



Metropolitan Transportation Authority

MTA Bus Operations Committee Meeting

December 2012

Committee Members

J. Lhota, Chair

A. Albert

J. Banks III

R. Bickford

A. Cappelli

F. Ferrer

I. Greenberg

J. Kay

M. Lebow

M. Page

M. Pally

D. Paterson

A. Saul

E. Watt

C. Wortendyke



MEETING AGENDA

MTA BUS OPERATIONS COMMITTEE

December 17, 2012, 11:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

<u>AGENDA ITEMS</u>	<u>Page</u>
1. PUBLIC COMMENTS PERIOD	
2. APPROVAL OF MINUTES – NOVEMBER 26, 2012	1
3. COMMITTEE WORK PLAN	5
4. OPERATIONS PERFORMANCE SUMMARY	
Fixed Route	8
Paratransit	12
5. FINANCIAL REPORT	
Summary of Ridership, Revenue and Expenses	13
MTA Bus Company	14
NYCT Department of Buses	28
6. PROCUREMENTS	36
Non-Competitive (no items)	
Competitive	40
Ratifications (no items)	
7. SERVICE CHANGES	
Q37, Q10, QM18 Revisions in South Ozone Park (MTA Bus)	41
8. ACTION ITEMS	
2013 Final Proposed Budget – MTA Bus Company	49
9. SPECIAL REPORTS AND PRESENTATIONS	
EEO & Diversity Report – Workforce, New Hires & Complaints	60
– Efforts to Address Underutilization	

**Minutes of Regular Meeting
MTA Bus Operations Committee
November 26, 2012
347 Madison Avenue
New York, New York 10017
MTA Bus Operations Committee
11:30 AM**

The following MTA Bus Operations Committee members attended:

Hon. Joseph J. Lhota
Hon. Andrew Albert
Hon. John H. Banks III
Hon. Robert C. Bickford
Hon. Allen Cappelli
Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. Mark D. Lebow
Hon. Carl Wortendyke

Other Board members who attended:

Hon. Charles G. Moerdler

The following MTA Bus Operations Committee members did not attend:

Hon. Mark Page
Hon. Mitch Pally
Hon. David A. Paterson
Hon. Andrew M. Saul
Hon. Ed Watt

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

* * * * *

Public Comments Period

There were no comments from 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 September 24, 2012.

Work Plan

There were several changes to the Work Plan this month. The work plan was revised in accordance with the September 2012 Board resolution to reflect the Bus Operations committee merger into the New York City Transit Committee in January 2013. Because of this change in the committee's structure, all future Bus Committee work plan items will be incorporated into NYCT Committee Work Plan. Additionally, the planned November 2012 annual review and adoption of the Bus Operations Committee Charter also was removed from the Work Plan. Finally, the report on efforts to address the underutilization of minorities and women within MTA Bus will be presented at the December 2012 Bus Operations Committee meeting.

Opening Remarks

Tom Del Sorbo opened the meeting for Darryl Irick noting that the Bus Operations Committee book includes operational and financial data covering both the October and November 2012 Committee cycles. In addition, the procurement report includes items originally slated for the October meeting as well as procurements for November. Before beginning the Operations Report, Tom Del Sorbo asked John Kivlehan briefly to discuss challenges experienced by Bus Operations during Superstorm Sandy.

Superstorm Sandy Update

The planning began months before the storm hit by participating in simulations and tabletop exercises. When it became evident that a superstorm would hit the New York City area, all equipment was removed from the Far Rockaway and Meredith Avenue Depots while six other depots were partially evacuated as well.

Because of these quick actions by 1,000 bus employees who worked during the storm, bus service was available up to the last possible minute and no revenue equipment was lost. Just 16-hours after the storm ended, full bus service was restored because 4,500 additional employees reported to work despite hardships at home. Among the challenges faced were rerouting buses from flooded underground river crossings, implementing shuttle service to replace critical subway lines and providing more than 200 buses to the Office of Emergency Management and NYPD. Buses were also used in hard hit areas to provide transportation to polling places on Election Day. This was accomplished while also operating 98% of regular bus service.

The aftermath of Superstorm Sandy continues as Bus Operations is providing long-term bus shuttles between mainland Queens and the Rockaway Peninsula while bridge repairs are made to reopen subway service there. Repairs to Bus facilities progresses as work to bring the Far Rockaway and Meredith depots on line continues. Overall, Bus Operations employees performed admirably during this time of need.

Operations Report

John Kivlehan reported for the month of September 2012 the combined bus MDBF was 5,146 miles -- or 63.9% greater when compared to September 2011 levels. This marks the first time the 5,000 MDBF mark was obtained.

Performance over a rolling 12-month period showed a combined MDBF of 4,341 miles -- or an improvement of 31.2% when compared to the prior 12-month period. These numbers were achieved despite having 27% of the fleet more than 12 years old and an average age of 7.5

years. The improvements are attributed to the strategic investment in preventive maintenance programs, particularly on buses with three or more years of service but not yet at the 12-year useful life threshold.

For the month of September, AM & PM peak pullouts were 99.7% and 99.9%, up 0.7% and 0.5% respectively. Completed trips were 99.2%, up 1%. When viewing performance over a rolling 12 month period, AM & PM pullouts were 99.1% and 99.5%, respectively – improvements of 0.5% and 0.3%, respectively. The percentage of completed trips was 98.7%, an improvement of 0.7%.

Safety Performance

Wayne Galante reported that the 12-month rate for Combined Bus Collisions per Million Miles Traveled is 6.1% lower than it was in the prior 12-month period. The 12-month rate for Collision Injuries per Million Miles is also 6.1% lower.

Customer accidents and customer accident injuries continue to be up on a 12-month basis. The increase in customer accidents is now at 6.5%, down from 12.4% reported in September. The increase in customer accident injuries, which was 12.2% in September, is now at 6.8%. Both of these categories showed significant improvement when compared to September 2011.

Working with NYCT's Office of System Safety, a small number of employee accidents that were not accounted for in the 12-month average were identified. These accidents are now incorporated into the report data. The 12-month average rate for Employee On-Duty Lost-Time Accidents is 3.7 percent lower.

Paratransit

Tom Charles reported for the month of September 2012, Access-A-Ride Paratransit ridership was up 1.6% compared to September 2011 levels. Access-A-Ride 12-month ridership levels were up by 6.8%.

Over the 12-month period ending September 2012, there was a 2.1% increase in the monthly average of Access-A-Ride requests for service. Passenger no-shows for September declined by 16.3%, continuing the favorable trend in this area.

Ridership

Tom Del Sorbo reported for the month of September 2012, overall average weekday ridership increased by 1.4% when compared to September 2011. MTA Bus average weekday ridership rose by 2.2% in September 2012 as compared to the prior September. NYCT Bus increased by 1.2% for the same period.

Average weekend ridership in September was down at NYCT Bus by 0.7%, but increased at MTA Bus by 4.3%. Express bus ridership on weekdays increased at NYCT Bus by 4.1% in September and increased by 0.8% at MTA Bus.

Finance Report

Tom Del Sorbo reported year-to-date September 2012 farebox revenues are slightly lower than forecast for both NYCT Bus and MTA Bus – by 0.7% and 0.3% respectively. Overall, fixed-route farebox revenues are \$4.8 million, or 0.6% lower than the forecast of \$801 million

through September 2012.

On the expense side, Bus Operations September 2012 year-to-date non-reimbursable accrued expenses reflect a favorable variance of 1% or \$21 million, as NYCT Bus and MTA Bus are favorable to forecast levels by \$19.5 million and \$1.6 million, respectively. The performance against forecast is a combination of favorable non-labor expenses of \$42.3 million, partially offset by unfavorable labor expenses of \$21.3 million. The favorable non-labor expenses are mainly due to favorable maintenance and operating contract expenditures, the use of lower cost taxis and vouchers for paratransit service contracts, the timing of materials and supplies expenses and fuel spending.

Labor expenses, which were unfavorable by \$21.3 million, were the result of overtime, payroll and pensions costs, partially offset by the timing of Health and Welfare expenses.

Procurements

Tom Del Sorbo reported that there are six procurement actions this month, one non-competitive and five competitive, representing a total expenditure of \$172.6 million. These procurements include items originally scheduled for discussion in October, as well as those added in November.

Approval of the Procurements

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

Service Changes

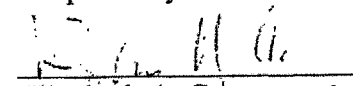
Norman Silverman reported that there is one service change along with a staff summary outlining MTA Bus schedule changes for January 2013. The service change revises the route of the Eastbound Q7 in East New York.

The list of MTA Bus schedule changes for January 2013 includes 16 schedule changes affecting 14 routes. These changes are part of MTA Bus's continuing effort to revise bus schedules to ensure that they accurately meet customer demand and MTA Board-approved bus loading guidelines. In keeping with these goals, five of the schedule changes entail increases in service frequency or spans of service while eleven decrease the frequency of service.

Adjournment

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

Respectfully submitted:


Elizabeth A. Cooney
Secretary



MTA Bus Operations Committee Work Plan

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>December 2012</u>	
2013 Proposed Final MTA Bus Budget	Finance
EEO & Diversity Report – Efforts to Address Underutilization/ Workforce, New Hires & Complaints	Human Resources

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 (Le. 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

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.

EEO & Diversity Report - Efforts to Address Underutilization/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.

MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

NYCT Bus, MTA Bus

Statistical results for the month of October 2012 are shown below

Reliability

MDBF	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	5,275	3,560	48.2%	4,489	3,302	36.0%
NYCT Bus	5,103	3,470	47.1%	4,344	3,291	32.0%
MTA Bus	5,920	3,878	52.7%	5,034	3,338	50.8%
MDBSI	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,972	2,149	38.3%	2,567	2,110	21.6%
NYCT Bus	2,905	2,117	37.2%	2,513	2,009	25.1%
MTA Bus	3,211	2,257	42.3%	2,757	2,521	9.4%
Buses <= 2 years	October % 2 Years or Newer			October # of Buses 2 Years or Newer		
	This Year	Last Year		This Year	Last Year	
Regional	16%	9%		891	492	
NYCT Bus	18%	10%		768	436	
MTA Bus	10%	5%		123	56	
Buses >= 12 years	October % 12 years or Older			October # of Buses 12 Years or Older		
	This Year	Last Year		This Year	Last Year	
Regional	27%	34%		1,527	1,873	
NYCT Bus	30%	35%		1,284	1,525	
MTA Bus	19%	28%		243	348	
Fleet age	October - Avg Fleet Age					
	This Year	Last Year				
Regional	7.55	8.47				
NYCT Bus	7.67	8.77				
MTA Bus	7.15	7.42				
MDBF by Fleet Age	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year		
12 Years or Older	3,445	2,669	29.1%	3,108		
3 to 11 Years Old	5,586	3,756	48.7%	5,155		
2 Years or Newer	10,461	8,125	28.8%	8,824		

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 October 2012 are shown below

Service	AM Pull Out		Oct-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.78%	98.78%	1.0%	99.22%	98.57%	0.7%
	NYCT Bus		99.82%	98.82%	1.0%	99.31%	98.70%	0.6%
	MTA Bus		99.65%	98.65%	1.0%	98.92%	98.12%	0.8%
	PM Pull Out		Oct-12			12-Mon Avg		
			This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional		99.88%	99.31%	0.6%	99.56%	99.19%	0.4%
	NYCT Bus		99.88%	99.40%	0.5%	99.61%	99.34%	0.3%
	MTA Bus		99.88%	98.99%	0.9%	99.37%	98.66%	0.7%
% of Trips Completed		Oct-12			12-Mon Avg			
		This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional		99.28%	98.27%	1.0%	98.75%	97.90%	0.9%	
NYCT Bus		99.28%	98.37%	0.9%	98.79%	98.03%	0.8%	
MTA Bus		99.29%	97.84%	1.5%	98.60%	97.39%	1.2%	

*AM/PM Pull Out and % of Trip Completed calculations do not include days disrupted by Hurricane Sandy (October, 2012)

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 October 2012 are shown below

Customer and Employee Safety

Collisions per million miles	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	47.43	42.20	12.4%	45.30	47.43	-4.5%
NYCT Bus	48.01	42.93	11.8%	46.35	47.32	-2.0%
MTA Bus	45.57	39.90	14.2%	41.90	47.79	-12.3%
Collision Injuries per million miles	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	8.37	5.18	61.6%	6.57	6.51	0.9%
NYCT Bus	8.52	5.28	61.4%	6.98	7.01	-0.5%
MTA Bus	7.88	4.87	62.0%	5.24	4.88	7.3%
Customer Accidents per million Customers	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	0.98	1.35	-27.2%	1.15	1.14	0.7%
NYCT Bus	0.94	1.20	-21.6%	1.11	1.08	2.5%
MTA Bus	1.20	2.18	-44.8%	1.37	1.47	-6.8%
Customer Accident Injuries per million Customers	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	1.06	1.38	-23.2%	1.19	1.17	1.5%
NYCT Bus	1.03	1.29	-19.7%	1.15	1.12	2.8%
MTA Bus	1.20	1.89	-36.5%	1.41	1.47	-4.0%
Lost time Accidents Per 100 Employees	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	4.31	5.85	-26.3%	6.14	6.36	-3.4%
NYCT Bus	3.82	5.77	-33.8%	5.50	5.73	-4.1%
MTA Bus	6.25	6.17	1.2%	8.79	9.02	-2.6%

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 October 2012 are shown below

