



Metropolitan Transportation Authority

MTA Bus Operations Committee Meeting

November 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

November 26, 2012, 11:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

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**Minutes of Regular Meeting
MTA Bus Operations Committee
September 24, 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. Mark D. Lebow
Hon. Mark Page
Hon. Mitch Pally
Hon. Carl Wortendyke

The following MTA Bus Operations Committee members did not attend:

Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. David A. Paterson
Hon. Ed Watt

Also present: Darryl Irick, Tom Del Sorbo, John Kivlehan, Steve Vidal, Thomas Charles, Norman Silverman, Henry Sullivan, Craig Cipriano, 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 July 23, 2012.

Work Plan

There is one change to the Work Plan this month. The prior Work Plan called for an Equal Employment Opportunity and Diversity Report on efforts to address underutilization to be presented at this meeting. To remain consistent with the other MTA agencies, the EEO information will be reported during the October meeting.

Operations Report

John Kivlehan reported for the month of July 2012 combined bus MDBF was 4,019 miles, or 44% greater when compared to July 2011.

Performance over a rolling 12-month period showed a combined MDBF of 4,001 miles, or an improvement of almost 19% when compared to the prior 12-month period. These are the highest July results ever achieved by Bus Operations and can be attributed to the maintenance programs first implemented in late 2011 that were designed to improve fleet reliability.

For the month of July, AM & PM peak pullouts were 99.5% and 99.8%, respectively. Completed trips were 99%. When viewing performance over a rolling 12-month period, AM & PM pullouts were 99% and 99.4%, improvements of 0.3% and 0.2%, respectively. The percentage of completed trips was 98.5%, an improvement of 0.5%.

Safety Performance

Steve Vidal reported that the 12-month rate for Combined Bus Collisions per Million Miles Traveled through July 2012 is 5.8% lower than the prior 12-month period. The 12-month Collision Injuries per Million Miles rate is up marginally at 0.6 %.

Customer accidents and customer accident injuries continue to increase on a 12-month basis. However, both these indicators have significantly improved since the July report. The increase in customer accidents is now at 12.4%. The increase in customer accident injuries is now at 12.2 %. Over the long term, the Bus Accident Safety Improvement Coordination System (BASICS) and customer awareness measures established earlier should continue to yield results.

The 12-month average rate for Employee On-Duty Lost-Time Accidents is 4.1% lower. To maintain this improvement, an oversight working group will continue to focus on top-down investigations of each injury, increased safety awareness, as well as identifying root causes to reduce the number of injuries.

Paratransit

Tom Charles reported for July 2012, Access-A-Ride paratransit ridership was up 5.9% compared to July 2011 levels. Access-A-Ride 12-month ridership levels were up by 4.6%. Over the 12-month period ending July 2012, there was virtually no change in the monthly average of Access-A-Ride Requests for Service. Passenger no-shows for July declined by 17.8%, continuing the favorable trend in this area.

In July 2012, Access-A-Ride began rolling out its Interactive Voice Response, or IVR system. The first feature of this system introduced to customers notifies them when a paratransit

vehicle is about to arrive. Approximately 15 minutes before the vehicle pulls up, an automated message is sent to the customer via telephone, SMS text and e-mail. There are 4,000 customers using this service now and it should be available to all Access-A-Ride users during the fall. By spring 2013, Access-A-Ride will offer customers direct access by phone or Web to conduct transactions and obtain information that once required the assistance of call center agents.

Ridership

Tom Del Sorbo reported for July 2012 overall average weekday ridership decreased by 0.7% when compared to July 2011. MTA Bus average weekday ridership rose by 0.4% in July 2012 as compared to the prior July. However, NYCT Bus decreased by 0.9% for the same period.

Average weekend ridership in July was down at NYCT Bus by 2.8% but increased at MTA Bus by 1.2%, resulting in an overall combined reduction of 2.3%. Express bus ridership on weekdays increased at NYCT Bus by 2.7% in July, and declined by 1.3% at MTA Bus, resulting in an overall combined improvement of 0.9%.

Preliminary data for August 2012 indicates that average weekday ridership levels were up 4.1% for MTA Bus, and 2.4% for NYCT Bus. It is important to note that August 2011 ridership was adversely affected by Hurricane Irene and the unprecedented shutdown of service in the region.

Finance Report

Tom Del Sorbo reported year-to-date July 2012 farebox revenues are lower by 0.3% than the midyear forecast for NYCT Bus and MTA Bus. Overall, fixed route farebox revenues are \$1.8 million, or 0.3%, lower than forecast through July 2012. Beginning with this month's committee reports, agencies are now reporting results against the midyear forecast from the July Financial Plan.

On the expense side, Bus Operations July 2012 year-to-date non-reimbursable accrued expenses reflect a favorable variance of 1.4% or \$21.6 million, as NYCT Bus is favorable by \$21.3 million and MTA Bus by \$0.3 million. Performance against forecast is a combination of favorable non-labor expenses of \$33.3 million partially offset by unfavorable labor expenses of \$11.7 million. The favorable \$33.3 million non-Labor variance is primarily due to the use of lower cost taxis and vouchers for paratransit service contracts, the timing of maintenance and other operating contracts, favorable fuel costs and the timing of maintenance materials spending. Labor expenses, which were unfavorable by \$11.7 million, resulted largely from overtime costs and related fringe benefit expenses due to the bus maintenance efforts that reversed the negative MDBF trend, as well as bus operator vacancies and traffic delays..

The 2012 mid-year forecast and monthly allocation for MTA bus was noted as included in the committee book. Similar data for NYCT Bus is contained in the NYCT committee book.

Overtime Summary

Tom Del Sorbo provided a second quarter update on non-reimbursable overtime performance. Year-to-date through July 2012, Bus Operations combined non-reimbursable overtime (NYCT

Bus and MTA Bus) was \$10.6 million or 9.7% higher than the midyear forecast of approximately \$109.5 million. This reflects both scheduled and unscheduled overtime.

The main driver for the unfavorable results was \$3.7 million spent to support the maintenance effort begun in late 2011 to improve fleet reliability and reverse the negative MDBF trend. This investment has improved bus MDBF over last year's performance after more than a year-long decline. In addition, to avoid losing the MDBF improvements during the summer months, a preventive bus maintenance effort was initiated and this contributed more than \$1 million to overtime costs in July. Bus operator vacancies and traffic delays accounted for the remainder of the overtime overrun. To alleviate bus operator staffing shortages resulting in overtime, classes of newly hired bus operators have been scheduled through December, with approximately 440 operators hired year to date.

