



**Metropolitan Transportation Authority**

# **MTA Bus Operations Committee Meeting**

## **September 2012**

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### **Committee Members**

J. Lhota, Chair

A. Albert

J. Banks III

R. Bickford

A. Cappelli

F. Ferrer

I. Greenberg

J. Kay

M. Lebow

M. Page

M. Pally

D. Paterson

A. Saul

E. Watt

C. Wortendyke



## **MEETING AGENDA**

### **MTA BUS OPERATIONS COMMITTEE**

**September 24, 2012, 11:30 AM**

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### **AGENDA ITEMS**

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Date of next meeting: Monday, October 29, 2012 at 11:30 a.m.

**Minutes of Regular Meeting  
MTA Bus Operations Committee  
July 23, 2012  
347 Madison Avenue  
New York, New York 10017  
NYCT/MTA Bus Operations Special Joint Session  
10:00 AM**

The following MTA Bus Operations Committee members attended:

Hon. Joseph J. Lhota  
Hon. Andrew Albert  
Hon. Robert C. Bickford  
Hon. Allen Cappelli  
Hon. Fernando Ferrer  
Hon. Mark D. Lebow  
Hon. Mark Page  
Hon. Mitch Pally  
Hon. Carl Wortendyke

The following MTA Board members also attended the special joint session:

Hon. Charles G. Moerdler  
Hon. Jonathan A. Ballan

The following MTA Bus Operations Committee members did not attend:

Hon. John H. Banks III  
Hon. Ira Greenberg  
Hon. Jeffrey Kay  
Hon. David A. Paterson  
Hon. Ed Watt

Also present: Darryl Irick, Tom Del Sorbo, John Kivlehan, Steve Vidal, Thomas Charles, Norman Silverman, Henry Sullivan, Steve Plochochi and Peter Cafiero.

\* \* \* \* \*

#### NYCT/MTA Bus Operations Joint Session

A special joint session of New York City Transit/Bus Operations Committees was called to order at 10:00 AM, July 23, 2012 to address the specific list of service investment proposals for bus and subway services to be included in the July Financial Plan.

Chairman Lebow called the NYCT Committee meeting to order and noted that due to the nature of this joint meeting, the agenda is partially out of its usual order in that regular service changes and the service investment presentation will be addressed earlier in the meeting.

Chairman Lhota called the meeting of the MTA Bus Operations Committee to order at 10:03 AM. Chairman Lhota presided over the joint session through the service change portion of the agenda.

#### Public Comments Period

There were comments from four public speakers at the meeting.

#### Approval of the Minutes

Upon motion duly made and seconded, the members of the MTA Bus Operations Committee approved the minutes to the previous meeting held on June 25, 2012.

#### Work Plan

There were no changes to the Work Plan this month.

#### Service Changes

Peter Cafiero presented the proposed service investment package which provides for bus service improvements on various NYC Transit routes. Thereafter he reported that there are two regular bus service changes this month. One is for NYCT Bus and the other for MTA Bus. The first item regards the assignment of articulated buses on the M34 SBS, M34A SBS, M60 and Q44 routes. Operating articulated buses will allow NYCT Bus to operate a more efficient service while increasing passenger capacity by 10% to 15%. This will save approximately \$4.6 million annually.

The MTA Bus change is to the Q113 local service in Far Rockaway. The change will improve southbound service reliability, align the route with northbound service, eliminate turns and discontinue travel on narrow Nameoke Street. The revised path is similar in distance and travel time to the current path.

At the conclusion of the Service Changes, the meeting was returned to Chairman Lebow to cover the balance of the NYCT Committee meeting agenda.

Following the conclusion of the NYCT Committee agenda, Chairman Lhota presided over the regular Bus Committee agenda.

#### Operations Report

Darryl Irick reported for the month of May 2012, the combined bus MDBF was 4,399 miles – 37.6% greater when compared to May 2011.



Performance over a rolling 12-month period showed a combined MDBF of 3,756 miles – an improvement of 9.7% when compared to the prior 12 month period. These results are the product of a performance based maintenance program implemented in late 2011 that has positioned the fleet for improved reliability during summer 2012.

For the month of May, AM & PM peak pullouts were 99.1% and 99.5%, respectively. Completed trips were 98.7%. Trips missed because of vehicle failure were reduced by 23%. When looking at performance over a rolling 12 month period, AM and PM pullouts were 98.9% and 99.3%, respectively – slight improvements of 0.2% for each indicator. The percentage of completed trips was 98.3%, an improvement of 0.5%.

#### Safety Performance

Steve Vidal reported that the 12-month rate for Combined Bus Collisions per Million Miles Traveled is 6.1% lower than the prior 12-month period. The collision injury rate for the month at MTA Bus is up from 2011, offsetting a 15.7% improvement for NYCT Bus.

While May 2012 customer accidents and customer accident injuries continued in an adverse direction, preliminary June 2012 data shows both categories improving by more than 6% and 17%, respectively through the implementation of the BASICS program. The 12-month average rate for Employee On-Duty Lost-Time Accidents is 2.6 percent higher, representing a slight improvement on a 12-month rolling average. As a result, June 2012 data indicates improved midyear performance compared to 2011.

#### Paratransit

Tom Charles reported for May 2012, Access-A-Ride Paratransit ridership was up 9.3% compared to May 2011 levels. Access-A-Ride 12-month ridership levels were up by 3.6% for Access-A-Ride.

Over the 12-month period ending May 2012, there was a 1.4% decrease in the monthly average of Access-A-Ride Requests for Service. May 2012 passenger no-shows declined by 25.7% when compared to May 2011.

In anticipation of NYC Taxi and Limousine Commission's improved Accessible Taxi Dispatch system, approximately 1,300 Access-a-Ride wheelchair users in Manhattan were asked to participate in a pre-paid debit card pilot. While the low initial response represents customer concerns about the reliability and availability of accessible taxis, the expectation is that over time this program will achieve an increase in participation.

#### Ridership

Tom Del Sorbo reported for May 2012, overall average weekday ridership decreased by 0.7% when compared to May 2011. MTA Bus average weekday ridership dropped by 0.5% in May 2012 as compared to the prior May while NYCT Bus decreased by 0.8% for the same period.

Average weekend ridership in May 2012 was relatively unchanged at NYCT Bus and increased at MTA Bus by 3.4%, resulting in an overall combined ridership increase of 0.6%.

Express bus ridership on weekdays increased at NYCT Bus by 3.3% in May and rose 0.2% at MTA Bus, resulting in an overall combined increase of 1.9%.

A preliminary review of June 2012 data indicates that ridership levels declined when compared to actual June 2011 numbers. Average weekday ridership for MTA Bus declined by 0.2% from last year while NYCT Bus ridership declined by 1.4%.

#### Finance Report

Tom Del Sorbo reported year-to-date May 2012 farebox revenues for fixed route services are lower than budget for NYCT Bus by 0.6%, but better than budget for MTA Bus by 2.1%. Overall, fixed-route farebox revenues are \$0.7 million, or 0.2% lower than budget through May 2012.

On the expense side, combined May 2012 year-to-date non-reimbursable accrued expenses for bus operations reflect a favorable variance of 4%, or \$45.9 million, as NYCT Bus is favorable to budget levels by \$49.1 million. This is slightly offset by MTA Bus, which exceeded budget by \$3.2 million. Performance against budget is a combination of favorable Non-Labor expenses of \$41.3 million and favorable Labor expenses of \$4.6 million.

The favorable Non-Labor variance is primarily due to the use of lower cost taxis and vouchers for paratransit service contracts, favorable fuel costs, the timing of Maintenance and other operating contracts, and the timing of maintenance materials usage. The favorable Labor variance results from the timing of fringe benefit expenses partially offset by unfavorable Salary and Wage expenses that are mostly related to overtime expenses for the bus maintenance program.

#### Procurements

Tom Del Sorbo reported that there are four procurement actions this month totaling \$41.3M: two non-competitive, one competitive and a ratification.

One of the two non-competitive procurements is a budget adjustment to a contract with Corporate Transportation Group, Ltd., in the amount of \$32.7M. This budget adjustment will add additional funding to provide continued Broker-based car services for Access-A-Ride customers through the end of the contract term on January 12, 2013. This pilot initiative offers pricing that is on average 39% lower than the current average cost-per-trip of \$53. The current average cost-per-trip for Broker trips is \$32.

The competitive procurement is for an \$8.4M modification for First Transit, Inc. This will extend the First Transit contract for up to four months from December 1, 2012 through March 31, 2013. First Transit provides the staff to operate NYCT's Access-A-Ride's call center on a 24-hour basis. The additional time is required in order to complete the RFP process.

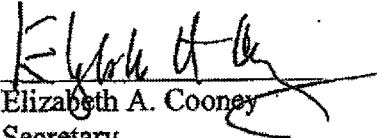
#### Approval of the Procurement

Upon motion duly made by Chairman Lhota and seconded, the members of the MTA Bus Operations Committee approved these procurements.

Adjournment

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

Respectfully submitted:

  
Elizabeth A. Cooney  
Secretary



## **MTA Bus Operations Committee Work Plan**

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### **I. RECURRING AGENDA ITEMS**

#### Responsibility

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

### **II. SPECIFIC AGENDA ITEMS**

#### Responsibility

<u>September 2012</u>	
MTA Bus 2013 Preliminary Budget	Finance
MTA Bus 2012 Mid-Year Forecast/Monthly Allocation	Finance
Service Quality Indicators for NYC Transit-Bus and MTA Bus (PES only)	Operations Planning
<u>October 2012</u>	
Public Comment/2013 Preliminary Budget	Finance
EEO & Diversity Report – Efforts to Address Underutilization	Human Resources
<u>November 2012</u>	
Public Comment/2013 Preliminary Budget	Finance
Charter for MTA Bus Operations Committee	General Counsel
EEO & Diversity Report – Workforce, New Hires & Complaints	Human Resources
<u>December 2012</u>	
2013 Proposed Final MTA Bus Budget	Finance
2013 Proposed Final NYC Transit-Bus Budget (information only)	Finance
<u>January 2013</u>	
Approval of 2013 MTA Bus Operations Committee Work Plan	Committee Chair & Members

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

### Responsibility

#### February 2013

Preliminary Review of MTA Bus/NYC

Transit-Bus 2012 Actual Results

Finance

Adopted Budget/Financial Plan 2013-2016

Finance

Service Quality Indicators for NYC Transit-Bus  
and MTA Bus (PES only)

Operations Planning

#### March 2013

2012 Year-End Safety Report and

2013 Safety Agenda

Safety & Training

EEO & Diversity Report – 2012 Year-End Report

Human Resources

#### April 2013

Final Review of MTA Bus /NYC Transit-Bus

2012 Actual Results

Finance

#### May 2013

#### June 2013

EEO & Diversity Report – Workforce, New Hires &  
Complaints

Human Resources

#### July 2013

#### August 2013

No Meeting Held



## **MTA Bus Operations Committee Work Plan**

### **Detailed Summary**

#### **I. RECURRING**

##### **Approval of Minutes**

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

##### **MTA Bus Operations Committee Work Plan**

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

##### **Operations Performance Summary**

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

##### **Procurements**

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

##### **Service Changes**

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

##### **Tariff Changes**

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

##### **Action Items**

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

## **II. SPECIFIC AGENDA ITEMS**

### **September 2012**

#### 2013 Preliminary Budget

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

#### 2012 Mid-Year Forecast/Monthly Allocation

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

#### Service Quality Indicators (including PES)

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

### **October 2012**

#### 2013 Preliminary Budget

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

#### EEO & Diversity Report - Efforts to Address Underutilization

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to the agencies' Equal Employment Opportunity and Diversity efforts. From quarter to quarter, the report will alternate between data on the agencies' workforce, new hires, and discrimination complaints and information on the efforts the agency has undertaken to address the underutilization of minorities and women.

### **November 2012**

#### 2013 Preliminary Budget

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

#### Charter Review

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

#### EEO & Diversity Report – Workforce, New Hires & Complaints

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to the agencies' Equal Employment Opportunity and Diversity efforts. From quarter to quarter, the report will alternate between data on the agencies' workforce, new hires, and discrimination complaints and information on the efforts the agency has undertaken to address the underutilization of minorities and women.

### **December 2012**

#### 2013 Final Proposed Budget for MTA Bus

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

## **II. SPECIFIC AGENDA ITEMS**

### 2013 Final Proposed Budget for NYC Transit-Bus

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

### **January 2013**

#### Approval of 2013 MTA Bus Operations Committee Work Plan

The Committee will be provided with the work plan for 2013 and will be asked to approve its use for the year.

### **February 2013**

#### Preliminary Review of 2012 Actual Results

A brief review of MTA Bus and NYC Transit-Bus 2012 Budget results will be presented.

#### Adopted Budget/Financial Plan 2013-2016

The revised 2013-2016 Financial Plans of MTA Bus and NYC Transit-Bus will be presented. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2013 by category.

#### Service Quality Indicators (including PES)

Bi-annual report which represents bus service indicators (Wait Assessment) and the Passenger Environment Survey (PES), which measures bus cleanliness, customer information and operations for New York City Transit's Department of Buses and MTA Bus. The MTA Bus report will include Passenger Environment Survey results only.

### **March 2013**

#### 2012 Year-End Safety Report and 2013 Safety Agenda

New York City Transit Bus and MTA Bus will present their safety goals for 2013 and describe important safety programs that are underway or planned. 2012 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will also be presented.

#### EEO & Diversity Report- 2012 Year-End Report

A detailed year-end 2012 report to the committee providing data on key EEO and Human Resources indicators relating to the agencies' Equal Employment Opportunity and Diversity efforts.

### **April 2013**

#### Final Review of 2012 Actual Results

The prior year's budget results for MTA Bus and NYC Transit-Bus will be reviewed, and their implications for current and future budget performance will be presented to the Committee.

### **May 2013**



## **II. SPECIFIC AGENDA ITEMS**

### **June 2013**

#### **EEO & Diversity Report – Workforce, New Hires & Complaints**

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to the agencies' Equal Employment Opportunity and Diversity efforts. From quarter to quarter, the report will alternate between data on the agencies' workforce, new hires, and discrimination complaints and information on the efforts the agency has undertaken to address the underutilization of minorities and women.

### **July 2013**

#### **August 2013**

No Meeting Held

# MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

## NYCT Bus, MTA Bus

Statistical results for the month of July 2012 are shown below

Reliability	MDBF	Jul-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	4,019	2,785	44.3%	4,001	3,370	18.7%
	NYCT Bus	3,758	2,807	33.9%	3,901	3,378	15.5%
	MTA Bus	5,143	2,716	89.4%	4,359	3,343	30.4%
	MDBSI	Jul-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	2,400	1,940	23.7%	2,380	2,147	10.8%
	NYCT Bus	2,280	1,839	24.0%	2,319	2,041	13.6%
	MTA Bus	2,877	2,357	22.0%	2,598	2,581	0.7%
Reliability	Buses <= 2 years	July % 2 Years or Newer			July # of Buses 2 Years or Newer		
		This Year	Last Year		This Year	Last Year	
	Regional	14%	10%		807	578	
	NYCT Bus	16%	12%		684	521	
	MTA Bus	10%	5%		123	57	
	Buses >= 12 years	July % 12 years or Older			July # of Buses 12 Years or Older		
		This Year	Last Year		This Year	Last Year	
	Regional	29%	32%		1,637	1,807	
	NYCT Bus	31%	34%		1,370	1,454	
	MTA Bus	21%	28%		267	353	
Reliability	Fleet age	July - Avg Fleet Age					
		This Year	Last Year				
	Regional	7.66	8.40				
	NYCT Bus	7.81	8.73				
	MTA Bus	7.18	7.26				
	MDBF by Fleet Age	Jul-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year		
	12 Years or Older	2,523	2,095	20.4%	2,802		
	3 to 11 Years Old	4,586	3,004	52.7%	4,627		
	2 Years or Newer	7,862	5,029	56.3%	8,566		

### Definitions

MDBF	Bus Mean Distance Between Failures(MDBF) measures the average miles between mechanical road calls. It indicates the mechanical reliability of the fleet.
MDBSI	Bus Mean Distance Between Service Interruptions (MDBSI) measures the average distance traveled by a bus between all delays and/or inconveniences to customers. All road calls caused by both mechanical and non-mechanical failures are included.

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

Statistical results for the month of July 2012 are shown below

Service	AM Pull Out		Jul-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.47%	98.68%	0.8%	99.01%	98.67%	0.3%
	NYCT Bus		99.59%	98.89%	0.7%	99.08%	98.85%	0.2%
	MTA Bus		99.05%	97.94%	1.1%	98.77%	98.01%	0.8%
	PM Pull Out		Jul-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.78%	99.36%	0.4%	99.42%	99.22%	0.2%
	NYCT Bus		99.83%	99.54%	0.3%	99.50%	99.41%	0.1%
	MTA Bus		99.62%	98.80%	0.8%	99.16%	98.57%	0.6%
% of Trips Completed			Jul-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.04%	98.16%	0.9%	98.49%	98.00%	0.5%
	NYCT Bus		99.10%	98.32%	0.8%	98.53%	98.14%	0.4%
	MTA Bus		98.81%	97.55%	1.3%	98.30%	97.46%	0.9%

**Definitions**

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

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

Statistical results for the month of July 2012 are shown below

Customer and Employee Safety	Collisions per million miles	Jul-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	48.02	45.35	5.9%	44.87	47.63	-5.8%
	NYCT Bus	47.41	43.99	7.8%	45.78	47.10	-2.8%
	MTA Bus	49.94	49.72	0.4%	41.98	49.34	-14.9%
	Collision injuries per million miles	Jul-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	6.91	7.32	-5.7%	6.77	6.73	0.6%
	NYCT Bus	8.25	7.87	4.9%	7.47	7.16	4.4%
	MTA Bus	2.66	5.56	-52.1%	4.53	5.34	-15.1%
	Customer Accidents per million Customers	Jul-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	1.37	1.33	3.1%	1.22	1.08	12.4%
	NYCT Bus	1.34	1.26	5.8%	1.16	1.05	11.3%
	MTA Bus	1.57	1.71	-8.4%	1.50	1.28	17.1%
	Customer Accident Injuries per million Customers	Jul-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	1.45	1.36	6.5%	1.25	1.11	12.2%
	NYCT Bus	1.43	1.25	14.9%	1.20	1.09	9.9%
	MTA Bus	1.57	2.03	-22.8%	1.53	1.25	22.9%
	Lost time Accidents Per 100 Employees	Jul-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	5.68	6.89	-17.6%	6.08	6.34	-4.1%
	NYCT Bus	5.99	6.37	-6.1%	5.55	5.70	-2.5%
	MTA Bus	4.43	9.09	-51.2%	8.26	9.08	-9.1%

**Definitions**

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

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

Statistical results for the month of July 2012 are shown below

<b>Fixed Route Ridership and Revenue</b>	<b>Total Ridership</b>		<b>Jul-12</b>			<b>12-Mon Total</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>62,654,193</b>	<b>62,329,522</b>	<b>0.5%</b>	<b>790,896,645</b>	<b>792,947,410</b>	<b>-0.3%</b>
	NYCT Bus		53,077,065	52,969,610	0.2%	670,339,596	674,385,038	-0.6%
	MTA Bus		9,577,128	9,359,912	2.3%	120,557,049	118,562,372	1.7%
	<b>Total Farebox Revenue</b>		<b>Jul-12</b>			<b>12-Mon Total</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>89,841,796</b>	<b>88,791,619</b>	<b>1.2%</b>	<b>1,058,438,929</b>	<b>1,022,665,001</b>	<b>3.5%</b>
	NYCT Bus		74,284,430	74,213,164	0.1%	875,048,298	849,779,207	3.0%
	MTA Bus		15,557,366	14,578,455	6.7%	183,390,631	172,885,794	6.1%
	<b>Average Weekday Ridership</b>		<b>Jul-12</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>2,355,644</b>	<b>2,372,065</b>	<b>-0.7%</b>	<b>2,540,142</b>	<b>2,546,034</b>	<b>-0.2%</b>
	NYCT Bus		1,988,948	2,006,784	-0.9%	2,145,892	2,157,148	-0.5%
	MTA Bus		366,695	365,281	0.4%	394,250	388,886	1.4%
	<b>Average Weekend Ridership</b>		<b>Jul-12</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>2,671,055</b>	<b>2,733,416</b>	<b>-2.3%</b>	<b>2,603,393</b>	<b>2,698,834</b>	<b>-3.5%</b>
	NYCT Bus		2,289,319	2,356,096	-2.8%	2,239,806	2,333,981	-4.0%
	MTA Bus		381,736	377,320	1.2%	363,587	364,853	-0.3%
	<b>Average Weekday Local Ridership</b>		<b>Jul-12</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>2,281,299</b>	<b>2,298,358</b>	<b>-0.7%</b>	<b>2,463,749</b>	<b>2,470,861</b>	<b>-0.3%</b>
	NYCT Bus		1,948,119	1,967,036	-1.0%	2,103,533	2,116,074	-0.6%
	MTA Bus		333,180	331,321	0.6%	360,215	354,787	1.5%
	<b>Average Weekday Express Ridership</b>		<b>Jul-12</b>			<b>12-Mon Avg</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>74,344</b>	<b>73,707</b>	<b>0.9%</b>	<b>76,394</b>	<b>75,173</b>	<b>1.6%</b>
	NYCT Bus		40,830	39,748	2.7%	42,359	41,074	3.1%
	MTA Bus		33,515	33,959	-1.3%	34,035	34,099	-0.2%
	<b>Average Fare</b>		<b>Local Bus Jul-12</b>			<b>Express Bus Jul-12</b>		
			<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
	<b>Regional</b>		<b>\$1.38</b>	<b>\$1.40</b>	<b>-1.4%</b>	<b>\$4.64</b>	<b>\$4.62</b>	<b>0.4%</b>
	NYCT Bus		\$1.38	\$1.40	-1.4%	\$4.65	\$4.64	0.3%
	MTA Bus		\$1.39	\$1.41	-1.1%	\$4.62	\$4.60	0.5%

**Definitions**

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

# MTA REGIONAL BUS, PARATRANSIT OPERATIONS PERFORMANCE SUMMARY

## Access-A-Ride (NYCT)

Statistical results for the month of July 2012 are shown below

Paratransit Ridership, Revenue and Service		Jul-12			12-Mon Total		
	Paratransit Ridership	This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	777,300	734,251	5.9%	9,363,532	8,953,041	4.6%
		Jul-12			12-Mon Total		
	Paratransit Revenue	This Year	Last Year	% Change	This Year*	Last Year	% Change
	Access-A-Ride (NYCT)	1,243,524	1,141,569	8.9%	15,113,617	14,535,115	4.0%
		Jul-12			12-Mon Avg		
	Access-A-Ride (NYCT)	This Year	Last Year	% Change	This Year*	Last Year	% Change
	% of Trips Completed	94.36%	94.32%	0.0%	94.36%	93.04%	1.4%
	Trips Requested	653,659	626,674	4.3%	665,136	666,031	-0.1%
Trips Scheduled	592,020	562,331	5.3%	601,933	592,686	1.6%	
Trips Completed	558,620	530,398	5.3%	567,986	551,426	3.0%	
Early Cancellations as a Percentage of Trips Requested	8.74%	9.15%	-4.5%	8.77%	10.03%	-12.6%	
Late Cancellations as a Percentage of Trips Scheduled	3.79%	3.47%	9.2%	3.59%	3.79%	-5.3%	
No-Shows (Customer) as a Percentage of Trips Scheduled	1.58%	1.93%	-17.8%	1.73%	2.55%	-32.3%	
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.27%	0.28%	-3.9%	0.32%	0.62%	-48.2%	
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%	
Customer Refusals as a Percentage of Trips Requested	0.69%	1.12%	-38.3%	0.73%	0.72%	1.3%	
New Applications Received	3,007	2,840	5.9%	2,676	2,713	-1.4%	

\* Due to the impending landfall of Tropical Storm Irene, Access-A-Ride cancelled service from noon on Saturday, August 27, 2011 to noon on Monday, August 29, 2011. Nonetheless, during this time period Access-A-Ride worked with the New York City Office of Emergency Management to provide vehicles for the evacuation of persons who could not independently travel to an evacuation center or other safe haven.

### Definitions

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

**Summary of Ridership, Farebox Revenue, and Expenses**  
(millions)

	July 2012				July YTD 2012			
	Mid-Year Forecast	Actual	Variance		Mid-Year Forecast	Actual	Variance	
			Better/(Worse)	(%)			Better/(Worse)	(%)
<b>Ridership:</b>								
MTA Bus								
Fixed Route	9.733	9.577	(0.156)	-1.6%	70.957	70.809	(0.348)	-0.5%
NYCT / DOB								
Fixed Route	53.888	53.077	(0.811)	-1.5%	394.394	392.866	(1.528)	-0.4%
Paratransit	0.863	0.777	(0.086)	-9.9%	5.769	5.595	(0.174)	-3.0%
Total NYCT	54.751	53.854	(0.897)	-1.6%	400.163	398.462	(1.701)	-0.4%
Regional Bus Ridership								
Fixed Route	63.621	62.654	(0.967)	-1.5%	465.351	463.475	(1.876)	-0.4%
Paratransit	0.863	0.777	(0.086)	-9.9%	5.769	5.595	(0.174)	-3.0%
	64.484	63.431	(1.053)	-1.6%	471.120	469.071	(2.049)	-0.4%
<b>Farebox:</b>								
MTA Bus								
Fixed Route	15.677	15.657	\$ (0.120)	-0.8%	106.438	106.138	\$ (0.300)	-0.3%
NYCT / DOB								
Fixed Route	75.210	74.284	\$ (0.926)	-1.2%	511.207	509.886	\$ (1.521)	-0.3%
Paratransit	1.451	1.244	(0.207)	-14.3%	9.292	8.872	(0.420)	-4.5%
Total NYCT	\$ 76.661	\$ 75.528	\$ (1.133)	-1.5%	\$ 520.499	\$ 518.558	\$ (1.941)	-0.4%
Total Regional Bus Farebox								
Fixed Route	\$ 90.887	\$ 89.842	\$ (1.045)	-1.2%	\$ 617.645	\$ 615.823	\$ (1.822)	-0.3%
Paratransit	1.451	1.244	(0.207)	-14.3%	9.292	8.872	(0.420)	-4.5%
	\$ 92.338	\$ 91.085	\$ (1.253)	-1.4%	\$ 626.937	\$ 624.695	\$ (2.242)	-0.4%

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

	Variance			
	Mid-Year Forecast	Actual	Better/(Worse)	(%)
MTA Bus	\$ 310.582	\$ 310.332	0.250	0.1%
NYCT / DOB	1,271.535	1,250.225	21.310	1.7%
	\$ 1,582.117	\$ 1,560.558	\$ 21.560	1.4%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 15,577	\$ 15,557	\$ (0.120)	(0.8)	\$ -	\$ -	\$ -	-	\$ 15,577	\$ 15,557	\$ (0.120)	(0.8)
Other Operating Income	0.800	1.083	0.283	35.4	-	-	-	-	0.800	1.083	0.283	35.4
Capital and Other Reimbursements	-	-	-	-	0.989	0.800	(0.189)	(17.4)	-	0.800	(0.189)	(17.4)
<b>Total Revenue</b>	<b>\$ 16,477</b>	<b>\$ 18,441</b>	<b>\$ 0.184</b>	<b>1.0</b>	<b>\$ 0.989</b>	<b>\$ 0.800</b>	<b>\$ (0.189)</b>	<b>(17.4)</b>	<b>\$ 17,445</b>	<b>\$ 17,441</b>	<b>\$ (0.005)</b>	<b>(0.0)</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 17,798	\$ 18,329	\$ (1,531)	(8.6)	\$ 0,870	\$ 0,800	\$ (0,130)	(19.4)	\$ 18,488	\$ 20,129	\$ (1,681)	(9.0)
Overtime	3,427	4,483	(1,056)	(30.2)	-	-	-	-	3,427	4,483	(1,056)	(30.2)
Health and Welfare	3,539	3,952	(0,413)	(11.7)	0,092	-	0,092	100.0	3,831	3,952	(0,321)	(8.8)
OPEB Current Payment	1,078	1,218	(0,139)	(12.8)	-	-	-	-	1,078	1,218	(0,139)	(12.8)
Pensions	3,078	3,854	(0,776)	(25.3)	0,042	-	0,042	100.0	3,119	3,854	(0,735)	(23.6)
Other Fringe Benefits	1,952	1,930	0,022	1.1	0,065	-	0,065	100.0	2,008	1,830	0,078	3.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 36,870</b>	<b>\$ 34,743</b>	<b>\$ (3,673)</b>	<b>(12.8)</b>	<b>\$ 0,869</b>	<b>\$ 0,800</b>	<b>\$ 0,069</b>	<b>7.0</b>	<b>\$ 31,730</b>	<b>\$ 35,543</b>	<b>\$ (3,813)</b>	<b>(12.0)</b>
<b>Non-Labor</b>												
Electric Power	\$ 0.114	\$ 0.080	\$ 0.034	29.8	\$ -	\$ -	\$ -	-	\$ 0.114	\$ 0.080	\$ 0.034	29.8
Fuel	3,725	2,881	1,044	28.0	-	-	-	-	3,725	2,881	1,044	28.0
Insurance	1,289	1,282	0,007	0.5	-	-	-	-	1,289	1,282	0,007	0.5
Claims	2,084	2,083	0,001	0.0	-	-	-	-	2,084	2,083	0,001	0.0
Maintenance and Other Operating Contracts	2,252	1,472	0,780	34.8	0,039	-	0,039	100.0	2,301	1,472	0,829	36.0
Professional Service Contracts	0,433	0,359	0,074	17.0	-	-	-	-	0,433	0,359	0,074	17.0
Materials & Supplies	2,809	1,870	1,039	35.7	0,070	-	0,070	100.0	2,879	1,870	1,109	37.2
Other Business Expense	0,387	0,313	0,074	19.2	-	-	-	-	0,387	0,313	0,074	19.2
<b>Total Non-Labor Expenses</b>	<b>\$ 13,183</b>	<b>\$ 10,120</b>	<b>\$ 3,063</b>	<b>23.2</b>	<b>\$ 0,109</b>	<b>\$ -</b>	<b>\$ 0,109</b>	<b>100.0</b>	<b>\$ 13,292</b>	<b>\$ 10,120</b>	<b>\$ 3,172</b>	<b>23.9</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 44,053</b>	<b>\$ 44,864</b>	<b>\$ (0,811)</b>	<b>(1.8)</b>	<b>\$ 0,989</b>	<b>\$ 0,800</b>	<b>\$ 0,189</b>	<b>17.4</b>	<b>\$ 45,022</b>	<b>\$ 45,684</b>	<b>\$ (0,662)</b>	<b>(1.4)</b>
Depreciation	3,384	3,935	(0,541)	(15.9)	-	-	-	-	3,384	3,935	(0,541)	(15.9)
OPEB Obligation	4,831	4,818	0,013	0.3	-	-	-	-	4,831	4,818	0,013	0.3
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 52,078</b>	<b>\$ 53,417</b>	<b>\$ (1,339)</b>	<b>(2.6)</b>	<b>\$ 0,989</b>	<b>\$ 0,800</b>	<b>\$ 0,189</b>	<b>17.4</b>	<b>\$ 53,047</b>	<b>\$ 54,217</b>	<b>\$ (1,170)</b>	<b>(2.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (35,601)</b>	<b>\$ (36,776)</b>	<b>\$ (1,175)</b>	<b>(3.3)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (36,601)</b>	<b>\$ (36,776)</b>	<b>\$ (1,175)</b>	<b>(3.3)</b>