Fixed Route Ridership and Revenue

Total Ridership	Oct-12			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	65,192,102	69,675,612	-6.4%	789,196,563	782,634,161	0.8%
NYCT Bus	55,202,371	59,104,357	-6.6%	668,579,833	664,825,561	0.6%
MTA Bus	9,989,731	10,571,255	-5.5%	120,616,730	117,808,600	2.4%
Total Farebox Revenue	Oct-12			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	87,805,852	89,813,808	-2.2%	1,057,657,729	1,032,962,333	2.4%
NYCT Bus	72,565,791	75,288,213	-3.6%	873,868,690	857,346,490	1.9%
MTA Bus	15,240,061	14,525,595	4.9%	183,789,039	175,615,843	4.7%
Average Weekday Ridership*	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,716,469	2,680,140	1.4%	2,550,440	2,518,823	1.3%
NYCT Bus	2,293,410	2,265,112	1.2%	2,153,741	2,131,739	1.0%
MTA Bus	423,060	415,028	1.9%	396,699	387,084	2.5%
Average Weekend Ridership*	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,699,656	2,676,683	0.9%	2,668,355	2,605,780	2.4%
NYCT Bus	2,318,390	2,305,550	0.6%	2,292,716	2,251,173	1.8%
MTA Bus	381,266	371,134	2.7%	375,639	354,607	5.9%
Average Weekday Local Ridership*	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,638,289	2,602,678	1.4%	2,473,802	2,443,974	1.2%
NYCT Bus	2,249,331	2,221,939	1.2%	2,111,111	2,090,657	1.0%
MTA Bus	388,958	380,739	2.2%	362,690	353,317	2.7%
Average Weekday Express Ridership*	Oct-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	78,180	77,462	0.9%	76,639	74,849	2.4%
NYCT Bus	44,079	43,173	2.1%	42,630	41,081	3.8%
MTA Bus	34,102	34,289	-0.5%	34,009	33,768	0.7%
Average Fare	Local Bus Oct-12			Express Bus Oct-12		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	\$1.43	\$1.38	3.4%	\$4.63	\$4.60	0.7%
NYCT Bus	\$1.43	\$1.38	3.4%	\$4.64	\$4.61	0.7%
MTA Bus	\$1.45	\$1.40	3.5%	\$4.62	\$4.58	0.8%

*Average Ridership calculations do not include days disrupted by Hurricane Irene (August, 2011) and Hurricane Sandy (October, 2012)

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 October 2012 are shown below

Paratransit Ridership, Revenue and Service

Paratransit Ridership	Oct-12			12-Mon Total		
	This Year *	Last Year	% Change	This Year *	Last Year*	% Change
Access-A-Ride (NYCT)	745,773	773,285	-3.6%	9,450,932	8,838,401	6.9%
Paratransit Revenue	Oct-12			12-Mon Total		
	This Year *	Last Year	% Change	This Year *	Last Year*	% Change
Access-A-Ride (NYCT)	1,358,086	1,405,665	-3.4%	15,283,915	14,274,124	7.1%
Access-A-Ride (NYCT)	Oct-12			12-Mon Avg		
	This Year *	Last Year	% Change	This Year *	Last Year*	% Change
% of Trips Completed	94.16%	94.18%	0.0%	94.40%	93.21%	1.3%
Trips Requested	646,544	642,341	0.7%	670,995	656,991	2.1%
Trips Scheduled	583,052	580,190	0.5%	607,835	584,699	4.0%
Trips Completed	548,982	546,406	0.5%	573,796	545,003	5.3%
Early Cancellations as a Percentage of Trips Requested	9.14%	8.85%	3.2%	8.71%	9.97%	-12.7%
Late Cancellations as a Percentage of Trips Scheduled	3.85%	3.47%	10.9%	3.63%	3.77%	-3.7%
No-Shows (Customer) as a Percentage of Trips Scheduled	1.60%	1.91%	-16.3%	1.66%	2.44%	-32.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.39%	0.44%	-10.8%	0.31%	0.59%	-46.3%
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	0.68%	0.82%	-16.7%	0.71%	0.77%	-8.5%
New Applications Received	2,920	2,364	23.5%	2,787	2,636	5.7%

Due to the impending landfall of Tropical Storm Irene, Access-A-Ride cancelled service from noon on Saturday, August 27 to noon on Monday, August 29. Nonetheless, during this time period Access-A-Ride worked with the New York City Office of Emergency Management to provide vehicles for the evacuation of persons who could not independently travel to an evacuation center or other safe haven. Due to Hurricane Sandy, AAR cancelled service from noon on Sunday, October 28 to October 30. AAR did provide limited service for registrants with a medical necessity on Wednesday, October 31. Nonetheless, during this time period AAR worked with the New York City Office of Emergency Management on the Health Evacuation Center and Homebound Evacuation Operation providing 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)

October 2012					October YTD 2012				
	Forecast	Actual	Variance			Forecast	Actual	Variance	
			Better/(Worse)	(%)				Better/(Worse)	(%)
Ridership:									
MTA Bus									
Fixed Route	10.968	9.990	(0.978)	-8.9%		101.822	100.500	(1.322)	-1.3%
NYCT / DOB									
Fixed Route	63.619	55.202	(8.417)	-13.2%		569.396	557.238	(12.158)	-2.1%
Paratransit	0.975	0.746	(0.229)	-23.5%		8.514	7.909	(0.605)	-7.1%
Total NYCT	64.594	55.948	(8.646)	-13.4%		577.910	565.147	(12.763)	-2.2%
Regional Bus Ridership									
Fixed Route	74.587	65.192	(9.395)	-12.6%		671.218	657.739	(13.479)	-2.0%
Paratransit	0.975	0.746	(0.229)	-23.5%		8.514	7.909	(0.605)	-7.1%
	75.562	65.938	(9.624)	-12.7%		679.732	665.647	(14.085)	-2.1%
Farebox:									
MTA Bus									
Fixed Route	\$ 16.032	\$ 15.240	\$ (0.792)	-4.9%		\$ 153.560	\$ 152.393	\$ (1.167)	-0.8%
NYCT / DOB									
Fixed Route	\$ 80.335	\$ 72.566	\$ (7.769)	-9.7%		\$ 743.626	\$ 731.394	\$ (12.232)	-1.6%
Paratransit	1.638	1.358	(0.280)	-17.1%		13.905	12.764	(1.141)	-8.2%
Total NYCT	\$ 81.973	\$ 73.924	\$ (8.049)	-9.8%		\$ 757.531	\$ 744.158	\$ (13.373)	-1.8%
Total Regional Bus Farebox									
Fixed Route	\$ 96.367	\$ 87.806	\$ (8.561)	-8.9%		\$ 897.186	\$ 883.787	\$ (13.399)	-1.5%
Paratransit	1.638	1.358	(0.280)	-17.1%		13.905	12.764	(1.141)	-8.2%
	\$ 98.005	\$ 89.164	\$ (8.841)	-9.0%		\$ 911.091	\$ 896.552	\$ (14.539)	-1.6%

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

	Forecast	Actual	Variance	
			Better/(Worse)	(%)
MTA Bus	\$ 442.408	\$ 441.097	1.311	0.3%
NYCT / DOB	1,818.514	1,792.818	25.697	1.4%
	\$ 2,260.922	\$ 2,233.914	\$ 27.008	1.2%

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 16.032	\$ 15.240	\$ (0.792)	(4.9)	\$ -	\$ -	\$ -	-	\$ 16.032	\$ 15.240	\$ (0.792)	(4.9)
Other Operating Income	1.714	2.052	0.338	19.7	-	-	-	-	1.714	2.052	0.338	19.7
Capital and Other Reimbursements	-	-	-	-	0.969	0.363	(0.606)	(62.5)	0.969	0.363	(0.606)	(62.5)
Total Revenue	\$ 17.746	\$ 17.292	\$ (0.454)	(2.6)	\$ 0.969	\$ 0.363	\$ (0.606)	(62.5)	\$ 18.715	\$ 17.656	\$ (1.059)	(5.7)
Expenses												
Labor:												
Payroll	\$ 17.820	\$ 18.853	\$ (1.033)	(5.8)	\$ 0.670	\$ 0.247	\$ 0.423	63.2	\$ 18.490	\$ 19.100	\$ (0.610)	(3.3)
Overtime	3.578	4.182	(0.604)	(16.9)	-	-	-	-	3.578	4.182	(0.604)	(16.9)
Health and Welfare	3.539	3.231	0.308	8.7	0.092	0.068	0.024	26.8	3.631	3.299	0.332	9.1
OPEB Current Payment	1.078	2.133	(1.055)	(97.9)	-	-	-	-	1.078	2.133	(1.055)	(97.9)
Pensions	3.076	3.776	(0.700)	(22.8)	0.042	0.033	0.009	20.8	3.118	3.810	(0.692)	(22.2)
Other Fringe Benefits	1.852	1.793	0.159	8.2	0.056	0.016	0.040	71.9	2.008	1.808	0.200	9.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 31.043	\$ 33.968	\$ (2.925)	(9.4)	\$ 0.860	\$ 0.363	\$ 0.497	57.8	\$ 31.903	\$ 34.331	\$ (2.428)	(7.6)
Non-Labor:												
Electric Power	\$ 0.119	\$ 0.118	\$ 0.001	0.7	\$ -	\$ -	\$ -	-	\$ 0.119	\$ 0.118	\$ 0.001	0.7
Fuel	3.883	3.045	0.838	21.6	-	-	-	-	3.883	3.045	0.838	21.6
Insurance	1.269	1.281	(0.012)	(0.9)	-	-	-	-	1.269	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	0.650	1.612	71.3	0.039	-	0.039	100.0	2.301	0.650	1.651	71.8
Professional Service Contracts	0.433	0.386	0.047	11.0	-	-	-	-	0.433	0.386	0.047	11.0
Materials & Supplies	2.908	2.903	0.006	0.2	0.070	-	0.070	100.0	2.979	2.903	0.076	2.5
Other Business Expense	0.387	0.203	0.184	47.5	-	-	-	-	0.387	0.203	0.184	47.5
Total Non-Labor Expenses	\$ 13.346	\$ 10.669	\$ 2.677	20.1	\$ 0.109	\$ -	\$ 0.109	100.0	\$ 13.455	\$ 10.669	\$ 2.786	20.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 44.389	\$ 44.638	\$ (0.249)	(0.6)	\$ 0.969	\$ 0.363	\$ 0.606	62.5	\$ 45.358	\$ 45.001	\$ 0.357	0.8
Depreciation	3.394	3.881	(0.487)	(14.3)	-	-	-	-	3.394	3.881	(0.487)	(14.3)
OPEB Obligation	4.631	4.618	0.013	0.3	-	-	-	-	4.631	4.618	0.013	0.3
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 52.414	\$ 53.136	\$ (0.722)	(1.4)	\$ 0.969	\$ 0.363	\$ 0.606	62.5	\$ 53.383	\$ 53.500	\$ (0.117)	(0.2)
Net Surplus/(Deficit)	\$ (34.668)	\$ (35.844)	\$ (1.176)	(3.4)	\$ -	\$ -	\$ -	-	\$ (34.668)	\$ (35.844)	\$ (1.176)	(3.4)

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 153.560	\$ 152.393	\$ (1.167)	(0.8)	\$ -	\$ -	\$ -	-	\$ 153.560	\$ 152.393	\$ (1.167)	(0.8)
Other Operating Income	15.912	16.980	1.068	6.7	-	-	-	-	15.912	16.980	1.068	6.7
Capital and Other Reimbursements	-	-	-	-	6.788	4.997	(1.791)	(26.4)	6.788	4.997	(1.791)	(26.4)
Total Revenue	\$ 169.472	\$ 169.373	\$ (0.099)	(0.1)	\$ 6.788	\$ 4.997	\$ (1.791)	(26.4)	\$ 176.260	\$ 174.370	\$ (1.890)	(1.1)
Expenses												
Labor:												
Payroll	\$ 187.612	\$ 195.301	\$ (7.789)	(4.2)	\$ 4.376	\$ 3.287	\$ 1.088	24.9	\$ 191.887	\$ 198.588	\$ (6.701)	(3.5)
Overtime	38.409	39.684	(3.275)	(9.0)	-	-	-	-	38.409	39.684	(3.275)	(9.0)
Health and Welfare	35.661	35.699	(0.048)	(0.1)	0.867	0.842	0.025	2.9	36.518	36.541	(0.023)	(0.1)
OPEB Current Payment	12.430	14.037	(1.607)	(12.9)	-	-	-	-	12.430	14.037	(1.607)	(12.9)
Pensions	34.095	37.371	(3.276)	(9.6)	0.410	0.415	(0.005)	(1.2)	34.505	37.786	(3.281)	(9.5)
Other Fringe Benefits	19.284	18.993	0.291	1.5	0.351	0.167	0.184	52.5	19.635	19.160	0.475	2.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 325.381	\$ 341.085	\$ (15.704)	(4.8)	\$ 6.003	\$ 4.711	\$ 1.292	21.5	\$ 331.384	\$ 345.796	\$ (14.412)	(4.3)
Non-Labor:												
Electric Power	\$ 0.958	\$ 0.978	\$ (0.020)	(2.0)	\$ -	\$ -	\$ -	-	\$ 0.958	\$ 0.978	\$ (0.020)	(2.0)
Fuel	27.179	21.248	5.931	21.8	-	-	-	-	27.179	21.248	5.931	21.8
Insurance	12.814	12.883	(0.069)	(0.5)	-	-	-	-	12.814	12.883	(0.069)	(0.5)
Claims	20.835	20.830	0.005	0.0	-	-	-	-	20.835	20.830	0.005	0.0
Maintenance and Other Operating Contracts	21.830	14.751	7.079	32.4	0.140	(0.110)	0.250	-	21.970	14.641	7.329	33.4
Professional Service Contracts	4.811	4.062	0.749	15.6	-	-	-	-	4.811	4.062	0.749	15.6
Materials & Supplies	25.129	22.407	2.722	10.8	0.645	0.396	0.249	38.7	25.774	22.802	2.972	11.5
Other Business Expense	3.471	2.854	0.617	17.8	-	-	-	-	3.471	2.854	0.617	17.8
Total Non-Labor Expenses	\$ 117.027	\$ 100.012	\$ 17.015	14.5	\$ 0.785	\$ 0.286	\$ 0.499	63.6	\$ 117.812	\$ 100.298	\$ 17.514	14.9
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 442.408	\$ 441.097	\$ 1.311	0.3	\$ 6.788	\$ 4.997	\$ 1.791	26.4	\$ 449.196	\$ 446.094	\$ 3.102	0.7
Depreciation	35.446	37.727	(2.281)	(6.4)	-	-	-	-	35.446	37.727	(2.281)	(6.4)
OPEB Obligation	48.155	46.090	0.065	0.1	-	-	-	-	46.155	46.090	0.065	0.1
Environmental Remediation	-	2.203	(2.203)	-	-	-	-	-	-	2.203	(2.203)	-
Total Expenses	\$ 524.009	\$ 527.117	\$ (3.108)	(0.6)	\$ 6.788	\$ 4.997	\$ 1.791	26.4	\$ 530.797	\$ 532.114	\$ (1.317)	(0.2)
Net Surplus/(Deficit)	\$ (354.537)	\$ (357.743)	\$ (3.206)	(0.9)	\$ -	\$ 0.000	\$ 0.000	-	\$ (354.537)	\$ (357.743)	\$ (3.206)	(0.9)