Procurements

Tom Del Sorbo reported that there are five procurement actions this month totaling \$10.7 million; two non-competitive, two competitive and one ratification. Two of the procurements were discussed.

The first was a request for Board approval to issue a competitive RFP to obtain up to 285 diesel express buses with an option to purchase an additional 15 buses. It is anticipated that there will be two bus manufacturers approved to create a competitive environment. After the RFP process, NYCT intends to obtain Board approval for the actual contract award. The 285 Over-the-Road Diesel Express buses will replace aging buses that have reached the end of their 12-year useful life.

The second procurement is for a contract to conduct a pilot to test a Traffic Signal Priority (TSP) system on the M15 Select Bus Service route. The pilot will consist of approximately 58 buses operating primarily on First and Second Avenues in Manhattan from the Battery to 126th Street.

Working in conjunction with the NYC Department of Transportation, the Department of Buses is seeking to extend green signal lights to improve bus service by using traffic signal controllers along the M15 route. The goal of the pilot is to determine if utilizing the TSP system improves on-time consistency, reduces travel time and increases fuel economy because buses are starting and stopping less for red lights.

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 are two service change items this month, one for MTA Bus and one for NYCT Bus. The first item refers to regular MTA Bus Schedule Changes for implementation in September 2012.

These planned changes encompass 17 schedule adjustments. Eleven of the changes contain reductions in service frequencies to more closely align service with customer demand while also meeting MTA loading guidelines. The remaining six changes contain increases in frequency, and/or spans of service, to better meet customer usage. These schedule changes are estimated to bring an annualized savings of \$1.2 million.

The second item is a NYCT Bus revision to modify the eastbound path of the M60 local bus in Jackson Heights in order to avoid a difficult turning movement. No bus stops will be affected by this reroute.

PES Summary

Norman Silverman reported on the initial MTA Bus Passenger Environment Survey (PES) results. Since data collection started in May 2012, the first half results are based on only a two month sample. Because this is the first such survey for MTA Bus, there is no prior data for comparison. The report for the second half of 2012, scheduled for February 2013, will incorporate a full six months of data along with comparisons to prior periods

The bi-annual PES report results for NYCT Bus for the first half of 2012 were also presented. Of the 38 passenger environment indicators covering both local and express bus services, 34 of the 38 remained unchanged, three declined and one indicator improved. Bus Wait Assessment showed an overall improvement in the first half of 2012, rising to 82.6% from 81.6% as compared to the same period for 2011.

Customer Satisfaction Survey

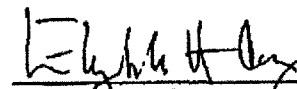
Norman Silverman reported on the 2012 Customer Satisfaction Survey covering local bus service for NYCT Bus and MTA Bus. The survey rating for overall local bus service remained essentially the same in 2012 compared to 2011. However, the results were decidedly higher than 2010 satisfaction levels. The survey results did indicate some decreases from 2011 on the perception of bus speed and the availability of information about bus service.

For the first time, the survey included questions related to the utilization of Bus Time on Staten Island. The results strongly indicate a much higher level of satisfaction with overall bus service among riders whom obtain MTA Bus Time information en route to the bus stop as opposed to the satisfaction levels among all other survey respondents.

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

November 2012

Public Comment/2013 Preliminary Budget	Finance
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December 2012

2013 Proposed Final MTA Bus Budget	Finance
2013 Proposed Final NYC Transit-Bus Budget (information only)	Finance

EEO & Diversity Report – Efforts to Address Underutilization/ Workforce, New Hires & Complaints	Human Resources
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MTA Bus Operations Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

MTA Bus Operations Committee Work Plan

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

Operations Performance Summary

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

Procurements

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

Service Changes

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

Tariff Changes

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

November 2012

2013 Preliminary Budget

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

December 2012

2013 Final Proposed Budget for MTA Bus

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

2013 Final Proposed Budget for NYC Transit-Bus

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

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 September 2012 are shown below

MDBF	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	5,146	3,140	63.9%	4,341	3,307	31.2%
NYCT Bus	4,949	3,144	57.4%	4,203	3,305	27.2%
MTA Bus	5,917	3,125	89.3%	4,849	3,314	46.3%
MDBSI	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,868	2,109	36.0%	2,498	2,121	17.8%
NYCT Bus	2,809	2,031	38.3%	2,447	2,013	21.6%
MTA Bus	3,078	2,398	28.3%	2,675	2,563	4.4%
Buses <= 2 years	September % 2 Years or Newer			September # of Buses 2 Years or Newer		
	This Year	Last Year		This Year	Last Year	
Regional	16%	11%		891	594	
NYCT Bus	18%	12%		768	538	
MTA Bus	10%	5%		123	56	
Buses >= 12 years	September % 12 years or Older			September # of Buses 12 Years or Older		
	This Year	Last Year		This Year	Last Year	
Regional	27%	33%		1,500	1,853	
NYCT Bus	29%	35%		1,257	1,505	
MTA Bus	19%	28%		243	348	
Fleet age	September - Avg Fleet Age					
	This Year	Last Year				
Regional	7.47	8.39				
NYCT Bus	7.58	8.69				
MTA Bus	7.07	7.34				
MDBF by Fleet Age	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year		
12 Years or Older	3,362	2,339	43.7%	3,042		
3 to 11 Years Old	5,470	3,211	70.3%	5,052		
2 Years or Newer	10,114	7,265	39.2%	8,698		

Reliability

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 September 2012 are shown below

		Sep-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Service	AM Pull Out						
	Regional	99.69%	98.96%	0.7%	99.14%	98.63%	0.5%
	NYCT Bus	99.74%	98.95%	0.8%	99.23%	98.76%	0.5%
	MTA Bus	99.48%	98.99%	0.5%	98.84%	98.14%	0.7%
	PM Pull Out						
	Regional	99.89%	99.40%	0.5%	99.51%	99.22%	0.3%
	NYCT Bus	99.90%	99.47%	0.4%	99.57%	99.37%	0.2%
	MTA Bus	99.85%	99.17%	0.7%	99.29%	98.67%	0.6%
	% of Trips Completed						
	Regional	99.24%	98.24%	1.0%	98.67%	97.94%	0.7%
NYCT Bus	99.25%	98.27%	1.0%	98.71%	98.06%	0.7%	
MTA Bus	99.17%	98.14%	1.0%	98.48%	97.45%	1.1%	

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 September 2012 are shown below