NOTE: Totals may not add due to rounding



TABLE 2

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2012 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 108,438	\$ 108,138	\$ (0,300)	(0.3)	\$ -	\$ -	\$ -	-	\$ 108,438	\$ 108,138	\$ (0,300)	(0.3)
Other Operating Income	11,983	12,438	0,455	3.8	-	-	-	-	11,983	12,438	0,455	3.8
Capital and Other Reimbursements	-	-	-	-	3,881	4,016	0,135	3.5	3,881	4,016	0,135	3.5
<b>Total Revenue</b>	<b>\$ 118,421</b>	<b>\$ 118,576</b>	<b>\$ 0,154</b>	<b>0.1</b>	<b>\$ 3,881</b>	<b>\$ 4,016</b>	<b>\$ 0,135</b>	<b>3.5</b>	<b>\$ 122,302</b>	<b>\$ 122,592</b>	<b>\$ 0,290</b>	<b>0.2</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 134,789	\$ 138,690	\$ (3,881)	(2.9)	\$ 2,365	\$ 2,809	\$ (0,244)	(10.3)	\$ 137,154	\$ 141,280	\$ (4,108)	(3.0)
Overtime	25,872	27,337	(1,465)	(5.7)	-	-	-	-	25,872	27,337	(1,465)	(5.7)
Health and Welfare	25,034	25,522	(0,488)	(1.9)	0,591	0,889	(0,078)	(13.1)	25,625	26,190	(0,565)	(2.2)
OPEB Current Payment	9,196	9,472	(0,276)	(3.0)	-	-	-	-	9,196	9,472	(0,276)	(3.0)
Pensions	24,867	25,145	(1,278)	(5.1)	0,284	0,329	(0,045)	(16.0)	25,151	26,474	(1,323)	(5.3)
Other Fringe Benefits	13,429	13,308	0,122	0.9	0,183	0,124	0,059	32.5	13,612	13,430	0,181	1.3
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 233,186</b>	<b>\$ 240,431</b>	<b>\$ (7,245)</b>	<b>(3.1)</b>	<b>\$ 3,423</b>	<b>\$ 3,731</b>	<b>\$ (0,308)</b>	<b>(9.0)</b>	<b>\$ 236,609</b>	<b>\$ 244,162</b>	<b>\$ (7,553)</b>	<b>(3.2)</b>
<b>Non-Labor</b>												
Electric Power	\$ 0,813	\$ 0,807	\$ 0,006	1.0	\$ -	\$ -	\$ -	-	\$ 0,813	\$ 0,807	\$ 0,006	1.0
Fuel	15,825	15,822	2,103	13.2	-	-	-	-	15,825	15,822	2,103	13.2
Insurance	9,007	9,013	(0,006)	(0.1)	-	-	-	-	9,007	9,013	(0,006)	(0.1)
Claims	14,583	14,581	0,002	0.0	-	-	-	-	14,583	14,581	0,002	0.0
Maintenance and Other Operating Contracts	15,044	12,833	2,211	14.7	0,023	(0,110)	0,133	-	15,067	12,723	2,344	15.6
Professional Service Contracts	3,512	3,149	0,363	10.3	-	-	-	-	3,512	3,149	0,363	10.3
Materials & Supplies	18,402	13,770	2,632	16.0	0,435	0,396	0,039	9.1	18,837	14,165	2,672	15.9
Other Business Expense	2,310	2,127	0,183	7.9	-	-	-	-	2,310	2,127	0,183	7.9
<b>Total Non-Labor Expenses</b>	<b>\$ 77,398</b>	<b>\$ 68,901</b>	<b>\$ 7,495</b>	<b>9.7</b>	<b>\$ 0,488</b>	<b>\$ 0,288</b>	<b>\$ 0,172</b>	<b>37.6</b>	<b>\$ 77,884</b>	<b>\$ 70,187</b>	<b>\$ 7,697</b>	<b>9.8</b>
<b>Other Expense Adjustments</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 310,582</b>	<b>\$ 310,332</b>	<b>\$ 0,250</b>	<b>0.1</b>	<b>\$ 3,881</b>	<b>\$ 4,016</b>	<b>\$ (0,135)</b>	<b>(3.5)</b>	<b>\$ 314,463</b>	<b>\$ 314,348</b>	<b>\$ 0,114</b>	<b>0.0</b>
Depreciation	25,264	26,155	(0,891)	(3.5)	-	-	-	-	25,264	26,155	(0,891)	(3.5)
OPEB Obligation	32,262	32,238	0,026	0.1	-	-	-	-	32,262	32,238	0,026	0.1
Environmental Remediation	-	2,043	(2,043)	-	-	-	-	-	-	2,043	(2,043)	-
<b>Total Expenses</b>	<b>\$ 368,108</b>	<b>\$ 370,768</b>	<b>\$ (2,658)</b>	<b>(0.7)</b>	<b>\$ 3,881</b>	<b>\$ 4,016</b>	<b>\$ (0,135)</b>	<b>(3.5)</b>	<b>\$ 371,989</b>	<b>\$ 374,783</b>	<b>\$ (2,794)</b>	<b>(0.8)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (249,687)</b>	<b>\$ (252,191)</b>	<b>\$ (2,504)</b>	<b>(1.0)</b>	<b>\$ -</b>	<b>\$ 0,000</b>	<b>\$ 0,000</b>	<b>-</b>	<b>\$ (249,687)</b>	<b>\$ (252,191)</b>	<b>\$ (2,504)</b>	<b>(1.0)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July 2012			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.120)	(0.6)	(a)	\$ (0.300)	(0.3)	(a)
Other Operating Revenue	NR	\$ 0.263	35.4	Greater student fare reimbursements and insurance recoveries	\$ 0.455	3.8	Greater student fare reimbursements and insurance recoveries
Capital and Other Reimbursements	R	(0.169)	(17.4)	Timing of reimbursement receipts and delayed charges	0.135	9.5	Prior period reimbursements
<b>Total Revenue Variance</b>		<b>\$ (0.026)</b>	<b>(0.0)</b>		<b>\$ 0.290</b>	<b>0.2</b>	
Payroll	NR	\$ (1.531)	(8.6)	Mainly due to higher rate of pay for MPA and timing of reimbursable billings offset by retro-active pay TSO 8th hour paid in June and budgeted in July	\$ (2.061)	(2.8)	Mainly due to higher rate of pay for MPA and timing of reimbursable billings
Overtime	NR	(1.036)	(30.2)	Primarily due to summer preventative maintenance initiative, traffic delays and vacancies/absence coverage	(1.465)	(5.7)	Primarily due to summer preventative maintenance initiative, traffic delays and vacancies/absence coverage
Health and Welfare	NR	\$ (0.413)	(11.7)	Timing of charges	\$ (0.488)	(1.9)	(a)
OPEB Current Payment	NR	\$ (0.138)	(12.8)	Prior period charges	\$ (0.276)	(3.0)	(a)
Pension	NR	\$ (0.778)	(25.3)	Prior period charges	\$ (1.278)	(5.1)	Prior period charges
Other Fringe Benefits	NR	\$ 0.022	1.1	Related to payroll and overtime explanation	\$ 0.122	0.9	(a)
Electric Power	NR	\$ 0.034	28.6	Timing of charges	\$ 0.006	1.0	(a)
Fuel	NR	\$ 1.044	28.0	Credit for the CNG rebate of \$900k	\$ 2.103	13.2	CNG rebate and timing of charges
Insurance	NR	\$ 0.007	0.5	(a)	\$ (0.006)	(0.1)	(a)
Claims	NR	\$ 0.001	0.0	(a)	\$ 0.062	0.0	(a)
Maintenance and Other Operating Contracts	NR	\$ 0.790	34.9	Timing of charges	\$ 2.211	14.7	Timing of charges
Professional Service Contracts	NR	\$ 0.074	17.0	Timing of charges	\$ 0.363	10.3	Timing of charges
Materials & Supplies	NR	\$ 1.039	35.7	Timing of charges	\$ 2.632	18.0	Timing of charges
Other Business Expense	NR	\$ 0.074	19.2	Timing of charges	\$ 0.183	7.9	Timing of charges
Depreciation	NR	\$ (0.541)	(15.9)		\$ (0.891)	(3.5)	
Other Post Employment Benefits	NR	\$ 0.013	0.3	(a)	\$ 0.028	0.1	(a)
Environmental Remediation		\$ -	-		\$ (2.043)	-	
Payroll	R	(0.130)	(19.4)	Prior period charges	(0.244)	(10.3)	Prior period charges
Health and Welfare	R	0.092	100.0	Timing of charges	(0.078)	(13.1)	Scrap labor & materials, police repairs, MNR maint, & capital journal entries
Pension	R	0.042	100.0		(0.045)	(18.0)	
Other Fringe Benefits	R	0.056	100.0		0.059	32.5	
Maintenance and Other Operating Contracts	R	0.039			0.133		Diesel fuel recovery from scrap buses
Materials & Supplies	R	0.070		Timing of charges	0.039	9.1	MTA Bus materials from SR for NYCT buses & billbacks for parts for non-new vehicles
<b>Total Expense Variance</b>		<b>\$ (1.170)</b>	<b>(2.2)</b>		<b>\$ (2.704)</b>	<b>(0.8)</b>	
<b>Net Variance</b>		<b>\$ (1.175)</b>	<b>(3.3)</b>		<b>\$ (2.604)</b>	<b>(1.0)</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	July 2012				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 15.852	\$ 13.830	\$ (2.022)	(12.8)	\$ 106.600	\$ 103.154	\$ (3.446)	(3.2)
Other Operating Revenue	0.931	3.755	2.825	*	10.828	13.436	2.608	24.1
Capital and Other Reimbursements	1.626	-	(1.626)	(100.0)	4.713	1.461	(3.252)	(69.0)
<b>Total Receipts</b>	<b>\$ 18.409</b>	<b>\$ 17.585</b>	<b>\$ (0.824)</b>	<b>(4.5)</b>	<b>\$ 122.141</b>	<b>\$ 118.051</b>	<b>\$ (4.090)</b>	<b>(3.3)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$ 21.564	\$ 18.168	\$ 5.396	25.0	\$ 136.756	\$ 129.040	\$ 7.716	5.6
Overtime	3.244	4.463	(1.219)	(37.0)	25.540	27.337	(1.797)	(7.0)
Health and Welfare	6.006	24.130	(18.124)	*	22.434	56.366	(33.932)	*
OPEB Current Payment	2.196	1.100	1.096	49.9	9.892	7.700	2.192	22.2
Pensions	3.194	3.712	(0.518)	(16.2)	24.598	25.686	(1.088)	(4.4)
Other Fringe Benefits	2.420	1.569	0.851	34.3	13.816	12.218	1.598	11.6
GASB Account	0.617	-	0.617	100.0	1.234	-	1.234	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 39.241</b>	<b>\$ 51.163</b>	<b>\$ (11.922)</b>	<b>(30.4)</b>	<b>\$ 234.270</b>	<b>\$ 258.347</b>	<b>\$ (24.077)</b>	<b>(10.3)</b>
<b>Non-Labor:</b>								
Electric Power	\$ 0.114	\$ -	\$ 0.114	100.0	\$ 0.613	\$ 0.526	\$ 0.087	14.1
Fuel	4.182	(0.588)	4.770	*	21.817	26.610	(4.793)	(22.0)
Insurance	3.797	0.803	2.994	78.9	13.616	7.669	5.947	43.7
Claims	2.725	0.361	2.344	86.0	8.212	3.786	4.427	53.9
Maintenance and Other Operating Contracts	3.154	0.895	2.259	71.6	14.082	9.212	4.870	34.6
Professional Service Contracts	0.909	0.036	0.873	96.1	3.132	1.428	1.704	54.4
Materials & Supplies	3.481	2.970	0.511	14.7	22.850	21.168	1.682	7.4
Other Business Expenses	0.682	0.126	0.556	81.5	2.179	1.051	1.128	51.8
<b>Total Non-Labor Expenditures</b>	<b>\$ 19.044</b>	<b>\$ 4.622</b>	<b>\$ 14.422</b>	<b>75.7</b>	<b>\$ 86.501</b>	<b>\$ 71.449</b>	<b>\$ 15.052</b>	<b>17.4</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 58.285</b>	<b>\$ 55.785</b>	<b>\$ 2.500</b>	<b>4.3</b>	<b>\$ 320.771</b>	<b>\$ 329.796</b>	<b>\$ (9.025)</b>	<b>(2.8)</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (39.876)</b>	<b>\$ (38.200)</b>	<b>\$ 1.676</b>	<b>4.2</b>	<b>\$ (198.630)</b>	<b>\$ (211.745)</b>	<b>\$ (13.115)</b>	<b>(6.6)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

Operating Receipts or Disbursements	July 2012			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (2,022)	(12.8)	Timing of receipts	\$ (3,448)	(3.2)	Timing of receipts
Other Operating Revenue	2,825	*	Student and senior reimbursement receipts	2,806	24.1	Student and senior reimbursement receipts
Capital and Other Reimbursements	(1,626)	(100.0)	Timing of reimbursement receipts and delayed charges	(3,252)	(69.0)	Timing of reimbursement receipts and delayed charges
<b>Total Receipts</b>	<b>\$ (0,824)</b>	<b>(4.6)</b>		<b>\$ (4,090)</b>	<b>(3.3)</b>	
Payroll	\$ 5,308	25.0	Timing of payments and delayed contract settlements	\$ 7,716	5.6	Delayed contract settlements and interagency payments
Overtime	(1,219)	(37.6)	Primarily due to summer preventative maintenance initiative, traffic delays and vacancies/absence coverage	(1,797)	(7.0)	Primarily due to summer preventative maintenance initiative, traffic delays and vacancies/absence coverage
Health and Welfare	(18,124)	*	Inter-agency prior period/year payments	(33,932)	*	Inter-agency prior period/year payments
OPEB Current Payment	1,096	49.9	Timing of payments	2,192	22.2	Timing of payments
Pension	(9,518)	(16.2)	Prior period payments	(1,088)	(4.4)	(a)
Other Fringe Benefits	0,831	34.3	Timing of payments	1,598	11.6	Timing of payments
GASB Account	0,617	100.0	Timing of payments	1,234	100.0	Timing of payments
Electric Power	0,114	100.0	Timing of payments	8,087	14.1	Timing of payments
	4,770	*	CNG rebate and timing of payments	(4,793)	(22.9)	Inter-agency prior period/year payments
Fuel						
Insurance	2,994	78.9	Timing of payments	5,947	43.7	Timing of payments
Claims	2,344	86.0	Timing of payments	4,427	53.9	Timing of payments
Maintenance and Other Operating Contracts	2,259	71.6	Timing of payments	4,870	34.8	Timing of payments
Professional Service Contracts	0,873	96.1	Timing of payments	1,704	54.4	Timing of payments
Materials & Supplies	0,511	14.7	Timing of payments	1,682	7.4	Timing of payments
Other Business Expenditure	0,566	81.5	Timing of payments	1,128	51.8	Timing of payments
<b>Total Expenditures</b>	<b>\$ 2,500</b>	<b>4.3</b>		<b>\$ (9,026)</b>	<b>(2.8)</b>	
<b>Net Cash Variance</b>	<b>\$ 1,676</b>	<b>4.2</b>		<b>\$ (13,115)</b>	<b>(5.6)</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	July 2012				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 0.175	\$ (1.728)	\$ (1.903)	*	\$ 0.162	\$ (2.984)	\$ (3.146)	*
Other Operating Revenue	0.131	2.672	2.541	*	(1.155)	0.999	2.154	*
Capital and Other Reimbursements	0.857	(0.800)	(1.457)	*	0.832	(2.555)	(3.387)	*
Total Receipts	\$ 0.963	\$ 0.145	\$ (0.818)	(85.0)	\$ (0.161)	\$ (4.541)	\$ (4.380)	*
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$ (3.096)	\$ 3.991	\$ 7.057	*	\$ 0.398	\$ 12.220	\$ 11.822	*
Overtime	0.183	-	(0.183)	(100.0)	0.332	-	(0.332)	(100.0)
Health and Welfare	(2.375)	(20.178)	(17.803)	*	3.191	(30.175)	(33.366)	*
OPEB Current Payment	(1.118)	0.118	1.234	*	(0.696)	1.772	2.468	*
Pensions	(0.078)	0.142	0.218	*	0.553	0.788	0.235	42.5
Other Fringe Benefits	(0.412)	0.340	0.752	*	(0.205)	1.211	1.416	*
GASB Account	(0.617)	-	0.617	100.0	(1.234)	-	1.234	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ (7.511)	\$ (15.619)	\$ (8.108)	*	\$ 2.338	\$ (14.185)	\$ (16.524)	*
<b>Non-Labor:</b>								
Electric Power	\$ -	\$ 0.080	\$ 0.080	-	\$ -	\$ 0.080	\$ 0.080	-
Fuel	(0.457)	3.289	3.726	*	(5.892)	(12.768)	(6.896)	*
Insurance	(2.529)	0.480	2.955	*	(4.605)	1.344	5.953	*
Claims	(0.841)	1.702	2.343	*	6.371	10.796	4.425	69.5
Maintenance and Other Operating Contracts	(0.853)	-0.577	1.430	*	0.985	3.511	2.526	*
Professional Service Contracts	(0.476)	0.324	0.800	*	0.380	1.721	1.341	*
Materials & Supplies	(0.502)	(1.100)	(0.598)	*	(5.013)	(7.002)	(0.989)	(19.5)
Other Business Expenditures	(0.295)	0.186	0.481	*	0.131	1.075	0.944	*
Total Non-Labor Expenditures	\$ (5.752)	\$ 5.498	\$ 11.250	*	\$ (8.647)	\$ (1.262)	\$ 7.385	85.4
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
<b>Gap Closing Expenditures:</b>								
Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>								
	\$ (13.263)	\$ (10.121)	\$ 3.142	23.7	\$ (8.308)	\$ (15.447)	\$ (9.139)	*
<b>Depreciation Adjustment</b>								
	3.394	3.835	0.541	15.9	25.264	26.155	0.891	3.5
Other Post Employment Benefits	4.631	4.618	(0.013)	(0.3)	32.262	32.236	(0.026)	(0.1)
Environmental Remediation	-	-	-	-	-	2.043	2.043	-
Total Expenses/Expenditures	\$ (5.238)	\$ (1.668)	\$ 3.570	70.1	\$ 51.216	\$ 44.987	\$ (6.229)	(12.2)
<b>Total Cash Conversion Adjustments</b>								
	\$ (4.275)	\$ (1.424)	\$ 2.851	66.7	\$ 51.057	\$ 40.446	\$ (10.611)	(20.8)

NOTE: Totals may not add due to rounding

MTA Bus Company  
2012 July Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	July						July Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	47,591	\$2.0	45,909	\$1.7	1,682 3.5%	\$0.3 15.7%	353,480	\$15.2	310,205	\$14.5	43,275 12.2%	\$0.6 4.2%
<u>Unscheduled Service</u>	3,684	\$0.2	5,048	\$0.2	(1,364) -37.0%	(0.1) -50.3%	22,866	\$1.0	27,793	\$1.1	(4,926) -21.5%	(0.1) -14.0%
<u>Programmatic/Routine Maintenance</u>	12,715	\$0.5	20,370	\$1.2	(7,655) -60.2%	(0.6) -118.5%	124,844	\$5.4	121,975	\$6.3	2,869 2.3%	(0.9) -16.6%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	105	\$0.0	0	\$0.0	105 100.0%	0.0 0.5%
<u>Vacancy/Absentee Coverage</u>	14,729	\$0.6	23,492	\$1.3	(8,764) -59.5%	(0.6) -100.2%	85,402	\$3.8	148,693	\$4.8	(63,291) -74.1%	(1.1) -28.4%
<u>Weather Emergencies</u>	107	\$0.0	0	\$0.0	107 100.0%	0.0 100.0%	3,141	\$0.2	814	\$0.2	2,328 74.1%	0.0 5.4%
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	127	\$0.0	105 45.3%	0.0 51.2%	1,497	\$0.1	845	\$0.1	652 43.6%	0.0 15.4%
<u>Other</u>	626	\$0.0	569	\$0.0	57 9.1%	(0.0) -24.2%	5,218	\$0.3	5,177	\$0.3	41 0.8%	(0.0) -5.7%
Subtotal	79,684	\$3.4	95,516	\$4.5	(15,832) -19.9%	(\$1.0) -30.2%	596,554	\$25.9	615,502	\$27.3	(18,948) -3.2%	(\$1.5) -5.7%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	79,684	\$3.4	95,516	\$4.5	(15,832) -19.9%	(\$1.0) -30.2%	596,554	\$25.9	615,502	\$27.3	(18,948) -3.2%	(\$1.5) -5.7%

Totals may not add due to rounding.

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

\* Exceeds 100%

MTA Bus Company  
2012 July Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	1,882	\$0.3	Less than schedule service operated	43,275	\$0.8	Less than schedule service operated
	3.5%	15.7%		12.2%	4.2%	
Unscheduled Service	(1,364)	(\$0.1)		(4,928)	(\$0.1)	
	-37.0%	-50.3%		-21.5%	-14.0%	
Programmatic/Routine Maintenance	(7,655)	(\$0.6)	Primarily due to Summer preventative maintenance initiative, traffic delays and the residual effect of the bus maintenance program	2,869	(\$0.9)	Primarily due to Summer preventative maintenance initiative, traffic delays and the residual effect of the bus maintenance program
	-60.2%	-118.5%		2.3%	-16.6%	
Unscheduled Maintenance	-	\$0.0		105	\$0.0	
	0.0%	0.0%		100.0%	0.5%	
Vacancy/Absentee Coverage	(8,754)	(\$0.8)	Vacancy and absentee Coverage	(63,291)	(\$1.1)	Vacancy and absentee Coverage
	-59.5%	-100.2%		-74.1%	-28.4%	
Weather Emergencies	107	\$0.0		2,328	\$0.0	February 11th Snow Storm Preparation
	100.0%	100.0%		74.1%	5.4%	
Safety/Security/Law Enforcement	105	\$0.0		652	\$0.0	
	45.3%	51.2%		43.8%	15.4%	
Other	57	(\$0.0)	Un-planned Administrative Work	41	(\$0.0)	Un-planned Administrative Work
	9.1%	-24.2%		0.8%	-5.7%	
Subtotal	(15,832)	(\$1.0)		(18,948)	(\$1.5)	
	-19.9%	-30.2%		-3.2%	-5.7%	
REIMBURSABLE OVERTIME						
	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(15,832)	(\$1.0)		(18,948)	(\$1.5)	

METROPOLITAN TRANSPORTATION AUTHORITY  
2012 Overtime Reporting  
Overtime Legend

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (Includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.



**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**Utilization**  
(In millions)

	<u>July 2012</u>			<u>Year-to-date as of July 2012</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 15.677	\$ 15.557	\$ (0.120)	\$ 106.438	\$ 106.138	\$ (0.300)
Total Farebox Revenue	\$ 15.677	\$ 15.557	\$ (0.120)	\$ 106.438	\$ 106.138	\$ (0.300)
Other Revenue	\$ 0.800	\$ 1.083	\$ 0.283	\$ 11.983	\$ 12.438	\$ 0.455
Capital & Other	0.969	0.800	(0.169)	3.881	4.016	0.135
Total Revenue	\$ 17.446	\$ 17.441	\$ (0.005)	\$ 122.302	\$ 122.592	\$ 0.290
<u>Ridership</u>						
Fixed Route	9.733	9.577	(0.156)	70.957	70.609	(0.348)
Total Ridership	9.733	9.577	(0.156)	70.957	70.609	(0.348)

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION and DEPARTMENT**  
**July 2012**

FUNCTION / DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	6	6	-	
Office of Management and Budget	14	13	1	
Technology & Information Services	17	18	(1)	
Material	19	17	2	
Controller	21	27	(6)	
Office of the President	6	9	(3)	
System Safety Administration	6	1	4	
Law	21	24	(3)	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Strategic Office	8	6	2	
Non-Departmental	61	-	61	Timing of Training Requirements
<b>Total Administration</b>	<b>188</b>	<b>127</b>	<b>61</b>	
 Buses	 2,060	 2,072	 (12)	
Office of the Executive VP	1	2	(1)	
Safety & Training	21	82	(61)	
Road Operations	117	117	-	
Transportation Support	20	20	-	
Operations Planning	30	30	-	
Revenue Control	21	21	-	
<b>Total Operations</b>	<b>2,270</b>	<b>2,344</b>	<b>(74)</b>	Students in Training
 Buses	 742	 727	 15	
Maintenance Support/CMF	154	156	(2)	
Facilities	72	40	32	Vacancies Replaced by MOU
Supply Logistics	85	83	2	
<b>Total Maintenance</b>	<b>1,053</b>	<b>1,006</b>	<b>47</b>	
 Capital Program Management	 38	 33	 5	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>33</b>	<b>5</b>	
 Security	 14	 14	 -	
<b>Total Public Safety</b>	<b>14</b>	<b>14</b>	<b>-</b>	
 <b>Total Positions</b>	 <b>3,563</b>	 <b>3,524</b>	 <b>39</b>	
 Non-Reimbursable	 3,489	 3,485	 34	
Reimbursable	64	59	5	
<b>Total Full-Time</b>	<b>3,548</b>	<b>3,509</b>	<b>39</b>	
<b>Total Full-Time Equivalents</b>	<b>15</b>	<b>15</b>	<b>-</b>	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATIONAL GROUP**  
**July 2012**

<b>FUNCTION / OCCUPATION</b>	<b>Mid Year Forecast</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<b>Administration</b>				
Managers/Supervisors	49	39	10	
Professional, Technical, Clerical	78	88	(10)	
Operational Hourlies	61	-	61	
<b>Total Administration</b>	<b>188</b>	<b>127</b>	<b>61</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	302	297	5	
Professional, Technical, Clerical	50	58	(8)	
Operational Hourlies	1,918	1,989	(71)	
<b>Total Operations</b>	<b>2,270</b>	<b>2,344</b>	<b>(74)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	197	188	9	
Professional, Technical, Clerical	13	13	-	
Operational Hourlies	843	806	38	
<b>Total Maintenance</b>	<b>1,053</b>	<b>1,006</b>	<b>47</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	22	18	4	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>33</b>	<b>5</b>	
<b>Public Safety</b>				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>14</b>	<b>14</b>	<b>-</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	581	549	32	
Professional, Technical, Clerical	160	179	(19)	
Operational Hourlies	2,822	2,796	26	
<b>Total Baseline Positions</b>	<b>3,563</b>	<b>3,524</b>	<b>39</b>	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>REVENUE</b>												
Farebox Revenue	\$ 15,366	\$ 15,174	\$ (0.181)	(1.2)	\$ -	\$ -	\$ -	-	\$ 15,366	\$ 15,174	\$ (0.181)	(1.2)
Other Operating Income	1,437	1,808	0.172	12.0	-	-	-	-	1,437	1,808	0.172	12.0
Capital and Other Reimbursements	-	-	-	-	0.889	1,274	0.805	31.4	0.889	1,274	0.305	31.4
<b>Total Revenue</b>	<b>\$ 16,792</b>	<b>\$ 16,783</b>	<b>\$ (0.009)</b>	<b>(0.1)</b>	<b>\$ 0.889</b>	<b>\$ 1,274</b>	<b>\$ 0.305</b>	<b>31.4</b>	<b>\$ 17,761</b>	<b>\$ 18,056</b>	<b>\$ 0.295</b>	<b>1.7</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 17,524	\$ 19,854	\$ (2,330)	(13.3)	\$ 0.870	\$ 0,784	\$ (0.114)	(17.0)	\$ 18,184	\$ 20,638	\$ (2,444)	(13.4)
Overtime	3,393	3,822	(0,429)	(12.6)	-	-	-	-	3,393	3,822	(0,429)	(12.6)
Health and Welfare	3,530	3,012	(0,073)	(2.1)	0.082	0,282	(0,170)	-	3,612	3,874	(0,243)	(6.7)
OPEB Current Payment	1,078	1,216	(0,138)	(12.8)	-	-	-	-	1,078	1,216	(0,138)	(12.8)
Pensions	3,076	3,576	(0,500)	(16.3)	0.042	0,129	(0,087)	-	3,118	3,705	(0,587)	(18.8)
Other Fringe Benefits	1,952	1,862	0,100	5.1	0.058	0,063	0,003	6.1	2,008	1,905	0,103	5.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 30,582</b>	<b>\$ 33,932</b>	<b>\$ (3,370)</b>	<b>(11.0)</b>	<b>\$ 0.880</b>	<b>\$ 1,228</b>	<b>\$ (0,368)</b>	<b>(42.7)</b>	<b>\$ 31,422</b>	<b>\$ 35,159</b>	<b>\$ (3,737)</b>	<b>(11.9)</b>
<b>Non-Labor</b>												
Electric Power	\$ 0.125	\$ 0.152	\$ (0.027)	(21.2)	\$ -	\$ -	\$ -	-	\$ 0.125	\$ 0.152	\$ (0.027)	(21.2)
Fuel	4.103	3,044	1,059	25.8	-	-	-	-	4,103	3,044	1,059	25.8
Insurance	1,288	1,281	(0,012)	(0.9)	-	-	-	-	1,288	1,281	(0,012)	(0.9)
Claims	2,084	2,083	0,001	0.0	-	-	-	-	2,084	2,083	0,001	0.0
Maintenance and Other Operating Contracts	2,262	0,841	1,421	62.8	0.038	(0,054)	0,093	-	2,301	0,786	1,515	65.8
Professional Service Contracts	0,453	0,144	0,299	66.8	-	-	-	-	0,453	0,144	0,299	66.8
Materials & Supplies	2,809	1,318	1,553	54.8	0,070	0,101	(0,031)	(43.7)	2,879	1,417	1,552	52.4
Other Business Expense	0,387	0,277	0,110	28.4	-	-	-	-	0,387	0,277	0,110	28.4
<b>Total Non-Labor Expenses</b>	<b>\$ 13,572</b>	<b>\$ 9,137</b>	<b>\$ 4,438</b>	<b>32.7</b>	<b>\$ 0.108</b>	<b>\$ 0,048</b>	<b>\$ 0,063</b>	<b>57.7</b>	<b>\$ 13,681</b>	<b>\$ 9,183</b>	<b>\$ 4,498</b>	<b>32.9</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 44,134</b>	<b>\$ 43,069</b>	<b>\$ 1,065</b>	<b>2.4</b>	<b>\$ 0.988</b>	<b>\$ 1,274</b>	<b>\$ (0,308)</b>	<b>(31.4)</b>	<b>\$ 45,103</b>	<b>\$ 44,342</b>	<b>\$ 0,761</b>	<b>1.7</b>
Depreciation	3,394	3,744	(0,350)	(10.3)	-	-	-	-	3,394	3,744	(0,350)	(10.3)
OPEB Obligation	4,631	4,618	0,013	0.3	-	-	-	-	4,631	4,618	0,013	0.3
Environmental Remediation	-	0,211	(0,211)	-	-	-	-	-	-	0,211	(0,211)	-
<b>Total Expenses</b>	<b>\$ 52,159</b>	<b>\$ 51,641</b>	<b>\$ 0,518</b>	<b>1.0</b>	<b>\$ 0,988</b>	<b>\$ 1,274</b>	<b>\$ (0,308)</b>	<b>(31.4)</b>	<b>\$ 53,128</b>	<b>\$ 52,915</b>	<b>\$ 0,213</b>	<b>0.4</b>
<b>Net Surplus(Deficit)</b>	<b>\$ (35,367)</b>	<b>\$ (34,858)</b>	<b>\$ 0,508</b>	<b>1.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (35,367)</b>	<b>\$ (34,859)</b>	<b>\$ 0,508</b>	<b>1.4</b>

NOTE: Totals may not add due to rounding

TABLE 2

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2012 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 90.781	\$ 90.580	\$ (0.181)	(0.2)	\$ -	\$ -	\$ -	-	\$ 90.781	\$ 90.580	\$ (0.181)	(0.2)
Other Operating Income	11.183	11.354	0.171	1.5	-	-	-	-	11.183	11.354	0.171	1.5
Capital and Other Reimbursements	-	-	-	-	2.912	3.218	0.304	10.5	2.912	3.218	0.304	10.5
<b>Total Revenue</b>	<b>\$ 101.964</b>	<b>\$ 101.938</b>	<b>\$ (0.026)</b>	<b>(0.0)</b>	<b>\$ 2.912</b>	<b>\$ 3.218</b>	<b>\$ 0.304</b>	<b>10.5</b>	<b>\$ 104.876</b>	<b>\$ 105.151</b>	<b>\$ 0.275</b>	<b>0.3</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 118.991	\$ 119.321	\$ (2.330)	(2.0)	\$ 1.895	\$ 1.809	\$ (0.114)	(9.7)	\$ 118.886	\$ 121.130	\$ (2.444)	(2.1)
Overtime	22.445	22.874	(0.429)	(1.9)	-	-	-	-	22.445	22.874	(0.429)	(1.9)
Health and Welfare	21.495	21.569	(0.074)	(0.3)	0.498	0.688	(0.170)	(34.0)	21.994	22.258	(0.244)	(1.1)
OPEB Current Payment	8.118	8.256	(0.138)	(1.7)	-	-	-	-	8.118	8.256	(0.138)	(1.7)
Pensions	21.791	22.291	(0.500)	(2.3)	0.242	0.325	(0.087)	(36.1)	22.033	22.621	(0.588)	(2.7)
Other Fringe Benefits	11.476	11.378	0.100	0.9	0.127	0.124	0.003	2.7	11.603	11.500	0.103	0.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 202.316</b>	<b>\$ 205.889</b>	<b>\$ (3.572)</b>	<b>(1.7)</b>	<b>\$ 2.563</b>	<b>\$ 2.931</b>	<b>\$ (0.368)</b>	<b>(14.3)</b>	<b>\$ 204.879</b>	<b>\$ 208.619</b>	<b>\$ (3.740)</b>	<b>(1.9)</b>
<b>Non-Labor</b>												
Electric Power	\$ 0.499	\$ 0.526	\$ (0.027)	(5.6)	\$ -	\$ -	\$ -	-	\$ 0.499	\$ 0.626	\$ (0.027)	(5.6)
Fuel	12.200	11.141	1.059	8.7	-	-	-	-	12.200	11.141	1.059	8.7
Insurance	7.738	7.750	(0.012)	(0.2)	-	-	-	-	7.738	7.750	(0.012)	(0.2)
Claims	12.498	12.498	0.001	0.0	-	-	-	-	12.498	12.498	0.001	0.0
Maintenance and Other Operating Contracts	12.782	11.381	1.421	11.1	(0.016)	(0.110)	0.094	-	12.766	11.251	1.515	11.9
Professional Service Contracts	3.079	2.786	0.293	9.4	-	-	-	-	3.079	2.786	0.293	9.4
Materials & Supplies	13.493	11.900	1.593	11.8	0.395	0.396	(0.001)	(0.4)	13.858	12.295	1.563	11.3
Other Business Expense	1.923	1.814	0.109	5.7	-	-	-	-	1.923	1.814	0.109	5.7
<b>Total Non-Labor Expenses</b>	<b>\$ 64.213</b>	<b>\$ 59.781</b>	<b>\$ 4.432</b>	<b>6.9</b>	<b>\$ 0.349</b>	<b>\$ 0.288</b>	<b>\$ 0.063</b>	<b>18.2</b>	<b>\$ 64.562</b>	<b>\$ 60.066</b>	<b>\$ 4.496</b>	<b>7.0</b>
<b>Other Expense Adjustments</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 266.529</b>	<b>\$ 265.468</b>	<b>\$ 1.061</b>	<b>0.4</b>	<b>\$ 2.912</b>	<b>\$ 3.216</b>	<b>\$ (0.304)</b>	<b>(10.5)</b>	<b>\$ 269.441</b>	<b>\$ 268.686</b>	<b>\$ 0.755</b>	<b>0.3</b>
Depreciation	21.870	22.220	(0.350)	(1.6)	-	-	-	-	21.870	22.220	(0.350)	(1.6)
OPEB Obligation	27.831	27.818	0.013	0.0	-	-	-	-	27.831	27.818	0.013	0.0
Environmental Remediation	-	2.043	(2.043)	-	-	-	-	-	-	2.043	(2.043)	-
<b>Total Expenses</b>	<b>\$ 316.038</b>	<b>\$ 317.350</b>	<b>\$ (1.312)</b>	<b>(0.4)</b>	<b>\$ 2.912</b>	<b>\$ 3.216</b>	<b>\$ (0.304)</b>	<b>(10.5)</b>	<b>\$ 316.942</b>	<b>\$ 320.568</b>	<b>\$ (3.626)</b>	<b>(1.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (214.086)</b>	<b>\$ (215.415)</b>	<b>\$ (1.329)</b>	<b>(0.6)</b>	<b>\$ -</b>	<b>\$ 0.000</b>	<b>\$ 0.000</b>	<b>-</b>	<b>\$ (214.086)</b>	<b>\$ (215.415)</b>	<b>\$ (1.329)</b>	<b>(0.6)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June 2012			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.181)	(1.2)	(a)	\$ (0.181)	(0.2)	(a)
Other Operating Revenue	NR	\$ 0.172	12.0	Greater student fare reimbursements and insurance recoveries	\$ 0.171	1.5	Greater student fare reimbursements and insurance recoveries
Capital and Other Reimbursements	R	\$ 0.305	31.4	Prior period reimbursement of expenses	\$ 0.304	10.5	Prior period reimbursement of expenses
<b>Total Revenue Variance</b>		<b>\$ 0.296</b>	<b>1.7</b>		<b>\$ 0.296</b>	<b>0.3</b>	
Payroll	NR	\$ (2.330)	(13.3)	Mainly due to higher rate of pay for MPA and under accruals for inter-agency employees and retro-active pay ISO 9th hour budgeted in July	\$ (2.330)	(2.0)	(a)
Overtime	NR	\$ (0.429)	(12.6)	Primarily due to summer preventative maintenance initiative, traffic delays and vacancies/absence coverage	\$ (0.429)	(1.9)	(a)
Health and Welfare	NR	\$ (0.073)	(2.1)	(a)	\$ (0.074)	(0.3)	(a)
OPEB Current Payment	NR	\$ (0.138)	(12.6)	Prior period reconciling adjustments for actual claims	\$ (0.138)	(1.7)	(a)
Pension	NR	\$ (0.500)	(16.3)	Prior period inter-agency charges	\$ (0.500)	(2.3)	(a)
Other Fringe Benefits	NR	\$ 0.100	6.1	(a)	\$ 0.100	0.9	(a)
Electric Power	NR	\$ (0.027)	(21.2)	Prior period charges	\$ (0.027)	(5.5)	Prior period charges
Fuel	NR	\$ 1.059	25.8	Timing of charges	\$ 1.059	8.7	Timing of charges
Insurance	NR	\$ (0.012)	(0.9)	(a)	\$ (0.012)	(0.2)	(a)
Claims	NR	\$ 0.001	0.0	(a)	\$ 0.001	0.0	(a)
Maintenance and Other Operating Contracts	NR	\$ 1.421	62.8	Timing of charges	\$ 1.421	11.1	Timing of charges
Professional Service Contracts	NR	\$ 0.269	68.8	Timing of charges	\$ 0.260	9.4	Timing of charges
Materials & Supplies	NR	\$ 1.593	54.8	Timing of charges	\$ 1.589	11.8	Timing of charges
Other Business Expense	NR	\$ 0.110	28.4	Timing of charges	\$ 0.109	5.7	Timing of charges
Depreciation	NR	\$ (0.350)	(10.3)		\$ (0.350)	(1.6)	
Other Post Employment Benefits	NR	\$ 0.013	0.3	(a)	\$ 0.013	0.0	(a)
Environmental Remediation		\$ (0.211)	-		\$ (2.043)	-	
Payroll	R	\$ (0.114)	(17.0)	Prior period charges	\$ (0.114)	(6.7)	Prior period charges
Overtime	R	\$ -	-	Vacancies and pending budget reductions	\$ -	-	Vacancies and pending budget reductions
Health and Welfare	R	\$ (0.170)	-		\$ (0.170)	(34.0)	
Pension	R	\$ (0.087)	-	Prior period charges	\$ (0.087)	(36.1)	Scrap labor & materials, police repairs, MNR maint
Other Fringe Benefits	R	\$ 0.003	6.1		\$ 0.003	2.7	
Claims	R	\$ -	(42.7)		\$ -	-	
Fuel for Buses and Trains	R	\$ -	(0.4)		\$ -	-	
Maintenance and Other Operating Contracts	R	\$ 0.093	-		\$ 0.094	-	* Diesel fuel recovery from scrap buses
Materials & Supplies	R	\$ (0.031)	-	Billbacks for parts for non-rev vehicles for Police HQ & MNR	\$ (0.031)	-	* MTA Bus materials from SR for NYCT buses & billbacks for parts for
<b>Total Expense Variance</b>		<b>\$ 0.213</b>	<b>0.4</b>		<b>\$ (1.624)</b>	<b>(0.6)</b>	
<b>Net Variance</b>		<b>\$ 0.508</b>	<b>1.4</b>		<b>\$ (1.328)</b>	<b>(0.6)</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	June 2012				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 15.526	\$ 14.102	\$ (1.424)	(9.2)	\$ 90.748	\$ 89.324	\$ (1.424)	(1.6)
Other Operating Revenue	1.673	1.457	(0.216)	(12.9)	9.897	9.881	(0.216)	(2.2)
Capital and Other Reimbursements	1.626	-	(1.626)	(100.0)	3.087	1.461	(1.626)	(52.7)
<b>Total Receipts</b>	<b>\$ 18.825</b>	<b>\$ 15.560</b>	<b>\$ (3.265)</b>	<b>(17.3)</b>	<b>\$ 103.732</b>	<b>\$ 100.465</b>	<b>\$ (3.267)</b>	<b>(3.1)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$ 20.108	\$ 17.787	\$ 2.321	11.5	\$ 115.192	\$ 112.872	\$ 2.320	2.0
Overtime	3.244	3.822	(0.578)	(17.8)	22.296	22.874	(0.578)	(2.6)
Health and Welfare	4.492	20.300	(15.808)	*	16.428	32.235	(15.807)	(95.2)
OPEB Current Payment	2.196	1.100	1.096	49.9	7.696	6.600	1.096	14.2
Pensions	3.194	3.765	(0.571)	(17.9)	21.404	21.974	(0.570)	(2.7)
Other Fringe Benefits	2.420	1.654	0.766	31.7	11.398	10.629	0.767	6.7
GASB Account	0.617	-	0.617	100.0	0.617	-	0.617	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 36.271</b>	<b>\$ 48.428</b>	<b>\$ (12.157)</b>	<b>(33.5)</b>	<b>\$ 195.029</b>	<b>\$ 207.184</b>	<b>\$ (12.155)</b>	<b>(6.2)</b>
<b>Non-Labor:</b>								
Electric Power	\$ 0.125	\$ 0.162	\$ (0.027)	(21.2)	\$ 0.499	\$ 0.526	\$ (0.027)	(5.5)
Fuel	4.606	14.168	(9.562)	*	17.635	27.198	(9.563)	(54.2)
Insurance	3.797	0.844	2.953	77.8	9.819	6.866	2.953	30.1
Claims	2.725	0.842	2.083	76.5	5.487	3.404	2.083	38.0
Maintenance and Other Operating Contracts	3.154	0.918	2.236	70.9	10.928	8.317	2.611	23.9
Professional Service Contracts	0.909	0.079	0.830	91.3	2.223	1.392	0.831	37.4
Materials & Supplies	3.481	2.310	1.171	33.7	19.369	18.198	1.171	6.0
Other Business Expenses	0.682	0.110	0.572	83.8	1.497	0.925	0.572	38.2
<b>Total Non-Labor Expenditures</b>	<b>\$ 19.479</b>	<b>\$ 19.222</b>	<b>\$ 0.257</b>	<b>1.3</b>	<b>\$ 67.467</b>	<b>\$ 66.826</b>	<b>\$ 0.631</b>	<b>0.9</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 55.750</b>	<b>\$ 67.650</b>	<b>\$ (11.900)</b>	<b>(21.3)</b>	<b>\$ 262.486</b>	<b>\$ 274.011</b>	<b>\$ (11.525)</b>	<b>(4.4)</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (36.925)</b>	<b>\$ (52.090)</b>	<b>\$ (15.166)</b>	<b>(41.1)</b>	<b>\$ (158.754)</b>	<b>\$ (173.545)</b>	<b>\$ (14.791)</b>	<b>(9.3)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