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	October 2012				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ (0.792)	(4.9)	Mainly due to revenue loss from Tropical Storm Sandy		\$ (1.167)	(0.8)	(a)	
Other Operating Revenue	NR	\$ 0.338	19.7	Favorable student fare reimbursements, insurance recoveries and misc revenues		\$ 1.068	6.7	Favorable student fare reimbursements, insurance recoveries and misc revenues	
Capital and Other Reimbursements	R	\$ (0.606)	(62.5)	Timing of reimbursement receipts, delayed charges, & vacancies.		\$ (1.791)	(26.4)	Timing of reimbursement receipts, delayed charges, & vacancies.	
Total Revenue Variance		\$ (1.059)	(5.7)			\$ (1.890)	(1.1)		
Payroll	NR	\$ (1.033)	(5.8)	Mainly due to higher rate of pay for MPA, timing of reimbursable billings, unbudgeted misc labor expenses and greater than budgeted headcount		\$ (7.789)	(4.2)	Mainly due to higher rate of pay for MPA, timing of reimbursable billings, unbudgeted misc labor expenses and greater than budgeted headcount	
Overtime	NR	\$ (0.604)	(16.9)	Primarily due to Tropical Storm Sandy		\$ (3.275)	(9.0)	Primarily due to traffic delays, vacancies/absence coverage and Tropical Storm Sandy	
Health and Welfare (including OPEB)	NR	\$ (0.747)	(16.2)	Mostly due to higher claims and unfavorable timing of expenses		\$ (1.654)	(3.4)	(a)	
Pension	NR	\$ (0.700)	(22.8)	Higher expenses based on third party information		\$ (3.276)	(9.6)	Higher expenses based on third party information	
Other Fringe Benefits	NR	\$ 0.159	8.2	(a)		\$ 0.291	1.5	(a)	
Electric Power	NR	\$ 0.001	0.7	(a)		\$ (0.020)	0.7	(a)	
Fuel	NR	\$ 0.638	21.6	Timing of charges and service suspended due to Tropical Storm Sandy		\$ 5.931	21.8	Timing of charges	
Insurance	NR	\$ (0.012)	(0.9)	(a)		\$ (0.069)	(0.5)	(a)	
Claims	NR	\$ 0.001	0.0	(a)		\$ 0.005	0.0	(a)	
Maintenance and Other Operating Contracts	NR	\$ 1.812	71.3	Timing of charges		\$ 7.078	32.4	Timing of charges	
Professional Service Contracts	NR	\$ 0.047	11.0	Timing of charges		\$ 0.749	15.6	Timing of charges	
Materials & Supplies	NR	\$ 0.006	0.2	Timing of charges		\$ 2.722	10.8	Timing of charges	
Other Business Expense	NR	\$ 0.184	47.5	Timing of charges		\$ 0.617	17.8	Timing of charges	
Depreciation	NR	\$ (0.487)	(14.3)			\$ (2.281)	(6.4)	(a)	
Other Post Employment Benefits	NR	\$ 0.013	0.3	(a)		\$ 0.065	0.1	(a)	
Environmental Remediation		\$ -	-			\$ (2.203)	-		
Payroll	R	\$ 0.423	63.2	Timing of charges and vacancies.		\$ 1.088	24.9	Timing of charges, & vacancies.	
Health and Welfare	R	\$ 0.024	26.6	Timing of charges		\$ 0.025	2.9	Timing of charges.	
Pension	R	\$ 0.009	20.8			\$ (0.005)	(1.2)		
Other Fringe Benefits	R	\$ 0.040	71.9			\$ 0.184	52.5		
Maintenance and Other Operating Contracts	R	\$ 0.039	*	* No expenses in the month.		\$ 0.250	*	* Diesel fuel charges & credits	
Materials & Supplies	R	\$ 0.070	*	* MetroNorth & MTA Police non-rev maint. & repairs.		\$ 0.249	*	* MTA Bus materials from SR for NYCT buses & billbacks for parts for non-rev vehicles. MetroNorth & MTA Police non-rev maint. & repairs.	
Total Expense Variance		\$ (0.117)	(0.2)			\$ (1.317)	(0.2)		
Net Variance		\$ (1.178)	(3.4)			\$ (3.206)	(0.9)		

(a) - Variance less than 5%

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

	October 2012				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$ 16.211	\$ 18.296	\$ 2.085	12.9	\$ 154.248	\$ 153.509	\$ (0.739)	(0.5)
Other Operating Revenue	1.995	0.929	(1.066)	(53.4)	15.401	17.622	2.221	14.4
Capital and Other Reimbursements	1.626	-	(1.626)	(100.0)	9.591	1.461	(8.130)	(84.8)
Total Receipts	\$ 19.832	\$ 19.225	\$ (0.607)	(3.1)	\$ 179.240	\$ 172.592	\$ (6.648)	(3.7)
<u>Expenditures</u>								
<u>Labor:</u>								
Payroll	\$ 30.793	\$ 20.419	\$ 10.374	33.7	\$ 209.597	\$ 181.511	\$ 28.086	13.4
Overtime	4.693	4.182	0.511	10.9	36.721	40.259	(3.538)	(9.6)
Health and Welfare	6.006	0.704	5.302	88.3	40.452	63.622	(23.170)	(57.3)
OPEB Current Payment	2.196	2.133	0.063	2.9	16.480	12.033	4.447	27.0
Pensions	3.194	3.942	(0.748)	(23.4)	34.180	36.816	(2.636)	(7.7)
Other Fringe Benefits	2.420	2.161	0.259	10.7	21.076	17.540	3.536	16.8
GASB Account	0.617	-	0.617	100.0	3.085	-	3.085	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 49.919	\$ 33.541	\$ 16.378	32.8	\$ 361.591	\$ 351.782	\$ 9.809	2.7
<u>Non-Labor:</u>								
Electric Power	\$ 0.119	\$ 0.118	\$ 0.001	0.7	\$ 0.958	\$ 0.897	\$ 0.061	6.3
Fuel	4.360	4.669	(0.309)	(7.1)	34.452	37.246	(2.794)	(8.1)
Insurance	3.797	2.592	1.205	31.7	25.007	15.024	9.983	39.9
Claims	2.725	0.445	2.280	83.7	16.387	6.307	10.080	61.5
Maintenance and Other Operating Contracts	3.154	1.126	2.028	64.3	23.544	11.407	12.137	51.5
Professional Service Contracts	0.909	0.317	0.592	65.1	5.859	1.963	3.896	66.5
Materials & Supplies	3.481	2.832	0.649	18.7	33.293	27.988	5.305	15.9
Other Business Expenses	0.682	0.134	0.548	80.4	4.225	1.702	2.523	59.7
Total Non-Labor Expenditures	\$ 19.227	\$ 12.233	\$ 6.994	36.4	\$ 143.725	\$ 102.534	\$ 41.191	28.7
<u>Other Expenditure Adjustments:</u>								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 69.146	\$ 45.774	\$ 23.372	33.8	\$ 505.316	\$ 454.316	\$ 51.000	10.1
Operating Cash Surplus/(Deficit)	\$ (49.314)	\$ (26.550)	\$ 22.764	46.2	\$ (326.076)	\$ (281.724)	\$ 44.352	13.6

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	October 2012			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 2.085	12.9	Mainly due to prior period receipts	\$ (0.739)	(0.5)	(a)
Other Operating Revenue	(1.066)	(53.4)	Lower student and senior reimbursement receipts	2.221	14.4	Higher student and senior reimbursement receipts
Capital and Other Reimbursements	(1.626)	(100.0)	Timing of reimbursement receipts and delayed charges	(8.130)	(84.8)	Timing of reimbursement receipts and delayed charges
Total Receipts	\$ (0.607)	(3.1)		\$ (6.648)	(3.7)	
Payroll	\$ 10.374	33.7	Timing of interagency payments and delayed contract settlements	\$ 28.086	13.4	Timing of interagency payments and delayed contract settlements
Overtime	0.511	10.9	Favorable budget allocation offset by Tropical Storm Sandy	(3.538)	(9.6)	Primarily due to preventative maintenance initiatives, traffic delays, vacancies/absence coverage and Tropical Storm Sandy
Health and Welfare (including OPEB)	5.365	65.4	Timing of payments	(18.723)	(32.9)	Prior period payments and higher claims
Pension	(0.748)	(23.4)	Higher expenses based on third party information	(2.636)	(7.7)	Higher expenses based on third party information
Other Fringe Benefits	0.259	10.7	Timing of payments	3.536	16.8	Timing of payments
GASB	0.617	100.0	Timing of payments	3.085	100.0	Timing of payments
Electric Power	0.001	0.7	(a)	0.061	6.3	(a)
Fuel	(0.309)	(7.1)	Timing of payments	(2.794)	(8.1)	Prior period payments
Insurance	1.205	31.7	Timing of payments	9.983	39.9	Timing of payments
Claims	2.280	83.7	Timing of payments	10.080	61.5	Timing of payments
Maintenance and Other Operating Contracts	2.028	64.3	Timing of payments	12.137	51.5	Timing of payments
Professional Service Contracts	0.592	65.1	Timing of payments	3.896	66.5	Timing of payments
Materials & Supplies	0.849	18.7	Timing of payments	5.305	15.9	Timing of payments
Other Business Expenditure	0.546	80.4	Timing of payments	2.523	59.7	Timing of payments
Total Expenditures	\$ 23.372	33.8		\$ 51.000	10.1	
Net Cash Variance	\$ 22.764	46.2		\$ 44.352	13.6	

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	October 2012				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 0.179	\$ 3.056	\$ 2.877	*	\$ 0.688	\$ 1.116	\$ 0.428	62.2
Other Operating Revenue	0.281	(1.123)	(1.404)	*	(0.511)	0.642	1.153	*
Capital and Other Reimbursements	0.657	(0.363)	(1.020)	*	2.803	(3.536)	(6.339)	*
Total Receipts	\$ 1.117	\$ 1.569	\$ 0.452	40.5	\$ 2.980	\$ (1.778)	\$ (4.758)	*
Expenditures								
Labor:								
Payroll	\$ (12.303)	\$ (1.319)	\$ 10.984	89.3	\$ (17.710)	\$ 17.077	\$ 34.787	*
Overtime	(1.115)	-	1.115	100.0	(0.312)	(0.575)	(0.263)	(84.3)
Health and Welfare	(2.375)	2.595	4.970	*	(3.934)	(27.081)	(23.147)	*
OPEB Current Payment	(1.118)	-	1.118	100.0	(4.050)	2.004	6.054	*
Pensions	(0.076)	(0.133)	(0.057)	(74.9)	0.325	0.969	0.644	*
Other Fringe Benefits	(0.412)	(0.353)	0.059	14.3	(1.441)	1.620	3.061	*
GASB Account	(0.617)	-	0.617	100.0	(3.085)	-	3.085	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ (18.016)	\$ 0.790	\$ 18.806	*	\$ (30.207)	\$ (5.986)	\$ 24.221	80.2
Non-Labor:								
Traction and Propulsion Power	\$ -	\$ -	\$ -	-	\$ -	\$ 0.080	\$ 0.080	-
Fuel for Buses and Trains	(0.477)	(1.624)	(1.147)	*	(7.273)	(15.998)	(8.725)	*
Insurance	(2.528)	(1.311)	1.217	48.1	(12.193)	(2.140)	10.053	82.4
Claims	(0.641)	1.638	2.279	*	4.448	14.623	10.075	*
Maintenance and Other Operating Contracts	(0.853)	(0.476)	0.377	44.2	(1.574)	3.233	4.807	*
Professional Service Contracts	(0.476)	0.068	0.544	*	(1.048)	2.099	3.147	*
Materials & Supplies	(0.502)	0.072	0.574	*	(7.519)	(5.186)	2.333	31.0
Other Business Expenditures	(0.295)	0.070	0.365	*	(0.754)	1.151	1.905	*
Total Non-Labor Expenditures	\$ (5.772)	\$ (1.564)	\$ 4.208	72.9	\$ (25.913)	\$ (2.237)	\$ 23.676	91.4
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures:								
Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adj's.	\$ (23.788)	\$ (0.774)	\$ 23.014	96.7	\$ (56.120)	\$ (8.222)	\$ 47.898	85.3
Depreciation Adjustment	3.394	3.881	0.487	14.3	35.446	37.727	2.281	6.4
Other Post Employment Benefits	4.631	4.618	(0.013)	(0.3)	46.155	46.090	(0.065)	(0.1)
Environmental Remediation	-	-	-	-	-	2.203	2.203	*
Total Expenses/Expenditures	\$ (15.763)	\$ 7.725	\$ 23.488	*	\$ 25.481	\$ 77.798	\$ 52.317	*
Total Cash Conversion Adjustments	\$ (14.646)	\$ 9.294	\$ 23.940	*	\$ 28.461	\$ 76.020	\$ 47.559	*