Customer and Employee Safety

Collisions per million miles	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	45.07	47.94	-6.0%	44.86	47.78	-6.1%
NYCT Bus	46.10	45.89	0.4%	45.93	47.55	-3.4%
MTA Bus	41.72	54.32	-23.2%	41.42	48.54	-14.7%
Collision Injuries per million miles	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	8.13	6.43	26.4%	6.30	6.71	-6.1%
NYCT Bus	6.40	7.01	-8.7%	6.71	7.29	-7.9%
MTA Bus	13.79	4.64	197.4%	4.99	4.84	3.1%
Customer Accidents per million Customers	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	1.14	1.29	-11.7%	1.18	1.11	6.5%
NYCT Bus	1.07	1.13	-5.2%	1.13	1.06	7.0%
MTA Bus	1.50	2.17	-30.7%	1.45	1.40	3.9%
Customer Accident Injuries per million Customers	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	1.15	1.29	-10.5%	1.22	1.14	6.8%
NYCT Bus	1.09	1.08	1.1%	1.17	1.09	7.3%
MTA Bus	1.50	2.46	-39.0%	1.47	1.41	4.4%
Lost time Accidents Per 100 Employees	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	4.72	6.74	-30.0%	6.14	6.38	-3.7%
NYCT Bus	4.24	5.86	-27.6%	5.63	5.72	-1.6%
MTA Bus	6.63	10.47	-36.7%	8.25	9.19	-10.2%

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 September 2012 are shown below

Fixed Route Ridership and Revenue

Total Ridership	Sep-12			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	65,165,765	66,890,045	-2.6%	793,682,460	785,675,725	1.0%
NYCT Bus	55,187,634	56,742,629	-2.7%	672,481,820	667,674,320	0.7%
MTA Bus	9,978,131	10,147,416	-1.7%	121,200,640	118,001,405	2.7%
Total Farebox Revenue	Sep-12			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	87,795,245	92,291,551	-4.9%	1,059,665,686	1,029,813,804	2.9%
NYCT Bus	73,044,840	76,515,327	-4.5%	876,591,113	854,608,721	2.6%
MTA Bus	14,750,405	15,776,224	-6.5%	183,074,573	175,205,083	4.5%
Average Weekday Ridership	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,639,877	2,603,468	1.4%	2,547,937	2,527,153	0.8%
NYCT Bus	2,227,658	2,200,250	1.2%	2,151,794	2,139,538	0.6%
MTA Bus	412,219	403,218	2.2%	396,143	387,615	2.2%
Average Weekend Ridership	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,764,272	2,764,869	0.0%	2,667,034	2,624,899	1.6%
NYCT Bus	2,368,842	2,385,628	-0.7%	2,292,205	2,268,956	1.0%
MTA Bus	395,429	379,241	4.3%	374,829	355,943	5.3%
Average Weekday Local Ridership	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	2,561,521	2,527,123	1.4%	2,471,353	2,452,199	0.8%
NYCT Bus	2,183,548	2,157,894	1.2%	2,109,234	2,098,469	0.5%
MTA Bus	377,972	369,228	2.4%	362,119	353,730	2.4%
Average Weekday Express Ridership	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	78,357	76,345	2.6%	76,584	74,954	2.2%
NYCT Bus	44,110	42,356	4.1%	42,560	41,070	3.6%
MTA Bus	34,246	33,989	0.8%	34,025	33,884	0.4%
Average Fare	Local Bus Sep-12			Express Bus Sep-12		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Regional	\$1.38	\$1.40	-1.2%	\$4.62	\$4.62	0.1%
NYCT Bus	\$1.38	\$1.39	-1.2%	\$4.63	\$4.63	0.0%
MTA Bus	\$1.39	\$1.41	-0.9%	\$4.61	\$4.60	0.1%

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 September 2012 are shown below

	Sep-12			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year*	% Change
Paratransit Ridership						
Access-A-Ride (NYCT)	759,961	747,636	1.6%	9,478,444	8,873,400	6.8%
	Sep-12			12-Mon Total		
	This Year	Last Year	% Change	This Year	Last Year*	% Change
Paratransit Revenue						
Access-A-Ride (NYCT)	1,247,954	1,219,043	2.4%	15,331,494	14,263,113	7.5%
	Sep-12			12-Mon Avg		
	This Year	Last Year	% Change	This Year	Last Year*	% Change
Access-A-Ride (NYCT)						
% 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, 2011 to noon on Monday, August 29, 2011. Nonetheless, during this time period Access-A-Ride worked with the New York City Office of

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.

MTA REGIONAL BUS OPERATIONS PERFORMANCE SUMMARY - FIXED ROUTE

NYCT Bus, MTA Bus

Statistical results for the month of August 2012 are shown below

Reliability	MDBF		Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change	
	Regional	4,606	3,024	52.3%	4,157	3,341	24.4%	
	NYCT Bus	4,437	2,986	48.6%	4,043	3,339	21.1%	
	MTA Bus	5,224	3,149	65.9%	4,572	3,346	36.6%	
	MDBSI		Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change	
	Regional	2,672	2,039	31.0%	2,436	2,134	14.1%	
	NYCT Bus	2,588	1,899	36.3%	2,383	2,024	17.7%	
	MTA Bus	2,970	2,647	12.2%	2,623	2,589	1.3%	
Buses <= 2 years		August % 2 Years or Newer			August # of Buses 2 Years or Newer			
	This Year	Last Year		This Year	Last Year			
Regional	14%	10%		807	555			
NYCT Bus	16%	11%		684	498			
MTA Bus	10%	5%		123	57			
Buses >= 12 years		August % 12 years or Older			August # of Buses 12 Years or Older			
	This Year	Last Year		This Year	Last Year			
Regional	29%	34%		1,659	1,891			
NYCT Bus	32%	35%		1,392	1,538			
MTA Bus	21%	28%		267	353			
Fleet age		August - Avg Fleet Age						
	This Year	Last Year						
Regional	7.75	8.05						
NYCT Bus	7.89	8.81						
MTA Bus	7.27	7.34						
MDBF by Fleet Age		Aug-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year				
12 Years or Older	2,802	2,346	19.4%	2,927				
3 to 11 Years Old	5,220	2,788	87.2%	4,758				
2 Years or Newer	9,296	6,369	46.0%	8,572				

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 August 2012 are shown below

Service	AM Pull Out	Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	99.63%	98.79%	0.8%	99.08%	98.64%	0.4%
	NYCT Bus	99.72%	98.75%	1.0%	99.16%	98.80%	0.4%
	MTA Bus	99.32%	98.95%	0.4%	98.80%	98.08%	0.7%
	PM Pull Out	Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	99.86%	99.31%	0.6%	99.47%	99.22%	0.3%
	NYCT Bus	99.88%	99.43%	0.4%	99.54%	99.39%	0.1%
	MTA Bus	99.79%	98.89%	0.9%	99.24%	98.62%	0.6%
	% of Trips Completed	Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	99.15%	97.99%	1.2%	98.59%	97.97%	0.6%
	NYCT Bus	99.20%	98.03%	1.2%	98.63%	98.10%	0.5%
	MTA Bus	98.99%	97.86%	1.2%	98.40%	97.44%	1.0%