	June 2012			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Operating Receipts or Disbursements</b>						
Farebox Revenue	\$ (1,424)	(9.2)	Timing of receipts	\$ (1,424)	(1.6)	(a)
Other Operating Revenue	\$ (0,216)	(12.9)	Timing of receipts	\$ (0,216)	(2.2)	(a)
Capital and Other Reimbursements	\$ (1,626)	(100.0)	Vacancies and timing of receipts	\$ (1,626)	(52.7)	Vacancies and timing of receipts
<b>Total Receipts</b>	<b>\$ (3,266)</b>	<b>(17.3)</b>		<b>\$ (3,267)</b>	<b>(3.1)</b>	
Payroll	\$ 2,321	11.5	Timing of payments and delayed contract settlements	\$ 2,320	2.0	Timing of payments and delayed contract settlements
Overtime	(0,578)	(17.8)	Primarily due to vacancy and absence coverage and the contractual award of one hour in pay budgeted in the month of July	(0,578)	(2.8)	Primarily due to vacancy and absence coverage and the contractual award of one hour in pay budgeted in the month of July
Health and Welfare	\$ (15,808)		Inter-agency prior period/year payments	\$ (15,807)	(98.2)	Inter-agency prior period/year payments
OPEB Current Payment	\$ 1,096	49.9	Timing of payments	\$ 1,096	14.2	Timing of payments
Pension	\$ (0,671)	(17.9)	Prior period payments	\$ (0,570)	(2.7)	(a)
Other Fringe Benefits	\$ 0,766	31.7	Timing of payments	\$ 0,767	6.7	Timing of payments
GASB Account	\$ 0,617	100.0	Timing of payments	\$ 0,617	100.0	Timing of payments
Electric Power	\$ (0,027)	(21.2)	Prior period payments	\$ (0,027)	(5.5)	Prior period payments
	(9,562)	*	Inter-agency prior period/year payments	(9,563)	(54.2)	Inter-agency prior period/year payments
Fuel						
Insurance	\$ 2,953	77.6	Timing of payments	\$ 2,953	30.1	Timing of payments
Claims	\$ 2,083	76.5	Timing of payments	\$ 2,083	38.0	Timing of payments
Maintenance and Other Operating Contracts	\$ 2,236	70.9	Timing of payments	\$ 2,611	23.9	Timing of payments
Professional Service Contracts	\$ 0,830	91.3	Timing of payments	\$ 0,831	37.4	Timing of payments
Materials & Supplies	\$ 1,171	33.7	Timing of payments	\$ 1,171	6.0	Timing of payments
Other Business Expenditure	\$ 0,572	83.8	Timing of payments	\$ 0,572	38.2	Timing of payments
<b>Total Expenditures</b>	<b>\$ (11,900)</b>	<b>(21.3)</b>		<b>\$ (11,525)</b>	<b>(4.4)</b>	
<b>Net Cash Variance</b>	<b>\$ (15,166)</b>	<b>(41.1)</b>		<b>\$ (14,791)</b>	<b>(9.3)</b>	

(a) - Variance less than 5%



**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	June 2012				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 0.171	\$ (1.071)	\$ (1.242)	*	\$ (0.013)	\$ (1.256)	\$ (1.243)	*
Other Operating Revenue	0.236	(0.152)	(0.388)	*	(1.286)	(1.674)	(0.388)	(30.1)
Capital and Other Reimbursements	0.857	(1.274)	(1.931)	*	0.175	(1.755)	(1.930)	*
<b>Total Receipts</b>	<b>\$ 1.064</b>	<b>\$ (2.497)</b>	<b>\$ (3.561)</b>	<b>*</b>	<b>\$ (1.124)</b>	<b>\$ (4.686)</b>	<b>\$ (3.562)</b>	<b>*</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$ (1.914)	\$ 2.650	\$ 4.764	*	\$ 3.494	\$ 8.259	\$ 4.765	*
Overtime	0.149	-	(0.149)	(100.0)	0.149	-	(0.149)	(100.0)
Health and Welfare	(0.381)	(16.426)	(15.565)	*	5.568	(9.997)	(15.563)	*
OPEB Current Payment	(1.116)	0.116	1.234	*	0.422	1.656	1.234	*
Pensions	(0.076)	(0.080)	0.016	21.5	0.629	0.847	0.018	2.8
Other Fringe Benefits	(0.412)	0.251	0.663	*	0.207	0.871	0.664	*
GASB Account	(0.617)	-	0.617	100.0	(0.617)	-	0.617	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ (4.849)</b>	<b>\$ (13.268)</b>	<b>\$ (8.419)</b>	<b>*</b>	<b>\$ 9.650</b>	<b>\$ 1.434</b>	<b>\$ (8.416)</b>	<b>(85.4)</b>
<b>Non-Labor:</b>								
Electric Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel	(0.503)	(11.124)	(10.621)	*	(5.435)	(16.057)	(10.622)	*
Insurance	(2.528)	0.436	2.964	*	(2.081)	0.884	2.965	*
Claims	(0.641)	1.441	2.082	*	7.012	9.094	2.082	29.7
Maintenance and Other Operating Contracts	(0.853)	(0.132)	0.721	84.5	1.838	2.935	1.097	59.7
Professional Service Contracts	(0.476)	0.065	0.541	*	0.856	1.397	0.541	63.2
Materials & Supplies	(0.502)	(0.893)	(0.391)	(77.8)	(5.511)	(5.903)	(0.392)	(7.1)
Other Business Expenditures	(0.295)	0.167	0.462	*	0.426	0.889	0.463	*
<b>Total Non-Labor Expenditures</b>	<b>\$ (5.768)</b>	<b>\$ (10.039)</b>	<b>\$ (4.241)</b>	<b>(73.2)</b>	<b>\$ (2.895)</b>	<b>\$ (6.760)</b>	<b>\$ (3.865)</b>	<b>*</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Gap Closing Expenditures:</b>								
Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before</b>								
<b>Non-Cash Liability Adj.</b>	<b>\$ (10.647)</b>	<b>\$ (23.308)</b>	<b>\$ (12.661)</b>	<b>*</b>	<b>\$ 6.956</b>	<b>\$ (5.326)</b>	<b>\$ (12.281)</b>	<b>*</b>
Depreciation Adjustment	3.394	3.744	0.350	10.3	21.870	22.220	0.350	1.6
Other Post Employment Benefits	4.631	4.618	(0.013)	(0.3)	27.631	27.618	(0.013)	(0.0)
Environmental Remediation	-	0.211	0.211	*	-	2.043	2.043	*
<b>Total Expenses/Expenditures</b>	<b>\$ (2.622)</b>	<b>\$ (14.736)</b>	<b>\$ (12.113)</b>	<b>*</b>	<b>\$ 56.456</b>	<b>\$ 46.656</b>	<b>\$ (9.801)</b>	<b>(17.5)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ (1.558)</b>	<b>\$ (17.232)</b>	<b>\$ (15.674)</b>	<b>*</b>	<b>\$ 55.332</b>	<b>\$ 41.870</b>	<b>\$ (13.462)</b>	<b>(24.3)</b>

NOTE: Totals may not add due to rounding

MTA Bus Company  
2012 July Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	June						June Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	47,584	\$2.0	45,365	\$1.7	2,219	\$0.3	305,888	\$13.1	264,296	\$12.8	41,593	\$0.3
					4.7%	15.6%					13.6%	2.4%
<u>Unscheduled Service</u>	3,627	\$0.2	5,169	\$0.2	(1,542)	(0.1)	19,183	\$0.8	22,745	\$0.9	(3,562)	(0.1)
					-42.5%	-37.5%					-18.6%	-7.1%
<u>Programmatic/Routine Maintenance</u>	12,847	\$0.6	17,752	\$0.8	(4,905)	(0.3)	112,129	\$4.9	101,605	\$5.2	10,523	(0.3)
					-38.2%	-47.8%					9.4%	-5.4%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	105	\$0.0	0	\$0.0	105	0.0
					0.0%	0.0%					100.0%	0.5%
<u>Vacancy/Absentee Coverage</u>	13,879	\$0.6	23,654	\$1.0	(9,775)	(0.4)	70,673	\$3.1	126,201	\$3.5	(54,527)	(0.4)
					-70.4%	-69.0%					-77.2%	-13.6%
<u>Weather Emergencies</u>	105	\$0.0	0	\$0.0	105	0.0	3,035	\$0.2	814	\$0.2	2,221	0.0
					100.0%	100.0%					73.2%	2.7%
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	131	\$0.0	94	0.0	1,265	\$0.1	718	\$0.1	547	0.0
					41.7%	49.1%					43.2%	8.9%
<u>Other</u>	606	\$0.0	569	\$0.0	37	(0.0)	4,592	\$0.2	4,607	\$0.2	(15)	(0.0)
					6.0%	-25.6%					-0.3%	-3.3%
Subtotal	78,872	\$3.4	92,639	\$3.8	(13,766)	(\$0.4)	516,870	\$22.4	519,986	\$22.9	(3,116)	(\$0.4)
					-17.5%	-12.6%					-0.6%	-1.9%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>78,872</b>	<b>\$3.4</b>	<b>92,639</b>	<b>\$3.8</b>	<b>(13,766)</b>	<b>(\$0.4)</b>	<b>516,870</b>	<b>\$22.4</b>	<b>519,986</b>	<b>\$22.9</b>	<b>(3,116)</b>	<b>(\$0.4)</b>
					-17.5%	-12.6%					-0.6%	-1.9%

Totals may not add due to rounding.

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

\* Exceeds 100%

MTA Bus Company  
2012 July Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	2,219	\$0.3	Loss than schedule service Operated	41,593	\$0.3	Loss than schedule service Operated
	4.7%	15.6%		13.6%	2.4%	
Unscheduled Service	(1,542)	(\$0.1)	Traffic delays and Xtra trips	(3,562)	(\$0.1)	Traffic delays and Xtra trips
	-42.5%	-37.5%		-18.6%	-7.1%	
Programmatic/Routine Maintenance	(4,905)	(\$0.3)	Primarily due to summer preventative maintenance initiative.	10,523	(\$0.3)	Primarily due to summer preventative maintenance initiative.
	-38.2%	-47.8%		9.4%	-5.4%	
Unscheduled Maintenance	-	\$0.0		105	\$0.0	
	0.0%	0.0%		100.0%	0.5%	
Vacancy/Absentee Coverage	(9,775)	(\$0.4)	Vacancy and absentee Coverage	(54,527)	(\$0.4)	Vacancy and absentee Coverage
	-70.4%	-69.0%		-77.2%	-13.6%	
Weather Emergencies	105	\$0.0		2,221	\$0.0	February 11th Snow Storm Preparation
	100.0%	100.0%		73.2%	2.7%	
Safety/Security/Law Enforcement	94	\$0.0		547	\$0.0	
	41.7%	48.1%		43.2%	8.9%	
Other	37	(\$0.0)	Un-planned Administrative Work.	(15)	(\$0.0)	Un-planned Administrative Work.
	8.0%	-25.6%		-0.3%	-3.3%	
<b>Subtotal</b>	<b>(13,785)</b>	<b>(\$0.4)</b>		<b>(3,116)</b>	<b>(\$0.4)</b>	
	-17.5%	-12.6%		-0.6%	-1.9%	
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(13,785)</b>	<b>(\$0.4)</b>		<b>(3,116)</b>	<b>(\$0.4)</b>	

METROPOLITAN TRANSPORTATION AUTHORITY  
2012 Overtime Reporting  
Overtime Legend

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (Includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**Utilization**  
(In millions)

	<u>June 2012</u>			<u>Year-to-date as of June 2012</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 15.355	\$ 15.174	\$ (0.181)	\$ 90.761	\$ 90.580	\$ (0.181)
Total Farebox Revenue	\$ 15.355	\$ 15.174	\$ (0.181)	\$ 90.761	\$ 90.580	\$ (0.181)
Other Revenue	\$ 1.437	\$ 1.609	\$ 0.172	\$ 11.183	\$ 11.354	\$ 0.171
Capital & Other	0.969	1.274	0.305	2.912	3.216	0.304
Total Revenue	\$ 17.761	\$ 18.056	\$ 0.295	\$ 104.856	\$ 105.151	\$ 0.295
<b><u>Ridership</u></b>						
Fixed Route	10.225	10.031	(0.194)	61.224	61.032	(0.192)
Total Ridership	10.225	10.031	(0.194)	61.224	61.032	(0.192)

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION and DEPARTMENT**  
**June 2012**

FUNCTION / DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	6	6	-	
Office of Management and Budget	14	15	(1)	
Technology & Information Services	17	18	(1)	
Material	18	17	1	
Controller	19	28	(9)	
Office of the President	5	9	(4)	
System Safety Administration	5	1	4	
Law	21	25	(4)	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Strategic Office	8	8	-	
Non-Departmental	57	-	57	Timing of Training Requirements
<b>Total Administration</b>	<b>180</b>	<b>133</b>	<b>47</b>	
Buses	2,056	2,083	(27)	
Office of the Executive VP	1	2	(1)	
Safety & Training	21	115	(94)	
Road Operations	119	117	2	
Transportation Support	20	20	-	
Operations Planning	30	30	-	
Revenue Control	21	21	-	
<b>Total Operations</b>	<b>2,268</b>	<b>2,388</b>	<b>(120)</b>	Students in Training
Buses	734	728	6	
Maintenance Support/CMF	152	154	(2)	
Facilities	72	38	34	Vacancies Replaced by MOU
Supply Logistics	83	83	-	
<b>Total Maintenance</b>	<b>1,041</b>	<b>1,003</b>	<b>38</b>	
Capital Program Management	38	35	3	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>35</b>	<b>3</b>	
Security	12	14	(2)	
<b>Total Public Safety</b>	<b>12</b>	<b>14</b>	<b>(2)</b>	
<b>Total Positions</b>	<b>3,539</b>	<b>3,573</b>	<b>(34)</b>	
Non-Reimbursable	3,475	3,511	(36)	
Reimbursable	64	62	2	
<b>Total Full-Time</b>	<b>3,524</b>	<b>3,558</b>	<b>(34)</b>	
<b>Total Full-Time Equivalents</b>	<b>15</b>	<b>15</b>	<b>-</b>	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2012 MID YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATIONAL GROUP**  
**June 2012**

FUNCTION / OCCUPATION	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	47	43	4	
Professional, Technical, Clerical	76	90	(14)	
Operational Hourlies	57	-	57	
<b>Total Administration</b>	<b>180</b>	<b>133</b>	<b>47</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	300	296	4	
Professional, Technical, Clerical	50	57	(7)	
Operational Hourlies	1,918	2,035	(117)	
<b>Total Operations</b>	<b>2,268</b>	<b>2,388</b>	<b>(120)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	195	190	5	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	834	800	34	
<b>Total Maintenance</b>	<b>1,041</b>	<b>1,003</b>	<b>38</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	22	20	2	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>38</b>	<b>35</b>	<b>3</b>	
<b>Public Safety</b>				
Managers/Supervisors	9	7	2	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>12</b>	<b>14</b>	<b>(2)</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	573	556	17	
Professional, Technical, Clerical	157	180	(23)	
Operational Hourlies	2,809	2,837	(28)	
<b>Total Baseline Positions</b>	<b>3,539</b>	<b>3,573</b>	<b>(34)</b>	

TABLE 1

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 75,210	\$ 74,284	\$ (0,926)	(1.2)	\$ -	\$ -	\$ -	-	\$ 75,210	\$ 74,284	\$ (0,926)	(1.2)
Paratransit	1,451	1,244	(0,207)	(14.3)	-	-	-	-	1,451	1,244	(0,207)	(14.3)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	16,238	16,477	0,239	1.5	-	-	-	-	16,238	16,477	0,239	1.5
Capital and Other Reimbursements	-	-	-	-	2,125	2,149	0,024	1.1	2,125	2,149	0,024	1.1
Total Revenue	\$ 92,899	\$ 92,005	\$ (0,894)	(1.0)	\$ 2,125	\$ 2,149	\$ 0,024	1.1	\$ 95,024	\$ 94,154	\$ (0,870)	(0.9)
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 80,302	\$ 78,789	\$ 1,513	1.9	\$ 0,704	\$ 0,789	\$ (0,085)	(12.0)	\$ 81,007	\$ 79,578	\$ 1,428	1.8
Overtime	11,517	12,825	(1,307)	(11.3)	0,370	0,363	0,007	1.8	11,887	13,188	(1,300)	(10.9)
Health and Welfare	15,923	15,343	0,580	3.6	-	-	-	-	15,923	15,343	0,580	3.6
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	7,292	5,298	1,994	27.3	-	-	-	-	7,292	5,298	1,994	27.3
Other Fringe Benefits	7,346	7,300	0,046	0.7	0,279	0,314	(0,035)	(12.6)	7,625	7,613	0,013	0.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,566)	(0,613)	0,045	7.9	0,566	0,613	(0,045)	(7.9)	-	0,000	(0,000)	-
Total Labor Expenses	\$ 121,814	\$ 118,941	\$ 2,873	2.4	\$ 1,921	\$ 2,078	\$ (0,158)	(8.2)	\$ 123,735	\$ 121,020	\$ 2,715	2.2
<b>Non-Labor:</b>												
Electric Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel	12,105	12,016	0,089	0.7	-	-	-	-	12,105	12,016	0,089	0.7
Insurance	2,962	3,066	(0,104)	(3.5)	-	-	-	-	2,962	3,066	(0,104)	(3.5)
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	31,569	29,759	1,811	5.7	-	-	-	-	31,569	29,759	1,811	5.7
Maintenance and Other Operating Contracts	5,243	5,445	(0,202)	(3.9)	(0,000)	0,003	(0,003)	-	5,243	5,448	(0,205)	(3.9)
Professional Service Contracts	0,452	0,456	(0,003)	(0.7)	-	0,027	(0,027)	-	0,452	0,483	(0,030)	(6.7)
Materials & Supplies	8,258	8,018	0,239	2.9	-	0,007	(0,007)	-	8,258	8,026	0,230	2.8
Other Business Expense	0,013	0,366	(0,353)	-	0,204	0,033	0,171	83.7	0,217	0,399	(0,182)	(84.1)
Total Non-Labor Expenses	\$ 60,804	\$ 59,127	\$ 1,677	2.4	\$ 0,204	\$ 0,070	\$ 0,134	65.0	\$ 60,804	\$ 59,197	\$ 1,607	2.6
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 182,415	\$ 178,068	\$ 4,347	2.4	\$ 2,125	\$ 2,149	\$ (0,024)	(1.1)	\$ 184,540	\$ 180,217	\$ 4,323	2.3
Depreciation	-	0,008	(0,008)	-	-	-	-	-	-	0,008	(0,008)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 182,415	\$ 178,076	\$ 4,339	2.4	\$ 2,125	\$ 2,149	\$ (0,024)	(1.1)	\$ 184,540	\$ 180,225	\$ 4,315	2.3
Net Surplus/(Deficit)	\$ (89,516)	\$ (89,071)	\$ 3,445	3.8	\$ -	\$ -	\$ -	-	\$ (89,516)	\$ (88,071)	\$ 3,445	3.8

NOTE: Totals may not add due to rounding

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



TABLE 2

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2012 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 611,207	\$ 509,686	\$ (1,521)	(0.3)	\$ -	\$ -	\$ -	-	\$ 311,207	\$ 509,686	\$ (1,521)	(0.3)
Paratransit	9,292	8,872	(0,420)	(4.5)	-	-	-	-	9,292	8,872	(0,420)	(4.5)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	113,368	113,821	0,453	0.4	-	-	-	-	113,368	113,821	0,453	0.4
Capital & Other Reimbursements	-	-	-	-	15,725	17,099	1,374	8.7	15,725	17,099	1,374	8.7
<b>Total Revenue</b>	<b>\$ 633,867</b>	<b>\$ 632,379</b>	<b>\$ (1,488)</b>	<b>(0.2)</b>	<b>\$ 15,725</b>	<b>\$ 17,099</b>	<b>\$ 1,374</b>	<b>8.7</b>	<b>\$ 419,592</b>	<b>\$ 449,477</b>	<b>\$ (0,114)</b>	<b>(0.0)</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 550,723	\$ 549,733	\$ 0,990	0.2	\$ 5,269	\$ 5,455	\$ (0,186)	(3.5)	\$ 555,992	\$ 555,188	\$ 0,804	0.1
Overtime	83,643	92,713	(9,070)	(10.8)	2,726	3,306	(0,580)	(21.3)	86,369	96,019	(9,650)	(11.2)
Health and Welfare	111,689	107,473	4,216	3.8	-	-	-	-	111,689	107,473	4,216	3.8
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	50,425	51,279	(0,854)	(1.7)	-	-	-	-	50,425	51,279	(0,854)	(1.7)
Other Fringe Benefits	47,423	47,818	(0,395)	(0.8)	2,079	2,279	(0,200)	(9.6)	49,501	50,097	(0,596)	(1.2)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(1,224)	(4,857)	0,633	15.0	4,224	4,857	(0,633)	(15.0)	-	(0)	0	-
<b>Total Labor Expenses</b>	<b>\$ 839,579</b>	<b>\$ 844,169</b>	<b>\$ (4,590)</b>	<b>(0.5)</b>	<b>\$ 14,298</b>	<b>\$ 15,395</b>	<b>\$ (1,097)</b>	<b>(11.1)</b>	<b>\$ 853,877</b>	<b>\$ 860,055</b>	<b>\$ (6,178)</b>	<b>(0.7)</b>
<b>Non-Labor</b>												
Electric Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel	94,035	89,192	4,843	5.1	-	-	-	-	94,035	89,192	4,843	5.1
Insurance	23,065	22,548	0,516	2.2	-	-	-	-	23,065	22,548	0,516	2.2
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	219,827	209,225	10,603	4.8	-	0,514	(0,514)	-	219,827	209,739	10,088	4.6
Maintenance and Other Operating Contracts	34,489	26,984	7,504	21.8	(0,000)	0,058	(0,058)	-	34,489	27,041	7,448	21.6
Professional Service Contracts	2,815	1,713	0,903	34.5	-	0,027	(0,027)	-	2,815	1,740	0,875	33.5
Materials & Supplies	57,894	55,422	2,472	4.3	-	0,157	(0,157)	-	57,894	55,579	2,315	4.0
Other Business Expenses	(0,068)	0,981	(1,050)	-	1,427	0,447	0,980	68.7	1,358	1,428	(0,070)	(5.1)
<b>Total Non-Labor Expenses</b>	<b>\$ 431,857</b>	<b>\$ 406,065</b>	<b>\$ 25,791</b>	<b>6.0</b>	<b>\$ 1,427</b>	<b>\$ 1,202</b>	<b>\$ 0,224</b>	<b>15.721</b>	<b>\$ 433,283</b>	<b>\$ 407,208</b>	<b>\$ 26,075</b>	<b>6.0</b>
<b>Other Expense Adjustments:</b>												
Other	-	0,000	(0,000)	-	-	0,011	(0,011)	-	-	0,011	(0,011)	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ 0,000</b>	<b>\$ (0,000)</b>	<b>-</b>	<b>\$ -</b>	<b>\$ 0,011</b>	<b>\$ (0,011)</b>	<b>-</b>	<b>\$ -</b>	<b>\$ 0,011</b>	<b>\$ (0,011)</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 1,271,635</b>	<b>\$ 1,250,225</b>	<b>\$ 21,310</b>	<b>1.7</b>	<b>\$ 15,725</b>	<b>\$ 17,110</b>	<b>\$ (1,385)</b>	<b>(8.8)</b>	<b>\$ 1,287,280</b>	<b>\$ 1,267,335</b>	<b>\$ 19,945</b>	<b>1.5</b>
Depreciation	-	0,051	(0,051)	-	-	-	-	-	-	0,051	(0,051)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 1,271,635</b>	<b>\$ 1,250,276</b>	<b>\$ 21,359</b>	<b>1.7</b>	<b>\$ 15,725</b>	<b>\$ 17,110</b>	<b>\$ (1,385)</b>	<b>(8.8)</b>	<b>\$ 1,287,280</b>	<b>\$ 1,267,386</b>	<b>\$ 19,894</b>	<b>1.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (637,668)</b>	<b>\$ (617,896)</b>	<b>\$ 19,771</b>	<b>3.1</b>	<b>\$ -</b>	<b>\$ (0,011)</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (637,668)</b>	<b>\$ (617,909)</b>	<b>\$ 19,760</b>	<b>3.1</b>

NOTE: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July 2012			Reason for Variance	Year-To-Date			Reason for Variance
		Favorable (Unfavorable) Variance				Favorable (Unfavorable) Variance			
		\$	%			\$	%		
Farebox Revenue	NR	\$ (0.526)	(1.2)	(a)		\$ (1.521)	(0.3)	(a)	
Paratransit	NR	(0.207)	(14.3)	(a)	Primarily due to lower than budgeted trips.	(0.420)	(4.5)	(a)	
Other Operating Revenue	NR	0.239	1.6	(a)		0.453	0.4	(a)	
Capital and Other Reimbursements	R	0.024	1.1	(a)		1.374	8.7	(a)	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Total Revenue Variance		\$ (0.570)	(0.9)			\$ (0.114)	(0.0)		
Payroll	NR	\$ 1.513	1.9	(a)		\$ 0.990	0.2	(a)	
Overtime	NR	(1.307)	(11.3)	(a)	Primarily due to vacancies, absence coverage, traffic delays and to summer preventative maintenance.	(0.070)	(10.8)	(a)	Primarily due to the bus maintenance program aimed at reversing the negative trend in MCBF along with bus operator vacancies, traffic delays, and Xtra trips.
Health & Welfare	NR	0.580	3.8	(a)		4.216	3.8	(a)	
Pension	NR	1.994	27.3	(a)	Due mostly to the payroll underruns.	(0.854)	(1.7)	(a)	
Other Fringe Benefits	NR	0.048	0.7	(a)		(0.398)	(0.8)	(a)	
Reimbursable Overhead	NR	0.045	7.9	(a)		0.893	15.0	(a)	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Payroll	R	(0.085)	(12.0)	(a)	Underrun due primarily to vacancies.	(0.188)	(3.5)	(a)	
Overtime	R	0.007	1.8	(a)		(0.560)	(21.3)	(a)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Health & Welfare	R	-	-	(a)		-	-	(a)	
Pension	R	-	-	(a)		-	-	(a)	
Other Fringe Benefits	R	(0.035)	(12.5)	(a)		(0.200)	(9.6)	(a)	Primarily due to payroll and overtime overruns.
Reimbursable Overhead	R	(0.045)	(7.9)	(a)		(0.633)	(15.0)	(a)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Total Labor Variance		\$ 2.715	2.2			\$ (6.078)	(0.7)		
Fuel	NR	\$ 0.089	0.7	(a)		4.843	5.1	(a)	Primarily due to lower consumption of diesel and heating fuel along with favorable timing partially offset by higher diesel prices.
Insurance	NR	(0.104)	(3.5)	(a)		0.816	2.2	(a)	
Paratransit Service Contracts	NR	1.611	5.7	(a)	Mostly due to the diversion of riders to lower cost taxis and vouchers, lower completed trips, and reduced activity in the east center, eligibility certifications and vehicle rehabilitations due to timing.	10.603	4.0	(a)	
Maintenance and Other Operating Contracts	NR	(0.202)	(3.9)	(a)		7.604	21.8	(a)	Due mainly to the favorable timing of operations maintenance & repairs, the offset of water & sewer charges against the Flatbush DEP credit, the timing of facility maintenance & repairs and auto purchases partially offset by higher tires & tubes and toll expenses.
Professional Service Contracts	NR	(0.003)	(0.7)	(a)		0.603	34.5	(a)	Primarily due to timing.
Materials & Supplies	NR	0.237	2.9	(a)		2.472	4.3	(a)	
Other Business Expense	NR	(0.353)	-	(a)	Primarily due to timing of recoveries and lower than budget warranty claims.	(1.060)	-	(a)	Primarily due to timing of recoveries and lower than budget warranty claims.
Fuel	R	-	-	(a)		-	-	(a)	
Paratransit Service Contracts	R	-	-	(a)		(0.514)	-	(a)	
Maintenance and Other Operating Contracts	R	(0.003)	-	(a)		(0.056)	-	(a)	
Professional Service Contracts	R	(0.027)	-	(a)		(0.027)	-	(a)	
Materials & Supplies	R	(0.007)	-	(a)		(0.157)	-	(a)	
Other Business Expense	R	0.171	83.7	(a)	Due to fewer warranty claims and reimbursable travel expense.	0.980	68.7	(a)	Due to fewer warranty claims and reimbursable travel expense.
Total Non-Labor Variance		\$ 1.887	2.6			\$ 26.015	8.0		
Net Variance		\$ 3.453	3.6			\$ 19.822	3.1		

(a) - Variance less than 5% and/or \$100K.

**MTA New York City Transit - Buses**  
**2012 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	July			July Year-to-Date		
	Mid-Year Forecast	Actuals	Var. - Fav./(Unfav)	Mid-Year Forecast	Actuals	Var. - Fav./(Unfav)
	\$	\$	\$	\$	\$	\$
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	\$6.7	\$6.4	\$0.3 4.5%	\$50.6	\$48.6	\$2.0 4.0%
<u>Unscheduled Service</u>	\$2.1	\$3.2	(\$1.1) (52.2%)	\$14.4	\$15.4	(\$1.0) (6.9%)
<u>Programmatic/Routine Maintenance</u>	\$2.3	\$3.1	(\$0.9) (37.8%)	\$15.3	\$21.4	(\$6.2) (40.3%)
<u>Unscheduled Maintenance</u>	\$0.0	\$0.0	\$0.0 0.0%	\$0.0	\$0.0	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	\$0.0	\$0.1	(\$0.1) 0.0%	\$0.0	\$6.3	(6.3) .0%
<u>Weather Emergencies</u>	\$0.0	\$0.0	\$0.0 .0%	\$0.4	\$0.4	\$0.0 .0%
<u>Safety/Security/Law Enforcement</u>	\$0.0	\$0.0	\$0.0 .0%	\$0.0	\$0.0	\$0.0 .0%
<u>Other</u>	\$0.4	(\$0.0)	\$0.4 100.7%	\$2.9	\$0.6	\$2.3 79.4%
Subtotal	\$11.5	\$12.8	(\$1.3) (11.5%)	\$83.6	\$92.7	(\$9.1) (10.9%)
<b>REIMBURSABLE OVERTIME</b>	\$0.4	\$0.4	\$0.0 .0%	\$2.7	\$3.3	(\$0.6) (22.2%)
<b>TOTAL OVERTIME</b>	<b>\$11.9</b>	<b>\$13.2</b>	<b>(\$1.3)</b> <b>(11.1%)</b>	<b>\$86.3</b>	<b>\$96.0</b>	<b>(\$9.7)</b> <b>(11.3%)</b>

Totals may not add due to rounding. Due to transfer of payroll reporting to BSC, data source to determine hours by category is not available. As a result, hours are not included.