NOTE: Totals may not add due to rounding

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

	October						October Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	50,807	\$2.1	50,013	\$1.9	793	\$0.2	503,014	\$21.5	451,932	\$20.1	51,082	\$1.3
					1.6%	9.2%					10.2%	6.2%
<u>Unscheduled Service</u>	3,842	\$0.2	5,716	\$0.2	(1,874)	(0.1)	33,981	\$1.5	43,029	\$1.8	(9,048)	(0.3)
					-48.8%	-43.6%					-26.6%	-21.0%
<u>Programmatic/Routine Maintenance</u>	14,905	\$0.7	15,384	\$0.7	(479)	(0.1)	166,230	\$7.2	174,457	\$8.9	(8,227)	(1.7)
					-3.2%	-10.0%					-4.9%	-23.0%
<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>	12,684	\$0.6	15,749	\$0.7	(3,065)	(0.1)	125,505	\$5.6	210,762	\$7.7	(85,256)	(2.1)
					-24.2%	-24.3%					-67.9%	-38.0%
<u>Weather Emergencies</u>	112	\$0.0	14,107	\$0.5	(13,995)	(0.5)	3,465	\$0.2	14,921	\$0.7	(11,456)	(0.5)
					-12495.8%	-10845.0%					-330.7%	-275.2%
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	134	\$0.0	98	0.0	2,185	\$0.1	1,247	\$0.1	938	0.0
					42.2%	50.8%					42.9%	26.4%
<u>Other</u>	626	\$0.0	569	\$0.0	57	(0.0)	7,076	\$0.3	6,885	\$0.4	191	(0.0)
					9.1%	-18.4%					2.7%	-9.6%
Subtotal	83,207	\$3.6	101,673	\$4.2	(18,465)	(\$0.6)	841,561	\$36.4	903,233	\$39.7	(61,672)	(\$3.3)
					-22.2%	-16.9%					-7.3%	-9.0%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	83,207	\$3.6	101,673	\$4.2	(18,465)	(\$0.6)	841,561	\$36.4	903,233	\$39.7	(61,672)	(\$3.3)
					-22.2%	-16.9%					-7.3%	-9.0%

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)

	October			October Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	793	\$0.2	Less than scheduled service operated	51,082	\$1.3	Less than scheduled service operated
	1.6%	9.2%		10.2%	6.2%	
Unscheduled Service	(1,874)	(\$0.1)		(9,048)	(\$0.3)	
	-48.8%	-43.8%		-28.6%	-21.0%	
Programmatic/Routine Maintenance	(479)	(\$0.1)		(8,227)	(\$1.7)	Primarily due to Summer preventative maintenance initiative and the residual effect of the bus maintenance program
	-3.2%	-10.0%		-4.9%	-23.0%	
Unscheduled Maintenance	-	\$0.0		105	\$0.0	
	0.0%	0.0%		100.0%	0.5%	
Vacancy/Absentee Coverage	(3,065)	(\$0.1)	Absentee Coverage	(85,256)	(\$2.1)	Vacancy and absentee Coverage
	-24.2%	-24.3%		-67.9%	-38.0%	
Weather Emergencies	(13,895)	(\$0.5)	Tropical Storm Sandy	(11,458)	(\$0.5)	Tropical Storm Sandy
	-12495.8%	-10845.0%		-330.7%	-275.2%	
Safety/Security/Law Enforcement	98	\$0.0		938	\$0.0	
	42.2%	50.8%		42.9%	26.4%	
Other	57	(\$0.0)		191	(\$0.0)	
	9.1%	-18.4%		2.7%	-9.6%	
Subtotal	(18,465)	(\$0.6)		(61,672)	(\$3.3)	
	-22.2%	-16.9%		-7.3%	-9.0%	
REIMBURSABLE OVERTIME	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(18,465)	(\$0.6)		(61,672)	(\$3.3)	

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</u> resulting from extraordinary events, 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>October 2012</u>			<u>Year-to-date as of October 2012</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 16.032	\$ 15.240	\$ (0.792)	\$ 153.560	\$ 152.393	\$ (1.167)
Total Farebox Revenue	\$ 16.032	\$ 15.240	\$ (0.792)	\$ 153.560	\$ 152.393	\$ (1.167)
Other Revenue	\$ 1.714	\$ 2.052	\$ 0.338	\$ 15.912	\$ 16.980	\$ 1.068
Capital & Other	0.969	0.363	(0.606)	6.788	4.997	(1.791)
Total Revenue	\$ 18.715	\$ 17.656	\$ (1.059)	\$ 176.260	\$ 174.370	\$ (1.890)
<u>Ridership</u>						
Fixed Route	10.968	9.990	(0.978)	101.822	100.500	(1.322)
Total Ridership	10.968	9.990	(0.978)	101.822	100.500	(1.322)

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

FUNCTION / DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Office of the EVP	4	4	-	
Human Resources	6	5	1	
Office of Management and Budget	14	12	2	
Technology & Information Services	17	17	-	
Material	19	16	3	
Controller	21	27	(6)	
Office of the President	6	9	(3)	
System Safety Administration	5	2	3	
Law	21	24	(3)	
Corporate Communications	2	2	-	
Labor Relations	4	-	4	
Strategic Office	8	7	1	
Non-Departmental	61	-	61	Timing of Training Requirements
Total Administration	188	125	63	
Buses	2,060	2,182	(122)	
Office of the Executive VP	1	1	-	
Safety & Training	21	73	(52)	
Road Operations	117	120	(3)	
Transportation Support	20	20	-	
Operations Planning	30	30	-	
Revenue Control	21	21	-	
Total Operations	2,270	2,447	(177)	Students in Training
Buses	738	738	-	
Maintenance Support/CMF	154	157	(3)	
Facilities	72	41	31	Vacancies Replaced by MOU
Supply Logistics	85	82	3	
Total Maintenance	1,049	1,018	31	
Capital Program Management	38	34	4	
Total Engineering/Capital	38	34	4	
Security	14	14	-	
Total Public Safety	14	14	-	
Total Positions	3,559	3,638	(79)	
Non-Reimbursable	3,495	3,579	(84)	
Reimbursable	64	59	5	
Total Full-Time	3,548	3,616	(68)	
Total Full-Time Equivalents	15	22	(7)	

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

FUNCTION / OCCUPATION	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	49	41	8	
Professional, Technical, Clerical	78	84	(6)	
Operational Hourlies	61	-	61	
Total Administration	188	125	63	Timing of Training Requirements
Operations				
Managers/Supervisors	302	299	3	
Professional, Technical, Clerical	50	54	(4)	
Operational Hourlies	1,918	2,094	(176)	
Total Operations	2,270	2,447	(177)	Students in Training
Maintenance				
Managers/Supervisors	197	193	4	
Professional, Technical, Clerical	13	13	-	
Operational Hourlies	839	812	27	
Total Maintenance	1,049	1,018	31	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	22	19	3	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	38	34	4	
Public Safety				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	-	2	(2)	
Total Public Safety	14	14	-	
Total Baseline Positions				
Managers/Supervisors	581	559	22	
Professional, Technical, Clerical	160	171	(11)	
Operational Hourlies	2,818	2,908	(90)	
Total Baseline Positions	3,559	3,638	(79)	

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.5	0.3	Favorable other operating revenue receipts offset by revenue loss as a result of service suspension due to Tropical Storm Sandy.
Total Expenses	\$11.6	2.2	Mainly due the timing of non labor expenses offset by unfavorable labor and other non-cash operating expenses.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>October Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	169.5	168.8	169.4	(0.1)	(0.1)	0.5	0.3
Total Expenses before Non-Cash Liability Adjs	442.4	457.1	441.1	1.3	0.3	16.0	3.5
Depreciation	35.4	35.4	37.7	(2.3)	(6.4)	(2.3)	(6.4)
OPEB Obligation	46.2	46.2	46.1	0.1	0.1	0.1	0.1
Environmental Remediation			2.2	(2.2)		(2.2)	
Total Expenses	524.0	538.7	527.1	(3.1)	(0.6)	11.6	2.2
Net Surplus/(Deficit)	(354.5)	(369.9)	(357.7)	(3.2)	(0.9)	12.1	3.3

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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
Revenue												
Farebox Revenue	\$ 80.335	\$ 72.566	\$ (7.769)	(9.7)	\$ -	\$ -	\$ -	-	\$ 80.335	\$ 72.566	\$ (7.769)	(9.7)
Paratransit	1.638	1.358	(0.280)	(17.1)	-	-	-	-	1.638	1.358	(0.280)	(17.1)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	16.239	16.371	0.132	0.8	-	-	-	-	16.239	16.371	0.132	0.8
Capital and Other Reimbursements	-	-	-	-	2.231	3.233	1.003	44.9	2.231	3.233	1.003	44.9
Total Revenue	\$ 98.212	\$ 90.295	\$ (7.917)	(8.1)	\$ 2.231	\$ 3.233	\$ 1.003	44.9	\$ 100.443	\$ 93.528	\$ (6.915)	(6.9)
Expenses												
Labor:												
Payroll	\$ 80.202	\$ 79.175	\$ 1.027	1.3	\$ 0.802	\$ 0.879	\$ (0.077)	(9.5)	\$ 81.004	\$ 80.054	\$ 0.950	1.2
Overtime	12.851	13.306	(0.455)	(3.5)	0.343	0.822	(0.479)	-	13.194	14.128	(0.934)	(7.1)
Health and Welfare	15.974	15.423	0.552	3.5	-	-	-	-	15.974	15.423	0.552	3.5
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	7.395	6.977	0.417	5.6	-	-	-	-	7.395	6.977	0.417	5.6
Other Fringe Benefits	6.872	6.640	0.232	3.4	0.305	0.418	(0.113)	(37.0)	7.177	7.058	0.119	1.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.577)	(1.040)	0.463	80.2	0.577	1.040	(0.463)	(80.2)	-	-	-	-
Total Labor Expenses	\$ 122.717	\$ 120.482	\$ 2.235	1.8	\$ 2.027	\$ 3.159	\$ (1.132)	(55.8)	\$ 124.744	\$ 123.640	\$ 1.104	0.9
Non-Labor:												
Electric Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel	12.747	13.043	(0.295)	(2.3)	-	-	-	-	12.747	13.043	(0.295)	(2.3)
Insurance	2.962	3.066	(0.104)	(3.5)	-	-	-	-	2.962	3.066	(0.104)	(3.5)
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	35.159	32.755	2.404	6.8	-	-	-	-	35.159	32.755	2.404	6.8
Maintenance and Other Operating Contracts	6.442	3.395	3.047	47.3	(0.000)	0.011	(0.011)	-	6.442	3.405	3.037	47.1
Professional Service Contracts	0.332	0.271	0.061	18.4	-	-	-	-	0.332	0.271	0.061	18.4
Materials & Supplies	8.257	9.218	(0.961)	(11.6)	-	0.023	(0.023)	-	8.257	9.241	(0.984)	(11.9)
Other Business Expense	0.003	0.182	(0.179)	-	0.204	0.041	0.162	79.7	0.207	0.223	(0.017)	(8.0)
Total Non-Labor Expenses	\$ 65.902	\$ 61.929	\$ 3.972	6.0	\$ 0.204	\$ 0.075	\$ 0.129	63.3	\$ 66.106	\$ 62.004	\$ 4.101	6.2
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 188.619	\$ 182.411	\$ 6.208	3.3	\$ 2.231	\$ 3.233	\$ (1.003)	(44.9)	\$ 190.850	\$ 185.644	\$ 5.205	2.7
Depreciation	-	0.000	(0.000)	-	-	-	-	-	-	0.000	(0.000)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 188.619	\$ 182.411	\$ 6.208	3.3	\$ 2.231	\$ 3.233	\$ (1.003)	(44.9)	\$ 190.850	\$ 185.644	\$ 5.205	2.7
Net Surplus/(Deficit)	\$ (90.407)	\$ (92.116)	\$ (1.709)	(1.9)	\$ -	\$ -	\$ -	-	\$ (90.407)	\$ (92.116)	\$ (1.709)	(1.9)

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
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 2012 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 743.626	\$ 731.394	\$ (12.232)	(1.6)	\$ -	\$ -	\$ -	-	\$ 743.626	\$ 731.394	\$ (12.232)	(1.6)
Paratransit	13.905	12.764	(1.141)	(8.2)	-	-	-	-	13.905	12.764	(1.141)	(8.2)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	162.084	162.589	0.505	0.3	-	-	-	-	162.084	162.589	0.505	0.3
Capital & Other Reimbursements	-	-	-	-	22.481	27.979	5.498	24.5	22.481	27.979	5.498	24.5
Total Revenue	\$ 919.615	\$ 906.747	\$ (12.868)	(1.4)	\$ 22.481	\$ 27.979	\$ 5.498	24.5	\$ 942.096	\$ 934.726	\$ (7.370)	(0.8)
Expenses												
Labor:												
Payroll	\$ 786.674	\$ 786.960	\$ (0.287)	(0.0)	\$ 7.537	\$ 7.857	\$ (0.321)	(4.3)	\$ 794.210	\$ 794.818	\$ (0.608)	(0.1)
Overtime	119.851	132.721	(12.870)	(10.7)	3.896	5.564	(1.668)	(42.8)	123.747	138.285	(14.538)	(11.7)
Health and Welfare	159.604	153.634	5.970	3.7	-	-	-	-	159.604	153.634	5.970	3.7
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	72.060	72.368	(0.308)	(0.4)	-	-	-	-	72.060	72.368	(0.308)	(0.4)
Other Fringe Benefits	67.531	67.948	(0.417)	(0.6)	2.973	3.427	(0.455)	(15.3)	70.504	71.375	(0.871)	(1.2)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(6.038)	(7.638)	1.599	26.5	6.038	7.638	(1.599)	(26.5)	-	(0)	0	-
Total Labor Expenses	\$ 1,199.681	\$ 1,205.993	\$ (6.312)	(0.5)	\$ 20.443	\$ 24.486	\$ (4.043)	(19.777)	\$ 1,220.125	\$ 1,230.480	\$ (10.355)	(0.8)
Non-Labor:												
Electric Power	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Fuel	127.996	129.910	(1.914)	(1.5)	-	-	-	-	127.996	129.910	(1.914)	(1.5)
Insurance	31.950	31.746	0.204	0.6	-	-	-	-	31.950	31.746	0.204	0.6
Claims	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	319.971	301.906	18.065	5.6	-	1.493	(1.493)	-	319.971	303.398	16.573	5.2
Maintenance and Other Operating Contracts	52.616	39.313	13.303	25.3	(0.000)	0.398	(0.398)	-	52.616	39.710	12.905	24.5
Professional Service Contracts	3.731	2.359	1.372	36.8	-	0.027	(0.027)	-	3.731	2.387	1.345	36.0
Materials & Supplies	82.664	80.576	2.087	2.5	-	0.308	(0.308)	-	82.664	80.884	1.780	2.2
Other Business Expense	(0.094)	1.014	(1.109)	-	2.038	1.267	0.771	37.8	1.944	2.281	(0.337)	(17.4)
Total Non-Labor Expenses	\$ 618.833	\$ 586.824	\$ 32.009	5.2	\$ 2.038	\$ 3.493	\$ (1.455)	(71.363)	\$ 620.871	\$ 590.317	\$ 30.554	4.9
Other Expense Adjustments:												
Other	-	0.000	(0.000)	-	-	0.011	(0.011)	-	-	0.011	(0.011)	-
Total Other Expense Adjustments	\$ -	\$ 0.000	\$ (0.000)	-	\$ -	\$ 0.011	\$ (0.011)	-	\$ -	\$ 0.011	\$ (0.011)	-
Total Expenses before Non-Cash Liability Adj.	\$ 1,818.514	\$ 1,792.818	\$ 25.697	1.4	\$ 22.481	\$ 27.990	\$ (5.509)	(24.5)	\$ 1,840.996	\$ 1,820.808	\$ 20.188	1.1
Depreciation	-	0.089	(0.089)	-	-	-	-	-	-	0.089	(0.089)	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 1,818.514	\$ 1,792.906	\$ 25.608	1.4	\$ 22.481	\$ 27.990	\$ (5.509)	(24.5)	\$ 1,840.996	\$ 1,820.896	\$ 20.100	1.1
Net Surplus/(Deficit)	\$ (898.899)	\$ (886.159)	\$ 12.741	1.4	\$ -	\$ (0.011)	\$ -	-	\$ (898.899)	\$ (886.170)	\$ 12.729	1.4