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 August 2012 are shown below

Customer and Employee Safety	Collisions per million miles		Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change	
	Regional	46.81	44.12	6.1%	45.10	47.66	-5.4%	
	NYCT Bus	48.04	46.42	3.5%	45.91	47.47	-3.3%	
	MTA Bus	42.97	36.94	16.3%	42.48	48.31	-12.1%	
	Collision Injuries per million miles		Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change	
	Regional	3.19	10.44	-69.4%	6.17	6.73	-8.4%	
	NYCT Bus	4.01	12.62	-68.2%	6.76	7.34	-7.9%	
	MTA Bus	0.64	3.66	-82.5%	4.27	4.76	-10.4%	
	Customer Accidents per million Customers		Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change	
	Regional	1.05	1.35	-22.2%	1.19	1.09	9.3%	
	NYCT Bus	0.98	1.35	-27.4%	1.13	1.05	8.3%	
	MTA Bus	1.41	1.32	7.1%	1.51	1.33	13.4%	
	Customer Accident Injuries per million Customers		Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change	
	Regional	1.10	1.36	-19.7%	1.23	1.12	9.3%	
	NYCT Bus	1.02	1.37	-25.7%	1.17	1.09	7.3%	
	MTA Bus	1.51	1.32	14.8%	1.55	1.30	18.8%	
Lost time Accidents Per 100 Employees		Aug-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change		
Regional	6.99	5.81	20.3%	6.21	6.27	-0.9%		
NYCT Bus	6.23	5.20	19.8%	5.67	5.64	0.5%		
MTA Bus	10.06	8.41	19.7%	8.46	8.95	-5.5%		

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 August 2012 are shown below

Fixed Route Ridership and Revenue	Total Ridership	Aug-12			12-Mon Total		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	63,908,253	59,397,530	7.6%	795,406,740	787,858,760	1.0%
	NYCT Bus	53,981,834	50,284,616	7.4%	674,036,815	669,781,436	0.6%
	MTA Bus	9,926,419	9,112,914	8.9%	121,369,925	118,077,324	2.8%
	Total Farebox Revenue	Aug-12			12-Mon Total		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	92,362,823	86,639,560	6.6%	1,064,161,992	1,023,248,192	4.0%
	NYCT Bus	76,097,526	71,084,224	7.1%	880,061,600	849,539,205	3.6%
	MTA Bus	16,265,097	15,555,336	4.6%	184,100,392	173,708,987	6.0%
	Average Weekday Ridership	Aug-12			12-Mon Avg		
		This Year	Last Year	% Change	This Year	Last Year	% Change
	Regional	2,303,124	2,244,316	2.6%	2,545,549	2,533,851	0.5%
	NYCT Bus	1,939,249	1,894,630	2.4%	2,150,021	2,146,045	0.2%
	MTA Bus	363,875	349,686	4.1%	395,528	387,806	2.0%
Average Weekend Ridership	Aug-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	2,727,885	1,941,843	40.5%	2,665,114	2,632,223	1.2%	
NYCT Bus	2,338,558	1,674,308	39.7%	2,291,962	2,276,152	0.7%	
MTA Bus	389,326	267,535	45.5%	373,152	356,071	4.8%	
Average Weekday Local Ridership	Aug-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	2,229,488	2,171,115	2.7%	2,469,116	2,458,834	0.4%	
NYCT Bus	1,898,745	1,854,891	2.4%	2,107,593	2,104,996	0.1%	
MTA Bus	330,743	316,224	4.6%	361,523	353,838	2.2%	
Average Weekday Express Ridership	Aug-12			12-Mon Avg			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	73,636	73,201	0.6%	76,433	75,017	1.9%	
NYCT Bus	40,504	39,739	1.9%	42,427	41,049	3.4%	
MTA Bus	33,132	33,462	-1.0%	34,005	33,968	0.1%	
Average Fare	Local Bus Aug-12			Express Bus Aug-12			
	This Year	Last Year	% Change	This Year	Last Year	% Change	
Regional	\$1.37	\$1.39	-1.5%	\$4.63	\$4.62	0.1%	
NYCT Bus	\$1.37	\$1.39	-1.5%	\$4.64	\$4.64	0.0%	
MTA Bus	\$1.39	\$1.41	-1.5%	\$4.61	\$4.61	0.2%	

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 August 2012 are shown below

Paratransit Ridership, Revenue and Service	Aug-12			12-Mon Total		
	This Year	Last Year	% Change	This Year*	Last Year	% Change
	Paratransit Ridership					
Access-A-Ride (NYCT)	807,738	705,151	14.5%	9,466,119	8,884,927	6.5%
Aug-12			12-Mon Total			
This Year	Last Year	% Change	This Year*	Last Year	% Change	
Paratransit Revenue						
Access-A-Ride (NYCT)	1,286,504	1,097,537	17.2%	15,302,583	14,334,776	6.8%
Aug-12			12-Mon Avg			
This Year	Last Year	% Change	This Year*	Last Year	% Change	
Access-A-Ride (NYCT)						
% of Trips Completed	94.43%	93.88%	0.6%	94.40%	93.09%	1.4%
Trips Requested	677,312	611,198	10.8%	670,645	660,229	1.6%
Trips Scheduled	613,179	545,224	12.5%	607,596	587,083	3.5%
Trips Completed	579,020	511,876	13.1%	573,582	546,541	4.9%
Early Cancellations as a Percentage of Trips Requested	8.78%	9.95%	-11.7%	8.68%	10.07%	-13.8%
Late Cancellations as a Percentage of Trips Scheduled	3.74%	3.69%	1.2%	3.60%	3.80%	-5.2%
No-Shows (Customer) as a Percentage of Trips Scheduled	1.54%	2.12%	-27.4%	1.68%	2.50%	-32.9%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.30%	0.31%	-2.8%	0.32%	0.61%	-47.5%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.69%	0.84%	-18.9%	0.72%	0.75%	-3.9%
New Applications Received	3,341	2,573	29.8%	2,740	2,672	2.5%