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

\* Exceeds 100%

MTA New York City Transit  
2012 July Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	July		July Year-to-Date	
	Var. - Fav./(Unfav)	Explanations	Var. - Fav./(Unfav)	Explanations
	\$		\$	
<b>NON-REIMBURSABLE OVERTIME</b>				
Scheduled Service	\$0.3 (23.0%)	Primarily favorable due to lower than scheduled service operated in Buses	\$2.0 (22.0%)	Primarily favorable due to lower than scheduled service operated in Buses
Unscheduled Service	(\$1.1) 83.0%	Primarily due to Traffic delays, diversions and extra trips	(\$1.0) 10.9%	
Programmatic/Routine Maintenance	(\$0.9) 65.3%	Primarily due to summer preventative maintenance initiative to maintain MDBF gains	(\$6.2) 87.6%	Buses maintenance efforts to improve fleet reliability and reverse negative MDBF trend; and hot weather-related bus maintenance.
Unscheduled Maintenance	\$0.0 0.0%		\$0.0 0.0%	
Vacancy/Absentee Coverage	(\$0.1) 5.1%	Due to vacancies and absence coverage	(\$6.3) 68.7%	Mainly due to vacancy / absentee coverage in bus operators and bus dispatchers.
Weather Emergencies	\$0.0 .0%		\$0.0 0.0%	
Safety/Security/Law Enforcement	\$0.0 0.0%		\$0.0 0.0%	
Other	\$0.4 (30.5%)		\$2.3 (25.2%)	
Subtotal	(\$1.3) 100.0%		(\$9.1) 93.6%	
<b>REIMBURSABLE OVERTIME</b>	\$0.0 .0%		(\$0.6) 6.2%	
<b>TOTAL OVERTIME</b>	<b>(\$1.3)</b>		<b>(\$9.7)</b>	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.  
\* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY  
2012 Overtime Reporting  
Overtime Legend

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST  
Utilization  
(in millions)

	<u>July 2012</u>			<u>Year-to-date as of July 2012</u>		
	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 75.210	\$ 74.284	\$ (0.926)	\$ 511.207	\$ 509.686	\$ (1.521)
Paratransit	1.451	1.244	(0.207)	9.292	8.872	(0.420)
<b>Total Farebox Revenue</b>	<b>\$ 76.661</b>	<b>\$ 75.528</b>	<b>\$ (1.133)</b>	<b>\$ 520.499</b>	<b>\$ 518.558</b>	<b>\$ (1.941)</b>
Other Revenue	\$ 16.238	\$ 16.477	\$ 0.239	\$ 113.368	\$ 113.821	\$ 0.453
Capital & Other	2.125	2.149	0.024	15.725	17.099	1.374
<b>Total Revenue</b>	<b>\$ 96.024</b>	<b>\$ 94.154</b>	<b>\$ (0.870)</b>	<b>\$ 649.592</b>	<b>\$ 649.477</b>	<b>\$ (0.114)</b>
<b><u>Ridership</u></b>						
Fixed Route	53.888	53.077	(0.811)	394.394	392.866	(1.528)
Paratransit	0.863	0.777	(0.086)	5.769	5.595	(0.174)
<b>Total Ridership</b>	<b>54.751</b>	<b>53.854</b>	<b>(0.897)</b>	<b>400.163</b>	<b>398.462</b>	<b>(1.701)</b>

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS BY FUNCTION AND OCCUPATIONAL GROUP  
July 2012

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Total Baseline Positions</b>				
<b>Managers/Supervisors</b>				
- Managers	588	575	13	
- Supervisors	1,162	1,135	27	
<b>Total Managers/Supervisors</b>	<b>1,750</b>	<b>1,710</b>	<b>40</b>	Vacancies Due to Delayed Hiring
<b>Professional/Technical/Clerical</b>				
- Full Time	261	248	13	
- Part Time	-	3	(3)	
<b>Total Professional/Technical/Clerical</b>	<b>261</b>	<b>251</b>	<b>10</b>	
<b>Operational Hourlies</b>				
- Bus Operators	9,447	9,510	(63)	
- Maintenance	2,699	2,644	55	
<b>Total Hourlies</b>	<b>12,146</b>	<b>12,154</b>	<b>(8)</b>	Timing of Training Requirements
<b>Total Baseline Positions FT</b>	<b>14,157</b>	<b>14,112</b>	<b>45</b>	
<b>Total Baseline Positions PT</b>	<b>-</b>	<b>3</b>	<b>(3)</b>	
<b>Total Baseline Positions</b>	<b>14,157</b>	<b>14,115</b>	<b>42</b>	

TABLE 1

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 73.966	\$ 73.370	\$ (0.596)	(0.8)	\$ -	\$ -	\$ -	-	\$ 73.966	\$ 73.370	\$ (0.596)	(0.8)
Paratransit	1.490	1.277	(0.213)	(14.3)	-	-	-	-	1.490	1.277	(0.213)	(14.3)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	18.370	20.168	1.798	9.8	-	-	-	-	18.370	20.168	1.798	9.8
Capital and Other Reimbursements	-	-	-	-	2.320	3.205	0.885	38.1	2.320	3.205	0.885	38.1
<b>Total Revenue</b>	<b>\$ 93.826</b>	<b>\$ 94.815</b>	<b>\$ 0.989</b>	<b>1.1</b>	<b>\$ 2.320</b>	<b>\$ 3.205</b>	<b>\$ 0.885</b>	<b>38.1</b>	<b>\$ 96.146</b>	<b>\$ 98.020</b>	<b>\$ 1.874</b>	<b>1.9</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 76.780	\$ 87.778	\$ (10.998)	(14.3)	\$ 0.758	\$ 1.083	\$ (0.306)	(40.5)	\$ 77.537	\$ 88.861	\$ (11.304)	(14.6)
Overtime	12.019	15.624	(3.605)	(30.0)	0.422	0.424	(0.002)	(0.6)	12.441	16.048	(3.607)	(29.0)
Health and Welfare	15.987	15.343	0.644	4.0	-	-	-	-	15.987	15.343	0.644	4.0
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	7.083	11.167	(4.103)	(58.1)	-	-	-	-	7.083	11.167	(4.103)	(58.1)
Other Fringe Benefits	6.655	8.440	(1.885)	(28.8)	0.303	0.409	(0.105)	(34.7)	6.958	8.849	(1.890)	(29.0)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.635)	(0.717)	0.082	12.9	0.635	0.717	(0.082)	(12.9)	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 117.770</b>	<b>\$ 137.635</b>	<b>\$ (19.865)</b>	<b>(16.9)</b>	<b>\$ 2.116</b>	<b>\$ 2.612</b>	<b>\$ (0.496)</b>	<b>(23.4)</b>	<b>\$ 119.887</b>	<b>\$ 140.247</b>	<b>\$ (20.361)</b>	<b>(17.0)</b>
<b>Non-Labor:</b>												
Electric Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel	12.311	8.774	3.536	28.7	-	-	-	-	12.311	8.774	3.536	28.7
Insurance	2.962	3.088	(0.104)	(3.5)	-	-	-	-	2.962	3.088	(0.104)	(3.5)
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	32.547	30.275	2.272	7.0	-	0.514	(0.514)	-	32.547	30.789	1.757	5.4
Maintenance and Other Operating Contracts	5.151	3.981	1.170	22.7	(0.000)	0.005	(0.005)	-	5.151	3.986	1.165	22.5
Professional Service Contracts	0.475	0.176	0.299	62.9	-	-	-	-	0.475	0.176	0.299	62.9
Materials & Supplies	8.257	8.201	0.056	0.7	-	0.050	(0.050)	-	8.257	8.251	0.005	0.1
Other Business Expense	(0.014)	0.255	(0.269)	-	0.204	0.023	0.181	88.6	0.199	0.278	(0.088)	(45.8)
<b>Total Non-Labor Expenses</b>	<b>\$ 61.887</b>	<b>\$ 64.728</b>	<b>\$ 2.841</b>	<b>11.3</b>	<b>\$ 0.204</b>	<b>\$ 0.593</b>	<b>\$ (0.388)</b>	<b>-</b>	<b>\$ 61.891</b>	<b>\$ 65.321</b>	<b>\$ 3.430</b>	<b>10.8</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 179.458</b>	<b>\$ 192.363</b>	<b>\$ (12.905)</b>	<b>(7.2)</b>	<b>\$ 2.320</b>	<b>\$ 3.205</b>	<b>\$ (0.885)</b>	<b>(38.1)</b>	<b>\$ 181.778</b>	<b>\$ 195.568</b>	<b>\$ (13.790)</b>	<b>(7.6)</b>
Depreciation	-	(0.003)	0.003	-	-	-	-	-	-	(0.003)	0.003	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 179.458</b>	<b>\$ 192.360</b>	<b>\$ (12.903)</b>	<b>(7.2)</b>	<b>\$ 2.320</b>	<b>\$ 3.205</b>	<b>\$ (0.885)</b>	<b>(38.1)</b>	<b>\$ 181.778</b>	<b>\$ 195.565</b>	<b>\$ (13.788)</b>	<b>(7.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (85.632)</b>	<b>\$ (97.545)</b>	<b>\$ (11.913)</b>	<b>(13.8)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (85.632)</b>	<b>\$ (97.545)</b>	<b>\$ (11.913)</b>	<b>(13.9)</b>

NOTE: Totals may not add due to rounding

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



TABLE 2

**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2012 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 435,997	\$ 435,401	\$ (0.596)	(0.1)	\$ -	\$ -	\$ -	-	\$ 435,997	\$ 435,401	\$ (0.596)	(0.1)
Paratransit	7,841	7,628	(0.213)	(2.7)	-	-	-	-	7,841	7,628	(0.213)	(2.7)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	97,130	97,344	0.214	0.2	-	-	-	-	97,130	97,344	0.214	0.2
Capital & Other Reimbursements	-	-	-	-	13,594	14,950	1,356	10.0	13,594	14,950	1,356	10.0
<b>Total Revenue</b>	<b>\$ 540,968</b>	<b>\$ 540,374</b>	<b>\$ (0.594)</b>	<b>(0.1)</b>	<b>\$ 13,594</b>	<b>\$ 14,950</b>	<b>\$ 1,356</b>	<b>10.0</b>	<b>\$ 554,562</b>	<b>\$ 555,323</b>	<b>\$ 0,762</b>	<b>0.1</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$ 470,421	\$ 470,944	\$ (0.523)	(0.1)	\$ 4,581	\$ 4,666	\$ (0.104)	(2.3)	\$ 474,982	\$ 475,610	\$ (0.628)	(0.1)
Overtime	72,125	79,888	(7,763)	(10.8)	2,356	2,943	(0.587)	(24.9)	74,482	82,831	(8,349)	(11.2)
Health and Welfare	95,766	92,130	3,636	3.8	-	-	-	-	95,766	92,130	3,636	3.8
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	43,133	45,982	(2,849)	(6.6)	-	-	-	-	43,133	45,982	(2,849)	(6.6)
Other Fringe Benefits	40,076	40,519	(0.442)	(1.1)	1,799	1,965	(0.166)	(9.2)	41,875	42,483	(0.608)	(1.5)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(3,655)	(4,244)	0.589	16.1	3,655	4,244	(0.589)	(16.1)	-	(0)	0	-
<b>Total Labor Expenses</b>	<b>\$ 717,866</b>	<b>\$ 725,218</b>	<b>\$ (7,352)</b>	<b>(1.0)</b>	<b>\$ 12,371</b>	<b>\$ 13,617</b>	<b>\$ (1,446)</b>	<b>(17.691)</b>	<b>\$ 730,237</b>	<b>\$ 739,036</b>	<b>\$ (8,799)</b>	<b>(1.2)</b>
<b>Non-Labor</b>												
Electric Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel	81,930	77,176	4,754	5.8	-	-	-	-	81,930	77,176	4,754	5.8
Insurance	20,103	19,483	0.621	3.1	-	-	-	-	20,103	19,483	0.621	3.1
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	188,258	179,980	8,278	4.4	-	0,514	(0.514)	-	188,258	179,980	8,278	4.4
Maintenance and Other Operating Contracts	29,245	21,593	7,653	26.2	(0.000)	0.063	(0.063)	-	29,245	21,593	7,653	26.2
Professional Service Contracts	2,163	1,257	0.906	41.9	-	0.000	(0.000)	-	2,163	1,257	0.906	41.9
Materials & Supplies	49,638	47,403	2,236	4.5	-	0.151	(0.151)	-	49,638	47,403	2,236	4.5
Other Business Expense	(0.082)	0.815	(0.697)	-	1,223	0.414	0.809	65.2	1,141	1,029	0.113	9.9
<b>Total Non-Labor Expenses</b>	<b>\$ 371,256</b>	<b>\$ 346,939</b>	<b>\$ 24,317</b>	<b>6.6</b>	<b>\$ 1,223</b>	<b>\$ 1,132</b>	<b>\$ 0.091</b>	<b>7.403</b>	<b>\$ 372,479</b>	<b>\$ 348,071</b>	<b>\$ 24,408</b>	<b>6.6</b>
<b>Other Expense Adjustments:</b>												
Other	-	0.000	(0.000)	-	-	0.011	(0.011)	-	-	0.011	(0.011)	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ 0.000</b>	<b>\$ (0.000)</b>	<b>-</b>	<b>\$ -</b>	<b>\$ 0.011</b>	<b>\$ (0.011)</b>	<b>-</b>	<b>\$ -</b>	<b>\$ 0.011</b>	<b>\$ (0.011)</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 1,089,123</b>	<b>\$ 1,072,167</b>	<b>\$ 16,956</b>	<b>1.6</b>	<b>\$ 13,864</b>	<b>\$ 14,981</b>	<b>\$ (1,367)</b>	<b>(10.1)</b>	<b>\$ 1,102,717</b>	<b>\$ 1,087,118</b>	<b>\$ 15,599</b>	<b>1.4</b>
Depreciation	-	0.043	(0.043)	-	-	-	-	-	-	0.043	(0.043)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 1,089,123</b>	<b>\$ 1,072,200</b>	<b>\$ 16,922</b>	<b>1.6</b>	<b>\$ 13,864</b>	<b>\$ 14,981</b>	<b>\$ (1,367)</b>	<b>(10.1)</b>	<b>\$ 1,102,717</b>	<b>\$ 1,087,161</b>	<b>\$ 15,556</b>	<b>1.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (548,155)</b>	<b>\$ (531,827)</b>	<b>\$ 16,328</b>	<b>3.0</b>	<b>\$ -</b>	<b>\$ (0.011)</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (548,155)</b>	<b>\$ (531,838)</b>	<b>\$ 16,317</b>	<b>3.0</b>

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**MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT**  
**JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June 2012		Reason for Variance	Year-To-Date		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.596)	(0.8)	(a)	\$ (0.596)	(0.1)	(a)
Paratransit	NR	(0.213)	(14.3)	Primarily due to lower than budgeted trips.	(0.213)	(2.7)	(a)
Other Operating Revenue	NR	1.798	9.6	Primarily due to higher Paratransit reimbursements	0.214	0.2	(a)
Capital and Other Reimbursements	R	0.885	38.1	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.	1.366	10.0	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Total Revenue Variance		\$ 1.874	1.3		\$ 0.762	0.1	
Payroll	NR	\$ (10.998)	(14.3)	Mainly due to the ATU retroactive wage payment paid in June.	\$ (0.623)	(0.1)	(a)
Overtime	NR	(3.605)	(30.0)	Primarily due to vacancies, absence coverage and traffic delays.	(7.763)	(10.8)	Primarily due to the bus maintenance program aimed at reversing the negative trend in MDGF along with bus operator vacancies, traffic delays, and Xtra trips.
Health & Welfare	NR	0.844	4.0	(a)	3.636	3.8	(a)
Pension	NR	(4.103)	(58.1)	Related to the June ATU retro payment.	(2.849)	(8.6)	Related to the June ATU retro payment
Other Fringe Benefits	NR	(1.886)	(28.8)	Related to the June ATU retro payment.	(0.442)	(1.1)	(a)
Reimbursable Overhead	NR	0.082	12.9	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.	0.589	16.1	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Payroll	R	(0.306)	(40.5)	Due mostly to greater than planned shuttles and support services for MTA Bus.	(0.104)	(2.3)	(a)
Overtime	R	(0.002)	(0.6)	(a)	(0.587)	(24.9)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Health & Welfare	R	-	-	(a)	-	-	(a)
Pension	R	-	-	(a)	-	-	(a)
Other Fringe Benefits	R	(0.105)	(34.7)	Due to payroll overruns	(0.166)	(9.2)	Due to payroll overruns
Reimbursable Overhead	R	(0.082)	(12.9)	(a)	(0.589)	(16.1)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Total Labor Variance		\$ (20.301)	(17.0)		\$ (8.798)	(1.2)	
Fuel	NR	\$ 3,536	28.7	Primarily due to lower consumption of diesel fuel partially offset by higher diesel prices.	4,754	5.8	Primarily due to lower consumption of diesel and heating fuel along with favorable timing partially offset by higher diesel prices.
Insurance	NR	(0.104)	(3.5)	(a)	0.821	3.1	(a)
Paratransit Service Contracts	NR	2.272	7.0	Primarily due to the diversion of riders to lower cost taxis and vouchers and lower completed trips.	0.782	4.7	(a)
Maintenance and Other Operating Contracts	NR	1.170	22.7	Due mainly to the timing of operations maintenance & repairs, the timing of facility maintenance & repairs and auto purchases partially offset by higher tires & lubes and toll expenses.	7.706	26.3	Due mainly to the timing of operations maintenance & repairs, the offset of winter & sewer charges against the Flatbush DEP credit, the timing of facility maintenance & repairs and auto purchases partially offset by higher tires & lubes and toll expenses.
Professional Service Contracts	NR	0.288	62.9	Primarily due to timing.	0.908	41.9	Primarily due to timing.
Materials & Supplies	NR	0.056	0.7	(a)	2.236	4.5	(a)
Other Business Expense	NR	(0.269)	*	Primarily due to timing of recoveries and lower than budget warranty claims.	(0.897)	*	Primarily due to timing of recoveries and lower than budget warranty claims.
Fuel	R	-	-	(a)	-	-	(a)
Paratransit Service Contracts	R	(0.514)	-	(a)	(0.514)	-	(a)
Maintenance and Other Operating Contracts	R	(0.006)	-	(a)	(0.063)	*	(a)
Professional Service Contracts	R	-	-	(a)	(0.000)	-	(a)
Materials & Supplies	R	(0.050)	-	(a)	(0.151)	-	(a)
Other Business Expense	R	0.181	88.8	Due to fewer warranty claims and reimbursable travel expense.	0.809	69.2	Due to fewer warranty claims and reimbursable travel expense.
Total Non-Labor Variance		\$ 6.570	10.6		\$ 24.408	6.8	
Net Variance		\$ (11.910)	(13.9)		\$ 16.371	3.0	

(a) - Variance less than 5% and or \$100K.

MTA New York City Transit  
2012 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	June						June Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	248,791	\$7.3	272,528	\$8.1	(23,737) (9.5%)	(\$0.8) (11.2%)	1,505,577	\$43.9	1,429,381	\$42.2	76,196 5.1%	\$1.7 3.9%
<u>Unscheduled Service</u>	73,503	\$2.2	129,551	\$3.2	(56,048) (76.3%)	(\$1.0) (44.6%)	414,576	\$12.3	517,087	\$12.6	(102,511) (24.7%)	(\$0.3) (2.7%)
<u>Programmatic/Routine Maintenance</u>	70,147	\$2.1	121,595	\$3.6	(51,448) (73.3%)	(\$1.5) (68.9%)	414,258	\$12.9	631,303	\$18.0	(217,045) (52.4%)	(\$5.0) (39.0%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	0	\$0.0	16,651	\$0.8	(16,651) 0.0%	(0.8) 0.0%	0	\$0.0	135,316	\$6.1	(135,316) 0.0%	(\$6.1) 0.0%
<u>Weather Emergencies</u>	26	\$0.0	62	\$0.0	(36) (136.9%)	(\$0.0) (128.0%)	13,624	\$0.4	13,780	\$0.4	(136) (1.0%)	\$0.0 3.7%
<u>Safety/Security/Law Enforcement</u>	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%	0	\$0.0	0	\$0.0	0 0.0%	\$0.0 0.0%
<u>Other</u>	12,171	\$0.4	3,201	\$0.1	8,970 73.7%	\$0.4 86.3%	72,243	\$2.6	19,897	\$0.6	52,346 72.5%	\$1.9 75.2%
Subtotal	404,638	\$12.0	543,588	\$15.7	(138,950) (34.3%)	(\$3.7) (30.5%)	2,420,278	\$72.1	2,746,744	\$80.0	(326,466) (13.5%)	(\$7.9) (10.9%)
<b>REIMBURSABLE OVERTIME</b>	11,968	\$0.4	11,765	\$0.3	201 1.7%	\$0.0 8.2%	75,251	\$2.3	98,694	\$2.8	(21,443) (28.5%)	(\$0.5) (21.0%)
<b>TOTAL OVERTIME</b>	416,604	\$12.4	555,353	\$16.0	(138,749) (33.3%)	(\$3.6) (29.4%)	2,495,529	\$74.4	2,845,438	\$82.7	(347,909) (13.9%)	(\$8.3) (11.2%)

Totals may not add due to rounding.

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

\* Exceeds 100%

Buses SOT & UOT actuals are adjusted for ATU Retro reclass from Reg to SOT & OOT.

MTA New York City Transit  
2012 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(23,737) 17.1%	(\$0.8) 22.1%	Greater than budgeted schedule service operated	76,196 (23.3%)	\$1.7 (21.9%)	Less than schedule service operated
<u>Unscheduled Service</u>	(56,046) 40.3%	(\$1.0) 26.5%	Traffic delays and Xtra trips	(102,511) 31.4%	(\$0.3) 4.2%	Traffic delays and Xtra trips
<u>Programmatic/Routine Maintenance</u>	(51,448) 37.0%	(\$1.5) 40.2%	Primarily due to summer preventative maintenance initiative.	(217,045) 66.5%	(\$5.0) 64.3%	Primarily due to summer preventative maintenance initiative.
<u>Unscheduled Maintenance</u>	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(16,651) 12.0%	(0.8) 21.3%	Vacancy and absentee coverage	(135,318) 41.4%	(\$6.1) 78.3%	Vacancy and absentee coverage
<u>Weather Emergencies</u>	(36) .0%	(\$0.0) .0%		(136) 0.0%	\$0.0 -0.2%	
<u>Safety/Security/Law Enforcement</u>	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
<u>Other</u>	8,970 (6.5%)	\$0.4 (10.1%)		52,346 (16.0%)	\$1.9 (24.6%)	
<b>Subtotal</b>	(138,950) 100.1%	(\$3.7) 100.8%		(326,466) 93.8%	(\$7.9) 94.2%	
<b>REIMBURSABLE OVERTIME</b>	201 (0.1%)	\$0.0 (0.8%)		(21,443) 6.2%	(\$0.5) 5.8%	
<b>TOTAL OVERTIME</b>	(138,749)	(\$3.6)		(347,909)	(\$8.3)	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.  
\* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY  
2012 Overtime Reporting  
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST  
Utilization  
(in millions)

	<u>June 2012</u>			<u>Year-to-date as of June 2012</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	\$ 73.986	\$ 73.370	\$ (0.596)	\$ 435.997	\$ 435.401	\$ (0.596)
Paratransit	1.490	1.277	(0.213)	7.841	7.628	(0.213)
Total Farebox Revenue	<u>\$ 75.456</u>	<u>\$ 74.647</u>	<u>\$ (0.809)</u>	<u>\$ 443.838</u>	<u>\$ 443.030</u>	<u>\$ (0.808)</u>
Other Revenue	\$ 18.370	\$ 20.168	\$ 1.798	\$ 97.130	\$ 97.344	\$ 0.214
Capital & Other	2.320	3.205	0.885	13.594	14.950	1.356
Total Revenue	<u>\$ 96.146</u>	<u>\$ 98.020</u>	<u>\$ 1.874</u>	<u>\$ 554.562</u>	<u>\$ 555.323</u>	<u>\$ 0.762</u>
<u>Ridership</u>						
Fixed Route	56.420	55.704	(0.716)	340.506	339.789	(0.717)
Paratransit	0.886	0.798	(0.088)	4.906	4.818	(0.088)
Total Ridership	<u>57.306</u>	<u>56.501</u>	<u>(0.805)</u>	<u>345.412</u>	<u>344.608</u>	<u>(0.804)</u>

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT  
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS BY FUNCTION AND OCCUPATIONAL GROUP  
June 2012

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Total Baseline Positions</b>				
<b>Managers/Supervisors</b>				
- Managers	590	573	17	
- Supervisors	1,154	1,141	13	
<b>Total Managers/Supervisors</b>	1,744	1,714	30	Vacancies Due to Delayed Hiring
<b>Professional/Technical/Clerical</b>				
- Full Time	261	249	12	
- Part Time	-	5	(5)	
<b>Total Professional/Technical/Clerical</b>	261	254	7	
<b>Operational Hourlies</b>				
- Bus Operators	9,532	9,477	55	
- Maintenance	2,681	2,646	35	
<b>Total Hourlies</b>	12,213	12,123	90	Timing of Training Requirements
<b>Total Baseline Positions FT</b>	14,218	14,086	132	
<b>Total Baseline Positions PT</b>	-	5	(5)	
<b>Total Baseline Positions</b>	14,218	14,091	127	

**Capital Program Status for all Bus Agencies**  
**Major Milestone Achievements**  
**August 2012**

**NYCT Buses**

**Awards:** Replace three bus washers at Manhattanville Depot for \$2.15 million.

**Completions:** None

**Designs:** None

**MTA Bus**

**Awards:** Construct a storage building at College Point Depot for \$2.56 million.

**Completions:** Replace the Chassis Wash Lift at College Point Depot for \$0.63 million.


**Designs:** None



## PROCUREMENTS




The Procurement Agenda this month includes five (5) Procurement actions for a proposed expenditure of \$10.7M.

## Staff Summary

<b>Subject</b> Requests for Authorization to Award Various Procurements
<b>Department</b> MTA Bus Company/NYCT Department of Buses
<b>Department Head Name</b> Thomas Del Sorbo
<b>Department Head Signature</b> 
<b>Project Manager Name</b> James P. Curry

<b>Date</b> September 10, 2012
<b>Vendor Name</b> N/A
<b>Contract Number</b> N/A
<b>Contract Manager Name</b> N/A
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	9/24/12	X		
2	Board	9/27/12	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 		
2	Executive VP 		
1	General Counsel 		

### PURPOSE:

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

### DISCUSSION:

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

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Works Contracts	1	\$ 0.1M

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

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Works Contracts	1	\$ 10.0M

	<u># of Actions</u>	<u>\$ Amount</u>
<b>Total Non-Competitive Procurements</b>	<b>2</b>	<b>\$ 10.1M</b>

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

None

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

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Works Contracts)	1	TBD
Schedule G: Miscellaneous Service Contracts	1	\$0.5M
	<u># of Actions</u>	<u>\$ Amount</u>
<b>Total Competitive Procurements</b>	<b>2</b>	<b>\$0.5M</b>

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

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratifications of Completed Procurement Actions	1	\$0.1M
	<u># of Actions</u>	<u>\$ Amount</u>
<b>Total Ratifications</b>	<b>1</b>	<b>\$0.1M</b>

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

None

	<u># of Actions</u>	<u>\$ Amount</u>
<b>Total Ratifications</b>	<b>1</b>	<b>\$0.1M</b>
	<u># of Actions</u>	<u>\$ Amount</u>
<b>Total Procurements</b>	<b>5</b>	<b>\$10.7M</b>

## BOARD RESOLUTION

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

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

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

**NOW**, the Board resolves as follows:

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



SEPTEMBER 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

**A. Non-Competitive Purchases and Public Work Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

1.     **Martin A. Krieger, Consultant**                     **\$99,180**                     Staff Summary Attached  
      **Sole Source – Two- year contract**  
          Consulting services for federally mandated Title VI reporting supporting MTA Bus Company.
2.     **MCI Service Parts, Inc.**                     **\$10,000,000 (Est.)**                     Staff Summary Attached  
      **Sole Source - Three-year omnibus**  
          Purchase of inventory and non-inventory replacement bus parts

**SEPTEMBER 2012**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**  
(Staff Summaries required for items estimated to be greater than \$1M.)

- |  |                                     |   |
|--|-------------------------------------|---|
| <p><b>3. Contractor To Be Determined</b><br/> <b>Contract Term To Be Determined</b><br/> <b>Contract # B-40657</b></p> | <p><b>Cost To Be Determined</b></p> | <p><b><u>Staff Summary Attached</u></b></p> |
| <p>Purchase of up to 285 Over-the-Road Diesel Express Buses, with an option to purchase up to 15 additional buses.</p> |                                     |   |

**Procurements Requiring Majority Vote:**

**G. Miscellaneous Service Contracts**  
(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if sealed bid procurement.)

- |  |                                |   |
|--|--------------------------------|---|
| <p><b>4. Global Traffic Technologies, LLC</b><br/> <b>Four Proposals – Seven-year contract</b><br/> <b>RFQ # 30383</b></p> | <p><b>\$481,980 (Est.)</b></p> | <p><b><u>Staff Summary Attached</u></b></p> |
| <p>Transit Signal Priority pilot program.</p>  |                                |   |

SEPTEMBER 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

**K. Ratifications of Completed Procurement Actions (Involving Schedules E-J)**

(Staff Summaries required for unusually large or complex items which otherwise would require Board Approval)

**5. Thrift Auto Body**

**\$116,838.52**

*Staff Summary Attached*

Major accident repair of Long Island Bus (LIB) #1808

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



Item Number: 1

Vendor Name (& Location) Martin A. Krieger
Description Consultant services for federally mandated Title VI reporting
Contract Term (including Options, if any) November 1, 2012- October 31, 2014
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

Contract Number PSB121249	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$99,180	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Norman Silverman, Vice President, Operations Planning	

## Purpose/Recommendation

To obtain approval from the Board to reject all bids, cancel the solicitation and award a non-competitive two-year personal service contract to Martin A. Krieger in the amount of \$99,180 for consultant services in support of MTA Bus Company's (MTABC) federally mandated Title VI reporting effort.

## Discussion

MTABC is required to submit a Title VI report on a triennial basis and provide annual updates to this report, as part of the regulations stipulated by the Federal Law. In conformance with federally proscribed reporting procedures, the Title VI report analyzes the equity of MTABC's bus service that is provided to all populations in MTABC's service area. Approval of MTABC's Title VI submission is a key element of maintaining MTABC's and the overall MTA's eligibility for federal capital funding.

The scope of work includes a review of all lists/maps of random MTABC demographics by census tracts and presentation of minority equity and income equity analyses in connection with the Civil Rights Act of 1964 (Title VI), and performance of impact analyses for certain federally funded, fixed-facility construction projects to comply with relevant FTA Circulars. Mr. Krieger has been under Contract as the Title VI Consultant to MTABC and Metro North Railroad (MNR) for the past seven (7) years and has very specialized knowledge of this key federal reporting aspect. The prior Contract was an RFP where MNR was the lead agency that resulted in a single proposal from Mr. Krieger. MNR has used Mr. Krieger on an as needed basis over the last several years. New York City Transit and Long Island Railroad have in house staff devoted for the Title VI submission and its annual updates. MTABC has limited staff for this function, but as they have done in the past few years, will work directly with the consultant to assist in the preparation and review of the submission in conformance with federal reporting guidelines.

As a result of a competitive Invitation for Bid (IFB) for these services MTABC received two (2) bids/responses. Mr. Krieger's bid was deemed non-responsive because he revised the estimated labor hours in the Price Schedule from 1,140 hours over the two (2) year period to 1,020 hours in conjunction with an hourly rate of \$90 per hour; and Automation and Advanced Technology, Inc.(A&AT) submitted an hourly rate of \$200 per hour, which was deemed not fair and reasonable based on prior costs for this service. Based on these bid results, MTABC elected to reject all bids.

As a result MTABC conducted a market survey to determine if any others had interest or the capability to perform this service. Since no others were identified, MTABC elected to negotiate only with both firms that submitted the original bid responses on the hourly rate only and would not allow any changes to the Contract's terms and conditions or price schedule from the IFB. As a result of the negotiations, Martin A. Krieger submitted an all inclusive Best and Final Offer of \$87 per hour, which represents a reduction of 3.3% in cost from its initial bid and Automation and Advanced Technology, Inc. (A&AT) submitted a revised pricing of \$189 per hour, also all inclusive, which represented a reduction of 5.5% from its' original bid.



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



The revised all inclusive hourly rate of \$87 per hour for the next two (2) years from Mr. Krieger has been deemed fair and reasonable. The prior all inclusive hourly rate was \$80 per hour but represents a rate that is almost five years old. Therefore, the 8.75% increase in the hourly rate has been deemed fair and reasonable.

### Alternatives

Perform the work with in-house staff or via a Memorandum of Understanding (MOU) with another MTA agency. This would not be a viable decision since MTABC lacks the available trained staff to fully perform this work, given the rigorous federal reporting guidelines, and the cost to have this work performed under an MOU would be more expensive due to the overhead rates associated with the use of other agency personnel.

### Impact on Funding

The cost of this work is included in the MTABC Operating Budget.

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



Item Number: 2

<b>Vendor Name (&amp; Location)</b> MCI Service Parts, Inc. (Louisville, KY)
<b>Description</b> Purchase of inventory and non-inventory replacement bus parts
<b>Contract Term (including Options, if any)</b> October 2012 – October 2015
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

<b>Contract Number</b> NONE	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> NYC Transit: \$5,000,000 MTABC: \$5,000,000	
\$10,000,000 (Est.)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Materiel, Stephen M. Plochochi	

## Discussion:

This omnibus approval will cover items identified as obtainable only from Motor Coach Industries Service Parts, Inc. (MCISP) and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit is not obligated to generate any expenditures pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9 (b) of PAL 1209, which allows purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 8,686 items covered by this approval for the purchase of all replacement bus parts supplied by MCISP. These MCISP-supplied items will be used by NYC Transit's Department of Buses and MTA Bus Company (MTABC) for normal maintenance and replenishment of bus parts for the MCI Over-the-Road (OTR) fleet, which currently consists of 901 buses (404 NYCT, 497 MTABC) and represents approximately 15.9% of the entire bus fleet of 5,675 buses. Additionally, MCISP is the sole source provider for Rapid Transit Series (RTS) buses manufactured by Transportation Manufacturing Corporation (TMC).

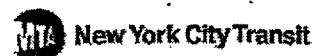
This approval will apply to inventory and non-inventory items identified as obtainable only from MCISP for the following reasons: sole pre-qualified source on the QPL, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to MCISP. These sole source parts will be purchased on an as-required basis during the three year period.

The current omnibus approval, approved by the Board in September 2009 and expiring October 2012, was for \$12,000,000 (\$8,000,000 for NYC Transit and \$4,000,000 for MTABC). However, there is a remaining balance of \$3,038,781 on NYC Transit's portion of the omnibus approval and approximately \$597,475 on MTABC's portion. The reason for the remaining funds for both agencies is due to NYCT retiring the balance of 131 RTS buses manufactured by TMC and 218 MCI OTR buses and MTABC retiring the balance of its 127 RTS buses manufactured by TMC, during the approval term for which MCISP was the supplier of sole source items. Since approval of the current omnibus, NYC Transit has utilized \$4,961,219, which equates to a monthly expenditure of approximately \$146,000. As a result, it is anticipated that NYC Transit will require an estimated \$5,000,000 of sole source items from MCISP during the term of this omnibus approval request. MTABC will also require an estimated \$5,000,000 for its requirements to support its MCI fleet.

Procurement has performed a price analysis on 42 sole source items for which 48 contracts were issued by NYC Transit during the term of the current omnibus approval, which exceeded the \$15,000 threshold. The 42 items represent 60% of the \$4,961,219 NYC Transit utilized to date under the current omnibus. A comparative price analysis of these 42 items shows a weighted average annual price increase of 2.39%. A review of the corresponding Producer Price Index for Transportation Equipment and other motor vehicle parts shows an average annual price increase of 2.28% over the past three years. However, there is one particular item that impacted the overall price increase due to a change in MCISP's subcontractor for the item. If this item is excluded from the analysis, the weighted average annual price increase is 2.06%.

This compares favorably with the aforementioned Producer Price Index. Each item to be purchased under the omnibus approval will be subject to a price analysis and determination that the negotiated price is fair and reasonable.

# Schedule B: Competitive Requests for Proposals



Item Number <b>3</b>					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel	5	Executive VP		
2	Law	6	President		
3	SVP Buses	7			
4	Budget	8			

SUMMARY INFORMATION	
Vendor Name NA	Contract Number B40657
Description Purchase of up to 285 Over the Road Diesel Express buses with an option to purchase up to 15 additional buses.	
Total Amount N/A	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE/RECOMMENDATION:

To request that the Board determine that competitive bidding is impractical or inappropriate for the procurement of up to 285 Over the Road Diesel Express buses for NYC Transit with an option to purchase up to 15 additional buses, and that it is in the public interest to issue a competitive request for proposals (RFP) pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

## DISCUSSION:

Subdivision 9(g) of Section 1209 of the Public Authorities Law permits NYC Transit to use a competitive RFP in lieu of competitive bidding to award a contract for the purchase or rehabilitation of rapid transit cars or omnibuses. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of up to 285 Over the Road Diesel Express buses. The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the agency. It is anticipated that there will be two bus manufacturers, Motor Coach Industries and Prevost Car (US), approved to compete based on their successful completion of ongoing participation in the NYC Transit New Bus Qualification Program thus creating a competitive environment. This will be the first time that NYC Transit has had competition for this bus type. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

The 285 Over the Road Diesel Express buses will be purchased based on the replacement of aging buses that have reached the end of their 12-year useful life. The quantity of buses may be reduced based on further evaluation of service requirements.

By utilizing the RFP process, NYC Transit will be able to: 1) weigh factors such as overall project price, NYS content, overall quality of proposer and product including but not limited to fuel economy; 2) negotiate specific contract terms, such as warranty and payment terms; 3) negotiate technical matters as deemed appropriate; 4) include any other factors that NYC Transit deems relevant to its operation; and 5) potentially split the award in such a manner as deemed to be in the public interest provided that the terms and conditions offered by the two qualified proposers are commercially reasonable and the proposers' BAFOs are deemed to be within a pre-established competitive range. NYC Transit reserves the right to award the entire contract to a single proposer if there are substantial differences between the BAFOs received.

**ALTERNATIVE:**

Issue a competitive IFB. Not recommended, given the complexity of this procurement and the advantages offered by the RFP process.