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	October 2012				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$	(7.769)	(9.7)	Revenue loss due to Tropical Storm Sandy service interruption.	\$	(12.232)	(1.6)	(a)
Paratransit	NR		(0.280)	(17.1)	Primarily due to lower than budgeted trips.		(1.141)	(8.2)	Primarily due to lower than budgeted trips.
Other Operating Revenue	NR		0.132	0.8	(a)		0.505	0.3	(a)
Capital and Other Reimbursements	R		1.003	44.9	Mainly due to greater than planned shuttles, facility maintenance and support services for MTA Bus.		5.498	24.5	Primarily due to greater than planned shuttles and station projects and support services for MTA Bus.
Total Revenue Variance		\$	(6.915)	(6.9)		\$	(7.370)	(0.8)	
Payroll	NR	\$	1.027	1.3	(a)	\$	(0.287)	(0.0)	(a)
Overtime	NR		(0.455)	(3.5)	(a)		(12.870)	(10.7)	Mainly due to the bus maintenance program aimed at reversing the negative trend in MDBF along with bus operator vacancies, traffic delays, and Xtra trips.
Health & Welfare	NR		0.552	3.5	(a)		5.970	3.7	(a)
Pension	NR		0.417	5.6	Due mostly to the payroll and overtime underruns.		(0.308)	(0.4)	(a)
Other Fringe Benefits	NR		0.232	3.4	(a)		(0.417)	(0.6)	(a)
Reimbursable Overhead	NR		0.463	80.2	Primarily due to greater than planned shuttles and station projects and support services for MTA Bus.		1.599	26.5	Primarily due to greater than planned shuttles and station projects and support services for MTA Bus.
Payroll	R		(0.077)	(9.5)	Mainly due to greater than planned shuttles and station projects and support services for MTA Bus.		(0.321)	(4.3)	Mainly due to greater than planned shuttles and station projects and support services for MTA Bus.
Overtime	R		(0.479)	*	Due primarily to greater than planned shuttles and station projects and support services for MTA Bus.		(1.668)	(42.6)	Due primarily to greater than planned shuttles and station projects and support services for MTA Bus.
Health & Welfare	R		-	-	(a)		-	-	(a)
Pension	R		-	-	(a)		-	-	(a)
Other Fringe Benefits	R		(0.113)	(37.0)	Due mostly to the payroll and overtime overruns.		(0.455)	(15.3)	Primarily due to payroll and overtime overruns.
Reimbursable Overhead	R		(0.463)	(80.2)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.		(1.599)	(26.5)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Total Labor Variance		\$	1.104	0.9		\$	(10.355)	(0.8)	
Fuel	NR	\$	(0.295)	(2.3)	(a)		(1.914)	(1.5)	(a)
Insurance	NR		(0.104)	(3.5)	(a)		0.204	0.6	(a)
Paratransit Service Contracts	NR		2.404	6.8	Timing of an accounting adjustment.		18.065	5.6	Mostly due to the diversion of riders to lower cost taxis and vouchers.
Maintenance and Other Operating Contracts	NR		3.047	47.3	Due mainly to the timing of auto purchases and the revision of the operations maintenance and repair program.		13.303	25.3	Primarily due to the revised operations maintenance & repairs program, the timing of auto purchases and the Flatbush Depot water credits and refund.
Professional Service Contracts	NR		0.081	18.4	(a)		1.372	36.8	Primarily due to timing of professional, outside and training services.
Materials & Supplies	NR		(0.961)	(11.6)	Mainly due to timing of material usage.		2.087	2.5	(a)
Other Business Expense	NR		(0.179)	*	(a)		(1.109)	*	Mainly due to timing of recoveries, lower than budget warranty claims, travel expenses, stationary & supplies spending and the accounting for the NYS mobility tax.
Fuel	R		-	-	(a)		-	-	(a)
Paratransit Service Contracts	R		-	-	(a)		(1.493)	-	Due to the automatic vehicle locator tracking system (AVLM and IVR)
Maintenance and Other Operating Contracts	R		(0.011)	-	(a)		(0.398)	*	(a)
Professional Service Contracts	R		-	-	(a)		(0.027)	-	(a)
Materials & Supplies	R		(0.023)	-	(a)		(0.308)	-	(a)
Other Business Expense	R		0.162	79.7	Lower than budgeted warranty claims and reimbursable travel		0.771	37.8	Lower than budgeted warranty claims and reimbursable travel
Total Non-Labor Variance		\$	4.101	6.2		\$	38.554	4.9	
Net Variance		\$	(1.709)	(1.9)		\$	12.829	1.4	

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

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

	October						October Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	0	\$7.9	0	\$7.4	0	\$0.5 6.0%	0	\$72.3	0	\$69.2	0	\$3.1 4.2%
<u>Unscheduled Service</u>	0	\$2.3	0	\$3.0	0	(\$0.7) (30.4%)	0	\$20.9	0	\$25.0	0	(\$4.1) (19.7%)
<u>Programmatic/Routine Maintenance</u>	0	\$2.3	0	\$2.9	0	(\$0.6) (28.5%)	0	\$21.9	0	\$30.7	0	(\$8.8) (40.2%)
<u>Unscheduled Maintenance</u>	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	0	\$0.0	0	\$0.0 .0%	0	\$0.0	0	\$6.5	0	(\$6.5) .0%
<u>Weather Emergencies</u>	0	\$0.0	0	\$0.0	0	(\$0.0) (2048.3%)	0	\$0.4	0	\$0.4	0	\$0.0 5.1%
<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%
<u>Other</u>	0	\$0.4	0	\$0.0	0	\$0.4 92.1%	0	\$4.3	0	\$0.9	0	\$3.4 79.3%
Subtotal	0	\$12.9	0	\$13.3	0	(\$0.5) (3.5%)	0	\$119.9	0	\$132.7	0	(\$12.9) (10.7%)
REIMBURSABLE OVERTIME		\$0.3		\$0.8	0	(\$0.5)		\$3.9	0	\$5.6	0	(\$1.7) (42.8%)
TOTAL OVERTIME	0	\$13.2	0	\$14.1	0	(\$0.9) (7.1%)	0	\$123.7	0	\$138.3	0	(\$14.5) (11.7%)

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 at this time. 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)

	October			October Year-To-Date		
	Var. - Fav. / (Unfav)		Explanations	Var. - Fav. / (Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	0	\$0.5 (103.8%)	Primarily favorable due to lower than budgeted non-revenue scheduled overtime.	0	\$3.1 (23.8%)	Primarily favorable due to lower than budgeted non-revenue scheduled overtime and lower than scheduled service operated in Buses.
<u>Unscheduled Service</u>	0	(\$0.7) 152.1%	Primarily due to bus traffic delays, diversions and extra bus trips.	0	(\$4.1) 32.0%	Primarily due to bus traffic delays, diversions and extra bus trips.
<u>Programmatic/Routine Maintenance</u>	0	(\$0.6) 142.2%	Primarily due to preventative maintenance initiatives to maintain MDBF gains.	0	(\$8.8) 68.4%	Buses maintenance efforts to improve fleet reliability and reverse negative MDBF trend; and hot weather-related bus maintenance.
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	0	\$0.0 0.0%		0	(\$6.5) 50.2%	Mainly due to vacancy / absentee coverage in bus operators, maintainers and bus dispatchers.
<u>Weather Emergencies</u>	0	(\$0.0) .6%		0	\$0.0 -0.2%	
<u>Safety/Security/Law Enforcement</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Other</u>		\$0.4 (91.0%)		0	\$3.4 (28.6%)	
Subtotal	0	(\$0.5) 48.7%		0	(\$12.9) 68.5%	
REIMBURSABLE OVERTIME	0	(\$0.5) 51.3%		0	(\$1.7) 11.5%	
TOTAL OVERTIME	0	(\$0.9)		0	(\$14.5)	

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

	<u>October 2012</u>			<u>Year-to-date as of October 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	\$ 80.335	\$ 72.566	\$ (7.769)	\$ 743.626	\$ 731.394	\$ (12.232)
Paratransit	1.638	1.358	(0.280)	13.905	12.764	(1.141)
Total Farebox Revenue	\$ 81.973	\$ 73.924	\$ (8.049)	\$ 757.531	\$ 744.158	\$ (13.373)
Other Revenue	\$ 16.239	\$ 16.371	\$ 0.132	\$ 162.084	\$ 162.589	\$ 0.505
Capital & Other	2.231	3.233	1.003	22.481	27.979	5.498
Total Revenue	\$ 100.443	\$ 93.528	\$ (6.915)	\$ 942.096	\$ 934.726	\$ (7.370)
<u>Ridership</u>						
Fixed Route	63.619	55.202	(8.417)	569.396	557.238	(12.158)
Paratransit	0.975	0.746	(0.229)	8.514	7.909	(0.605)
Total Ridership	64.594	55.948	(8.646)	577.910	565.147	(12.763)

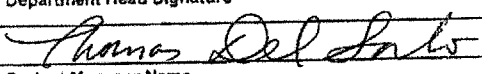
MTA NEW YORK CITY TRANSIT - DOB AND PARATRANSIT
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS BY FUNCTION AND OCCUPATIONAL GROUP
October 2012

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Total Baseline Positions				
Managers/Supervisors				
- Managers	588	570	18	
- Supervisors	1,162	1,151	11	
Total Managers/Supervisors	1,750	1,721	29	Vacancies Due to Delayed Hiring
Professional/Technical/Clerical				
- Full Time	261	249	12	
- Part Time	-	5	(5)	
Total Professional/Technical/Clerical	261	254	7	
Operational Hourlies				
- Bus Operators	9,495	9,433	62	
- Maintenance	2,699	2,678	21	
Total Hourlies	12,194	12,111	83	Timing of Training Requirements
Total Baseline Positions FT	14,205	14,081	124	
Total Baseline Positions PT	-	5	(5)	
Total Baseline Positions	14,205	14,086	119	

PROCUREMENTS




The Procurement Agenda this month include 1 action for a proposed expenditure of \$0.53M

Staff Summary

Subject
Requests for Authorization to Award Various Procurements
Department
MTA Bus Company/NYCT Department of Buses
Department Head Name
Thomas Del Sorbo
Department Head Signature

Project Manager Name
James P. Curry

Date
November 29, 2012
Vendor Name
N/A
Contract Number
N/A
Contract Manager Name
N/A
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	12/17/12	X		
2	Board	12/19/12	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:

None

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

None

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 G. Miscellaneous Service Contracts	1	\$0.53M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Competitive Procurements	1	\$0.53M

MTA Bus Company seeks Ratifications in the following categories:

None

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

None

	<u># of Actions</u>	<u>\$ Amount</u>
Total Ratifications	0	0

	<u># of Actions</u>	<u>\$ Amount</u>
Total Procurements	1	\$0.53M

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.

DECEMBER 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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.)

1. **Predictive Maintenance** **\$526,848 (Est.)**
Corp./Tribologik
Four Bids/Low Bidder – Four-year contract
Contract # RFQ 20624

This contract is for the periodic testing and analysis of bus coolant (anti-freeze) drawn from revenue service buses for NYC Transit's Department of Buses (DOB) and MTA Bus Company (MTABC). DOB and MTABC adhere to a Bus Cooling System Maintenance Policy requiring the use of pre-mixed bus coolant and an on board dosing system (Need Release Filter) that periodically adds chemicals to the coolant in the bus to provide effective protection to the engine and bus cooling system. Coolant samples from each bus are subjected to a pre-established series of physical and chemical analyses.

In addition to the testing, this contract includes providing analysis trends and reports, making specific recommendations of corrective actions for abnormal coolant sample results deemed significant, and conducting training sessions for DOB and MTABC personnel.

Procurement performed an extensive outreach to the marketplace. Predictive Maintenance Corp./Tribologik's bid price of \$15.68 per sample is 25% lower than the price of the next low bidder and 64% lower than the price of the current contract. The price is considered fair and reasonable.

Report



SERVICE CHANGES: **MTA BUS OPERATIONS COMMITTEE
NOTIFICATION SERVICE REVISION
Q37, Q10 SHORT TURNS AND QM18
TRAVEL PATH REVISIONS in SOUTH
OZONE PARK, QUEENS**

SERVICE ISSUE:

The Q37 provides local bus service between Kew Gardens and South Ozone Park. The Q10 provides local and limited-stop bus service between Kew Gardens and John F. Kennedy International Airport's Central Terminal area, including short turn trips between Kew Gardens and South Ozone Park. The QM18 provides weekday peak period, peak direction premium fare express bus service between South Ozone Park, Queens and Midtown, Manhattan.

The southbound Q37, the southbound Q10 short turns, and the eastbound QM18 share the same travel path in South Ozone Park south of the Belt Parkway. However, there have been reliability issues developing on the travel path in this area because of adverse traffic issues and congestion, resulting in delays.

RECOMMENDED SOLUTION:

To provide more reliable service and avoid adverse traffic issues and congestion, revise the travel path of these three routes to operate on South Conduit Avenue. This revision would discontinue one low volume current eastbound/southbound bus stop on 130th Street and relocate it about one block north to South Conduit Avenue.