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

Definitions

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

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

	September 2012			September YTD 2012		
	Forecast	Actual	Variance Better/(Worse) (%)	Forecast	Actual	Variance Better/(Worse) (%)
Ridership:						
MTA Bus						
Fixed Route	10,098	9,978	(0.120)	90,854	90,513	(0.341)
NYCT / DOB						
Fixed Route	57,623	55,188	(2,435)	505,777	502,036	(3,741)
Paratransit	0,863	0,760	(0,103)	7,539	7,163	(0,376)
Total NYCT	58,486	55,948	(2,538)	513,316	509,199	(4,117)
Regional Bus Ridership						
Fixed Route	67,721	65,166	(2,555)	596,631	592,549	(4,082)
Paratransit	0,863	0,760	(0,103)	7,539	7,163	(0,376)
Total NYCT	68,584	65,926	(2,658)	604,170	599,712	(4,458)
Farebox:						
MTA Bus						
Fixed Route	\$ 14,966	\$ 14,750	\$ (0,216)	\$ 137,528	\$ 137,153	\$ (0,375)
NYCT / DOB						
Fixed Route	\$ 75,828	\$ 73,045	\$ (2,783)	\$ 663,291	\$ 658,828	\$ (4,463)
Paratransit	1,451	1,248	(0,203)	12,267	11,406	(0,861)
Total NYCT	\$ 77,279	\$ 74,293	\$ (2,986)	\$ 675,558	\$ 670,234	\$ (5,324)
Total Regional Bus Farebox						
Fixed Route	\$ 90,794	\$ 87,795	\$ (2,999)	\$ 800,819	\$ 795,981	\$ (4,838)
Paratransit	1,451	1,248	(0,203)	12,267	11,406	(0,861)
Total	\$ 92,245	\$ 89,043	\$ (3,202)	\$ 813,086	\$ 807,388	\$ (5,698)

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

	Variance		
	Forecast	Actual	Better/(Worse) (%)
MTA Bus	\$ 398,019	\$ 396,459	1,560 0.4%
NYCT / DOB	1,629,896	1,610,407	19,489 1.2%
Total	\$ 2,027,915	\$ 2,006,866	\$ 21,049 1.0%

TABLE 1

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
 September 2012
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable		(Unfavorable)		Favorable		(Unfavorable)		Favorable		(Unfavorable)	
	Actual	Percent	Variance	Percent	Actual	Percent	Variance	Percent	Actual	Percent	Variance	Percent
Revenue												
Revenue	\$ 14,000		\$ 14,750	(0.216)	\$ -		\$ -		\$ 14,000		\$ 14,750	(0.216)
Other Operating Income	1,357	15.8	1,571	0.214	-	-	0.617	(0.352)	1,357	15.8	1,571	0.214
Capital and Other Reimbursements	-	-	-	-	0.969	0.001	0.817	(0.352)	0.969	0.001	0.817	(0.352)
Total Revenue	\$ 15,357	15.8	\$ 16,322	(0.001)	\$ 0.969	0.001	\$ 0.817	(0.352)	\$ 15,357	15.8	\$ 16,322	(0.001)
Expenses												
Labor	\$ 17,041		\$ 18,503	(1,522)	\$ 0.870	(8.9)	\$ 0.431	0.239	\$ 17,211		\$ 18,934	(1,233)
Payroll	3,417		3,715	(0.298)	0.662	5.9	0.108	(0.014)	3,417		3,715	(0.298)
Overtime	3,538		3,330	0.208	0.062	0.9	-	-	3,538		3,330	0.208
Health and Welfare	1,078		1,218	(0.140)	0.042	12.8	0.052	(0.010)	1,078		1,218	(0.140)
OPES Current Payment	3,076		3,717	(0.641)	0.058	20.6	0.028	0.028	3,076		3,717	(0.641)
Pensions	1,852		2,043	(0.191)	-	(4.7)	-	-	1,852		2,043	(0.191)
Other Fringe Benefits	-		-	-	-	-	-	-	-		-	-
GASB Account	-		-	-	-	-	-	-	-		-	-
Reimbursable Overhead	-		-	-	0.869	(8.2)	0.817	0.243	-		-	-
Total Labor Expenses	\$ 30,103		\$ 32,584	(2,481)	\$ 0.869	(8.2)	\$ 0.817	0.243	\$ 30,103		\$ 32,584	(2,481)
Non-Labor	\$ 0.107		\$ 0.165	(0.058)	-	-	-	-	\$ 0.107		\$ 0.165	(0.058)
Electric Power	3,487		2,422	1,065	-	30.8	-	-	3,487		2,422	1,065
Fuel	1,269		1,281	(0.012)	-	(0.9)	-	-	1,269		1,281	(0.012)
Insurance	2,084		2,083	0.001	-	0.0	-	-	2,084		2,083	0.001
Claims	2,282		0,468	1,794	0.009	79.2	-	0.039	2,282		0,468	1,794
Maintenance and Other Operating Contracts	1,433		0,282	1,151	0.070	60.5	-	0.070	1,433		0,282	1,151
Professional Services Contracts	2,859		1,890	0,969	-	33.9	-	-	2,859		1,890	0,969
Materials & Supplies	0.387		0.270	0.117	-	30.2	-	-	0.387		0.270	0.117
Other Business Expenses	-		-	-	0.109	32.4	-	-	-		-	-
Total Non-Labor Expenses	\$ 12,138		\$ 8,748	\$ 4,189	\$ 0.109	32.4	\$ -	\$ 0.109	\$ 12,138		\$ 8,748	\$ 4,189
Other Expenses Adjustments:												
Other	-		-	-	-	-	-	-	-		-	-
Total Other Expenses Adjustments	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
Total Expenses before Non-Cash Liability Adjts.	\$ 42,041		\$ 41,334	\$ 1,707	\$ 4.0		\$ 0.869	\$ 0.352	\$ 42,041		\$ 41,334	\$ 1,707
Depreciation	3,304		3,839	(0.445)	-	(13.1)	-	-	3,304		3,839	(0.445)
OPES Obligation	4,831		4,818	0.013	0.3		-	-	4,831		4,818	0.013
Environmental Remediation	0.180		0.180	(0.000)	-	-	-	-	0.180		0.180	(0.000)
Total Expenses	\$ 50,356		\$ 49,350	\$ 1,116	\$ 2.2		\$ 0.869	\$ 0.352	\$ 50,356		\$ 49,350	\$ 1,116
Net Surplus/(Deficit)	\$ (4,743)		\$ (3,028)	\$ 1,114	\$ 3.2		\$ -	\$ -	\$ (4,743)		\$ (3,028)	\$ 1,114