**IMPACT ON FUNDING:**

Funds for the procurement of the 285 buses will be funded under SF02-7292. This project is anticipated to be 100% MTA funded.

**RECOMMENDATION:**

It is recommended that the Board determine that competitive bidding is impractical or inappropriate for the procurement of up to 285 Over the Road Diesel Express buses for NYC Transit with an option to purchase up to 15 additional buses, and that it is in the public interest to issue a competitive request for proposals (RFP) pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

## Schedule G: Miscellaneous Service Contracts



Item Number: 4

<b>Vendor Name (&amp; Location)</b> Global Traffic Technologies, LLC
<b>Description</b> Transit Signal Priority Pilot Program
<b>Contract Term (including Options, if any)</b> Seven years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> RFQ # 30383	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b> \$481,980 (Est.)	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl Irick	

### Discussion:

This contract is to conduct a pilot known as Transit Signal Priority to test a Traffic Signal Priority system (TSP) on the M15 Select Bus Service (SBS) route consisting of up to 60 buses operating primarily on First and Second Avenues in Manhattan, from Battery Park to 126th Street.

The Department of Buses (DOB), working in conjunction with the New York City Department of Transportation (DOT), is seeking to improve bus service through the prioritization of green signals for buses. DOT has equipped selected corridors with traffic signal controllers including along the M15 bus route.

The goal of the pilot, which seeks to enhance customer service, includes determining the benefits from utilizing TSP, which may include improvements to on-time performance while reducing travel times by allowing for greater distance to be covered in an equivalent time frame (as a result of less time waiting for traffic light changes). The contract includes an option for expansion by equipping up to 200 additional buses, for which subsequent Board approval will be sought.

DOT commenced work on the project in 2007 in conjunction with various Federal agencies, which included the installation of the controller equipment and the creation of a central Traffic Management Center (TMC) to manage traffic signals via messages submitted by TSP equipped vehicles. While DOT was building its system, DOB conducted proof of concept tests on buses which determined that a centralized network-based TSP solution utilizing GPS and cellular communications was suitable for interacting with the DOT system design.

A request for proposal for TSP was solicited on May 24, 2012. Proposals were received from four firms. The Selection Committee invited three firms to make Oral Presentations: M&J Engineering, Inc. (M&J); Global Traffic Technologies, LLC (GTT); and Novax Industries Corporation (Novax). After the Oral Presentations, clarifications to technical aspects were requested and submitted. Subsequently, these three firms were invited for negotiations, which centered mainly on each proposer's technical approach, as well as pricing for hardware, software and options for extended warranty and expansion. BAFOs were requested and received on September 11, 2012. Pricing for the base system to equip up to sixty buses, including a three year hardware warranty and a seven year software warranty, is as follows: GTT \$481,980, Novax \$511,251 and M&J \$591,003. Pricing for the option for equipping up to an additional 200 vehicles, including a three year hardware warranty and a seven year software warranty, is as follows: GTT \$923,800, Novax \$724,642 and M&J \$1,285,922. The combined totals for the base system including the option are: GTT \$1,405,780, Novax \$1,235,893 and M&J \$1,876,925.

The Selection Committee unanimously voted to recommend the award of this contract to GTT based on a superior technical ranking and offering the best overall value. GTT provided a well thought-out and comprehensive technical solution that the Selection Committee found best met the overall evaluation criteria and provided the greatest opportunity for project success. While Novax's combined price for both the base and option was lower, the Selection Committee determined that Novax's BAFO lacked a clear and detailed technical approach to the project and further, considered portions of their technical software solution to be unacceptable (ranking them technically the lowest of all three proposers).

## Schedule G: Miscellaneous Service Contracts

The Controller's office conducted a financial review and finds GTT to be financially qualified. A background search and review of documents submitted by GTT disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines. GTT has been found fully responsible for award of Transit Signal Priority. Pricing submitted by GTT has been deemed fair and reasonable. This project is being funded through an agreement between the MTA and DOT, under which DOT reprogrammed grant funding for this project.

# Schedule K: Ratifications of Completed Procurement Actions



Item Number: 5

Vendor Name (& Location) Thrift Auto Body, Inc. Coram, NY	Contract Number	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description  Major Accident Repair of Long Island Bus # 1808	Total Amount:	\$116,838.52
Contract Term (including Options, if any) May 1, 2012 through April 30, 2013	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	Requesting Dept/Div & Dept/Div Head Name: John Kivlehan, Vice President and Chief of Operations	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

## Discussion:

It is requested that the Board formally ratify the award of a non-competitive contract to Thrift Auto Body Inc for major accident repair of MTA Long Island Bus [LIB] bus number 1808 which was involved in a vehicle accident while in operation under the MTA, for a total not-to-exceed price of \$116,838.52.

LIB bus number 1808 is a low floor Orion VII CNG bus which was manufactured by DaimlerChrysler Commercial Buses North America [Daimler] in 2010. The bus was purchased with FTA funds at a purchase price of \$419,940. The expected life cycle of the bus is 12 years from the date of acceptance. The bus was in regular revenue service at MTA Long Island Bus until July 2011 when it was struck on the roadside by a private sanitation truck and suffered major accident damage. The bus has been out of service since the accident and the MTA advised the FTA and Nassau County of the status of the bus in 2011. The MTA LIB Claims Department had notified the private sanitation vehicle's insurance carrier and is pursuing reimbursement for the accident repairs on behalf of the MTA. Because the anticipated cost to repair bus 1808 was far less than the cost of reimbursing the FTA for the remaining useful life of the vehicle if it had to be permanently removed from service. MTA Bus Operations made the decision to have the bus repaired after an assessment concluded the damage was repairable. Following repairs, the bus was scheduled to be returned to Nassau County and the private operator that has operated Nassau's bus service since January 1, 2012.

Daimler submitted a preliminary non-binding cost estimate in the amount of \$147,312.70 in October 2011 for the repair of the bus, which was subject to cost adjustment if any additional work would be found upon disassembly of the bus during the repair process. Since Daimler had incurred liquidated damages in connection with inexcusable delays associated with the LIB bus delivery schedule, MTA LIB sought to execute an agreement with Daimler to complete the accident repairs as part of the final liquidated damages settlement. The LIB bus purchase contracts and the resulting settlement agreement were eventually assigned to Nassau County and Veolia Transportation, its selected private operator, effective January 1, 2012. Nassau County and Veolia elected not to include the bus repair as part of the settlement agreement.

Shortly after the transition of LIB service from the MTA, Nassau County requested that the MTA repair the bus, since the MTA operated the bus during the accident and was proceeding with the insurance claim against the responsible party. MTA Bus Company [MTABC], acting on behalf of MTA LI Bus requested Daimler confirm its repair proposal. However, in February 2012, Daimler rescinded its proposal to repair bus 1808. MTABC, acting on behalf of MTA LIB, then proceeded to conduct a market survey to find other firms that would be interested in expeditiously repairing the major accident work on the bus. MTABC contacted several companies, including Northeast Bus Repair, Thrift Auto Body and Body Rite.



Thrift Auto Body was the only vendor that submitted a firm fixed price proposal, which was reviewed by Bus Maintenance management and approved for a total of \$116,838.52. Thereafter, MTABC directed Thrift Auto Body to proceed with the work on a non-competitive basis. The repair work has been completed by Thrift and is currently being inspected by MTABC forces, prior to return to Nassau County for NYS DOT inspection by the end of September. Thrift Auto Body has stated that its prices and rates for this scope of work are the lowest it would offer to any of its customers or governmental agencies. Thus, prices are deemed fair and reasonable. There are no recommended alternatives as neither MTABC nor NYCT DOB possess the manpower, parts or shop space to do this work.

It is recommended the MTA Board ratify an award to Thrift Auto Body for \$116,838.52 for the repair of Long Island Bus 1808. Funding for this contract is contained within the MTA's 2012 Operating Budget.



**Bus Company**

# Report

**SERVICE CHANGES: MTA BUS OPERATIONS COMMITTEE  
NOTIFICATION: BUS SCHEDULE  
CHANGES EFFECTIVE SEPTEMBER 2012**

**SERVICE ISSUE:**

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

Under the MTA Bus schedule review program, all of the weekday express bus and local bus route schedules and approximately half of the weekend MTA Bus local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review and in cases where particular complaints or issues have been identified. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Since the creation of MTA Bus in 2005, the actual schedule making effort had been provided by a proprietary system utilized by the former individual private bus companies. Over the intervening time, numerous schedule adjustments were made with this original system to deal with changes in ridership and operating conditions, providing much of the support for the ridership growth and service development experienced by MTA Bus.

While this schedule system provided consistency in the transition to public operation, it had always been an MTA Bus goal to convert to a modern digital system to insure compatibility with analytical and informational systems being advanced throughout the MTA. The conversion to the modern system, labeled Hastus, was completed in the Spring 2012. The completion of this transition has allowed a more accurate and faster turnaround of information. With this advancement, it is now possible to report on pending schedule adjustments in a routine manner, similar to the effort well established by NYCT.

**RECOMMENDATION:**

Seventeen bus schedule changes on a total of fifteen routes (Weekday, or Saturday, or Sunday) are proposed for implementation in September 2012.

**ESTIMATED IMPACT:**

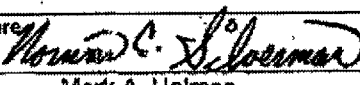
Implementation of the September 2012 schedule changes is estimated to result in an annualized savings of approximately \$1,200,000.


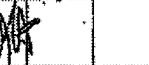


**IMPLEMENTATION:**

September 2012.

# Staff Summary

Page 1 of 2

<b>Subject:</b> Bus Schedule Changes Effective September 2012					
<b>Department:</b> Operations Planning					
<b>Department Head Name:</b> Norman C. Silverman					
<b>Department Head Signature:</b> 					
<b>Project Manager Name:</b> Mark A. Holmes					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	President		X		
2	Bus Ops Cmte			X	

<b>Date:</b> September 6, 2012			
<b>Vendor Name:</b> N/A			
<b>Contract Number:</b> N/A			
<b>Contract Manager Name:</b> N/A			
<b>Table of Contents Ref #:</b> N/A			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
4	President		
3	Executive Vice President		
2	VP, Intergovernmental and Community Affairs		
1	Vice President, Operations Planning		

## Narrative

### PURPOSE:

To obtain Presidential approval, and to inform the MTA Bus Operations Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times that more closely match Board-approved loading guidelines.

### DISCUSSION:

Under the MTA Bus schedule review program, all of the weekday express and local bus route schedules are evaluated at least once each year. Approximately half of the weekend MTA Bus local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the prior review and in cases where particular complaints or issues have been identified. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Since the creation of MTA Bus in 2005, the schedule making effort had been supported by a proprietary system utilized by the former individual private bus companies. Over the intervening time, numerous schedule adjustments were made with this original system to deal with changes in ridership and operating conditions, providing much of the support for the ridership growth experienced by MTA Bus.

While this original schedule system provided consistency in the transition to public operation, it had always been an MTA Bus goal to convert to a modern digital system to insure compatibility with analytical and informational systems being advanced throughout the MTA. The conversion to the modern system, labeled Hastus, was completed in Spring 2012. The completion of this transition has allowed a more accurate and faster turnaround of information. With this advancement, it is now possible to report on schedule adjustments in a

The legal name of MTA Bus is MTA Bus Company.

# Staff Summary

Page 2 of 2

routine manner, similar to the effort well established by NYCT.

Bus schedule changes identified for implementation in September 2012 are a product of MTA Bus' continuing effort to review and revise bus schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-approved bus loading guidelines. Note that only full time changes are reported; routine recurring seasonal changes are not included.

## RECOMMENDATION:

Seventeen bus schedule changes which include weekday, Saturday and Sunday (on 15 routes) have been identified for implementation in September 2012.

1. Six of the bus schedule changes contain increases in service frequency and/or spans of service to more closely align service with customer demand.
2. Eleven of the bus schedule changes contain decreases in service frequencies to more closely align service with customer demand and to meet MTA loading guidelines for bus operation.

## ALTERNATIVES:

*Do nothing.* Under this alternative MTA Bus would not:

- Make service level adjustments to better meet changes in customer demand.

This would not be responsive to changes in customer demand and operating conditions and is not considered a viable of action.

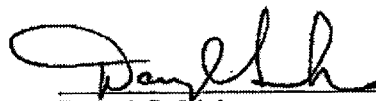
## IMPACT OF FUNDING:

Implementation of the September 2012 schedule changes is estimated to result in an annualized savings of approximately \$1,200,000 when compared to the prior schedule revision (June 2012). It does not reflect the numerous prior changes made to deal with higher ridership levels and changes under the less formalized proprietary scheduling system inherited from the former private companies.

## IMPLEMENTATION:

September 2012.

Approved:

  
Darryl C. Irick  
President

The legal name of MTA Bus is MTA Bus Company.

**Attachment 1  
Weekday**

**MTA Bus Operations Planning  
Summary of Service Span and Frequency Changes by Time Period  
Fall 2012**

The table below shows the headways for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

WEEKDAY	Span Changes		AM Peak		Midday		PM Peak		Evening		Rev Miles	
			Scheduled Headway in Minutes		Scheduled Headway in Minutes		Scheduled Headway in Minutes		Scheduled Headway in Minutes		Change	Notes
Route	Existing	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed		
B103	No Change	No Change	4	7	15	15	6	6	20	15	0.5%	1
Q6 LTD	6am - 8:30am, 3:20pm - 7pm	8am - 8:30am, 3pm - 7pm	10	10	10	10	10	10	15	15	0.3%	
Q8	No Change	No Change	5	6	15	15	9	9	15	15	-1.6%	
Q11	No Change	No Change	30	60	60	60	30	60	60	60	-2.3%	2
Q37	No Change	No Change	5.5	5.5	20	20	8.5	8.5	15	15	2.8%	3
Q40	No Change	No Change	5	6	15	15	8	8	11	11	-2.0%	
Q52	No Change	No Change	15	12	30	20	15	12	20	20	25.5%	
Q53	No Change	No Change	7.5	7.5	8.5	10	8.5	8	12	12	-15.5%	
Q103	6:30am - 6:40pm	8:10am - 7:00pm	20	20	60	60	20	20	30	30	8.6%	
BM1	5:20am - 12:00am	5:20am - 11:00pm	11	11	60	70	12	12	30	30	-4.6%	4
BM2	5:20am - 12:10am	5:20am - 12:15am	13	13	60	70	17	17	30	30	-4.7%	4
BM3	5:20am - 12:20am	5:20am - 11:30pm	12	12	60	70	15	15	30	30	-5.9%	4
BM4	5:30am - 8:45pm	5:30am - 8:00pm	12	12	60	70	17	17	30	30	-7.8%	4
BM5	5:30am - 11:45pm	5:30am - 11:00pm	20	20	60	70	20	20	40	40	-8.1%	4
BxM6	6:30am - 12:05am	8:00am - 12:05am	20	20	60	60	20	20	50	50	2.1%	

**Notes**

- 1: Headway changes shown are applicable only to entire route between Downtown Brooklyn & Canarsie. Additional service that operates along portions of the route is unchanged.
- 2: Headway changes apply to reverse peak direction only to/from Hamilton Beach.
- 3: Reverse peak PM headway adjusted from 15 min. to 12 min.
- 4: Midday headway change is in the reverse peak direction only.

**Attachment 1  
Saturday**

**MTA Bus Company Operations Planning  
Summary of Service Span and Frequency Changes by Time Period  
Fall 2012**

The table below shows the headways at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

SATURDAY	Span Changes		Late Morning		Midday		Late Afternoon		Evening			
			Scheduled Headway in Minutes		Scheduled Headway in Minutes		Scheduled Headway in Minutes		Scheduled Headway in Minutes		Rev Miles	Notes
Route	Existing	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change	
BxM4	7:00am - 11:45pm	7:00am - 10:45pm	60	60	60	60	60	60	60	60	-5.8%	1
BM1	6:00am - 12:00am	6:00am - 11:00pm	60	60	60	60	60	60	60	60	-3.6%	
BM5	7:15am - 2:15pm	7:15am - 1:15pm	60	60	60	60	60	60	60	60	-5.8%	2

**Notes**

- 1 Change to be implemented in early October 2012.
- 2 Span changes apply to westbound buses only. No change to eastbound span..

**Attachment 1  
Sunday**

**MTA Bus Company Operations Planning  
Summary of Service Span and Frequency Changes by Time Period  
Fall 2012**

The table below shows the headways at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

SUNDAY	Span Changes		Late Morning		Midday		Late Afternoon		Evening			
			Scheduled Headway in Minutes (*)		Scheduled Headway in Minutes (*)		Scheduled Headway in Minutes (*)		Scheduled Headway in Minutes (*)		Rev Miles	Notes
Route	Existing	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change	
BxM1	8:30am - 11:40pm	8:30am - 10:50pm	60	60	60	60	60	60	60	60	-6.7%	1

**Notes**

1 Change to be implemented in early October 2012.



# Report



New York City Transit

**SERVICE CHANGES:**

**NYC TRANSIT COMMITTEE NOTIFICATION  
MTA BUS OPERATIONS COMMITTEE  
NOTIFICATION:  
REROUTE M60 BUSES AT 23<sup>rd</sup> AVENUE AND  
ASTORIA BOULEVARD IN JACKSON HEIGHTS**

**Service Issue**

The eastbound M60 currently operates in Jackson Heights via Astoria Boulevard, 82<sup>nd</sup> Street, and 23<sup>rd</sup> Avenue. Department of Buses supervision and Operations Planning staff agree that the left turn from Astoria Boulevard onto 82<sup>nd</sup> Street is difficult for operators, as there is no protected left-turn phase.

**Recommendation**

Modify the eastbound route path of the M60 so that it travels directly onto 23<sup>rd</sup> Avenue from Astoria Boulevard, avoiding the difficult left turn from Astoria Boulevard onto 82<sup>nd</sup> Street.

**Budget Impact**

There is no additional cost associated with this change.

**Implementation Date**

September 2012.

# Staff Summary



Page 1 of 2

Subject	Reroute M60 Buses at 23 <sup>rd</sup> Avenue and Astoria Boulevard in Jackson Heights
Department	Operations Planning
Department Head Name	Peter Cafiero
Department Head Signature	<i>[Signature]</i>
Project Manager Name	Judith McClain

Date	September 6, 2012
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	NYCT Cmte			X	
3	Bus Ops Cmte			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President <i>[Signature]</i>	4	VP General Counsel <i>[Signature]</i>
7	Executive VP <i>[Signature]</i>	3	Director OMB <i>[Signature]</i>
6	Senior VP Buses <i>[Signature]</i>	2	VP GCR <i>[Signature]</i>
5	VP Corp. Comm. <i>[Signature]</i>	1	Chief OP <i>[Signature]</i>

## Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Operations Committee of a recommendation to modify the eastbound route path of the M60 in Jackson Heights, Queens in order to avoid a difficult turning movement.

## Discussion

The eastbound M60 currently operates in Jackson Heights via Astoria Boulevard, 82<sup>nd</sup> Street, and 23<sup>rd</sup> Avenue. Department of Buses supervision and Operations Planning staff agree that the left turn from Astoria Boulevard onto 82<sup>nd</sup> Street is difficult for operators, as there is no protected left-turn phase.

In order to avoid the difficult turning movement from Astoria Boulevard onto 82<sup>nd</sup> Street, it is recommended that eastbound La Guardia Airport bound M60 buses bear left directly onto 23<sup>rd</sup> Avenue from Astoria Boulevard at the intersection with 79<sup>th</sup> Street, three blocks west of the abovementioned intersection. Buses would proceed on 23<sup>rd</sup> Avenue and would return to their current route path at 82<sup>nd</sup> Street. No M60 bus stops would be affected by this reroute. The bus stop on 82<sup>nd</sup> Street, far side, Astoria Boulevard was eliminated in August 2012, and is 450 feet from the bus stop on 23<sup>rd</sup> Avenue, far side, 82<sup>nd</sup> Street.

# Staff Summary

## Recommendation

Modify the eastbound route path of the M60 so that it travels directly onto 23<sup>rd</sup> Avenue from Astoria Boulevard, avoiding the difficult left turn from Astoria Boulevard onto 82<sup>nd</sup> Street.

## Alternatives

1. *Do Nothing*: A difficult turn from Astoria Boulevard onto 82<sup>nd</sup> Street will continue.

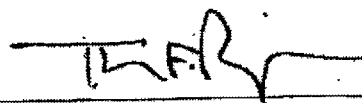
## Budget Impact

There is no additional cost associated with this change.

## Implementation Date

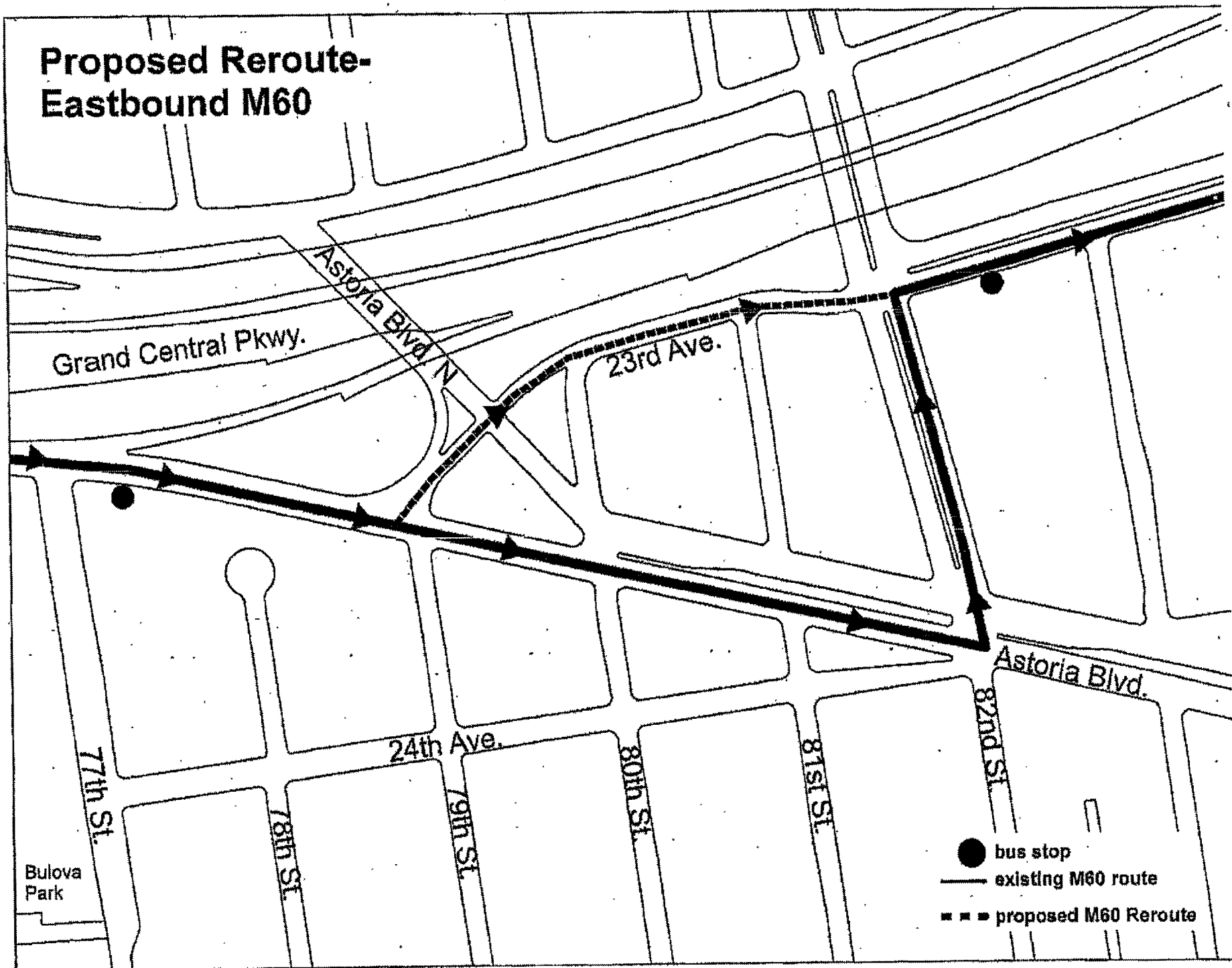
September 2012.

Approved:



Thomas F. Prendergast  
President

# Proposed Reroute- Eastbound M60



# Report



**Bus Company**

## **STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS**

### **INTRODUCTION**

As part of the continuing evolution of the organization, the effort to institute Passenger Environment Survey (PES) reporting for MTA Bus has commenced. In May 2012, we began data collection for the PES program mirroring the established New York City Transit (NYCT) PES program methodology. As the initial MTA Bus PES commenced in May 2012, the MTA Bus First Half 2012 results are based on only a two month sample (May and June). As this is the first effort in this area for MTA Bus, there is no comparable prior MTA Bus data. Therefore to provide an initial reference, these First Half 2012 results will be shown with the corresponding results of NYCT First Half 2011 and NYCT Second Half 2011. However, after one year of data collection and reporting, MTA Bus will use its own prior year data for comparison.

MTA Bus weekday PES indicators are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) that shows MTA Bus First Half 2012, NYCT First Half 2011 and NYCT Second Half 2011.

### **PASSENGER ENVIRONMENT SURVEY (PES)**

PES measures the Bus environment from a customer-oriented perspective. It includes 38 indicators: 26 for Local buses and 12 for Express buses.

For PES indicators that use a rating scale of "None," "Light," "Moderate" and "Heavy," the combined "None" and "Light" rating is used for evaluating indicator changes. Of the 38 indicators, when compared with similar NYCT data previously reported:

- for the first six months of 2011, 28 indicators were statistically the same, three (3) indicators were higher and seven (7) indicators were lower.
- for the second six months of 2011, 25 indicators were statistically the same, six (6) indicators were higher and seven (7) indicators were lower.

The results for all PES indicators for MTA Bus First Half 2012, NYCT First Half 2011, and NYCT Second Half 2011 are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each type of service (local bus and express bus).

## Significant Indicator Differences<sup>+</sup>

### MTA Bus 1st Half 2012 and NYCT 1st Half 2011

Of the 38 indicators, 28 indicators were statistically the same, three (3) indicators were higher and seven (7) indicators were lower when shown with similar NYCT data.

### MTA Bus 1st Half 2012 and NYCT 2nd Half 2011

Of the 38 indicators, 25 indicators were statistically the same, six (6) indicators were higher and seven (7) indicators were lower when shown with similar NYCT data.

#### HIGHER PERFORMANCE

	MTA Bus* 1st Half 2012	NYCT** 1st Half 2011	NYCT** 2nd Half 2011
<b>Local Buses</b>			
Litter Conditions in Buses (in service) - (% None and Light)	87%	change less than 3%	82%
Cleanliness of Bus Interior (in service) - (% None and Light)	88%	change less than 3%	81%
Buses with No Exterior Graffiti	100%	change less than 3%	96%
Buses with Priority Seating Stickers	100%	97%	97%

#### Express Buses

Litter Conditions in Express Buses (in service) - (% None and Light)	97%	92%	88%
Cleanliness of Express Bus Interior (in service) - (% None and Light)	97%	93%	90%

#### LOWER PERFORMANCE

##### Local Buses

Litter Conditions in Buses (before entering service) - (% None and Light)	95%	99%	98%
Cleanliness of Bus Interior (before entering service) - (% None and Light)	95%	99%	98%
Buses with No Damaged Panels	86%	98%	97%
Buses with No Scratchtinted Windows	76%	84%	79%
Bus Announcements that are Understandable/Correct	47%	61%	60%
Buses Displaying a Correct/Legible Bus Map	61%	82%	71%
Climate Control Conditions in Buses	91%	94%	change less than 3%

##### Express Buses

Operating Reading Lights on Buses	91%	change less than 3%	94%
-----------------------------------	-----	---------------------	-----

<sup>+</sup> A difference of less than 3% is deemed statistically the same.

\* 1st Half 2012 data is based on a 2 month sample.

\*\* Data taken from NYCT 1st Half 2011 and NYCT 2nd Half 2011. For informational purposes only.

## MTA Bus Passenger Environment Survey (PES)

### Local Bus Results

Local Bus PES consists of 26 indicators. One (1) was higher, seven (7) were lower and eighteen (18) were statistically the same when shown with similar NYCT 1st Half 2011 data. Four (4) were higher, six (6) were lower and sixteen (16) were statistically the same when shown with similar NYCT 2nd Half 2011 data. The table below depicts the results for MTA Bus 1st Half 2012, NYCT 1st Half 2011, and NYCT 2nd Half 2011. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		MTA Bus*		NYCT**		NYCT**	
		1st Half 2012		1st Half 2011		2nd Half 2011	
		Before Entering Service	In Service	Before Entering Service	In Service	Before Entering Service	In Service
<b>Cleanliness and Appearance</b>							
Litter Conditions in Buses	% None	87	58	91	49	92	43
Presence of Litter (See Chart 1)	% Light	8	29	8	39	6	39
	% Moderate	1	2	0	1	0	2
	% Heavy	4	11	1	11	2	16
Exterior Dirt Condition of Buses	% None	83	77	100	96	100	96
Degree of Dirtiness	% Light	15	22	0	4	0	3
	% Moderate	2	1	0	0	0	0
	% Heavy	0	0	0	0	0	1
Cleanliness of Bus Interior	% None	91	74	96	82	96	73
Degree of Dirtiness (See Chart 2)	% Light	4	14	3	5	2	8
	% Moderate	1	0	0	2	0	4
	% Heavy	4	12	1	11	2	15
% Buses with No Damaged Panels		86		98		97	
% Buses with No Cracked Windows		99		98		97	
% Buses with No Scratchtitled Windows		76		84		79	
% Buses with No Clouded Windows		99		98		99	
% Buses with No Interior Graffiti		92		91		93	
% Buses with No Exterior Graffiti		100		98		96	

<b>Customer Information</b>							
% Buses with Readable/Correct Front Sign		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100	
% Buses with Correct Rear Sign		100		99		99	
% Bus Announcements that are Understandable/Correct		47		61		60	
% Buses with Priority Seating Stickers		100		97		97	
% Buses Displaying a Correct/Legible Bus Map		61		82		71	

<b>Functioning Equipment</b>							
Climate Control Conditions in Buses <sup>1</sup>		91		94		92	
% Buses with Operative Kneeling Feature		100		100		99	
% Buses with Operative Wheelchair Lift		99		97		97	
% Buses with Operating Windows		100		98		98	
% Buses with Operative Rear Door		100		100		100	

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

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

Before Entering Service - Surveyed at the depot before entering service.

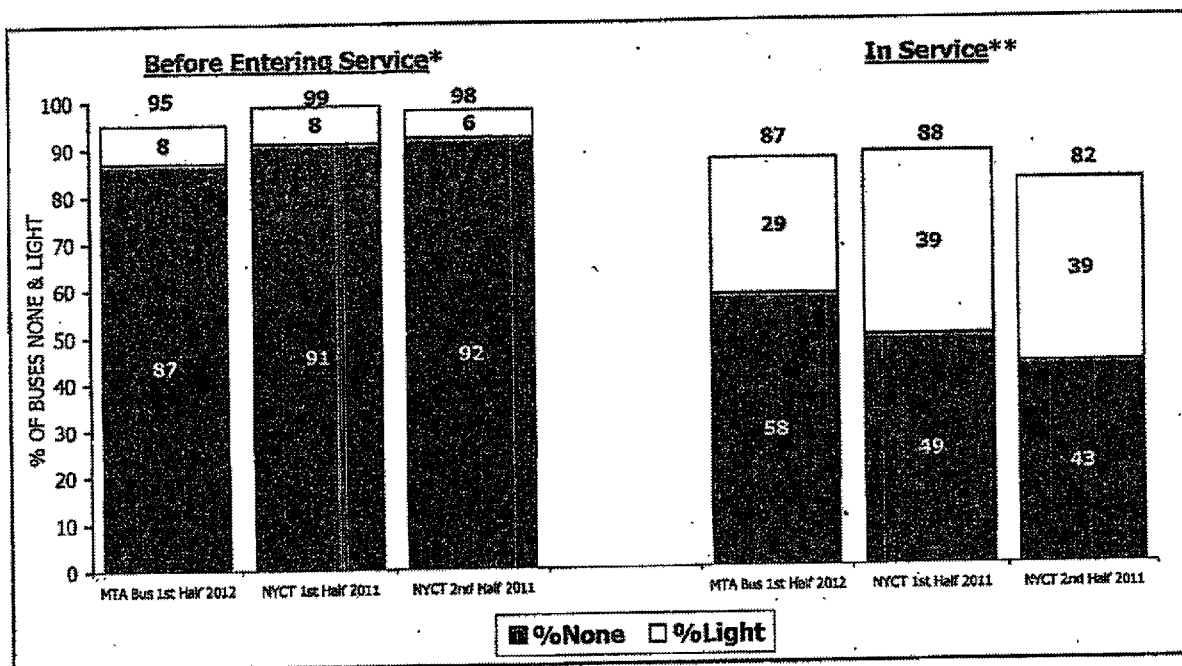
In Service - Surveyed at terminals while in service.

\* 1st Half 2012 data is based on a 2 month sample.

\*\* Data taken from NYCT 1st Half 2011 and NYCT 2nd Half 2011. For informational purposes only.

## MTA Bus Passenger Environment Survey (PES)

## Litter Conditions on Buses



\* Measured at the depot before entering service.

\*\* Measured at terminals while in service.

## Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

## Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
MTA Bus 1st Half 2012	87%	8%	1%	4%	58%	29%	2%	11%
NYCT 1st Half 2011	91%	8%	0%	1%	49%	39%	1%	11%
NYCT 2nd Half 2011	92%	6%	0%	2%	43%	39%	2%	16%

**Discussion of Results:** a difference of less than 3% is deemed statistically the same.

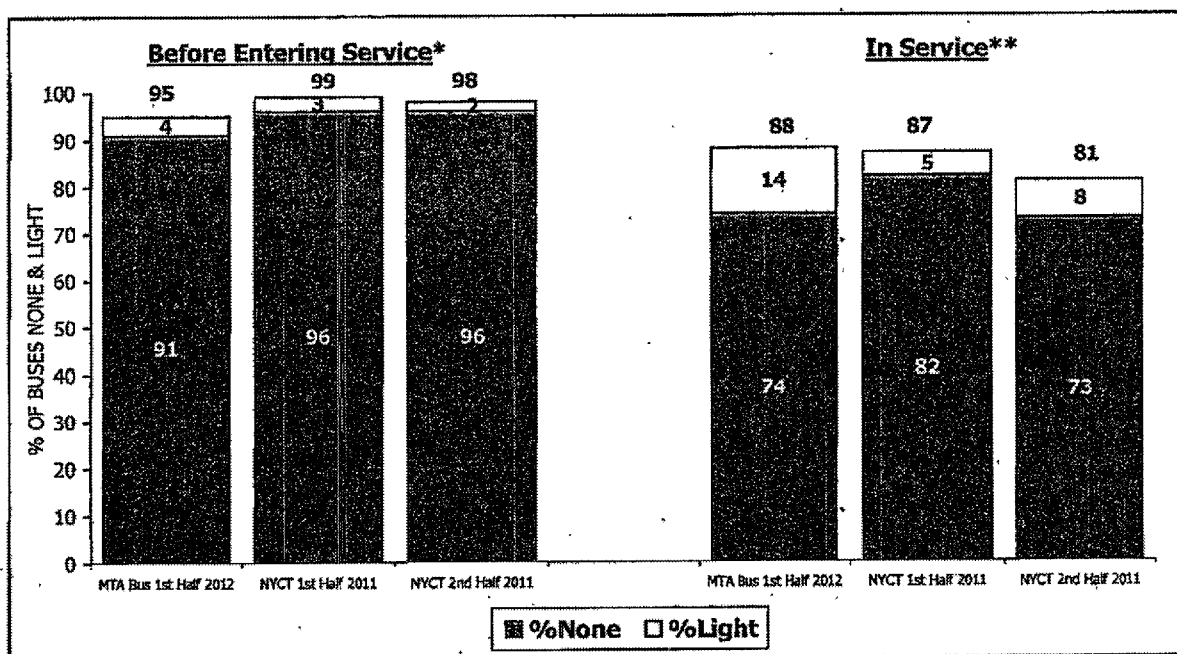
1st Half 2012 & 1st Half 2011: the "Before Entering Service" results are statistically lower (-4%), while the "In Service" results are statistically the same for MTA Bus.