In particular, this recommended revision and enhancement in reliability would continue to support Q37 ridership, which has been growing significantly over the past year following the revision to serve the new Resorts World Casino at Aqueduct Race Track.

ESTIMATED IMPACT:

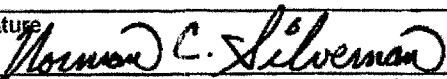
The net result of this recommended revision would be a small decrease in operating cost of approximately \$23,000 annually because of the small decrease in travel distance (for the Q37 and Q10 short turns only). This revision would also improve reliability and operations by avoiding congestion and adverse traffic issues.

PLANNED IMPLEMENTATION:

February 2013

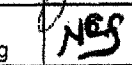
Staff Summary

Page 1 of 4

Subject	Q37, Q10 Short Turn and QM18 Travel Path Revisions in South Ozone Park, Queens
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	David Moss

Date	December 3, 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	MTA Bus Ops Comm			X	

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	Executive Vice President		
2	VP, Intergovernmental and Community Affairs		
1	Vice President, Operations Planning		12/6/12

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the MTA Bus Operations Committee of, a recommendation to revise the travel paths in South Ozone Park of the southbound Q37 local bus route, the southbound Q10 local bus route (short trips to 150th Avenue via Rockaway Boulevard and 130th Street only), and the eastbound QM18 express bus route. These routes were formerly operated by Green Bus Lines, Inc. and transitioned into MTA Bus on January 9, 2006.

DISCUSSION:

The Q37 provides local bus service on weekdays, Saturdays, and Sundays between Kew Gardens and South Ozone Park via the intermediate neighborhoods of Richmond Hill and Ozone Park. The Q37 travels a one-way distance of approximately 4.8 miles, transporting an average of approximately 7,100 passengers per weekday, approximately 3,700 passengers per Saturday, and approximately 2,900 passengers per Sunday.

The Q10 provides local and limited-stop bus service on weekdays, Saturdays and Sundays. The full route operates between Kew Gardens and John F. Kennedy International Airport's (JFK Airport) Terminal 5 via the intermediate neighborhoods of Richmond Hill, Ozone Park and South Ozone Park, traveling a one-way distance of approximately 8 miles; however, the Q10 local service has several travel path variants, including a part-time short turn travel path operating only between Kew Gardens and 150th Avenue at 149th Avenue in South Ozone Park via 130th Street and Rockaway Boulevard, not entering JFK Airport. The entire Q10 route transports an average of approximately 24,100 passengers per weekday, approximately 16,300 passengers per Saturday, and approximately 13,100 passengers per Sunday.

The QM18 provides weekday peak period, peak direction, premium fare express bus service between South Ozone Park, Queens and Midtown, Manhattan via the intermediate neighborhoods of Rego Park, Forest Hills, Kew Gardens, and Richmond Hill. The QM18 travels a one-way distance of approximately 14.5 miles, transporting approximately 230 passengers per weekday.

Q37 Local Bus Service (Kew Gardens – South Ozone Park via 111th Street):

The Q37 has experienced significant ridership growth during the past year following a revision in October 2011 to serve the new Resorts World Casino New York City at the Aqueduct Race Track. Following this revision, the average weekday ridership has grown by approximately 10 percent and average weekend ridership has grown by approximately 40-50 percent compared to ridership before the casino opened and service was revised, and service has consequently been expanded in response to this ridership growth.

To continue to encourage ridership growth, it is important to maintain reliable service. However, there have been issues affecting reliability near its southern terminus in South Ozone Park. There is recurring regular traffic congestion along 150th Avenue at the Sanitation facility and at an elementary school (P.S. 124), the travel path includes a narrow local street (132nd Street), and there is a right turn that is not protected by a traffic signal from 132nd Street onto a wide street where traffic typically moves at high speeds.

Specifically:

1. There is recurring congestion along 150th Avenue because of a busy Sanitation facility, which houses trash collection trucks that regularly enter and exit the facility, and vehicle activity at P.S. 124 as students are picked-up and dropped-off by parents/guardians and school buses.
2. 132nd Street is a narrow two-way street, as it is approximately 29 feet with parking along both curbs, and because of its narrow width, vehicles (including buses) cannot pass each other in opposite directions without yielding, contributing to delays.
3. The right turn from 132nd Street onto South Conduit Avenue is difficult and causes delays in service. South Conduit Avenue is one-way eastbound with three travel lanes and one parking lane, where traffic moves relatively fast and is generally free flowing as there is no traffic signal for South Conduit Avenue traffic. The turn is further exacerbated by large trucks parking along the South Conduit Avenue curb, which obstructs the sight distance of the bus operators making the turn. Therefore, buses must cautiously wait, sometimes for long periods, for gaps in traffic to complete the turn.

To provide more reliable service and avoid congestion and adverse traffic issues on 150th Avenue and on 132nd Street, as illustrated in Map 1, it is recommended to revise the Q37 southbound travel path to turn from southbound 130th Street onto eastbound South Conduit Avenue. The Q37 would then continue east on South Conduit Avenue, passing 132nd Street and resuming the current travel path by turning onto southbound 134th Street, and then onto westbound 149th Avenue to its current southern terminus (last stop/layover/first stop) at 150th Avenue at 149th Avenue. The southbound travel distance would be reduced by approximately 0.2 miles, and the scheduled travel time would remain unchanged. This revision would refine a prior revision made in January 2011 to provide Q37 service to this area of South Ozone Park, south of the Belt Parkway.

Staff Summary

This new revision would relocate the current southbound Q37 bus stop on 130th Street at 150th Avenue about one block north, approximately 525 feet, to South Conduit Avenue at 130th Street. Based on recent passenger counts, the current Q37 southbound bus stop at 130th Street and 150th Avenue is used by an average of approximately 35 passengers per weekday, and a lesser number on weekends.

The northbound Q37 travel path to Kew Gardens would remain unchanged, continuing to depart from the current southern terminus on 150th Avenue at 149th Avenue, then traveling along 150th Avenue, and north on 130th Street, as one-way eastbound traffic on South Conduit Avenue does not allow for symmetrical paths.

Q10 Local Short Turns (Kew Gardens – South Ozone Park via Rockaway Boulevard/130th Street):

Similar to the Q37, the southern terminus (last stop/layover/first stop) of the current Q10 short trips providing service only between Kew Gardens and South Ozone Park via Rockaway Boulevard and 130th Street is also on 150th Avenue at 149th Avenue. These short trips travel via the same path as the Q37 in this area (southbound on 130th Street to 135th Avenue, 150th Avenue, 132nd Street, South Conduit Avenue, and 149th Avenue and to the terminus at 150th Avenue).

As illustrated in Map 2, it is recommended to similarly revise the Q10 short turn travel path as proposed for the Q37. The southbound Q10 short turns would be revised by turning from southbound 130th Street onto eastbound South Conduit Avenue, then continue east on South Conduit Avenue passing 132nd Street and resuming the regular travel path, south on 134th Street, west on 149th Avenue to its current terminus (last stop/layover/first stop) on 150th Avenue at 149th Avenue, which would remain unchanged.

As with the Q37, the current bus stop on 130th Street at 150th Avenue would be relocated one block north, approximately 525 feet, to South Conduit at 130th Street, or passengers may ride the full route Q10 to JFK Airport via 130th Street, instead. The full route Q10 to JFK Airport via 130th Street and Rockaway Boulevard would remain unchanged, and continuing to travel on 150th Avenue and serve the stops on 130th Street at 150th Avenue in both directions.

QM18 Express Bus Service (Midtown – South Ozone Park):

Similar to the Q37 and Q10 short turns, the eastbound QM18 also travels to 130th Street at 150th Avenue, where it makes its last stop proximate to the residential community. Because the QM18 only provides weekday peak period, peak direction service, it then operates in non-revenue service to the depot or to its next assignment. From 130th Street at 150th Avenue, this typically requires the bus to travel via 132nd Street to return to South Conduit Avenue.

As illustrated in Map 3, it is recommended to similarly revise the QM18 eastbound travel path as proposed for the Q37 and Q10 short turns, by turning from southbound 130th Street onto eastbound South Conduit Avenue, where it would make its last stop. The buses can then continue on South Conduit Avenue in non-revenue service to its next assigned location.

This revision would discontinue service to the current eastbound terminus, and relocate it one block, approximately 525 feet, north to nearby South Conduit Avenue, sharing the new bus stop proposed for the Q37 southbound and the Q10 southbound short turns. Based on recent passenger counts, this bus stop is used by less than five QM18 passengers per weekday.

Staff Summary

Page 4 of 4

Summary

To provide more reliable service and avoid congestion and adverse traffic issues on 150th Avenue and on 132nd Street, and continue to foster the current Q37 ridership growth, the travel paths of the southbound Q37, southbound Q10 short turns to 150th Avenue via Rockaway Boulevard and 130th Street, and the eastbound QM18 would be revised to turn from southbound 130th Street onto eastbound South Conduit Avenue. This revision would relocate the current bus stop on 130th Street at 150th Avenue about one block north (approximately 525 feet) to South Conduit Avenue at 130th Street, affecting a total of approximately 40 passengers per weekday, and a lesser number on weekends.

RECOMMENDATION:

To provide more reliable service and avoid adverse traffic issues and congestion, similarly revise the travel path of the southbound Q37, the southbound Q10 short trips via 130th Street and the eastbound QM18 to travel via South Conduit Avenue to 132nd Street instead of 150th Avenue. This revision would discontinue one current low volume eastbound/southbound bus stop on 130th Street at 150th Avenue and relocate it one block north, approximately 525 feet, to South Conduit Avenue at 130th Street.

Implementation of this revision would continue to foster Q37 ridership growth that has developed over the past year due to servicing the new Resorts World casino.

ALTERNATIVES:

The only alternative would be to leave the current southbound Q37, southbound Q10 short turn, and eastbound QM18 service unchanged. This would forego the opportunity to address reliability issues and traffic issues, and would discourage the ridership growth on the Q37 that has been developing over the past year.

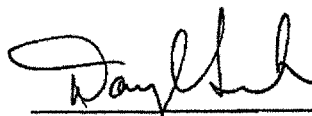
IMPACT ON FUNDING:

The net result of this recommended revision would be a small decrease in operating cost of approximately \$23,000 annually because of the small decrease in travel distance. This revision would also improve reliability and operations by avoiding congestion and adverse traffic issues.

IMPLEMENTATION:

February 2013

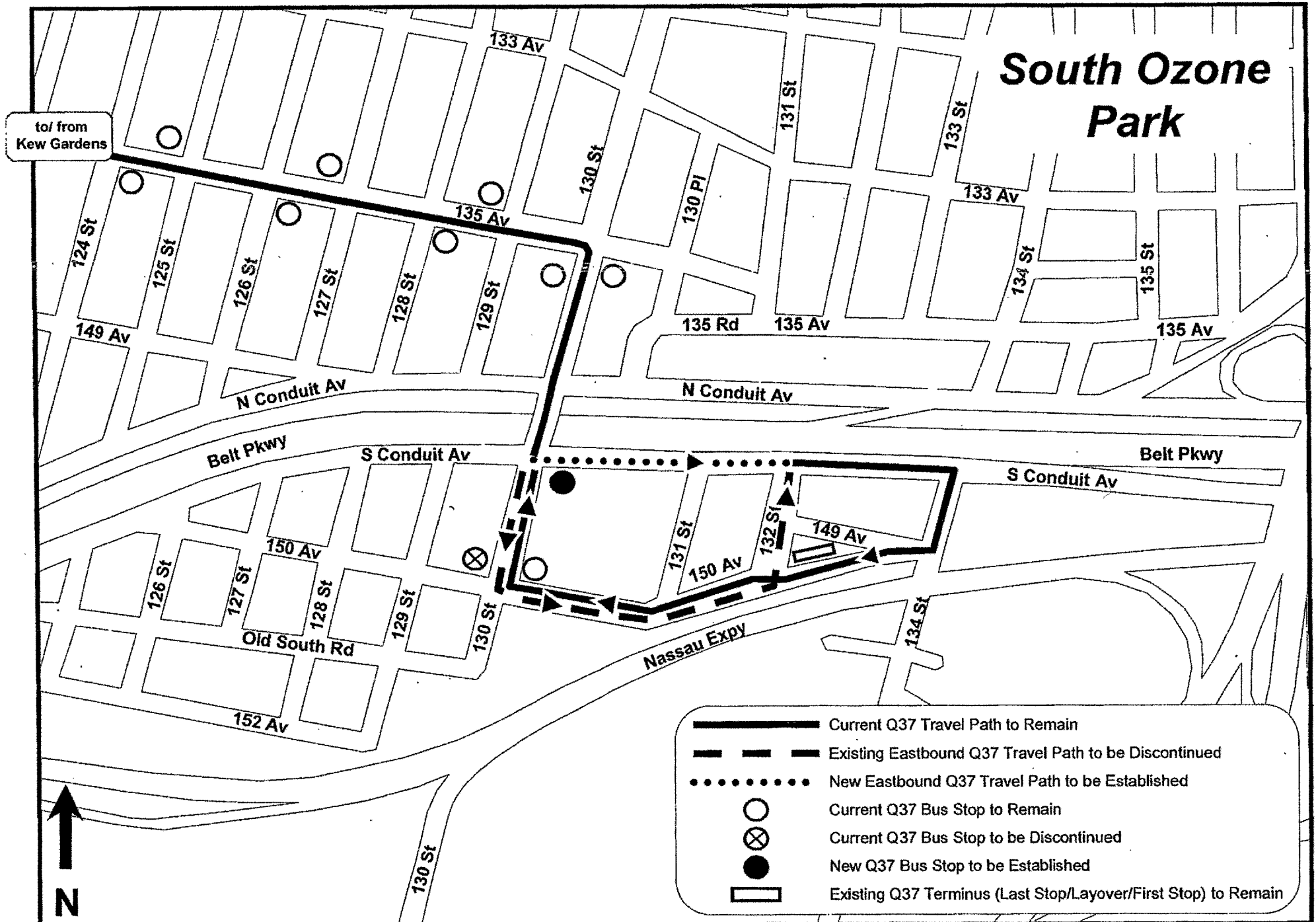
Approved:



Darryl C. Irick
President

Q37 Eastbound Travel Path Revision in South Ozone Park

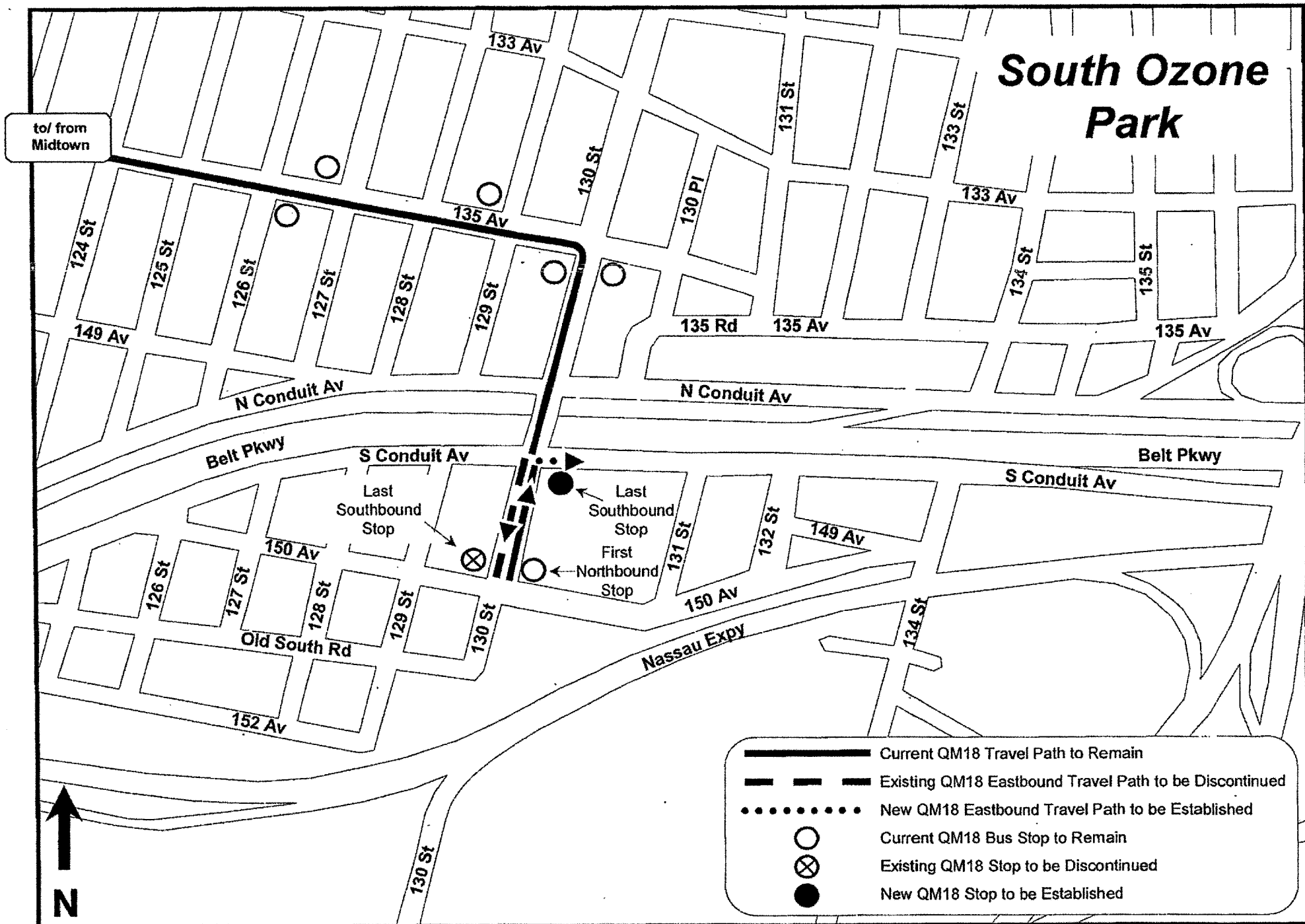
Map 1



Map 2



QM18 Eastbound Travel Path Revision in South Ozone Park Map 3



Staff Summary



Bus Company

Page 1 of 2

Subject MTA 2013 Budget and 2013-2016 Financial Plan Adoption
Department Finance
Department Head Name Thomas Del Sorbo
Department Head Signature
Project Manager Name William E. Cronin

Date November 30, 2012
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Bus Ops Committee	12/17/12	X		
2	Finance Committee	12/17/12	X		
3	MTA Board	12/19/12	X		

Internal Approvals			
Order	Approval	Order	Approval
1	EVP, Finance & Admin		
2	President		

Purpose

To secure MTA Board adoption of MTA Bus Company's 2012 November Forecast, 2013 Final Proposed Budget, and the Four-Year Financial Plan for 2013-2016 (December Plan).

Discussion

The 2013 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA Bus Company, which include the impact of budget reduction initiatives, do not include the impact of fare increases or those arising from Tropical Storm Sandy. These impacts will be presented as part of MTA consolidated materials. The MTA is reimbursed from the City of New York for the operating deficits of MTA Bus.

2012 November Forecast-Baseline

Total operating revenues are projected at \$201.3 million, including \$182.3 million of farebox revenues. Total non-reimbursable expenses before depreciation and GASB adjustments are projected to be \$550.0 million in 2012, consisting of labor costs of \$401.8 million and non-labor expenses of \$148.1 million. Non-cash depreciation expense is projected at \$42.2 million and other post-employment benefit expenses are projected at \$55.4 million. After including favorable cash adjustments of \$31.5 million, the projected net cash deficit is \$414.8 million. Projected reimbursable expenses of \$8.7 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 3,553, consisting of 3,489 non-reimbursable positions and 64 reimbursable positions.

2013 Final Proposed Budget-Baseline

Total operating revenues are budgeted at \$202.3 million, including farebox revenues of \$183.0 million. Total non-reimbursable expenses before depreciation and GASB adjustments are budgeted to be \$563.3 million in 2013, consisting of labor costs of \$417.0 million and non-labor expenses of \$146.3 million. Non-cash depreciation expense is projected at \$42.2 million and other post-employment benefit expenses are projected at \$56.3 million. After including favorable cash adjustments of \$96.5 million, the projected net cash deficit is \$363.0 million. Projected reimbursable expenses of \$8.4 million are fully offset by capital reimbursements.

Total 2013 end-of-year positions are projected at 3,599 consisting of 3,535 non-reimbursable positions and 64 reimbursable positions.

The 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013-2016 include the following key initiatives:

- **Platform Budget\Running Time\Enhance Bus Service** - Since investing in HASTUS, MTA Bus has utilized the software tools to produce efficient vehicle and operator/crew schedules, passenger information & relations, performance analysis, and to develop a full year Platform Budget. As a result, inconsistencies and deficiencies in running time in the schedule were identified. Addressing these issues supported efforts to improve customer service by providing more reliable and accurate operating schedules. This also includes bus management strategies that will improve reliability as well as ability to respond to changing ridership patterns and volume in conformance with Board approved Loading Guidelines. A new direct limited-stop route from two transit hubs in northeast Queens to support the MTA's regional joint effort with NYCDOT and PANYNJ to enhance transit service to LaGuardia Airport is also included.
- **Contractual Payroll Obligations** - As a result of more detailed data available due to the 2012 migration of payroll services to the Business Services Center, and unbudgeted miscellaneous payroll expenses related to collective bargaining provisions were identified.
- **Depot Training Supervisors** - A NYCT Strategic Initiative review of bus maintenance productivity revealed that additional depot and shop based training staff is required to provide additional on-site training to maintenance hourly personnel. This will bring MTABC in line with NYCT depot based training levels.
- **Driver Barriers** - Following a rash of attacks on bus drivers, the MTA is increasing the installation of shields to protect operators from violent riders.

Budget Reduction Initiative

The Plan includes recurring savings of approximately \$3 million in each year.

Impact on Funding

The 2012 November Forecast, the 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013-2016 revenues, expenses and positions, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2012 November Forecast, the 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013-2016 for MTA Bus Company.

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2011	2012	2013			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Operating Revenue						
Farebox Revenue	\$179,042	\$182,270	\$182,951	\$184,186	\$185,285	\$188,280
Vehicle Toll Revenue						
Other Operating Revenue	20,871	19,019	19,391	19,771	20,189	20,578
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$199,913	\$201,289	\$202,342	\$203,957	\$205,454	\$206,858
Operating Expenses						
Labor:						
Payroll	\$221,432	\$224,887	\$226,846	\$227,410	\$239,332	\$245,125
Overtime	45,458	43,869	42,727	42,565	43,926	44,998
Health and Welfare	42,612	46,976	51,699	57,213	57,376	68,640
OPEB Current Payment	16,238	14,586	15,315	16,081	16,885	17,729
Pensions	32,683	40,357	48,450	48,298	48,930	50,039
Other Fringe Benefits	29,878	31,159	32,197	31,505	32,843	33,714
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$388,301	\$401,834	\$417,035	\$423,069	\$439,292	\$460,245
Non-Labor:						
Electric Power	\$0.000	\$1,051	\$1,162	\$1,188	\$1,283	\$1,385
Fuel	40,596	39,217	38,007	37,335	36,387	38,730
Insurance	17,174	15,358	17,196	21,271	21,536	24,160
Claims	33,558	25,000	26,000	27,000	28,000	29,000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	25,031	27,823	24,465	26,272	32,288	27,059
Professional Service Contracts	3,286	5,689	5,919	8,423	8,566	8,874
Materials & Supplies	31,840	29,740	29,379	29,315	35,611	39,087
Other Business Expenses	3,852	4,257	4,152	2,466	2,325	2,481
Total Non-Labor Expenses	\$155,347	\$148,133	\$146,280	\$153,271	\$165,996	\$170,777
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$543,648	\$549,967	\$563,315	\$576,340	\$605,288	\$631,022
Depreciation	\$40,457	\$42,235	\$42,235	\$42,235	\$42,235	\$42,235
OPEB Obligation	96,073	55,415	56,296	56,919	57,663	58,264
Environmental Remediation	2,015	-	-	-	-	-
Total Expenses	\$682,193	\$647,617	\$661,845	\$675,494	\$705,186	\$731,521
Baseline Surplus/(Deficit)	(\$482,280)	(\$446,328)	(\$459,503)	(\$471,538)	(\$499,732)	(\$524,663)

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue						
Vehicle Toll Revenue						
Other Operating Revenue						
Capital and Other Reimbursements	\$5.689	\$8.729	\$8.422	\$8.551	\$8.678	\$8.809
Total Revenue	\$5.689	\$8.729	\$8.422	\$8.551	\$8.678	\$8.809
Expenses						
Labor:						
Payroll	\$2.804	\$5.718	\$5.490	\$5.572	\$5.655	\$5.740
Overtime	-	-	-	-	-	-
Health and Welfare	0.894	1.052	1.008	1.023	1.038	1.053
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.441	0.492	0.461	0.465	0.470	0.473
Other Fringe Benefits	0.190	0.466	0.448	0.456	0.462	0.469
Reimbursable Overhead	0.214	-	-	-	-	-
Total Labor Expenses	\$4.543	\$7.727	\$7.406	\$7.516	\$7.625	\$7.735
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.710	0.216	0.219	0.223	0.227	0.231
Professional Service Contracts	0.439	-	-	-	-	-
Materials & Supplies	(0.016)	0.786	0.797	0.812	0.827	0.843
Other Business Expenses	0.013	-	-	-	-	-
Total Non-Labor Expenses	\$1.146	\$1.002	\$1.017	\$1.035	\$1.054	\$1.074
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$5.689	\$8.729	\$8.423	\$8.551	\$8.679	\$8.809
Depreciation	-	-	-	-	-	-
Total Expenses	\$5.689	\$8.729	\$8.423	\$8.551	\$8.679	\$8.809
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$179,042	\$182,270	\$182,951	\$184,186	\$185,285	\$186,280
Vehicle Toll Revenue						
Other Operating Revenue	20,871	19,019	19,391	19,771	20,169	20,578
Capital and Other Reimbursements	5,689	8,729	8,422	8,551	8,678	8,809
Total Revenue	\$205,602	\$210,018	\$210,765	\$212,508	\$214,132	\$215,667
Expenses						
Labor:						
Payroll	\$224,236	\$230,605	\$232,136	\$232,981	\$244,987	\$250,864
Overtime	45,458	43,869	42,727	42,565	43,926	44,998
Health and Welfare	43,506	48,028	52,707	58,236	58,414	69,693
OPEB Current Payment	16,238	14,586	15,315	16,081	16,885	17,729
Pensions	33,124	40,848	48,910	48,762	49,400	50,512
Other Fringe Benefits	30,068	31,624	32,645	31,961	33,305	34,182
Reimbursable Overhead	0,214	-	-	-	-	-
Total Labor Expenses	\$392,844	\$409,561	\$424,441	\$430,585	\$446,917	\$467,980
Non-Labor:						
Electric Power	\$0,000	\$1,051	\$1,162	\$1,188	\$1,283	\$1,385
Fuel	40,596	39,217	38,007	37,335	36,387	38,730
Insurance	17,174	15,356	17,196	21,271	21,536	24,160
Claims	33,558	25,000	26,000	27,000	28,000	29,000
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	25,741	28,039	24,684	26,495	32,515	27,290
Professional Service Contracts	3,725	5,689	5,919	8,423	8,566	8,874
Materials & Supplies	31,824	30,526	30,176	30,127	36,438	39,930
Other Business Expenses	3,875	4,257	4,152	2,466	2,325	2,481
Total Non-Labor Expenses	\$156,493	\$149,135	\$147,296	\$154,306	\$167,050	\$171,851
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses before Depreciation & GASB Adj.	\$549,337	\$558,696	\$571,737	\$584,891	\$613,967	\$639,831
Depreciation	\$40,457	\$42,235	\$42,235	\$42,235	\$42,235	\$42,235
OPEB Obligation	96,073	55,415	56,296	56,919	57,663	58,284
Environmental Remediation	2,015	-	-	-	-	-
Total Expenses	\$687,882	\$656,346	\$670,268	\$684,045	\$713,865	\$740,330
Baseline Surplus/(Deficit)	(\$482,280)	(\$446,328)	(\$459,503)	(\$471,538)	(\$499,732)	(\$524,663)