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
September 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												
Excise Revenue	\$ 137,528	\$ 137,153	\$ (375)	(0.3)	\$ -	\$ -	\$ -	-	\$ 137,528	\$ 137,153	\$ (375)	(0.3)
Concessions	14,188	14,828	640	4.5	-	-	-	-	14,188	14,828	640	4.5
Other Operating Income	-	-	-	-	5,819	4,834	(985)	(16.8)	-	4,834	(985)	(16.8)
Capital and Other Reimbursements	-	-	-	-	5,819	4,834	(985)	(16.8)	-	4,834	(985)	(16.8)
Total Revenue	\$ 151,726	\$ 152,081	\$ 355	0.2	\$ 5,819	\$ 4,834	\$ (985)	(16.8)	\$ 157,545	\$ 156,714	\$ (831)	(0.5)
Expenses												
Labor:												
Payroll	\$ 169,892	\$ 178,448	\$ (8,556)	(4.9)	\$ 3,705	\$ 3,041	\$ (664)	(17.8)	\$ 173,597	\$ 178,489	\$ (4,892)	(2.8)
Overtime	32,831	35,503	2,672	(8.1)	-	-	-	-	32,831	35,503	2,672	(8.1)
Health and Welfare	32,112	32,487	375	(1.1)	0.775	0.775	0.000	0.0	32,867	33,242	375	(1.1)
OP&E Current Payment	11,552	11,904	352	(4.9)	-	-	-	-	11,552	11,904	352	(4.9)
Pensions	31,019	33,665	2,646	(8.3)	0.388	0.382	(0.014)	(3.7)	31,387	33,976	2,589	(8.2)
Other Fringe Benefits	-	-	-	-	0.295	0.151	(0.144)	48.8	17,827	17,352	475	2.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 284,538	\$ 307,117	\$ (22,579)	(4.3)	\$ 5,140	\$ 4,348	\$ (792)	(15.5)	\$ 296,481	\$ 311,465	\$ (14,984)	(4.9)
Non-Labor:												
Electric Power	\$ 0,839	\$ 0,859	\$ (20)	(2.4)	-	-	-	-	0,839	0,859	\$ (20)	(2.4)
Fuel	29,298	18,203	11,095	(37.5)	-	-	-	-	29,298	18,203	11,095	(37.5)
Insurance	11,545	11,803	(258)	(2.2)	-	-	-	-	11,545	11,803	(258)	(2.2)
Claims	18,751	18,747	4	0.0	-	-	-	-	18,751	18,747	4	0.0
Maintenance and Other Operating Contracts	19,549	14,101	5,448	27.8	0.101	(0.110)	0.211	-	18,669	13,991	4,678	26.8
Professional Service Contracts	3,378	3,878	(500)	(14.8)	-	-	-	-	3,378	3,878	(500)	(14.8)
Materials & Supplies	22,220	18,503	3,717	16.7	0.575	0.399	0.176	31.2	22,795	18,899	3,896	17.1
Other Business Expenses	3,094	2,650	444	(14.3)	-	-	-	-	3,094	2,650	444	(14.3)
Total Non-Labor Expenses	\$ 103,981	\$ 89,343	\$ 14,638	(14.1)	\$ 0,676	\$ 0,288	\$ (388)	(57.8)	\$ 104,357	\$ 89,528	\$ 14,729	(14.1)
Other Expense Adjustments:												
Other	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 388,519	\$ 396,460	\$ (7,941)	(2.0)	\$ 5,819	\$ 4,634	\$ 1,185	(20.4)	\$ 403,338	\$ 401,093	\$ 2,245	0.7
Depreciation	32,052	33,840	(1,788)	(5.6)	-	-	-	-	32,052	33,840	(1,788)	(5.6)
OP&E Obligation	41,824	41,472	352	(0.8)	-	-	-	-	41,824	41,472	352	(0.8)
Environmental Remediation	2,203	2,203	-	-	-	-	-	-	-	2,203	-	-
Total Expenses	\$ 471,898	\$ 473,980	\$ (2,082)	(0.4)	\$ 5,819	\$ 4,634	\$ 1,185	(20.4)	\$ 477,414	\$ 478,514	\$ (1,100)	(0.2)
Net Surplus/(Deficit)	\$ (319,889)	\$ (321,899)	\$ (2,010)	(0.6)	\$ -	\$ 0,000	\$ 0,000	-	\$ (319,889)	\$ (321,899)	\$ (2,010)	(0.6)

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	Nomenclature or Detail	September 2012		Year-To-Date		Reason for Variance
		Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
Farebox Revenue	NR	\$ (0.216)	(1.4)	\$ (0.375)	(0.3)	(a)
	NR	\$ 0.214	15.8	\$ 0.730	5.1	(a)
	R	\$ (0.352)	(39.3)	\$ (1.165)	(20.4)	Timing of reimbursement receipts and delayed charges
Capital and Other Reimbursements	\$ (0.383)	(4.0)	\$ (0.831)	(0.6)		
	NR	\$ (1.322)	(8.9)	\$ (6.756)	(4.0)	Mainly due to higher rate of pay for MPA, timing of reimbursable billings and unbudgeted Misc. Labor expenses
Payroll	NR	\$ (0.268)	(9.7)	\$ (2.972)	(6.1)	Primarily due to summer preventative maintenance initiative, traffic delays and vacation/sabbance coverage
	NR	\$ 0.071	1.5	\$ (0.907)	(2.1)	(a)
Health and Welfare (including OPEB)	NR	\$ (0.641)	(20.6)	\$ (2.578)	(9.3)	Prior period charges
	NR	\$ (0.091)	(4.7)	\$ 0.131	0.8	(a)
Other Fringe Benefits	NR	\$ (0.056)	(54.3)	\$ (0.020)	(54.3)	Prior period charges
	NR	\$ 1.065	30.5	\$ 3.093	21.9	Timing of charges
Electric Power	NR	\$ (0.012)	(0.9)	\$ (0.057)	(0.5)	(a)
	NR	\$ 0.001	0.0	\$ 0.004	0.0	(a)
Insurance	NR	\$ 1.794	79.3	\$ 5.467	27.9	Timing of charges
	NR	\$ 0.262	60.5	\$ 0.702	19.0	Timing of charges
Professional Services Contracts	NR	\$ 1.019	35.0	\$ 2.717	12.2	Timing of charges
	NR	\$ 0.117	30.2	\$ 0.434	14.1	Timing of charges
Materials & Supplies	NR	\$ (0.445)	(13.1)	\$ (1.794)	(5.6)	(a)
	NR	\$ 0.013	0.3	\$ 0.052	0.1	(a)
Other Post Employment Benefits	\$ (0.180)		\$ (2.265)			
	R	\$ 0.239	35.0	\$ 0.664	17.9	Timing of charges
Environmental Remediation	R	\$ (0.014)	(19.3)	\$ 0.000	0.0	
	R	\$ (0.010)	(24.4)	\$ (0.014)	(3.7)	Scrap labor & materials, police repairs, MMR maint. & capital journal entries
Payroll	R	\$ 0.028	50.9	\$ 0.144	48.9	
	R	\$ 0.039		\$ 0.211		Diesel fuel charges & credits
Maintenance and Other Operating Contracts	R	\$ 0.070		\$ 0.179		MTA Bus materials from SR for NYCT buses & backlogs for parts for non-rev vehicles.
	R	\$ 1.467	2.8	\$ (1.209)	(0.2)	
Materials & Supplies	\$ 1.114		\$ (2.835)			
	Net Variance	\$ 3.2		\$ (0.4)		