1st Half 2012 & 2nd Half 2011: the "Before Entering Service" results are statistically lower (-3%), while the "In Service" results are statistically higher (+5%) for MTA Bus.



## MTA Bus Passenger Environment Survey (PES)

## Cleanliness Conditions on Buses



\* Measured at the depot before entering service.

\*\* Measured at terminals while in service.

### Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

### Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
MTA Bus 1st Half 2012	91%	4%	1%	4%	74%	14%	0%	12%
NYCT 1st Half 2011	96%	3%	0%	1%	82%	5%	2%	11%
NYCT 2nd Half 2011	96%	2%	0%	2%	73%	8%	4%	15%

**Discussion of Results:** a difference of less than 3% is deemed statistically the same.

1st Half 2012 & 1st Half 2011: the "Before Entering Service" results are statistically lower (-4%), while the "In Service" results are statistically the same for MTA Bus.

1st Half 2012 & 2nd Half 2011: the "Before Entering Service" results are statistically lower (-3%), while the "In Service" results are statistically higher (+7%) for MTA Bus.

## MTA Bus Passenger Environment Survey (PES)

### Express Bus Results

PES for Express Bus consists of 12 indicators. Two (2) were higher and ten (10) showed no significant differences when shown with similar NYCT 1st Half 2011 data. Two (2) were higher, one (1) was lower and nine (9) were statistically the same when shown with similar NYCT 2nd Half 2011 data. The table below depicts the results for MTA Bus 1st Half 2012, NYCT 1st Half 2011, and NYCT 2nd Half 2011. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		MTA Bus*		NYCT**		NYCT**	
		1st Half 2012		1st Half 2011		2nd Half 2011	
		Before Entering Service	In Service	Before Entering Service	In Service	Before Entering Service	In Service
<b>Cleanliness and Appearance</b>							
Litter Conditions In Buses	% None	92	86	87	65	93	59
Presence of Litter	% Light	6	11	12	27	6	29
(See Chart 3)	% Moderate	1	0	0	1	0	2
	% Heavy	1	3	1	7	1	10
Exterior Dirt Condition of Buses	% None	91	91	98	99	100	98
Degree of Dirtiness	% Light	9	9	2	1	0	2
	% Moderate	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	92	87	97	92	99	86
Degree of Dirtiness	% Light	6	10	2	1	0	4
(See Chart 4)	% Moderate	0	1	0	0	0	0
	% Heavy	2	2	1	7	1	10
% Buses with No Damaged Panels		98		99		97	
% Buses with No Cracked Windows		100		100		100	
% Buses with No Interior Graffiti		99		97		97	
% Buses with No Exterior Graffiti		100		100		100	

#### Functioning Equipment

% of Operative Reading Lights on Buses	91	91	94
% of Operative Reclining Seats on Buses	97	97	96

Before Entering Service - Surveyed at the depot before entering service.

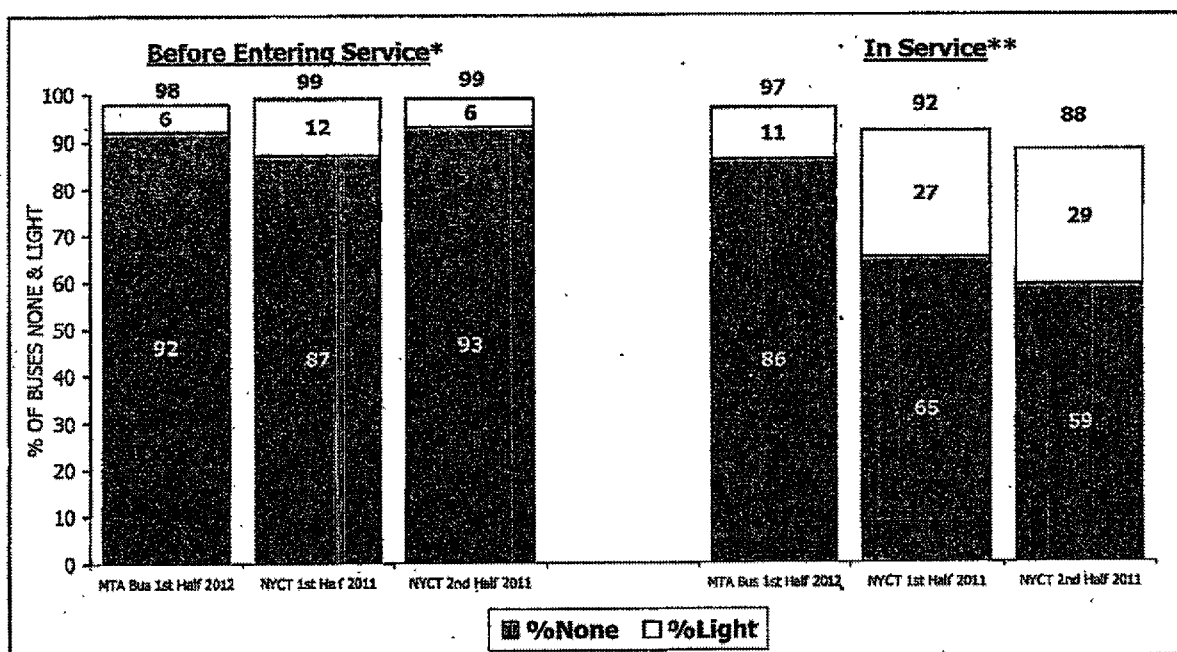
In Service - Surveyed at terminals while in service.

\* 1st Half 2012 data is based on a 2 month sample.

\*\* Data taken from NYCT 1st Half 2011 and NYCT 2nd Half 2011. For informational purposes only.

## MTA Bus Passenger Environment Survey (PES)

## Litter Conditions on Buses



\* Measured at the depot before entering service.

\*\* Measured at terminals while in service.

## Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

## Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
MTA Bus 1st Half 2012	92%	6%	1%	1%	86%	11%	0%	3%
NYCT 1st Half 2011	87%	12%	0%	1%	65%	27%	1%	7%
NYCT 2nd Half 2011	93%	6%	0%	1%	59%	29%	2%	10%

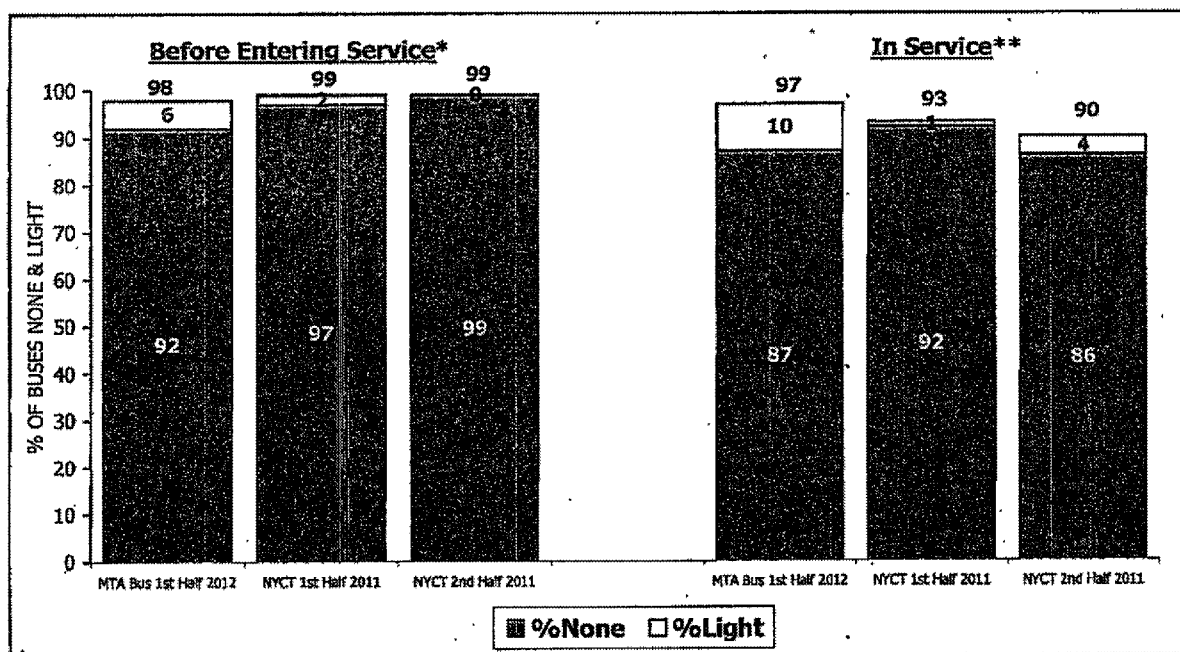
**Discussion of Results:** a difference of less than 3% is deemed statistically the same.

1st Half 2012 & 1st Half 2011: the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+5%) for MTA Bus.

1st Half 2012 & 2nd Half 2011: the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+9%) for MTA Bus.

## MTA Bus Passenger Environment Survey (PES)

## Cleanliness Conditions on Buses



\* Measured at the depot before entering service.

\*\* Measured at terminals while in service.

## Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

## Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
MTA Bus 1st Half 2012	92%	6%	0%	2%	87%	10%	1%	2%
NYCT 1st Half 2011	97%	2%	0%	1%	92%	1%	0%	7%
NYCT 2nd Half 2011	99%	0%	0%	1%	86%	4%	0%	10%

**Discussion of Results:** a difference of less than 3% is deemed statistically the same.

1st Half 2012 & 1st Half 2011: the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+4%) for MTA Bus.

1st Half 2012 & 2nd Half 2011: the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+7%) for MTA Bus.

# Report



**New York City Transit**

## **STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS**

### **Introduction**

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

The bus performance section shows data on a systemwide basis for the most recent half-year, January - June 2012, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

### **Bus Service Performance**

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

### **Passenger Environment Survey**

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

Of the 38 indicators, 34 indicators remained statistically unchanged while one (1) increased and three (3) declined when comparing First Half 2012 and First Half 2011. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for First Half 2012 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

### Significant Indicator Improvements/Declines

Bus Wait Assessment showed a statistically significant increase +1.0%, from 81.6% in the First Half 2011 to 82.6% in the First Half 2012. Out of the 38 Local and Express Bus passenger environment indicators, 34 indicators remained unchanged while one (1) increased and three (3) declined when comparing the First Half 2011 to First Half 2012.

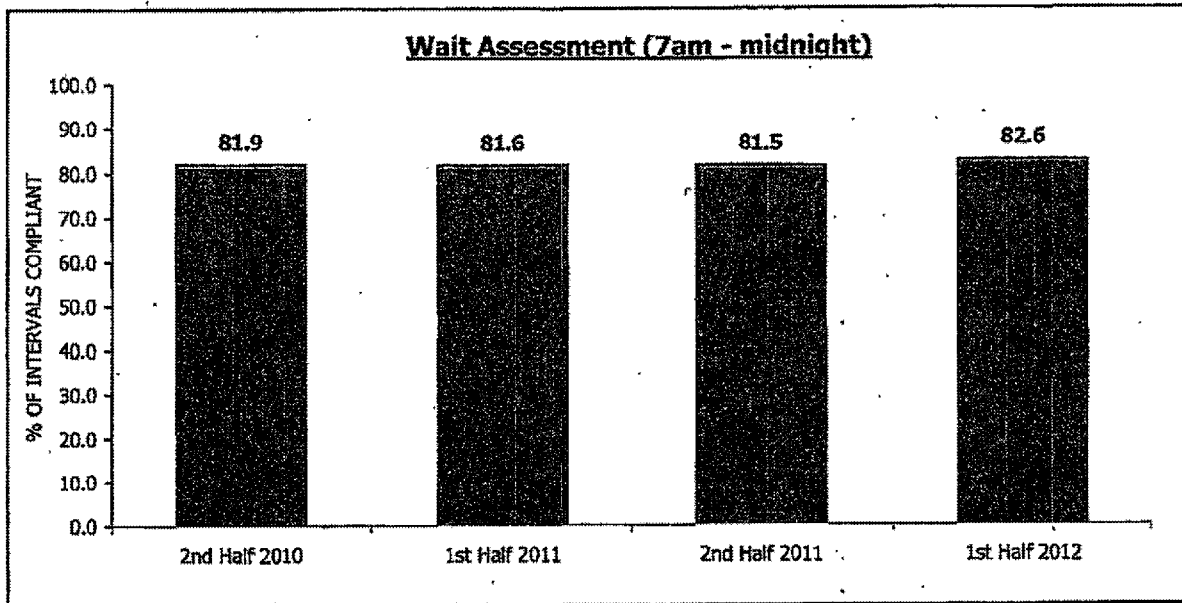
#### IMPROVEMENTS

	2011 1st Half	2012 1st Half	Net Change
<b>Local Buses</b>			
Bus Announcements that are Understandable/Correct	61%	64%	+3%

#### DECLINES

	2011 1st Half	2012 1st Half	Net Change
<b>Local Buses</b>			
Litter Conditions in Buses (in service) - (% none and light)	88%	85%	-3%
Buses with No Exterior Graffiti	98%	95%	-3%
Buses Displaying a Correct/Legible Bus Map	82%	78%	-4%

## Bus Performance Indicator



### Definition

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

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

**2012 Annual Goals:** Wait Assessment: 84.1%

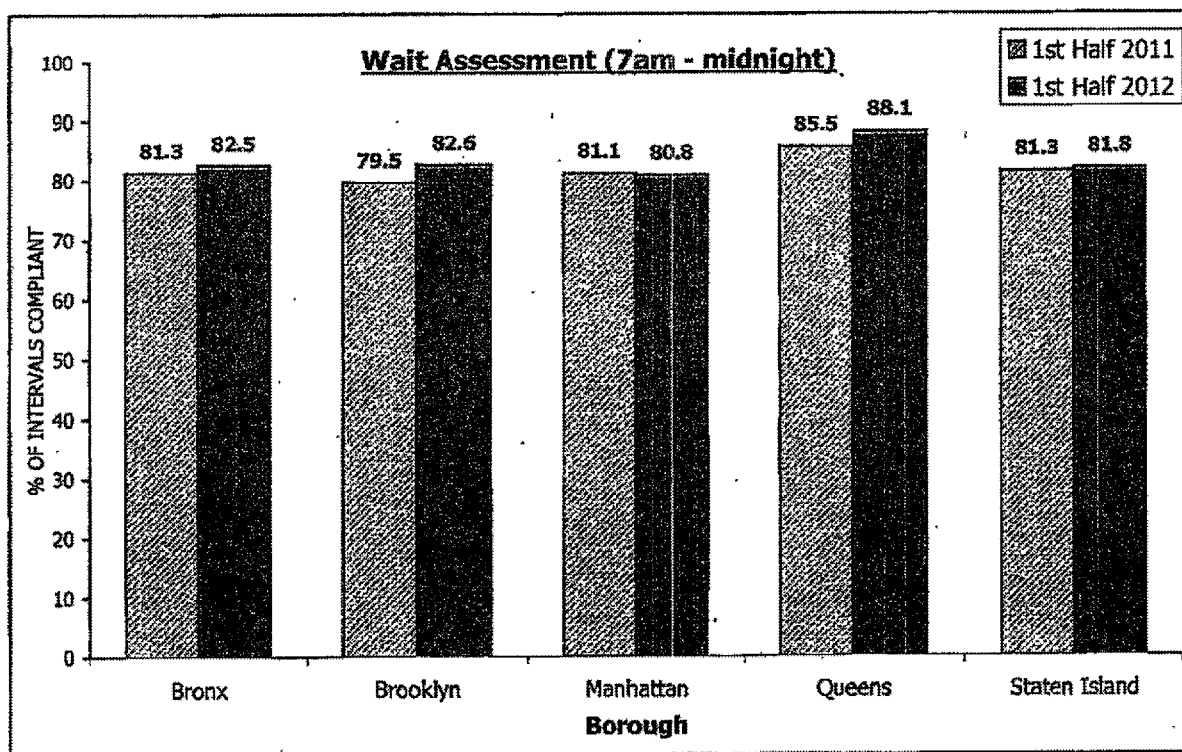
### Semi-Annual Results

<u>Wait Assessment</u>	
1st Half 2012	82.6%
2nd Half 2011	81.5%
1st Half 2011	81.6%
2nd Half 2010	81.9%

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

1st Half 2012 vs. 1st Half 2011: Bus Wait Assessment results remained showed a statistically significant increase (+1.0%)

## Bus Performance Indicator





### Bus Performance Indicator

<u>Route</u>	<u>2010</u>	<u>2011</u>		<u>2012</u>
	<u>2nd Half</u>	<u>1st Half</u>	<u>2nd Half</u>	<u>1st Half</u>
<b>Bronx</b>	<b>80.8%</b>	<b>81.3%</b>	<b>81.1%</b>	<b>82.5%</b>
Bx1/2	79.0%	80.2%	78.7%	80.1%
Bx1/2 Ltd.	81.9%	84.6%	81.6%	80.2%
Bx9	82.2%	84.2%	83.9%	88.6%
Bx12	86.2%	84.6%	84.4%	84.5%
SBS12	83.8%	83.4%	83.4%	84.1%
Bx19	80.6%	79.5%	82.2%	85.5%
Bx36 <sup>1</sup>	80.1%	79.8%	81.9%	80.6%
Bx40/42	83.4%	81.7%	82.5%	84.5%
Bx41 <sup>1</sup>	78.4%	76.5%	74.1%	78.2%
Bx55	75.0%	78.9%	78.1%	78.7%
 <b>Brooklyn</b>	 <b>81.2%</b>	 <b>79.5%</b>	 <b>80.2%</b>	 <b>82.6%</b>
B6	81.2%	82.1%	81.8%	86.4%
B6 Ltd.	83.7%	83.8%	83.6%	84.4%
B15	81.0%	77.6%	78.3%	79.9%
B35	80.3%	82.2%	81.0%	83.9%
B35 Ltd.	85.3%	83.0%	81.4%	84.4%
B41	77.6%	75.7%	77.1%	82.4%
B41 Ltd.	77.2%	75.3%	78.3%	80.1%
B44	75.9%	74.3%	77.4%	80.4%
B44 Ltd.	81.4%	79.8%	81.9%	85.0%
B46	83.5%	80.4%	84.5%	82.5%
B46 Ltd.	84.2%	81.7%	84.4%	84.2%
B63 <sup>2</sup>	83.3%	83.2%	77.3%	80.8%

<sup>1</sup> Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

<sup>2</sup> Includes BusTime sample data, effective October 1, 2011

### Bus Performance Indicator (continued)

<b>Route</b>	<b>2010</b>	<b>2011</b>		<b>2012</b>
	<b>2nd Half</b>	<b>1st Half</b>	<b>2nd Half</b>	<b>1st Half</b>
<b>Manhattan</b>	<b>81.0%</b>	<b>81.1%</b>	<b>79.9%</b>	<b>80.8%</b>
M1 <sup>1</sup>	78.9%	81.0%	79.9%	77.7%
M2 <sup>2</sup>	78.3%	76.5%	78.0%	77.2%
M3/18	76.5%	77.7%	75.0%	76.7%
M4 <sup>1</sup>	76.6%	78.6%	74.5%	71.7%
M7	78.5%	79.7%	75.5%	80.6%
M10/20	86.2%	86.2%	84.1%	85.5%
M14	85.7%	84.4%	83.9%	86.1%
M15	76.7%	75.7%	77.5%	78.2%
SBS15	78.0%	87.0%	82.5%	84.0%
M31	82.2%	82.6%	81.6%	81.0%
M50	87.6%	88.6%	83.4%	85.3%
M66	86.3%	82.0%	82.3%	84.5%
M86	85.7%	84.2%	84.9%	87.1%
M101/2/3	72.5%	72.7%	71.2%	72.9%
M101 Ltd	76.7%	78.0%	73.9%	74.0%
M104	88.2%	85.0%	83.8%	80.9%
<b>Queens</b>	<b>85.6%</b>	<b>85.5%</b>	<b>86.8%</b>	<b>88.1%</b>
Q43 <sup>1</sup>	89.4%	88.5%	89.2%	91.8%
Q44/20	89.4%	88.4%	90.3%	90.4%
Q44 Ltd.	83.9%	83.9%	89.4%	89.4%
Q46 <sup>1</sup>	85.7%	83.5%	84.2%	86.2%
Q58	79.4%	83.0%	86.1%	83.8%
Q83 <sup>1</sup>	84.7%	87.3%	84.8%	88.6%
Q85 <sup>1</sup>	84.4%	82.8%	82.4%	83.4%
<b>Staten Island<sup>3</sup></b>	<b>82.5%</b>	<b>81.3%</b>	<b>81.3%</b>	<b>81.8%</b>
S44 <sup>1</sup>	81.5%	79.9%	77.1%	82.9%
S48 <sup>1</sup>	81.1%	80.1%	82.2%	83.4%
S53 <sup>1</sup>	86.5%	87.1%	87.6%	89.8%
S74 <sup>1</sup>	80.8%	77.9%	78.1%	76.5%
S76 <sup>1</sup>	82.7%	84.1%	84.3%	81.3%
S78	79.6%	76.0%	77.8%	74.2%
S79	86.2%	84.9%	83.7%	85.8%

<sup>1</sup>Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

<sup>2</sup>This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.

<sup>3</sup> Staten Island results includes BusTime sample data, effective April 1, 2012

## Passenger Environment Survey

### Local Bus Results

The Local Bus PES consists of 26 indicators. 22 remained statistically unchanged while one (1) showed an increase and three (3) showed a decline when comparing the 1st Half 2012 to the 1st Half 2011. The table below depicts the results for the 1st Half 2012 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2010		2011				2012	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Buses	% None	93	42	91	49	92	43	91	43
Presence of Litter	% Light	6	47	8	39	6	39	8	42
See Chart 1	% Moderate	0	1	0	1	0	2	0	2
	% Heavy	1	10	1	11	2	16	1	13
Exterior Dirt Condition of Buses	% None	100	99	100	96	100	96	100	93
Degree of Dirtiness	% Light	0	1	0	4	0	3	0	6
	% Moderate	0	0	0	0	0	0	0	1
	% Heavy	0	0	0	0	0	1	0	0
Cleanliness of Bus Interior	% None	97	85	96	82	96	73	96	81
Degree of Dirtiness	% Light	2	4	3	5	2	8	3	4
See Chart 2	% Moderate	0	1	0	2	0	4	0	2
	% Heavy	1	10	1	11	2	15	1	13
% Buses with No Damaged Panels		97		98		97		97	
% Buses with No Cracked Windows		99		98		97		98	
% Buses with No Scratchtied Windows		84		84		79		85	
% Buses with No Clouded Windows		99		98		99		97	
% Buses with No Interior Graffiti		93		91		93		92	
% Buses with No Exterior Graffiti		97		98		96		95	

### Customer Information

% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	99	99	99	100
% Bus Announcements that are Understandable/Correct	58	61	60	64
% Buses with Priority Seating Stickers	99	97	97	95
% Buses Displaying a Correct/Legible Bus Map	81	82	71	78

### Functioning Equipment

Climate Control Conditions in Buses <sup>1</sup>	90	94	92	95
% Buses with Operative Kneeling Feature	100	100	99	100
% Buses with Operative Wheelchair Lift	98	97	97	98
% Buses with Operating Windows	100	98	98	97
% Buses with Operative Rear Door	100	100	100	100

### Operations

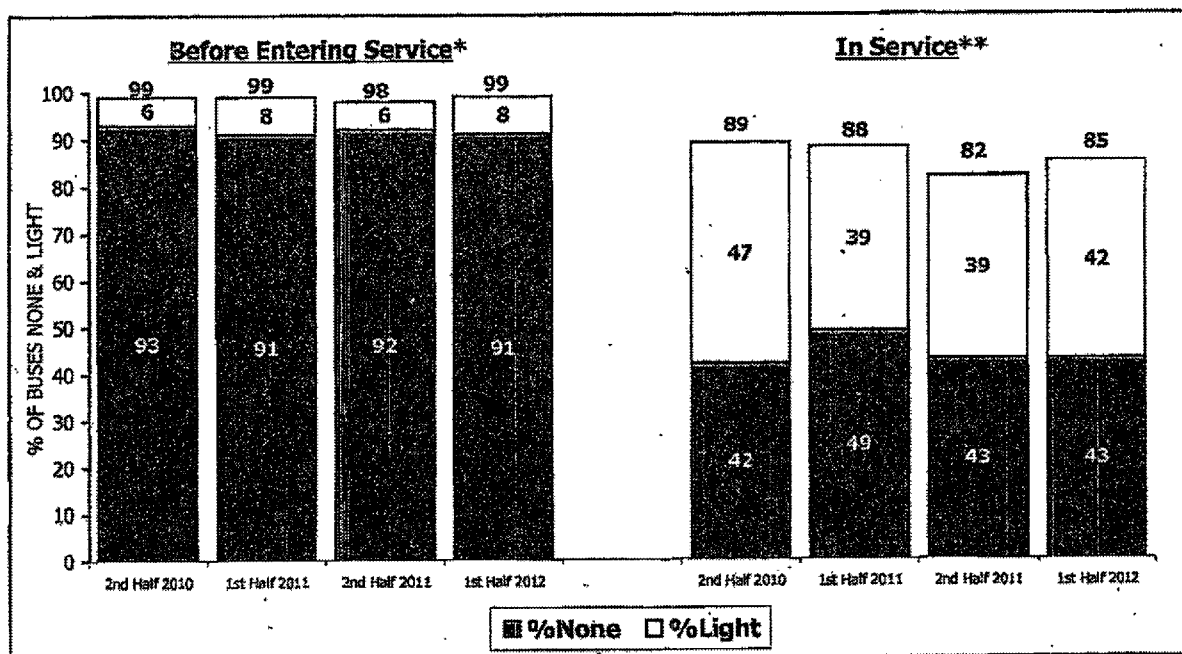
% Bus Stops where Buses Board/Discharge Passengers Appropriately	98	98	98	99
% Bus Operators in Proper Uniform	100	99	100	100
% Bus Operators Properly Displaying Badges	97	99	98	99

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

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

*In Service* - Surveyed at terminals while in service.

# **Passenger Environment Survey** **Litter Conditions on Buses**



\* Measured at the depot before going into service.

\*\* Measured at terminals while in service.

## **Definition**

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

**2012 Annual Goals:** (% none & light) Before Entering Service: 99.0% In Service: N/A

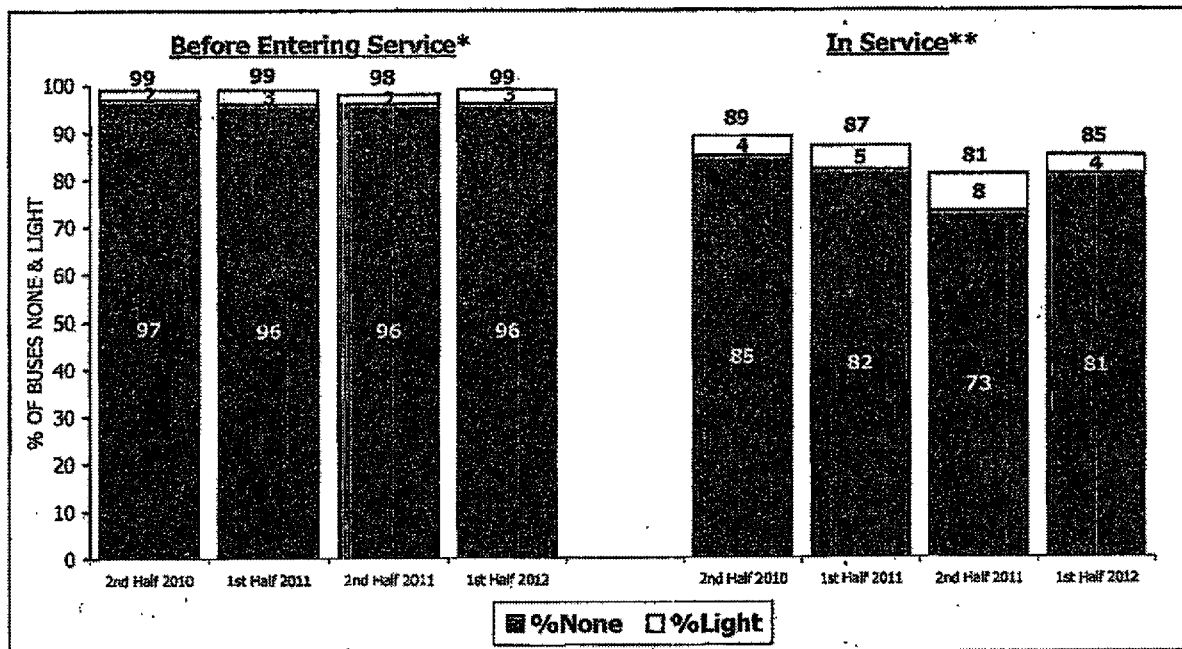
## **Semi-Annual Results**

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	91%	8%	0%	1%	43%	42%	2%	13%
2nd Half 2011	92%	6%	0%	2%	43%	39%	2%	16%
1st Half 2011	91%	8%	0%	1%	49%	39%	1%	11%
2nd Half 2010	93%	6%	0%	1%	42%	47%	1%	10%

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

1st Half 2012 vs. 1st Half 2011: the "Before Entering Service" results remained statistically unchanged, while the "In Service" (-3%) results showed a statistically significant decline when comparing the 1st Half 2012 to the 1st Half 2011.

# Passenger Environment Survey Cleanliness Conditions on Buses



\* Measured at the depot before going into service.

\*\* Measured at terminals while in service.

## Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

**Light**- occasional "ground in" spots, but generally clean;

**Moderate**- dingy floor, one or two sticky dry spots;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

**2012 Annual Goals:** (% none & light) Before Entering Service: 99.0% In Service: N/A

## Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	96%	3%	0%	1%	81%	4%	2%	13%
2nd Half 2011	96%	2%	0%	2%	73%	8%	4%	15%
1st Half 2011	96%	3%	0%	1%	82%	5%	2%	11%
2nd Half 2010	97%	2%	0%	1%	85%	4%	1%	10%

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

1st Half 2012 vs. 1st Half 2011: both the "Before Entering Service" and "In Service" results remained statistically unchanged when comparing the 1st Half 2012 to the 1st Half 2011.

## Passenger Environment Survey

### Express Bus Results

The Express Bus PES consists of 12 indicators, of which all remained statistically unchanged when comparing the 1st Half 2012 to the 1st Half 2011. The table below depicts the results for the 1st Half 2012 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2010		2011				2012	
		2nd Half		1st Half		2nd Half		1st Half	
		Before		Before		Before		Before	
		Service	In Service	Service	In Service	Service	In Service	Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	92	70	87	65	93	59	90	58
Presence of Litter	% Light	7	26	12	27	6	29	9	34
See Chart 3	% Moderate	0	1	0	1	0	2	0	1
	% Heavy	1	3	1	7	1	10	1	7
Exterior Dirt Condition of Buses	% None	100	99	98	99	100	98	100	98
Degree of Dirtiness	% Light	0	1	2	1	0	2	0	1
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	1
Cleanliness of Bus Interior	% None	99	96	97	92	99	86	98	87
Degree of Dirtiness	% Light	1	1	2	1	0	4	1	5
See Chart 4	% Moderate	0	0	0	0	0	0	0	1
	% Heavy	0	3	1	7	1	10	1	7
% Buses with No Damaged Panels		99		99		97		97	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		99		97		97		96	
% Buses with No Exterior Graffiti		100		100		100		100	

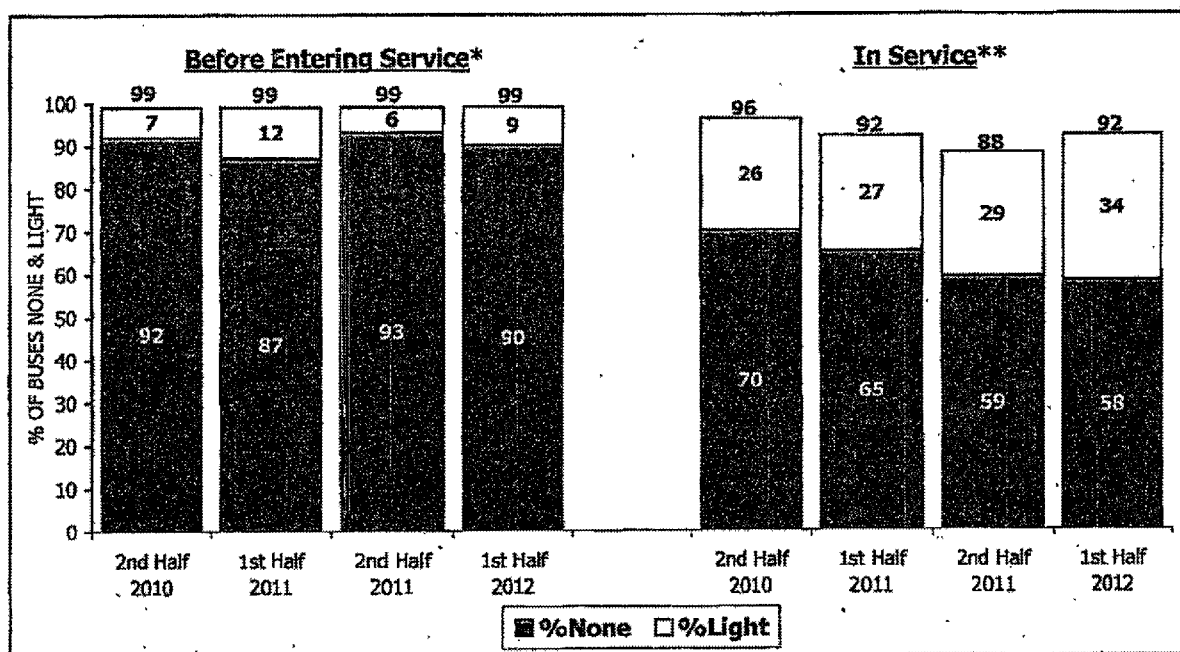
### Functioning Equipment

% of Operative Reading Lights on Buses	93	91	94	91
% of Operative Reclining Seats on Buses	98	97	96	95

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

In Service - Surveyed at terminals while in service.

**Passenger Environment Survey**  
**Litter Conditions on Express Buses**



\* Measured at the depot before going into service.

\*\* Measured at terminals while in service.

### Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

**2012 Annual Goals:** (% none & light) Before Entering Service: 99.0% In Service: N/A

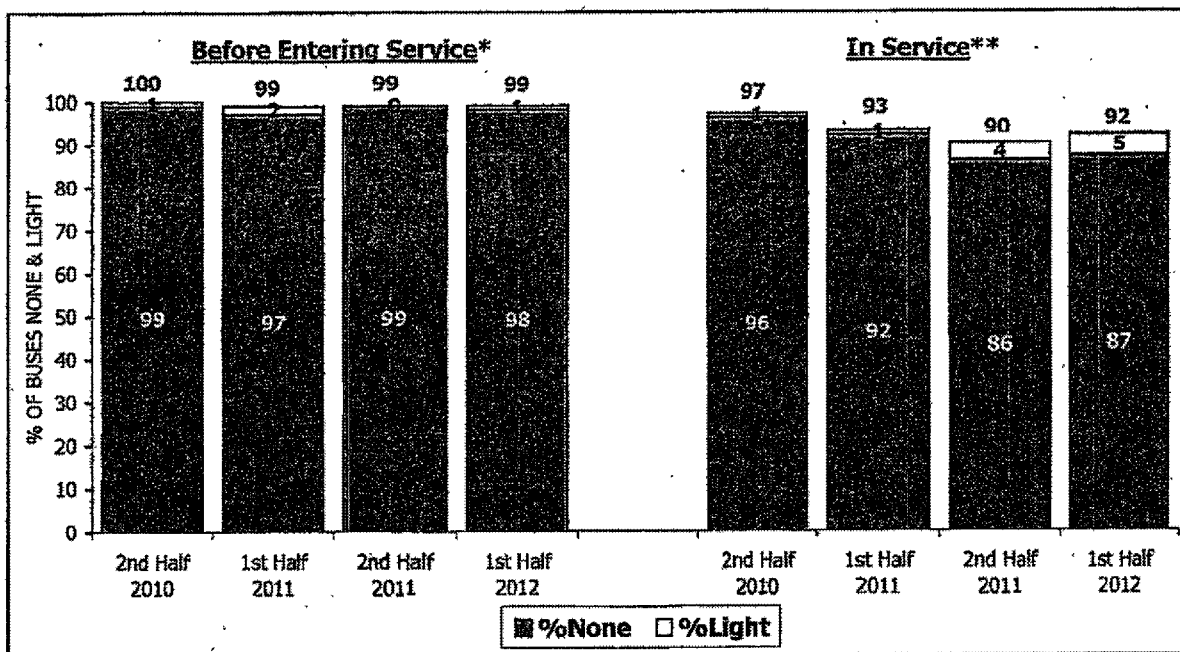
### Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	90%	9%	0%	1%	58%	34%	1%	7%
2nd Half 2011	93%	6%	0%	1%	59%	29%	2%	10%
1st Half 2011	87%	12%	0%	1%	65%	27%	1%	7%
2nd Half 2010	92%	7%	0%	1%	70%	26%	1%	3%

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

1st Half 2012 vs. 1st Half 2011: both the "Before Entering Service" and "In Service" results remained statistically unchanged when comparing the 1st Half 2012 to the 1st Half 2011.