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$176,335	\$183,287	\$182,951	\$184,186	\$185,285	\$186,280
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	20,323	19,019	19,391	19,771	20,169	20,578
Capital and Other Reimbursements	6,926	12,640	13,013	13,271	13,531	13,898
Total Receipts	\$203,584	\$215,146	\$215,355	\$217,228	\$218,985	\$220,756
Expenditures						
Labor:						
Payroll	\$216,720	\$243,104	\$238,154	\$230,989	\$242,976	\$248,838
Overtime	45,458	43,869	42,727	42,565	43,926	44,998
Health and Welfare	36,195	56,710	52,300	57,825	58,000	69,276
OPEB Current Payment	7,608	20,869	15,315	16,081	16,885	17,729
Pensions	37,682	40,674	48,736	48,588	49,227	50,340
Other Fringe Benefits	21,254	33,880	32,478	31,791	33,134	34,010
GASB Account	3,948	4,317	5,317	6,317	6,317	6,317
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$368,865	\$443,423	\$435,027	\$434,157	\$450,465	\$471,509
Non-Labor:						
Electric Power	\$0.000	\$1,051	\$1,162	\$1,188	\$1,283	\$1,385
Fuel	27,303	47,382	38,007	37,335	36,387	38,730
Insurance	11,711	32,600	17,196	21,271	21,536	24,160
Claims	13,265	21,835	22,000	24,000	24,000	25,000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	17,894	31,321	24,684	26,495	32,515	27,290
Professional Service Contracts	2,626	7,689	5,919	8,423	8,566	8,874
Materials & Supplies	24,990	39,051	30,176	30,127	36,438	39,930
Other Business Expenses	1,221	5,594	4,152	2,466	2,325	2,481
Total Non-Labor Expenditures	\$99,010	\$186,523	\$143,296	\$151,306	\$163,050	\$167,851
Other Expenditure Adjustments:						
Other	0.010	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.010	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$467,885	\$629,946	\$578,323	\$585,463	\$613,515	\$639,360
Baseline Cash Deficit	(\$264,301)	(\$414,800)	(\$362,968)	(\$368,236)	(\$394,530)	(\$418,604)

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	(\$2,707)	\$1,017	\$0,000	\$0,000	\$0,000	\$0,000
Other Operating Revenue	(0,548)	-	-	-	-	-
Capital and Other Reimbursements	1,237	4,111	4,591	4,720	4,853	5,089
Total Receipts	(\$2,018)	\$5,128	\$4,591	\$4,720	\$4,853	\$5,089
Expenditures						
<u>Labor:</u>						
Payroll	\$7,516	(\$12,499)	(\$6,018)	\$1,992	\$2,011	\$2,026
Overtime	-	-	-	-	-	-
Health and Welfare	7,311	(8,682)	0,407	0,410	0,414	0,417
OPEB Current Payment	8,830	(6,283)	-	-	-	-
Pensions	(4,558)	0,174	0,175	0,173	0,173	0,171
Other Fringe Benefits	8,814	(2,258)	0,187	0,189	0,171	0,172
GASB Account	(3,948)	(4,317)	(5,317)	(6,317)	(6,317)	(6,317)
Reimbursable Overhead	0,214	-	-	-	-	-
Total Labor Expenditures	\$23,979	(\$33,862)	(\$10,586)	(\$3,572)	(\$3,548)	(\$3,530)
<u>Non-Labor:</u>						
Electric Power	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Fuel	13,293	(8,165)	-	-	-	-
Insurance	5,463	(17,244)	-	-	-	-
Claims	20,293	3,165	4,000	3,000	4,000	4,000
Maintenance and Other Operating Contracts	7,847	(3,282)	-	-	-	-
Professional Service Contracts	1,099	(2,000)	-	-	-	-
Materials & Supplies	6,834	(8,525)	-	-	-	-
Other Business Expenditures	2,654	(1,337)	-	-	-	-
Total Non-Labor Expenditures	\$57,483	(\$37,388)	\$4,000	\$3,000	\$4,000	\$4,000
<u>Other Expenditures Adjustments:</u>						
Other	(0,010)	-	-	-	-	-
Total Other Expenditures Adjustments	(\$0,010)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<u>Gap Closing Actions:</u>						
Total Gap Closing Actions	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Cash Conversion Adjustments before Depreciation	\$79,434	(\$66,122)	(\$1,995)	\$4,148	\$5,305	\$5,559
Depreciation Adjustment	\$40,457	\$42,235	\$42,235	\$42,235	\$42,235	\$42,235
OPEB Obligation	96,073	55,415	56,296	56,919	57,663	58,264
Environmental Remediation	2,015	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$217,979	\$31,528	\$96,535	\$103,302	\$105,203	\$106,058

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Ridership/(Utilization)
(In millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>RIDERSHIP</u>						
Fixed Route	120.227	121.495	121.277	121.917	122.658	123.318
Baseline Total Ridership	120.227	121.495	121.277	121.917	122.658	123.318
<u>FAREBOX REVENUE</u>						
Fixed Route	\$179.042	\$182.270	\$182.951	\$184.186	\$185.285	\$186.280
Baseline Total Revenue	\$179.042	\$182.270	\$182.951	\$184.186	\$185.285	\$186.280

MTA BUS COMPANY
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
OTPS	-	3.000	-	3.000	-	3.000	-	3.200	-	3.200
Subtotal Other	-	3.000	-	3.000	-	3.000	-	3.200	-	3.200
Agency Submission	-	\$3.000	-	\$3.000	-	\$3.000	-	\$3.200	-	\$3.200

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Office of the EVP	4	4	3	3	3	3
Human Resources	7	6	6	6	6	6
Office of Management and Budget	16	14	14	14	14	14
Technology & Information Services	20	17	17	17	17	17
Materiel	20	19	19	19	19	19
Controller	33	15	15	15	15	15
Office of the President	10	6	6	6	6	6
System Safety Administration	1	5	5	5	5	5
Law	19	21	24	24	24	24
Corporate Communications	2	2	2	2	2	2
Strategic Office	0	8	8	8	8	8
Labor Relations	0	4	4	4	4	4
Non Departmental	-	61	63	68	71	63
Total Administration	132	182	186	191	194	186
Operations						
Buses	2,085	2,058	2,094	2,094	2,094	2,094
Office of the Executive Vice President, Regional	1	1	1	1	1	1
Safety & Training	40	21	21	21	21	21
Road Operations	119	117	117	117	117	117
Transportation Support	16	20	20	20	20	20
Operations Planning	23	30	31	31	31	31
Revenue Control	21	21	21	21	21	21
Total Operations	2,305	2,268	2,305	2,305	2,305	2,305
Maintenance						
Buses	722	738	732	732	732	732
Maintenance Support/CMF	148	156	166	150	215	228
Facilities	39	72	72	72	72	72
Supply Logistics	83	85	86	86	86	86
Total Maintenance	992	1,051	1,056	1,040	1,105	1,118
Engineering/Capital						
Capital Program Management	32	38	38	38	38	38
Public Safety						
Office of the Senior Vice President	10	14	14	14	14	14
Total Positions	3,471	3,553	3,599	3,588	3,656	3,661
Non-Reimbursable	3,424	3,489	3,535	3,524	3,592	3,597
Reimbursable	47	64	64	64	64	64
Total Full-Time	3,456	3,538	3,584	3,573	3,641	3,646
Total Full-Time Equivalents	15	15	15	15	15	15

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Managers/Supervisors	44	48	49	49	49	49
Professional, Technical, Clerical	88	73	74	74	74	74
Operational Hourlies	-	61	63	68	71	63
Total Administration	132	182	186	191	194	186
Operations						
Managers/Supervisors	296	300	303	303	303	303
Professional, Technical, Clerical	46	50	50	50	50	50
Operational Hourlies	1,963	1,918	1,952	1,952	1,952	1,952
Total Operations	2,305	2,268	2,305	2,305	2,305	2,305
Maintenance						
Managers/Supervisors	184	199	201	201	201	201
Professional, Technical, Clerical	13	13	14	14	14	14
Operational Hourlies	795	839	841	825	890	903
Total Maintenance	992	1,051	1,056	1,040	1,105	1,118
Engineering/Capital						
Managers/Supervisors	18	22	22	22	22	22
Professional, Technical, Clerical	14	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	32	38	38	38	38	38
Public Safety						
Managers/Supervisors	5	11	11	11	11	11
Professional, Technical, Clerical	4	3	3	3	3	3
Operational Hourlies	1	-	-	-	-	-
Total Public Safety	10	14	14	14	14	14
Total Positions						
Managers/Supervisors	547	580	586	586	586	586
Professional, Technical, Clerical	165	155	157	157	157	157
Operational Hourlies	2,759	2,818	2,856	2,845	2,913	2,918
Total Baseline Positions	3,471	3,553	3,599	3,588	3,656	3,661



SPECIAL REPORTS AND PRESENTATIONS: EEO & DIVERSITY REPORT

- WORKFORCE, NEW HIRES & COMPLAINTS**
- EFFORTS TO ADDRESS UNDERUTILIZATION**

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MTA Bus' Equal Employment Opportunity and Diversity efforts as well as efforts the Agency has undertaken to address the underutilization of minorities and women.

3rd Quarter 2012 EEO Report
 AGENCY NAME: MTA Bus Company

WORKFORCE UTILIZATION ANALYSIS*
AS OF SEPTEMBER 30, 2012

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	18.0%	10.0%	No	14.0%	26.5%	Yes	11.0%	12.6%	Yes	3.0%	4.6%	Yes	0.0%	0.0%	Yes	0.0%	0.2%	Yes	1.0%	3.2%	Yes
Professionals	34.0%	49.5%	Yes	10.0%	26.6%	Yes	5.0%	11.0%	Yes	5.0%	19.3%	Yes	0.1%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	3.7%	Yes
Technicians	24.0%	54.5%	Yes	7.0%	18.2%	Yes	6.0%	9.0%	Yes	14.0%	0.0%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No
Protective Services	15.0%	0.0%	No	33.0%	50.0%	Yes	15.0%	0.0%	No	3.0%	0.0%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	3.0%	16.7%	Yes
Paraprofessionals	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Administrative Support	60.0%	53.3%	No	21.0%	32.6%	Yes	19.0%	13.0%	No	7.0%	6.5%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	3.0%	5.4%	Yes
Skilled Craft	2.0%	0.9%	No	21.0%	26.8%	Yes	25.0%	12.8%	No	6.0%	8.9%	Yes	0.0%	0.2%	Yes	0.0%	1.5%	Yes	6.0%	3.4%	No
Service Maintenance	10.0%	12.3%	Yes	26.0%	50.0%	Yes	26.0%	20.4%	No	7.0%	4.5%	No	0.0%	0.0%	Yes	0.0%	0.2%	Yes	2.0%	2.7%	Yes

* The Agency has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the Agency's September 30, 2012 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

- Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

3rd Quarter 2012 EEO Report

AGENCY NAME: MTA Bus Company

NEW HIRES AS OF SEPTEMBER 30, 2012

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NH/PI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	24	3	12.5%	3	12.5%	3	12.5%	0	0.0%	0	0.0%	0	0.0%	4	16.7%
Professionals	17	8	47.1%	3	17.6%	2	11.8%	2	11.8%	0	0.0%	0	0.0%	1	5.9%
Technicians	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	6	4	66.7%	2	33.3%	1	16.7%	0	0.0%	0	0.0%	0	0.0%	1	16.7%
Skilled Craft	22	0	0.0%	7	31.8%	0	0.0%	3	13.6%	0	0.0%	0	0.0%	0	0.0%
Service Maintenance	269	39	14.5%	142	52.8%	63	23.4%	32	11.9%	0	0.0%	0	0.0%	10	3.7%
Total	339	54	15.9%	157	46.3%	69	20.4%	37	10.9%	0	0.0%	0	0.0%	16	4.7%

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

3rd Quarter 2012 EEO Report

AGENCY NAME: MTA Bus Company

EEO AND TITLE VI COMPLAINTS AS OF SEPTEMBER 30, 2012

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	10	4	0	0	0	2	0	0	16	16	10
External Complaints	2	3	0	0	0	0	0	0	5	5	3
Internal Complaints	8	1	0	0	0	2	0	0	11	11	7

Category	Race	National Origin	Color	Total Issues ²	Total Cases	Status (#Open)
Title VI	6	5	1	12	7	4

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

² In some instances a single complaint may involve two or more categories.

2012 THIRD QUARTER EEO REPORT

MTA New York City Transit and MTA Bus Company

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

Targeted Recruitment and Outreach Efforts

NYCT and MTA Bus Company strategically plan our recruitment and sourcing efforts to ensure that information about employment opportunities and upcoming civil service examinations are broadly advertised throughout the five boroughs of New York City. Our multi-faceted marketing approach includes, but is not limited to, the following:

- Utilizing social media channels such as Facebook, Twitter, etc.;
- Placing advertisement of examinations and employment information in subway cars and on buses;
- Distributing examination schedules via MetroCard sales van;
- Attending job fairs and community outreach events;
- Transmitting email blasts about employment opportunities to veteran organizations, not-for-profit entities, and community-based groups; and
- Provide resume and interview skills workshops to targeted groups, such as returning veterans.

Upward Mobility Programs and Special Initiatives

To supplement our recruitment and outreach efforts, we have implemented initiatives designed to promote the professional development of current employees, particularly those considered "underutilized," and to create a pipeline and career track for prospective new hires. Examples of these programs and initiatives include:

- The Division of Materiel's Mentoring Program targets employees who demonstrate strong leadership skills and have a keen desire for career advancement.
- An enhanced interview process in place at NYCT Department of Buses and MTA Bus Company. Bus operations provide all candidates with informal career development plans, regardless of whether they are invited for an interview or ultimately selected for a position.

Program Monitoring

The Office of EEO, in partnership with the Division of Human Resources, ensures that utilization targets for women and minorities in particular job categories based on estimated availability and internal workforce numbers are known before vacancies, discretionary hires, and promotions are posted.

The Office of EEO provides utilization targets to departments on a quarterly basis.

As part of the Office of EEO and Division of Human Resources' monitoring of the selection process, we ensure that women and minority group members are included as interviewers.

The Office of EEO must approve all discretionary hires and promotions. For the MTA Bus Company, the MTA Department of Diversity and Civil Rights approves discretionary hires, promotions, and provides utilization targets.