(a) - Variance less than 5%

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

	September 2012			Year-To-Date				
	Favorable (Unfavorable)			Favorable (Unfavorable)				
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 15,133	\$ 14,362	\$ (0,771)	(5.1)	\$ 138,037	\$ 135,214	\$ (2,823)	(2.0)
Other Operating Revenue	1,580	1,628	0,048	3.0	13,408	16,693	3,287	24.5
Capital and Other Reimbursements	1,626	-	(1,626)	(100.0)	7,965	1,461	(6,504)	(81.7)
Total Receipts	\$ 18,339	\$ 15,991	\$ (2,348)	(12.8)	\$ 169,408	\$ 163,367	\$ (6,041)	(3.8)
Expenditures								
Labor:								
Payroll	\$ 21,024	\$ 14,205	\$ 6,819	32.4	\$ 178,804	\$ 161,092	\$ 17,712	9.9
Overtime	3,244	4,280	(1,046)	(32.2)	32,028	36,078	(4,050)	(12.6)
Health and Welfare	6,006	6,090	(0,084)	(1.4)	34,446	62,918	(28,472)	(82.7)
OPEB Current Payment	2,196	1,100	1,096	49.9	14,284	9,900	4,384	30.7
Pensions	3,194	3,289	(0,095)	(3.0)	30,988	32,874	(1,886)	(6.1)
Other Fringe Benefits	2,420	1,457	0,963	39.8	18,656	15,379	3,277	17.6
GASB Account	0,617	-	0,617	100.0	2,468	-	2,468	100.0
Reimbursable Overhead								
Total Labor Expenditures	\$ 38,701	\$ 30,431	\$ 8,270	21.4	\$ 311,672	\$ 318,240	\$ (6,568)	(2.1)
Non-Labor:								
Electric Power	\$ 0,107	\$ 0,165	\$ (0,058)	(54.3)	\$ 0,839	\$ 0,779	\$ 0,060	7.1
Fuel	3,915	2,645	1,270	32.4	30,092	32,577	(2,485)	(8.3)
Insurance	3,797	3,731	0,066	1.7	21,210	12,432	8,778	41.4
Claims	2,725	1,742	0,983	36.1	13,662	5,661	7,801	57.1
Maintenance and Other Operating Contracts	3,154	0,850	2,304	79.4	20,390	10,261	10,109	49.6
Professional Service Contracts	0,906	0,156	0,751	82.8	4,950	1,645	3,305	66.8
Materials & Supplies	3,481	1,904	1,577	45.3	29,812	25,157	4,655	15.6
Other Business Expenses	0,682	0,389	0,293	43.0	3,543	1,569	1,974	55.7
Total Non-Labor Expenditures	\$ 18,770	\$ 11,383	\$ 7,387	39.4	\$ 124,488	\$ 90,301	\$ 34,187	27.5
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 57,471	\$ 41,816	\$ 15,656	27.2	\$ 436,170	\$ 408,641	\$ 27,629	6.3
Operating Cash Surplus/(Deficit)	\$ (39,132)	\$ (26,824)	\$ 13,308	34.0	\$ (276,762)	\$ (265,174)	\$ 21,688	7.8

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)

	September 2012		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
Operating Receipts or Disbursements					
Operating Revenue					
Other Operating Revenue	\$ (0.771)	(5.1)	\$ (2.823)	(2.0)	(e)
Capital and Other Reimbursements	0.048	3.0	3.287	24.5	Student and senior reimbursement receipts
Total Receipts	\$ (1.623)	(100.0)	\$ (8.504)	(81.7)	Timing of reimbursement receipts and delayed charges
Operating Disbursements					
Payroll	\$ (2,348)	(12.8)	\$ (6,041)	(3.8)	
Overhead	\$ 8,619	32.4	\$ 17,712	9.9	Timing of interagency payments and delayed contract settlements
Health and Welfare (including OPEB)	(1,048)	(32.2)	(4,058)	(12.6)	Primarily due to summer preventative maintenance initiative, traffic delays and vacancies/subsistence coverage
Pension	1,012	12.3	(24,088)	(48.4)	Prior period payments
Other Fringe Benefits	(0,095)	(3.0)	(1,888)	(6.1)	Prior period payments
GASB	0,983	39.8	3,277	17.8	Timing of payments
Electric Power	0,817	100.0	2,468	100.0	Timing of payments
Fuel	(0,058)	(84.3)	0,080	7.1	Timing of payments
Insurance	1,270	32.4	(2,485)	(6.3)	Prior period payments
Claims	0,066	1.7	8,778	41.4	Timing of payments
Maintenance and Other Operating Contracts	0,983	38.1	7,801	57.1	Timing of payments
Professional Services Contracts	2,504	78.4	10,108	48.6	Timing of payments
Materials & Supplies	0,751	82.6	3,305	66.6	Timing of payments
Other Business Expenditure	1,577	45.3	4,855	15.6	Timing of payments
Total Expenditures	\$ 0,293	43.0	\$ 1,974	55.7	Timing of payments
Net Cash Variance	\$ 15,666	27.2	\$ 27,628	6.3	6.3
Total Expenditures	\$ 13,308	34.0	\$ 21,388	7.8	7.8