**Passenger Environment Survey**  
**Cleanliness Conditions on Express Buses**



\* Measured at the depot before going into service.

\*\* Measured at terminals while in service.

### Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

**Light**- Occasional "ground in" spots, but generally clean;

**Moderate**- Dingy floor, one or two sticky dry spots;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

**2012 Annual Goals:** (% none & light) Before Entering Service: 99.0% In Service: N/A

### Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2012	98%	1%	0%	1%	87%	5%	1%	7%
2nd Half 2011	99%	0%	0%	1%	86%	4%	0%	10%
1st Half 2011	97%	2%	0%	1%	92%	1%	0%	7%
2nd Half 2010	99%	1%	0%	0%	96%	1%	0%	3%

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

1st Half 2012 vs. 1st Half 2011: both the "Before Entering Service" and "In Service" results remained statistically unchanged when comparing the 1st Half 2012 to the 1st Half 2011.



**MTA BUS COMPANY**  
**July Financial Plan - 2012 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$14,278	\$14,363	\$15,057	\$15,092	\$15,618	\$16,365	\$15,677	\$16,124	\$14,966	\$16,032	\$14,861	\$14,613	\$183,024
Toll Revenue													
Other Operating Revenue	1,883	1,807	2,161	1,782	2,113	1,437	0,800	0,858	1,957	1,714	1,573	1,434	19,019
Capital and Other Reimbursements													
Total Revenue	\$16,161	\$16,170	\$18,218	\$16,874	\$17,729	\$16,782	\$16,477	\$16,982	\$16,923	\$17,746	\$16,524	\$16,047	\$202,043
Operating Expenses													
Labor:													
Payroll	\$20,935	\$18,932	\$20,225	\$18,838	\$20,537	\$17,524	\$17,798	\$17,862	\$17,041	\$17,820	\$17,508	\$19,887	\$224,887
Overtime	3,831	3,855	3,678	3,798	3,890	3,393	3,427	3,542	3,417	3,578	3,321	3,481	43,211
Health and Welfare	3,908	3,504	3,481	3,846	3,417	3,639	3,539	3,539	3,539	3,539	3,539	3,539	42,729
OPEB Current Payment	1,100	1,100	1,100	1,100	2,840	1,078	1,078	1,078	1,078	1,078	1,078	1,078	14,588
Pensions	3,580	3,209	3,924	3,882	4,140	3,078	3,078	3,078	3,078	3,078	3,078	3,078	40,249
Other Fringe Benefits	1,915	1,786	1,978	1,770	2,078	1,952	1,952	1,952	1,952	1,952	1,952	1,955	23,191
Reimbursable Overhead													
Total Labor Expenses	\$35,269	\$32,385	\$34,384	\$33,014	\$36,702	\$30,582	\$30,370	\$31,049	\$30,103	\$31,043	\$30,474	\$32,998	\$388,853
Non-Labor:													
Electric Power	\$0,079	\$0,073	\$0,079	\$0,073	\$0,070	\$0,125	\$0,114	\$0,118	\$0,107	\$0,119	\$0,111	\$0,111	\$1,180
Fuel	2,803	2,671	2,858	2,762	(2,997)	4,103	3,725	3,884	3,487	3,883	3,649	3,634	34,462
Insurance	1,125	1,323	1,301	1,301	1,419	1,269	1,269	1,269	1,269	1,269	1,266	1,273	15,358
Claims	2,061	2,105	2,083	2,083	2,083	2,084	2,084	2,084	2,084	2,084	2,084	2,081	25,000
Maintenance and Other Operating Contracts	2,167	2,627	2,263	2,269	1,314	2,262	2,262	2,262	2,262	2,262	2,262	2,260	26,352
Professional Service Contracts	0,605	0,487	0,477	0,618	0,559	0,433	0,433	0,433	0,433	0,433	0,433	0,434	5,678
Materials & Supplies	2,275	2,149	2,185	2,234	1,741	2,909	2,909	2,909	2,909	2,909	2,909	2,909	30,947
Other Business Expenses	0,348	0,312	0,350	0,298	0,230	0,387	0,387	0,387	0,387	0,387	0,387	0,391	4,249
Total Non-Labor Expenses	\$11,461	\$11,647	\$11,686	\$11,528	\$4,419	\$13,572	\$13,183	\$13,347	\$12,838	\$13,348	\$13,104	\$13,683	\$143,224
Other Expenses Adjustments:													
Other													
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses before Non-Cash Liability Adjs.	\$46,730	\$44,032	\$45,970	\$44,542	\$41,121	\$44,134	\$44,053	\$44,396	\$43,041	\$44,389	\$43,578	\$46,091	\$532,077
Depreciation	3,474	3,712	3,813	3,891	3,786	3,394	3,394	3,394	3,394	3,394	3,394	3,395	42,235
OPEB Obligation	4,600	4,600	4,800	4,600	4,600	4,631	4,631	4,631	4,631	4,631	4,631	4,629	55,415
Environmental Remediation													
Total Expenses	\$54,804	\$52,344	\$54,183	\$53,033	\$49,507	\$52,159	\$52,078	\$52,421	\$51,066	\$52,414	\$51,803	\$54,115	\$629,727
Baseline Net Surplus/(Deficit)	(\$38,643)	(\$36,174)	(\$35,965)	(\$36,159)	(\$31,778)	(\$36,367)	(\$35,501)	(\$35,439)	(\$34,143)	(\$34,863)	(\$35,079)	(\$38,068)	(\$427,684)

**MTA BUS COMPANY**  
**July Financial Plan - 2012 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue													
Toll Revenue													
Other Operating Revenue													
Capital and Other Reimbursements	0.293	0.557	0.708	0.308	0.079	0.969	0.969	0.969	0.969	0.969	0.969	0.972	8.729
<b>Total Revenue</b>	<b>\$0.293</b>	<b>\$0.557</b>	<b>\$0.708</b>	<b>\$0.308</b>	<b>\$0.079</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.972</b>	<b>\$8.729</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$0.103	\$0.295	\$0.442	\$0.160	\$0.025	\$0.670	\$0.670	\$0.670	\$0.670	\$0.670	\$0.670	\$0.673	\$5.718
Overtime													
Health and Welfare	0.062	0.133	0.160	0.039	0.013	0.092	0.092	0.092	0.092	0.092	0.092	0.093	1.062
OPRB Current Payment													
Pensions	0.031	0.065	0.079	0.019	0.008	0.042	0.042	0.042	0.042	0.042	0.042	0.040	0.492
Other Fringe Benefits	0.008	0.021	0.030	0.010	0.002	0.056	0.056	0.056	0.056	0.056	0.056	0.058	0.465
Reimbursable Overhead													
<b>Total Labor Expenses</b>	<b>\$0.204</b>	<b>\$0.514</b>	<b>\$0.711</b>	<b>\$0.228</b>	<b>\$0.046</b>	<b>\$0.860</b>	<b>\$0.860</b>	<b>\$0.860</b>	<b>\$0.860</b>	<b>\$0.860</b>	<b>\$0.860</b>	<b>\$0.864</b>	<b>\$7.727</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel													
Insurance													
Claims													
Paratransit Service Contracts						0.039	0.039	0.038	0.039	0.038	0.039	0.037	0.218
Maintenance and Other Operating Contracts		(0.017)	(0.038)										
Professional Service Contracts													
Materials & Supplies	0.069	0.060	0.033	0.080	0.033	0.070	0.070	0.070	0.070	0.070	0.070	0.071	0.788
Other Business Expenses													
<b>Total Non-Labor Expenses</b>	<b>\$0.069</b>	<b>\$0.043</b>	<b>\$(0.005)</b>	<b>\$0.080</b>	<b>\$0.033</b>	<b>\$0.109</b>	<b>\$0.109</b>	<b>\$0.109</b>	<b>\$0.109</b>	<b>\$0.109</b>	<b>\$0.109</b>	<b>\$0.108</b>	<b>\$1.002</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$0.293</b>	<b>\$0.557</b>	<b>\$0.708</b>	<b>\$0.308</b>	<b>\$0.079</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.972</b>	<b>\$8.729</b>
<b>Depreciation</b>													
<b>Total Expenses</b>	<b>\$0.293</b>	<b>\$0.557</b>	<b>\$0.708</b>	<b>\$0.308</b>	<b>\$0.079</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.969</b>	<b>\$0.972</b>	<b>\$8.729</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$(0.000)</b>	<b>\$0.000</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2012 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$14,278	\$14,383	\$16,057	\$15,092	\$15,616	\$16,355	\$15,677	\$16,124	\$14,966	\$16,032	\$14,851	\$14,613	\$183,024
Toll Revenue													
Other Operating Revenue	1,883	1,607	2,161	1,782	2,113	1,437	0,800	0,858	1,357	1,714	1,673	1,434	\$19,019
Capital and Other Reimbursements	0,293	0,557	0,708	0,908	0,079	0,869	0,969	0,969	0,969	0,969	0,969	0,972	\$8,729
<b>Total Revenue</b>	<b>\$16,454</b>	<b>\$16,547</b>	<b>\$18,926</b>	<b>\$17,782</b>	<b>\$17,808</b>	<b>\$17,761</b>	<b>\$17,446</b>	<b>\$17,951</b>	<b>\$17,292</b>	<b>\$18,715</b>	<b>\$17,493</b>	<b>\$17,019</b>	<b>\$210,772</b>
<b>Expenses</b>													
<b>Labor</b>													
Payroll	\$21,038	\$19,227	\$20,667	\$18,998	\$20,562	\$16,194	\$18,468	\$18,532	\$17,711	\$18,490	\$18,176	\$20,640	\$230,605
Overtime	3,831	3,955	3,675	3,798	3,890	3,393	3,427	3,542	3,417	3,578	3,521	3,481	\$43,211
Health and Welfare	3,970	3,637	3,641	3,685	3,430	3,631	3,631	3,631	3,631	3,631	3,631	3,632	\$43,781
OPEB Current Payment	1,100	1,100	1,100	1,100	2,640	1,078	1,078	1,078	1,078	1,078	1,078	1,078	\$14,586
Pensions	3,611	3,274	4,003	3,961	4,146	3,118	3,118	3,118	3,118	3,118	3,118	3,118	\$40,741
Other Fringe Benefits	1,923	1,806	2,008	1,790	2,080	2,008	2,008	2,008	2,008	2,008	2,008	2,013	\$23,656
Reimbursable Overhead													
<b>Total Labor Expenses</b>	<b>\$35,473</b>	<b>\$32,899</b>	<b>\$36,093</b>	<b>\$33,242</b>	<b>\$36,746</b>	<b>\$31,422</b>	<b>\$31,730</b>	<b>\$31,909</b>	<b>\$30,983</b>	<b>\$31,903</b>	<b>\$31,334</b>	<b>\$33,882</b>	<b>\$396,580</b>
<b>Non-Labor</b>													
Electric Power	\$0,075	\$0,073	\$0,075	\$0,073	\$0,070	\$0,125	\$0,114	\$0,119	\$0,107	\$0,119	\$0,111	\$0,111	\$1,180
Fuel	2,803	2,871	2,858	2,762	(2,997)	4,103	3,725	3,884	3,487	3,883	3,649	3,634	\$34,462
Insurance	1,125	1,323	1,301	1,301	1,419	1,269	1,269	1,289	1,269	1,269	1,269	1,273	\$15,368
Claims	2,061	2,105	2,083	2,083	2,083	2,084	2,084	2,084	2,084	2,084	2,084	2,081	\$25,003
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	2,157	2,510	2,215	2,259	1,314	2,301	2,301	2,301	2,301	2,301	2,301	2,297	\$26,588
Professional Service Contracts	0,605	0,487	0,477	0,518	0,559	0,433	0,433	0,433	0,433	0,433	0,433	0,434	\$5,678
Materials & Supplies	2,364	2,209	2,218	2,314	1,774	2,979	2,979	2,979	2,979	2,979	2,979	2,980	\$31,733
Other Business Expenses	0,348	0,312	0,350	0,296	0,230	0,387	0,387	0,387	0,387	0,387	0,387	0,391	\$4,249
<b>Total Non-Labor Expenses</b>	<b>\$11,550</b>	<b>\$11,690</b>	<b>\$11,981</b>	<b>\$11,608</b>	<b>\$4,452</b>	<b>\$13,681</b>	<b>\$13,292</b>	<b>\$13,456</b>	<b>\$13,047</b>	<b>\$13,455</b>	<b>\$13,213</b>	<b>\$13,201</b>	<b>\$144,226</b>
<b>Other Expenses Adjustments:</b>													
Other													
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$47,023</b>	<b>\$44,589</b>	<b>\$48,074</b>	<b>\$44,850</b>	<b>\$41,200</b>	<b>\$45,103</b>	<b>\$45,022</b>	<b>\$45,365</b>	<b>\$44,010</b>	<b>\$45,358</b>	<b>\$44,547</b>	<b>\$47,083</b>	<b>\$540,806</b>
Depreciation	3,474	3,712	3,613	3,891	3,786	3,394	3,394	3,394	3,394	3,394	3,394	3,395	\$42,235
OPEB Obligation	4,600	4,600	4,600	4,600	4,600	4,631	4,631	4,631	4,631	4,631	4,631	4,629	\$55,415
Environmental Remediation													
<b>Total Expenses</b>	<b>\$55,097</b>	<b>\$52,901</b>	<b>\$56,287</b>	<b>\$53,341</b>	<b>\$49,586</b>	<b>\$53,128</b>	<b>\$53,047</b>	<b>\$53,390</b>	<b>\$52,035</b>	<b>\$53,383</b>	<b>\$52,572</b>	<b>\$55,087</b>	<b>\$638,456</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$38,643)</b>	<b>(\$36,354)</b>	<b>(\$35,361)</b>	<b>(\$36,169)</b>	<b>(\$31,778)</b>	<b>(\$36,367)</b>	<b>(\$35,591)</b>	<b>(\$35,439)</b>	<b>(\$34,743)</b>	<b>(\$34,668)</b>	<b>(\$35,079)</b>	<b>(\$38,068)</b>	<b>(\$427,684)</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2012 Mid-Year Forecast**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$15,151	\$13,752	\$14,330	\$14,427	\$17,542	\$15,525	\$15,552	\$16,304	\$15,133	\$16,211	\$15,017	\$14,776	\$184,041
Vehicle Toll Revenue													
Other Operating Revenue	1,535	1,816	0,390	4,281	0,402	1,573	0,931	0,998	1,580	1,985	1,947	1,871	19,019
Capital and Other Reimbursements	0,217	0,812	0,216	0,216	-	1,626	1,628	1,628	1,626	1,626	1,626	1,623	12,840
<b>Total Receipts</b>	<b>\$16,913</b>	<b>\$16,190</b>	<b>\$14,936</b>	<b>\$18,924</b>	<b>\$17,944</b>	<b>\$18,825</b>	<b>\$18,409</b>	<b>\$18,925</b>	<b>\$18,339</b>	<b>\$19,832</b>	<b>\$18,590</b>	<b>\$18,070</b>	<b>\$215,900</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$19,680	\$15,372	\$14,772	\$16,545	\$28,615	\$20,108	\$21,584	\$21,024	\$21,024	\$30,793	\$21,024	\$20,483	\$251,104
Overtime	3,831	3,855	3,678	3,795	3,890	3,244	3,244	3,244	3,244	4,593	3,244	3,246	43,211
Health and Welfare	1,674	0,566	7,740	0,249	1,707	4,492	6,006	6,006	6,006	6,006	6,006	6,005	52,463
OPRB Current Payment	-	-	3,300	1,100	1,100	2,196	2,196	2,196	2,196	2,196	2,196	2,193	20,859
Pensions	3,257	3,365	3,389	3,744	4,455	3,194	3,194	3,194	3,194	3,194	3,194	3,192	40,555
Other Fringe Benefits	1,796	1,471	1,530	1,542	2,637	2,420	2,420	2,420	2,420	2,420	2,420	2,416	25,912
GASB Account	-	-	-	-	-	0,617	0,617	0,617	0,617	0,617	0,617	0,615	4,317
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$30,238</b>	<b>\$24,629</b>	<b>\$34,409</b>	<b>\$27,078</b>	<b>\$42,404</b>	<b>\$36,271</b>	<b>\$38,241</b>	<b>\$38,701</b>	<b>\$38,701</b>	<b>\$49,919</b>	<b>\$38,701</b>	<b>\$38,150</b>	<b>\$438,442</b>
<b>Non-Labor:</b>													
Electric Power	\$0,079	\$0,073	\$0,079	\$0,073	\$0,070	\$0,125	\$0,114	\$0,119	\$0,107	\$0,119	\$0,111	\$0,111	\$1,180
Fuel	0,532	8,203	0,335	3,878	0,281	4,606	4,182	4,360	3,915	4,360	4,095	4,079	42,626
Insurance	0,829	0,841	1,725	1,509	1,118	3,797	3,797	3,797	3,797	3,797	3,797	3,796	32,800
Claims	0,278	0,604	0,366	0,714	0,799	2,725	2,725	2,725	2,725	2,725	2,725	2,723	21,635
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2,008	1,214	1,026	1,376	2,151	3,154	3,154	3,154	3,154	3,154	3,154	3,154	28,850
Professional Service Contracts	0,162	0,187	0,055	0,612	0,278	0,909	0,909	0,909	0,909	0,909	0,909	0,910	7,678
Materials & Supplies	4,187	2,876	2,788	3,168	2,871	3,481	3,481	3,481	3,481	3,481	3,481	3,484	40,258
Other Business Expenses	0,295	0,123	0,105	0,233	0,059	0,682	0,682	0,682	0,682	0,682	0,682	0,679	5,595
<b>Total Non-Labor Expenditures</b>	<b>\$8,391</b>	<b>\$14,121</b>	<b>\$5,456</b>	<b>\$11,383</b>	<b>\$7,627</b>	<b>\$19,479</b>	<b>\$19,044</b>	<b>\$19,227</b>	<b>\$18,770</b>	<b>\$19,227</b>	<b>\$18,954</b>	<b>\$18,936</b>	<b>\$181,613</b>
<b>Other Expenditure Adjustments:</b>													
Other													
<b>Total Other Expenditure Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenditures</b>	<b>\$38,629</b>	<b>\$38,750</b>	<b>\$40,865</b>	<b>\$38,461</b>	<b>\$50,031</b>	<b>\$55,750</b>	<b>\$57,285</b>	<b>\$57,928</b>	<b>\$57,471</b>	<b>\$69,146</b>	<b>\$57,655</b>	<b>\$57,086</b>	<b>\$620,055</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$21,716)</b>	<b>(\$22,560)</b>	<b>(\$25,929)</b>	<b>(\$19,537)</b>	<b>(\$32,087)</b>	<b>(\$36,925)</b>	<b>(\$38,876)</b>	<b>(\$39,003)</b>	<b>(\$39,132)</b>	<b>(\$49,314)</b>	<b>(\$39,065)</b>	<b>(\$39,016)</b>	<b>(\$404,155)</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2012 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>														
Farebox Revenue		\$0.883	(\$0.601)	(\$1.727)	(\$0.665)	\$1.926	\$0.171	\$0.175	\$0.180	\$0.167	\$0.179	\$0.166	\$0.163	\$1.017
Vehicle Toll Revenue		-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue		(0.348)	(0.191)	(1.771)	2.499	(1.711)	0.236	0.131	0.140	0.223	0.281	0.274	0.237	0.000
Capital and Other Reimbursements		(0.076)	0.255	(0.490)	(0.092)	(0.079)	0.657	0.657	0.657	0.657	0.657	0.657	0.651	4.111
<b>Total Receipts</b>		<b>\$0.459</b>	<b>(\$0.537)</b>	<b>(\$3.988)</b>	<b>\$1.742</b>	<b>\$0.136</b>	<b>\$1.064</b>	<b>\$0.963</b>	<b>\$0.977</b>	<b>\$1.047</b>	<b>\$1.117</b>	<b>\$1.097</b>	<b>\$1.061</b>	<b>\$5.128</b>
<b>Expenditures</b>														
<b>Labor</b>														
Payroll		\$1.358	\$3.855	\$5.895	\$2.353	(\$8.053)	(\$1.914)	(\$3.098)	(\$2.492)	(\$3.313)	(\$12.303)	(\$2.846)	\$0.057	(\$20.499)
Overtime		-	-	-	-	-	0.149	0.163	0.298	0.173	(1.118)	0.077	0.235	(0.000)
Health and Welfare		2.296	3.071	(4.099)	3.436	1.723	(0.661)	(2.375)	(2.375)	(2.375)	(2.375)	(2.375)	(2.373)	(8.692)
OPFB Current Payment		1.100	1.100	(2.200)	-	1.640	(1.118)	(1.118)	(1.118)	(1.118)	(1.118)	(1.118)	(1.115)	(6.263)
Pensions		0.354	(0.091)	0.514	0.137	(0.309)	(0.076)	(0.076)	(0.076)	(0.076)	(0.076)	(0.076)	(0.074)	0.175
Other Fringe Benefits		0.127	0.335	0.478	0.238	(0.557)	(0.412)	(0.412)	(0.412)	(0.412)	(0.412)	(0.412)	(0.408)	(2.256)
GASB Account		-	-	-	-	-	(0.617)	(0.617)	(0.617)	(0.617)	(0.617)	(0.617)	(0.616)	(4.317)
Reimbursable Overhead		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>		<b>\$5.235</b>	<b>\$8.270</b>	<b>\$0.886</b>	<b>\$6.164</b>	<b>(\$5.653)</b>	<b>(\$4.849)</b>	<b>(\$7.611)</b>	<b>(\$6.782)</b>	<b>(\$7.738)</b>	<b>(\$18.016)</b>	<b>(\$7.367)</b>	<b>(\$4.288)</b>	<b>(\$41.882)</b>
<b>Non-Labor</b>														
Electric Power		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel		2.271	(5.532)	2.523	(0.918)	(3.278)	(0.503)	(0.457)	(0.478)	(0.428)	(0.477)	(0.446)	(0.445)	(8.164)
Insurance		0.296	0.482	(0.424)	(0.208)	0.301	(2.528)	(2.528)	(2.528)	(2.528)	(2.528)	(2.528)	(2.523)	(17.244)
Claims		1.782	1.501	1.717	1.369	1.264	(0.641)	(0.641)	(0.641)	(0.641)	(0.641)	(0.641)	(0.642)	3.165
Paratransit Service Contracts		-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts		0.159	1.296	1.160	0.883	(0.837)	(0.853)	(0.853)	(0.853)	(0.853)	(0.853)	(0.853)	(0.857)	(3.282)
Professional Service Contracts		0.423	0.300	0.422	(0.094)	0.261	(0.476)	(0.476)	(0.476)	(0.476)	(0.476)	(0.476)	(0.476)	(2.000)
Materials & Supplies		(1.823)	(0.667)	(0.548)	(0.874)	(1.097)	(0.502)	(0.502)	(0.502)	(0.502)	(0.502)	(0.502)	(0.504)	(8.525)
Other Business Expenditures		0.051	0.189	0.245	0.055	0.171	(0.295)	(0.295)	(0.295)	(0.295)	(0.295)	(0.295)	(0.288)	(1.337)
<b>Total Non-Labor Expenditures</b>		<b>\$3.159</b>	<b>(\$2.431)</b>	<b>\$6.125</b>	<b>\$0.225</b>	<b>(\$3.175)</b>	<b>(\$5.708)</b>	<b>(\$6.782)</b>	<b>(\$6.771)</b>	<b>(\$6.723)</b>	<b>(\$6.772)</b>	<b>(\$6.741)</b>	<b>(\$6.733)</b>	<b>(\$37.387)</b>
<b>Other Expenditures Adjustments:</b>														
<b>Other</b>														
<b>Total Other Expenditures Adjustments</b>		<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>		<b>\$6.863</b>	<b>\$6.302</b>	<b>\$1.823</b>	<b>\$6.131</b>	<b>(\$3.695)</b>	<b>(\$9.383)</b>	<b>(\$12.300)</b>	<b>(\$11.593)</b>	<b>(\$12.414)</b>	<b>(\$22.671)</b>	<b>(\$12.011)</b>	<b>(\$0.972)</b>	<b>(\$74.121)</b>
Depreciation Adjustment		3.474	3.712	3.613	3.891	3.766	3.394	3.394	3.394	3.394	3.394	3.394	3.395	42.235
OPFB Obligation		4.600	4.600	4.600	4.600	4.600	4.631	4.631	4.631	4.631	4.631	4.631	4.629	55.415
Environmental Remediation		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>		<b>\$18.927</b>	<b>\$13.614</b>	<b>\$10.036</b>	<b>\$16.622</b>	<b>(\$0.369)</b>	<b>(\$1.559)</b>	<b>(\$4.275)</b>	<b>(\$3.561)</b>	<b>(\$4.399)</b>	<b>(\$14.648)</b>	<b>(\$2.968)</b>	<b>(\$0.948)</b>	<b>\$23.529</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2012 Mid-Year Forecast**  
**Ridership/(Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Fixed Route	9.580	9.659	10.950	9.960	10.850	10.225	9.733	9.789	10.098	10.968	10.187	9.888	121.897
Baseline Total Ridership	9.580	9.659	10.950	9.960	10.850	10.225	9.733	9.789	10.098	10.968	10.187	9.888	121.897
<b><u>FAREBOX REVENUE</u></b>													
Fixed Route	14.278	14.383	16.057	15.082	15.616	15.365	15.677	16.124	14.986	16.032	14.851	14.613	183.024
Baseline Total Revenue	\$14.278	\$14.383	\$16.057	\$15.082	\$15.616	\$15.365	\$15.677	\$16.124	\$14.986	\$16.032	\$14.851	\$14.613	\$183.024

**MTA BUS COMPANY**  
**July Financial Plan - 2012 Mid-Year Forecast**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Office of the EVP	4	4	4	4	4	4	4	4	4	4	4	4	4
Human Resources	6	6	6	6	6	6	6	6	6	6	6	6	6
Office of Management and Budget	14	14	14	14	14	14	14	14	14	14	14	14	14
Technology & Information Services	17	17	17	17	17	17	17	17	17	17	17	17	17
Materiel	18	18	18	18	18	18	19	19	19	19	19	19	19
Controller	19	19	19	19	19	19	21	21	21	21	18	15	15
Office of the President	5	5	5	5	5	5	6	6	6	6	6	6	6
Sytem Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5	5
Law	21	21	21	21	21	21	21	21	21	21	21	21	21
Corporate Communications	2	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Office	8	8	8	8	8	8	8	8	8	8	8	8	8
Labor Relations	4	4	4	4	4	4	4	4	4	4	4	4	4
Non-Departmental	57	57	57	57	57	57	61	61	61	61	61	61	61
<b>Total Administration</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>188</b>	<b>188</b>	<b>188</b>	<b>188</b>	<b>185</b>	<b>182</b>	<b>182</b>
<b>Operations</b>													
Buses	2,056	2,056	2,056	2,056	2,056	2,056	2,060	2,060	2,060	2,060	2,060	2,060	2,060
Office of the Executive Vice President, Regional	1	1	1	1	1	1	1	1	1	1	1	1	1
Safety & Training	21	21	21	21	21	21	21	21	21	21	21	21	21
Road Operations	119	119	119	119	119	119	117	117	117	117	117	117	117
Transportation Support	20	20	20	20	20	20	20	20	20	20	20	20	20
Operations Planning	30	30	30	30	30	30	30	30	30	30	30	30	30
Revenue Control	21	21	21	21	21	21	21	21	21	21	21	21	21
<b>Total Operations</b>	<b>2,268</b>	<b>2,268</b>	<b>2,268</b>	<b>2,268</b>	<b>2,268</b>	<b>2,268</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>
<b>Maintenance</b>													
Buses	734	734	734	734	734	734	742	742	742	738	738	738	738
Maintenance Support/GMF	152	152	152	152	152	152	154	154	154	154	154	154	154
Facilities	72	72	72	72	72	72	72	72	72	72	72	72	72
Supply Logistics	83	83	83	83	83	83	85	85	85	85	85	85	85
<b>Total Maintenance</b>	<b>1,041</b>	<b>1,041</b>	<b>1,041</b>	<b>1,041</b>	<b>1,041</b>	<b>1,041</b>	<b>1,053</b>	<b>1,053</b>	<b>1,053</b>	<b>1,049</b>	<b>1,049</b>	<b>1,048</b>	<b>1,049</b>
<b>Engineering/Capital</b>													
Capital Program Management	38	38	38	38	38	38	38	38	38	38	38	38	38
<b>Public Safety</b>													
Office of the Senior Vice President	12	12	12	12	12	12	14	14	14	14	14	14	14
<b>Total Positions</b>	<b>3,539</b>	<b>3,539</b>	<b>3,539</b>	<b>3,539</b>	<b>3,539</b>	<b>3,539</b>	<b>3,563</b>	<b>3,563</b>	<b>3,563</b>	<b>3,559</b>	<b>3,556</b>	<b>3,553</b>	<b>3,553</b>
<b>Non-Reimbursable</b>	<b>3,475</b>	<b>3,475</b>	<b>3,475</b>	<b>3,475</b>	<b>3,475</b>	<b>3,475</b>	<b>3,499</b>	<b>3,499</b>	<b>3,499</b>	<b>3,495</b>	<b>3,492</b>	<b>3,489</b>	<b>3,489</b>
<b>Reimbursable</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>
<b>Total Full-Time</b>	<b>3,524</b>	<b>3,524</b>	<b>3,524</b>	<b>3,524</b>	<b>3,524</b>	<b>3,524</b>	<b>3,548</b>	<b>3,548</b>	<b>3,548</b>	<b>3,544</b>	<b>3,541</b>	<b>3,538</b>	<b>3,538</b>
<b>Total Full-Time Equivalents</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2012 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Administration</b>													
Managers/Supervisors	47	47	47	47	47	47	49	49	49	49	49	48	48
Professional, Technical, Clerical	76	76	76	76	76	76	78	78	78	78	75	73	73
Operational Hourlies	57	57	57	57	57	57	61	61	61	61	61	61	61
<b>Total Administration</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>188</b>	<b>188</b>	<b>188</b>	<b>188</b>	<b>185</b>	<b>182</b>	<b>182</b>
<b>Operations</b>													
Managers/Supervisors	300	300	300	300	300	300	302	302	302	302	302	302	302
Professional, Technical, Clerical	50	50	50	50	50	50	50	50	50	50	50	50	50
Operational Hourlies	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918	1,918
<b>Total Operations</b>	<b>2,268</b>	<b>2,268</b>	<b>2,268</b>	<b>2,268</b>	<b>2,268</b>	<b>2,268</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>	<b>2,270</b>
<b>Maintenance</b>													
Managers/Supervisors	195	195	195	195	195	195	197	197	197	197	197	197	197
Professional, Technical, Clerical	12	12	12	12	12	12	13	13	13	13	13	13	13
Operational Hourlies	834	834	834	834	834	834	843	843	843	839	839	839	839
<b>Total Maintenance</b>	<b>1,041</b>	<b>1,041</b>	<b>1,041</b>	<b>1,041</b>	<b>1,041</b>	<b>1,041</b>	<b>1,053</b>	<b>1,053</b>	<b>1,053</b>	<b>1,049</b>	<b>1,049</b>	<b>1,049</b>	<b>1,049</b>
<b>Engineering/Capital</b>													
Managers/Supervisors	22	22	22	22	22	22	22	22	22	22	22	22	22
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>
<b>Public Safety</b>													
Managers/Supervisors	9	9	9	9	9	9	11	11	11	11	11	11	11
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>
<b>Total Baseline Positions</b>													
Managers/Supervisors	573	573	573	573	573	573	581	581	581	581	581	580	580
Professional, Technical, Clerical	157	157	157	157	157	157	160	160	160	160	157	155	155
Operational Hourlies	2,809	2,809	2,809	2,809	2,809	2,809	2,822	2,822	2,822	2,818	2,818	2,818	2,818
<b>Total Baseline Positions</b>	<b>3,539</b>	<b>3,539</b>	<b>3,539</b>	<b>3,539</b>	<b>3,539</b>	<b>3,539</b>	<b>3,563</b>	<b>3,563</b>	<b>3,563</b>	<b>3,559</b>	<b>3,556</b>	<b>3,553</b>	<b>3,553</b>



# **2012 Customer Satisfaction Survey**

## **Local Bus**

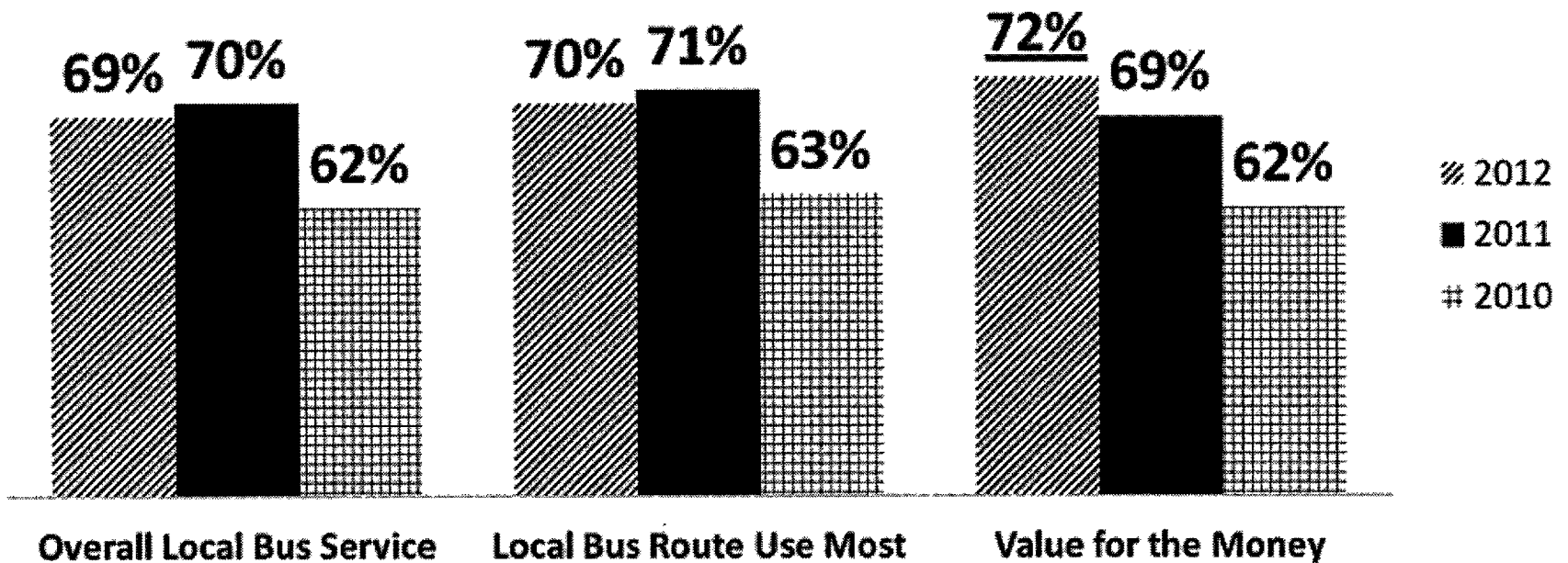


# Methodology

- Citywide Survey conducted by telephone with New York City residents only
- Random landline and cell phone samples
- Interviewed 1829 persons
  - 1200 qualified for full survey: At least one subway and/or local bus trip in past 30 days
  - Other 629 asked only demographic questions for purpose of weighting results to latest census
- Survey averaged 27 minutes
- Margin of error:  $\pm 3.8$  percentage points

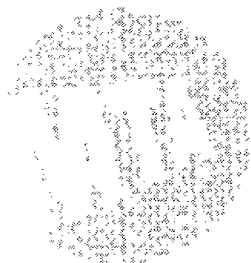
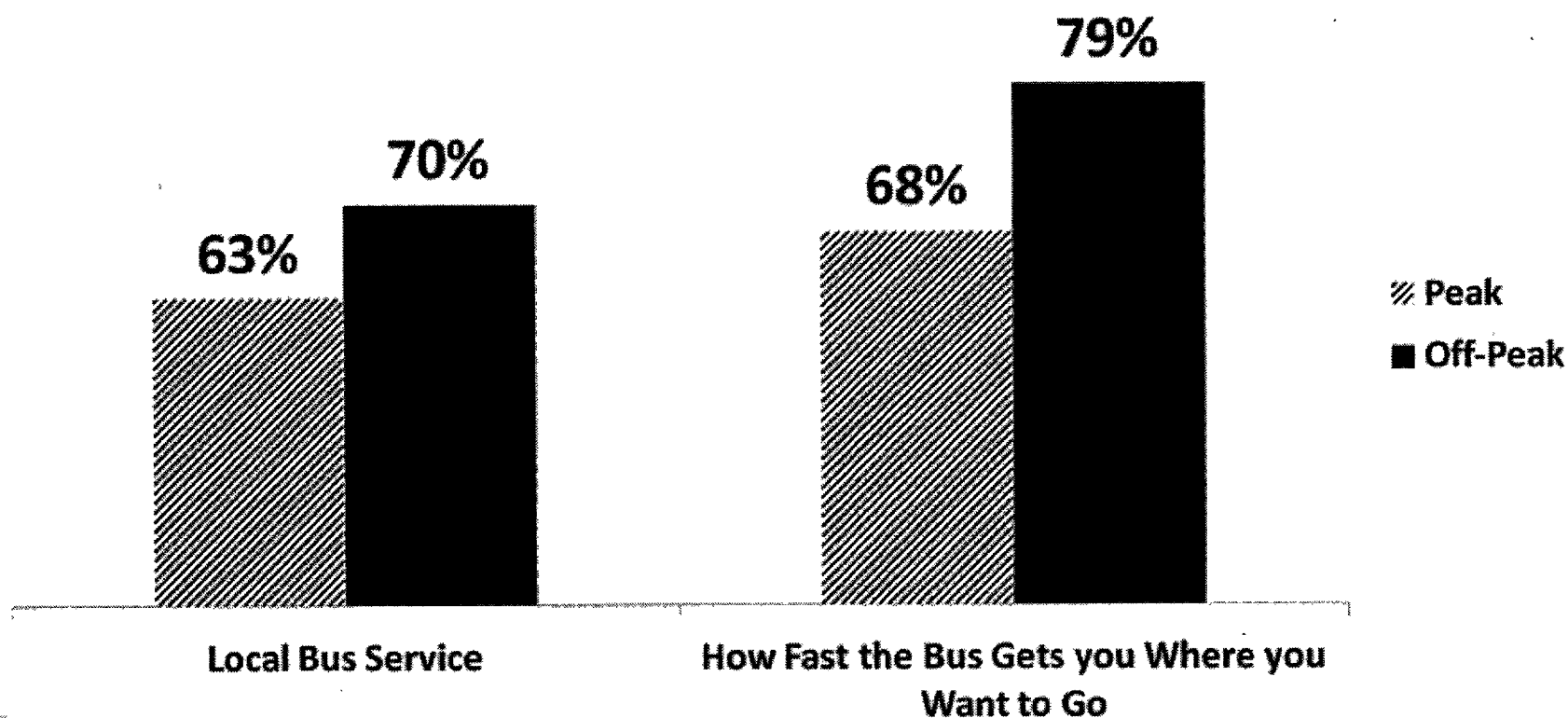


# Local Bus Service Customer Satisfaction, 2010-2012



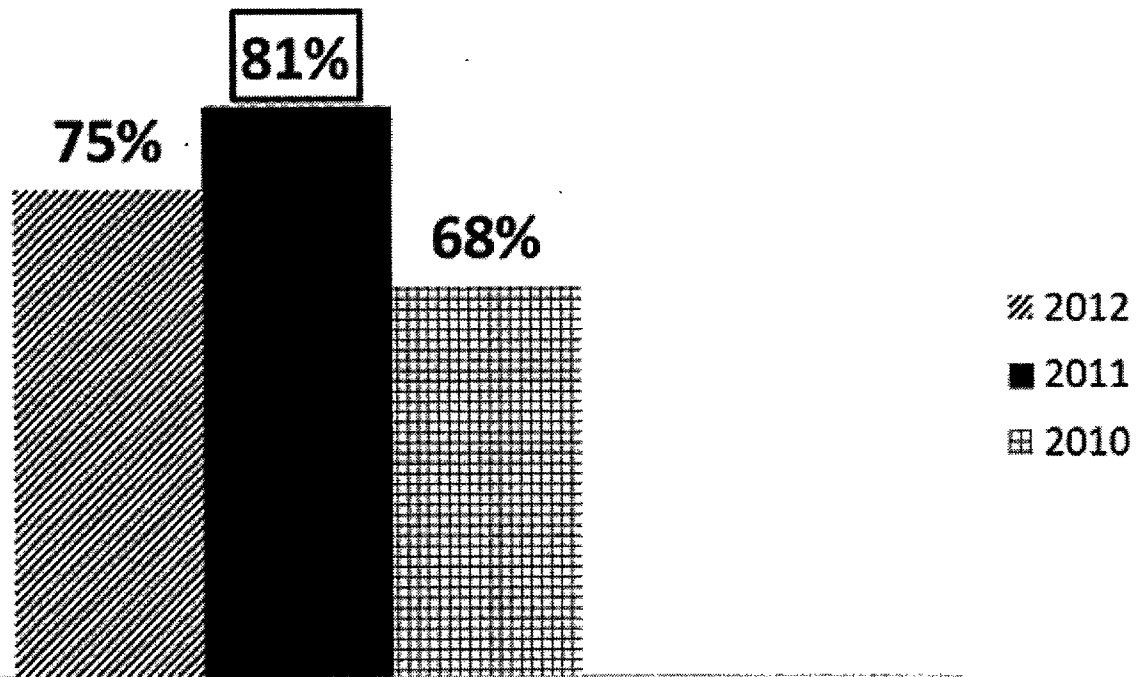
*Underlined number indicates statistical increase in 2012 vs. 2010*

# Off-Peak Bus Riders Are More Satisfied Than Peak Riders



# One Statistical Change in Service Attribute Ratings

- How fast the local bus gets you where you want to go:  
Satisfaction decreased to 75% in 2012 from 81% in 2011

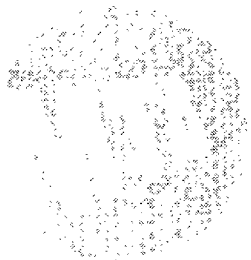


How Fast the Local Bus Gets You Where You Want to Go

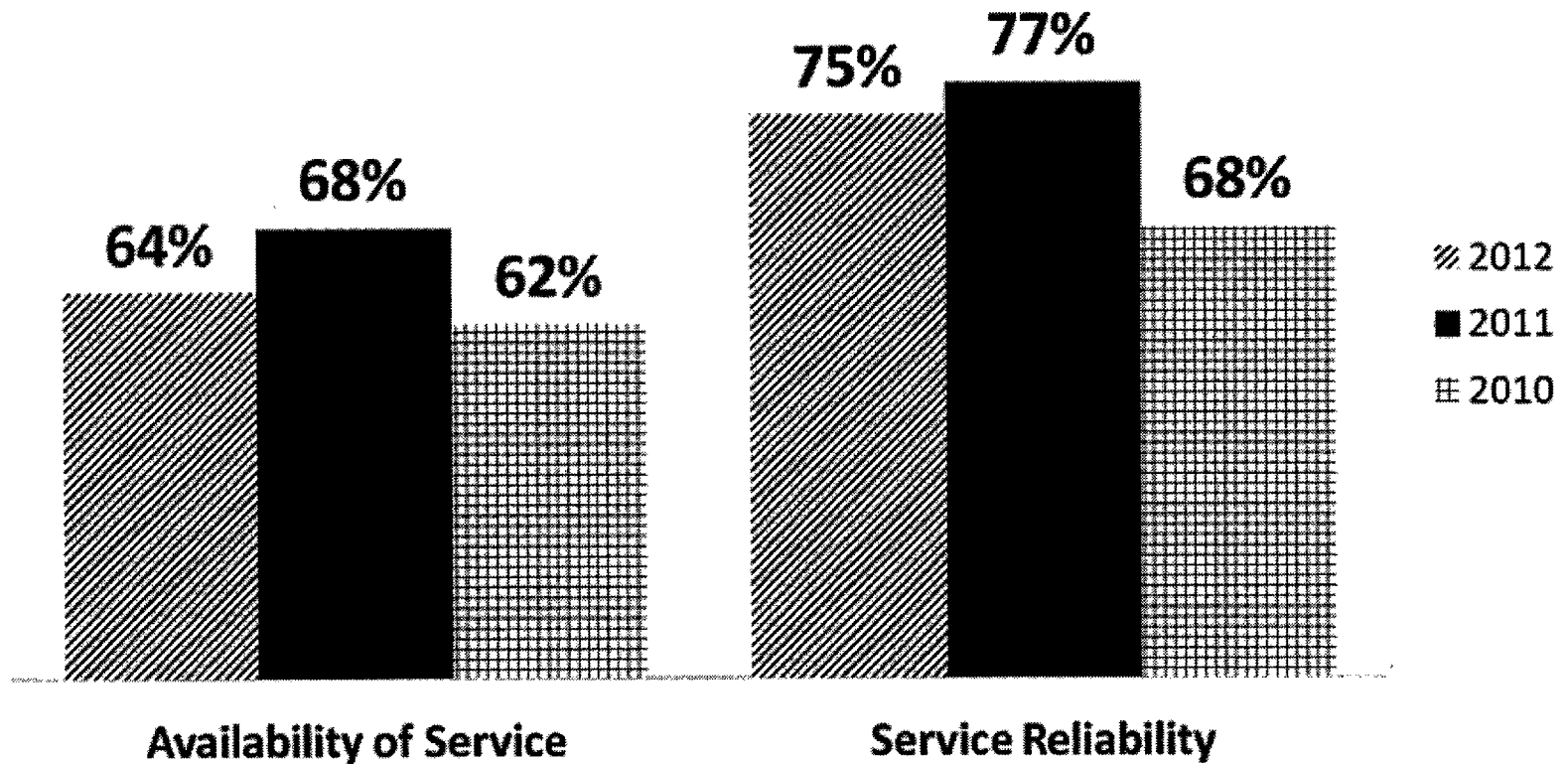
***Boxed number indicates statistically greater satisfaction in 2011 than in 2012***

# **Regular Rides Shifting from Local Bus to Subway**

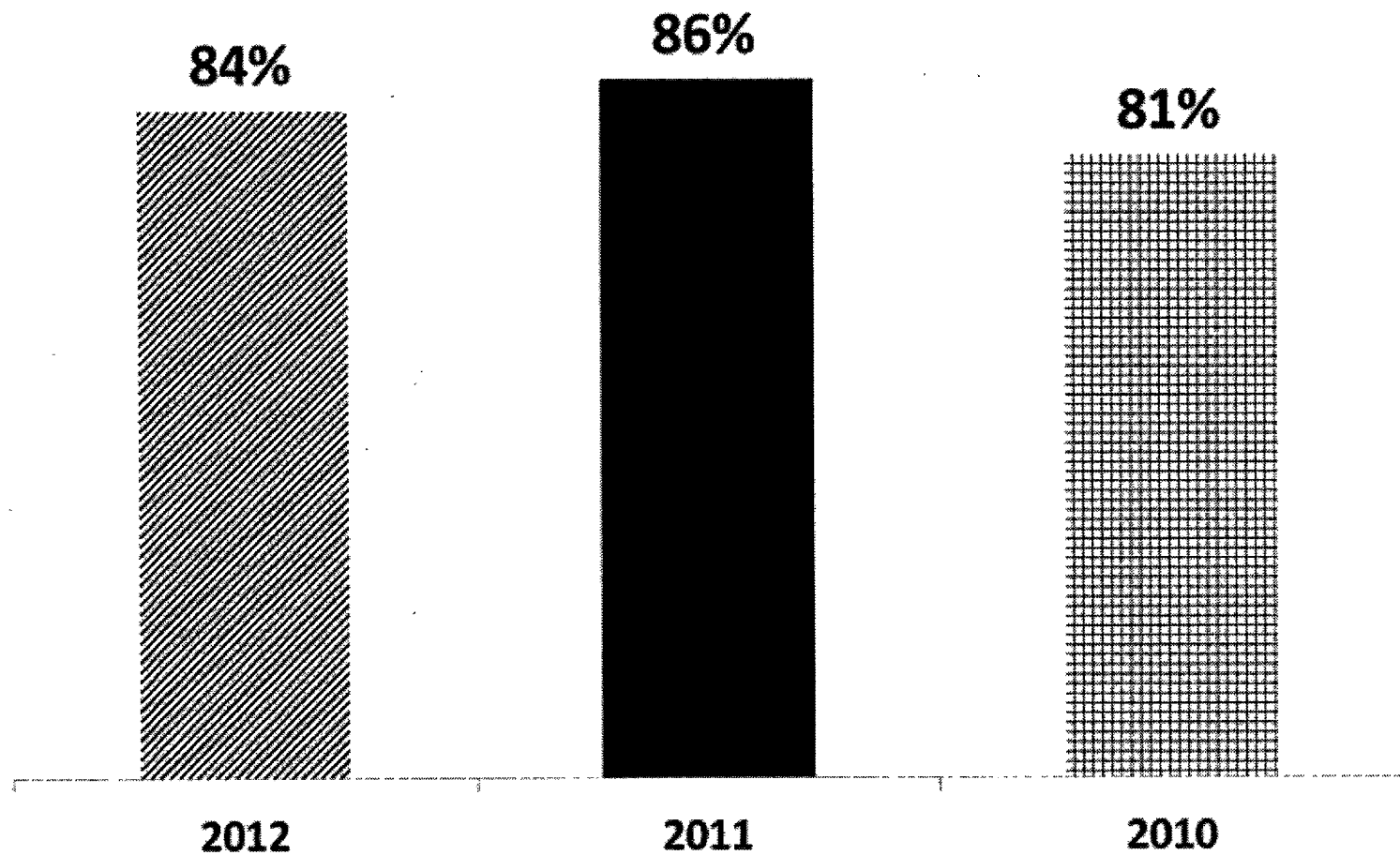
- 13% of subway riders in the survey say they have switched regular trips from the local bus to the subway
- Half of these customers (7%) say they switched in the past year
- Half (49%) of the switching to the subway is because “bus service is too slow”
- These findings are consistent with the report presented to the Board by Operations Planning



# Service Availability and Reliability

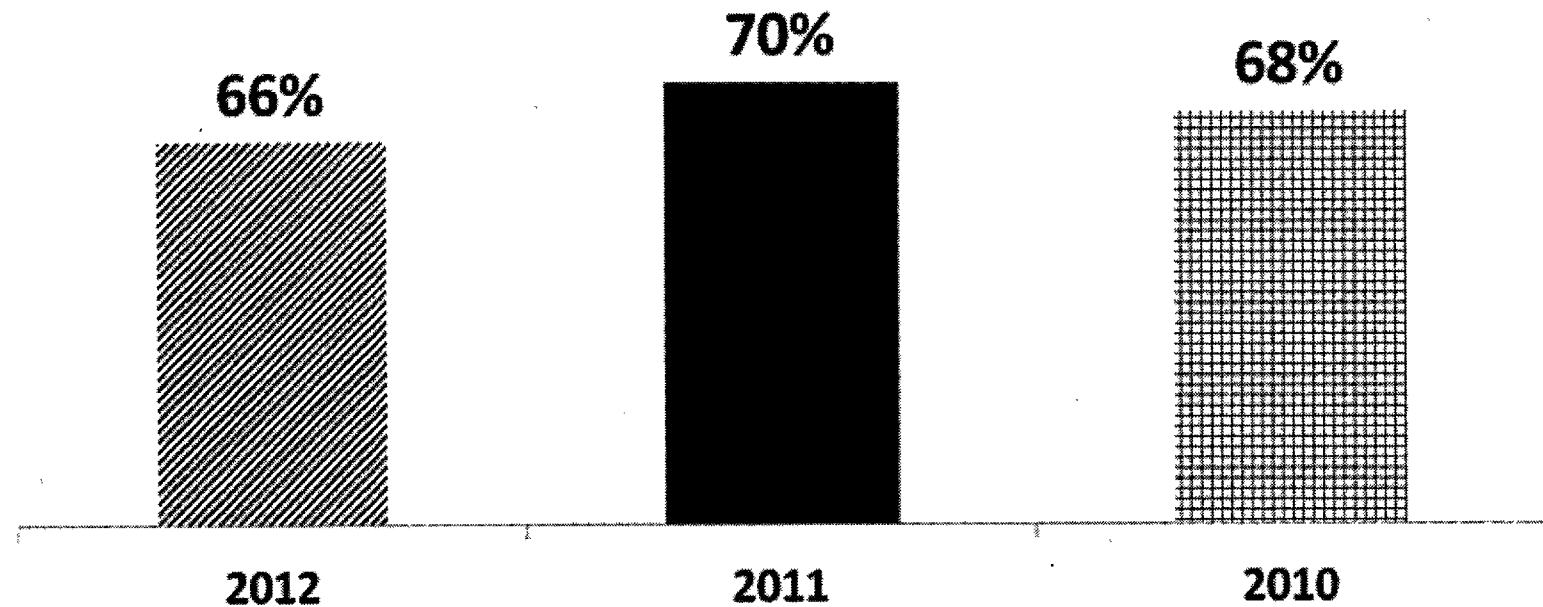


# Safety and Security on the Bus



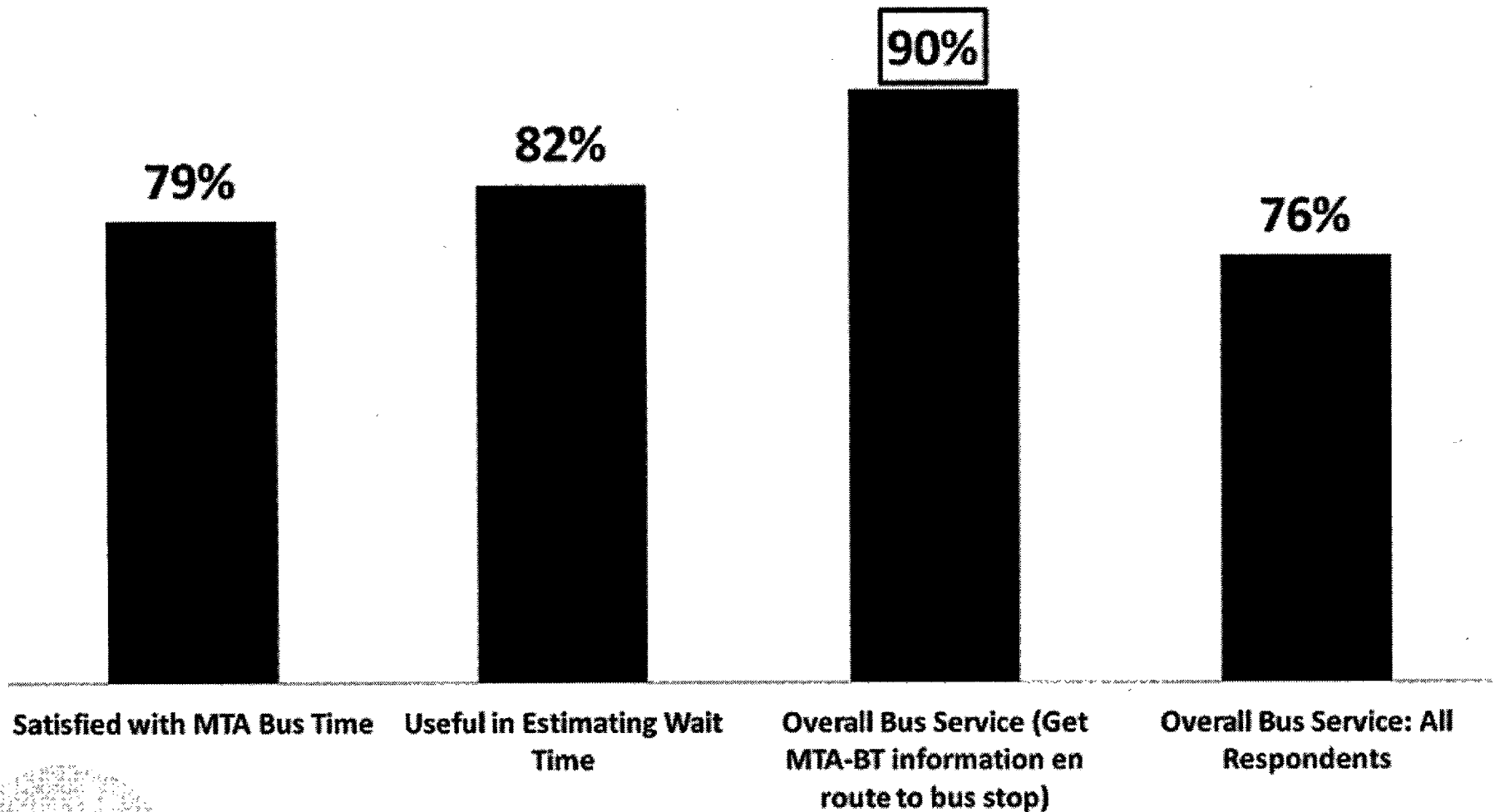


# Information and Communications About Local Bus Service



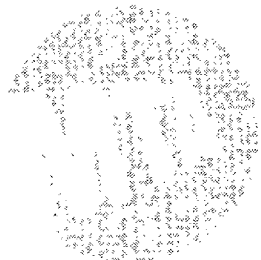
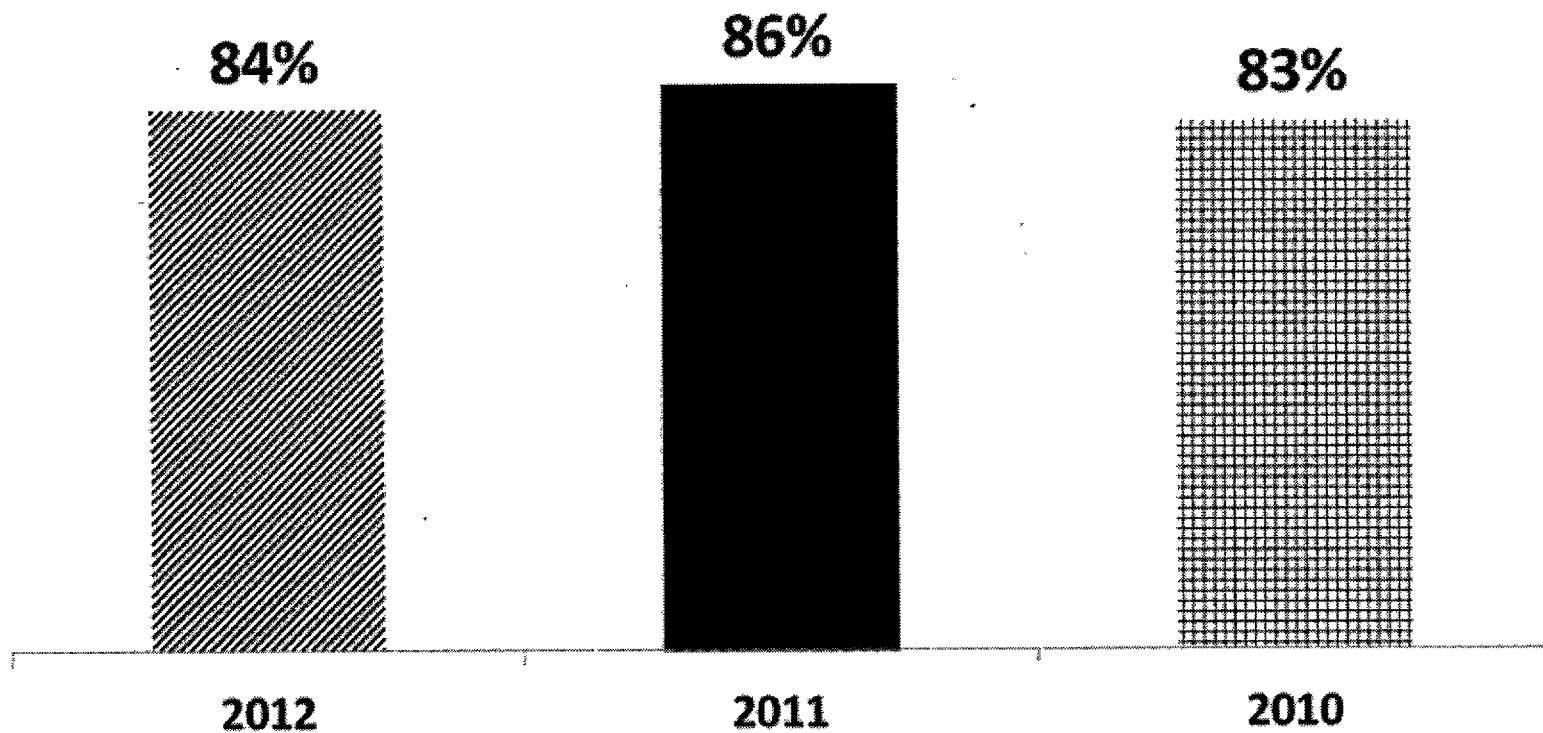
# MTA Bus Time on Staten Island

(2012 Survey)

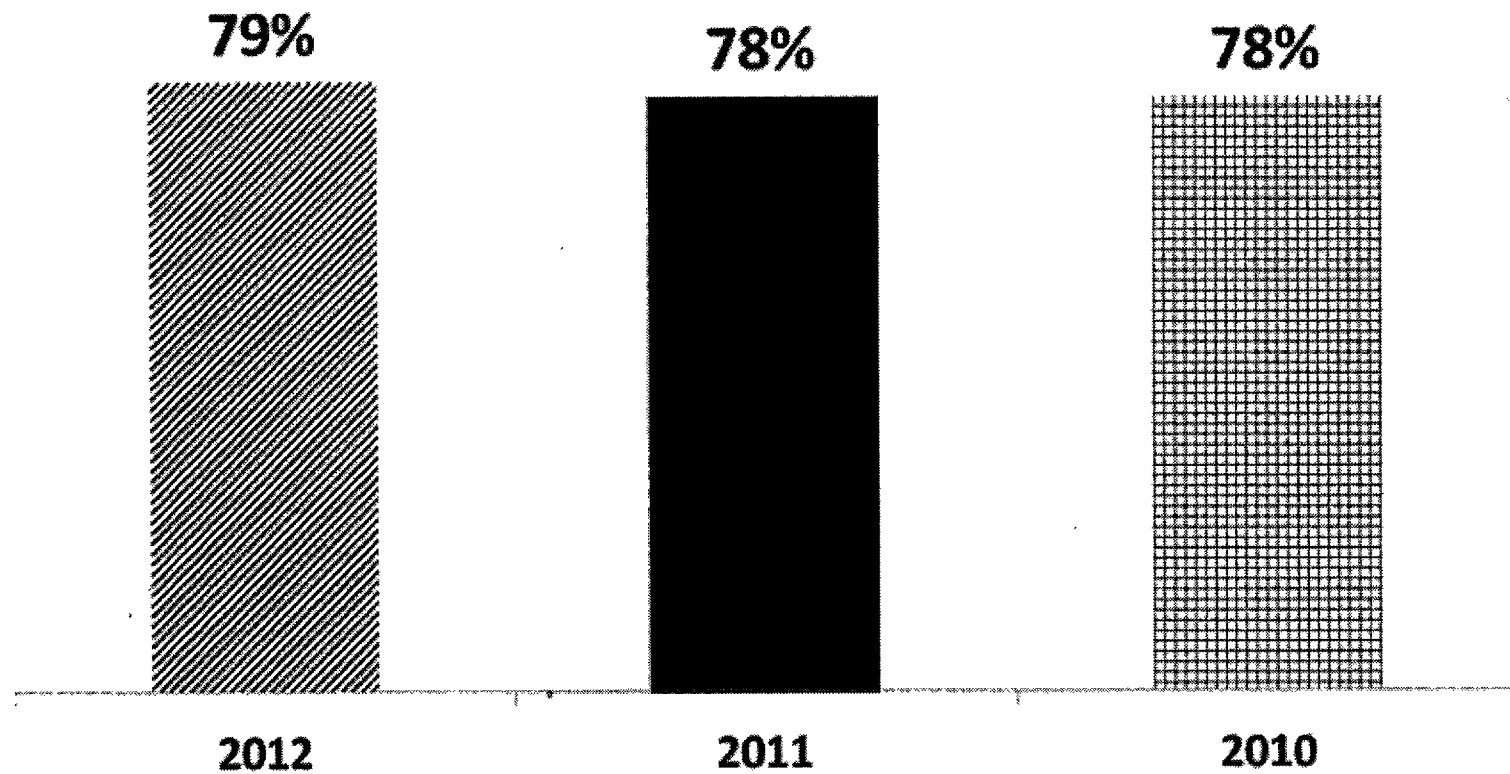


*Boxed number indicates statistically greater satisfaction with overall bus service among those obtaining MTA Bus Time information en route to the bus stop vs. satisfaction among all respondents.*

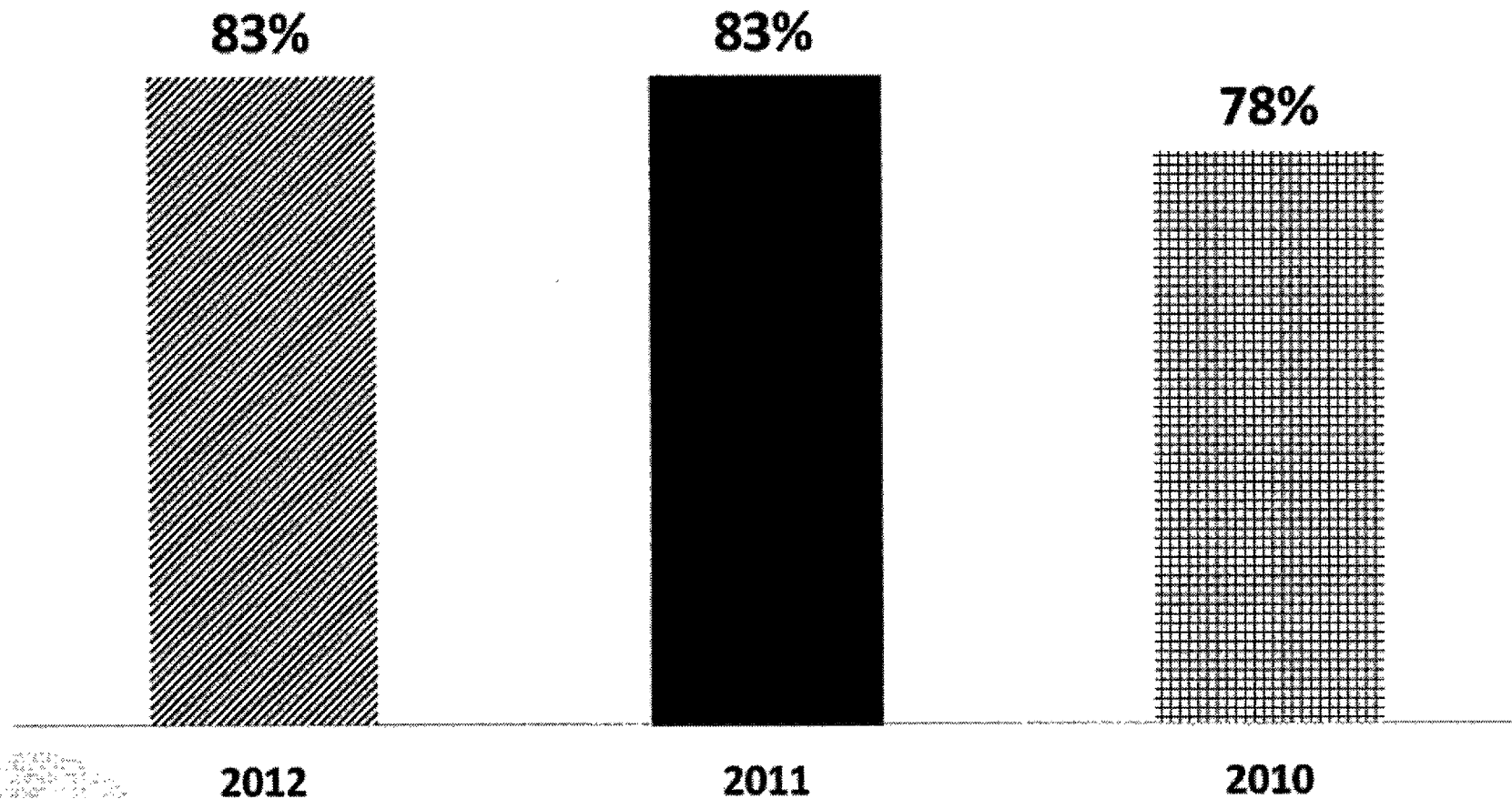
# Comfort and Convenience Of Using the Bus



# Cleanliness On-Board the Bus



# Courtesy and Helpfulness of Bus Operators



	TOTAL SATISFIED			2012	
	2010	2011	2012	Very Satisfied	Satisfied
	888	887	869		
	%	%	%		
<b>OVERALL LOCAL BUS SERVICE</b>	<b>62</b>	<b>70</b>	<b>69</b>	<b>16</b>	<b>52</b>
<b>OVERALL LOCAL BUS SERVICE ON ROUTE USED MOST</b>	<b>63</b>	<b>71</b>	<b>70</b>	<b>15</b>	<b>56</b>
<b>OVERALL AVAILABILITY OF SERVICE</b>	<b>62</b>	<b>68</b>	<b>64</b>	<b>14</b>	<b>50</b>
Frequency of service	59	65	63	14	49
How long you have to wait for a bus to arrive	51	58	56	14	42
<b>OVERALL RELIABILITY OF SERVICE</b>	<b>68</b>	<b>77</b>	<b>75</b>	<b>19</b>	<b>55</b>
Maintaining buses so they do not break down and cause delays	NA	87	85	25	60
The predictability of bus travel time	65	73	69	15	53
How fast the local bus gets you where you want to go in	68	81	75	19	57
<b>OVERALL SAFETY AND SECURITY ON THE BUS</b>	<b>81</b>	<b>86</b>	<b>84</b>	<b>32</b>	<b>52</b>
Safety from accidents while riding the bus	86	90	88	36	53
Personal security on the bus	80	83	82	32	50
<b>OVERALL INFORMATION AND COMMUNICATIONS ABOUT LOCAL BUS SERVICE</b>	<b>68</b>	<b>70</b>	<b>66</b>	<b>18</b>	<b>48</b>
Knowing how far away the next bus is	NA	54	48	15	33
Clarity of announcements on the bus	67	74	70	21	49
Usefulness of announcements on the bus	68	70	70	22	48

	TOTAL SATISFIED			2012	
	2010	2011	2012	Very Satisfied	Satisfied
	888	887	869		
	%	%	%		
<b>OVERALL COMFORT AND CONVENIENCE OF USING THE BUS</b>	<b>83</b>	<b>86</b>	<b>84</b>	<b>29</b>	<b>55</b>
Ease of getting on and off the bus	81	84	86	37	49
Ease of paying the fare	81	85	85	41	44
Convenience of bus routes for you	86	87	87	36	51
Ease of making travel connections	82	86	84	29	55
Availability of seats on the bus	63	69	70	20	50
Comfort of temperature on the bus	81	87	85	35	50
<b>OVERALL COURTESY AND HELPFULNESS OF BUS OPERATORS</b>	<b>78</b>	<b>83</b>	<b>83</b>	<b>33</b>	<b>50</b>
<b>OVERALL CLEANLINESS ON-BOARD THE BUS</b>	<b>78</b>	<b>78</b>	<b>79</b>	<b>26</b>	<b>53</b>
Keeping buses free of litter	NA	77	78	25	53
Keeping floors and seats clean	NA	76	78	25	53
<b>OVERALL VALUE FOR THE MONEY OF THE LOCAL BUS</b>	<b>62</b>	<b>69</b>	<b>72</b>	<b>23</b>	<b>49</b>