(e) - Variance less than 5%

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

	September 2012				Year-To-Date			
	Mid Year Forecast		Favorable (Unfavorable)		Mid Year Forecast		Favorable (Unfavorable)	
	Actual	Variance	Percent	Actual	Variance	Percent	Actual	Variance
Receipts								
Farebox Revenue	\$ 0.167	\$ (0.368)		\$ (0.555)	\$ (1,940)		\$ (2,448)	
Other Operating Revenue	0.223	0.057	(74.5)	(0.166)	1,765		2,557	
Capital and Other Reimbursements	0.657	(0.617)		(1,274)	(3,173)		(5,319)	
Total Receipts	\$ 1.047	\$ (0.948)		\$ (1,986)	\$ (3,347)		\$ (6,210)	
Expenditures								
Labor								
Payroll	\$ (3,313)	\$ 4,790		\$ 8,103	\$ 16,396		\$ 23,803	
Overtime	0.173	(0.575)		(0.748)	(0,575)		(1,378)	
Health and Welfare	(2,375)	(2,654)	(11.7)	(1,559)	(28,876)		(28,117)	
OP&B Current Payment	(1,118)	0.115		1,234	2,004		4,936	
Pensions	(0,076)	0.480		0.558	1,102		0,701	
Other Fringe Benefits	(0,412)	0.613		1,029	1,973		3,002	
GASB Account	(0,617)	-	100.0	0,817	-		2,468	100.0
Reimbursable Overhead								
Total Labor Expenditures	\$ (7,738)	\$ 2,770		\$ 10,508	\$ (6,776)		\$ 5,415	44.4
Non-Labor								
Traction and Propulsion Power								
Fuel for Buses and Trains	(0,428)	(0,222)		0,206	0,080		0,060	
Insurance	(2,528)	(2,450)	48.0	0,078	(14,374)		(7,578)	
Claims	(0,841)	0,341	3.1	0,982	8,835		7,787	91.4
Maintenance and Other Operating Contracts	(0,859)	(0,182)		0,671	5,089		12,888	
Professional Service Contracts	(0,478)	0,013	78.7	0,489	3,710		4,431	
Materials & Supplies	(0,502)	(0,015)		0,487	1,203		2,603	
Other Business Expenditures	(0,295)	(0,119)	97.1	0,176	(5,258)		1,759	25.1
Total Non-Labor Expenditures	\$ (5,723)	\$ (2,634)	54.0	\$ 3,689	\$ (0,873)		\$ 19,488	96.7
Other Expenditure Adjustments:								
Other								
Total Other Expenditure Adjustments	\$ -	\$ -		\$ -	\$ -		\$ -	
Gap Closing Expenditures:								
Additional Actions for Budget Balance: Expenditure								
Total Gap Closing Expenditures	\$ -	\$ -		\$ -	\$ -		\$ -	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ (13,461)	\$ 0,136		\$ 13,597	\$ (7,448)		\$ 24,884	77.0
Depreciation Adjustment	3,394	3,839	13.1	0,445	33,846		1,784	5.6
Other Post Employment Benefits	4,831	4,618	(0.3)	(0,013)	41,472		(0,052)	(0.1)
Environmental Remediation	-	0,160		0,160	2,203		2,203	
Total Expenses/Expenditures	\$ (8,436)	\$ 8,753		\$ 14,189	\$ 41,244		\$ 29,929	69.9
Total Cash Conversion Adjustments	\$ (4,389)	\$ 7,608		\$ 12,194	\$ 43,107		\$ 23,618	54.8

NOTE: Totals may not add due to rounding

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

	September				September Year-to-Date					
	Mid-Year Budget		Actuals		Mid-Year Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
Scheduled Service	48,757	\$2.0	44,210	\$1.7	452,207	\$19.3	401,919	\$18.2	50,289	\$1.1
									11.1%	5.9%
Unscheduled Service	3,446	\$0.2	5,877	\$0.2	30,139	\$1.3	37,313	\$1.6	(7,174)	(0.2)
									-23.8%	-18.1%
Programmatic/Routine Maintenance	13,873	\$0.6	15,789	\$0.7	151,326	\$6.6	159,073	\$6.2	(7,748)	(1.6)
									-5.1%	-24.3%
Unscheduled Maintenance	0	\$0.0	0	\$0.0	105	\$0.0	0	\$0.0	105	0.0
									100.0%	0.5%
Vacancy/Absentee Coverage	12,427	\$0.6	22,063	\$1.0	112,821	\$5.0	195,013	\$7.0	(82,192)	(2.0)
									-72.9%	-39.5%
Weather Emergencies	100	\$0.0	0	\$0.0	3,353	\$0.2	814	\$0.2	2,539	0.0
									75.7%	10.3%
Safety/Security/Law Enforcement	224	\$0.0	134	\$0.0	1,953	\$0.1	1,113	\$0.1	840	0.0
									43.0%	23.5%
Other	606	\$0.0	569	\$0.0	6,450	\$0.3	6,315	\$0.3	135	(0.0)
									2.1%	-8.8%
Subtotal	79,434	\$3.4	89,642	\$3.7	788,354	\$32.8	801,560	\$35.5	(43,206)	(\$2.7)
									-5.7%	-8.1%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	79,434	\$3.4	89,642	\$3.7	788,354	\$32.8	801,560	\$35.5	(43,206)	(\$2.7)
									-5.7%	-8.1%

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)

	September		September Year-to-Date	
	Var. - Fav./Unfav) Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME				
Scheduled Service	4,547 9.3%	\$0.3 16.7%	50,289 11.1%	\$1.1 5.9%
Unscheduled Service	(2,430) -70.5%	(\$0.1) -55.8%	(7,174) -23.8%	(\$0.2) -18.1%
Programmatic/Routine Maintenance	(1,916) -13.8%	(\$0.1) -24.5%	(7,749) -5.1%	(\$1.6) -24.3%
Unscheduled Maintenance	0 0.0%	\$0.0 0.0%	105 100.0%	\$0.0 0.5%
Vacancy/Absentee Coverage	(9,636) -77.5%	(\$0.4) -70.6%	(62,192) -72.9%	(\$2.0) -38.5%
Weather Emergencies	100 100.0%	\$0.0 100.0%	2,539 75.7%	\$0.0 10.3%
Safety/Security/Law Enforcement	90 40.2%	\$0.0 48.3%	840 43.0%	\$0.0 23.5%
Other	37 8.0%	(\$0.0) -24.6%	135 2.1%	(\$0.0) -8.8%
Subtotal	(9,208) -11.6%	(\$0.3) -8.7%	(43,206) -5.7%	(\$2.7) -8.1%
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%	0 0.0%	\$0.0 0.0%
TOTAL OVERTIME	(9,208)	(\$0.3)	(43,206)	(\$2.7)

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/towbar/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>	Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance not 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 extraordinary event (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)

	September 2012		Year-to-date as of September 2012		Favorable/ (Unfavorable) Variance
	Mid Year Forecast	Actual	Mid Year Forecast	Actual	
Farebox Revenue					
Fixed Route	\$ 14,966	\$ 14,750	\$ 137,528	\$ 137,153	\$ (0.375)
Total Farebox Revenue	\$ 14,966	\$ 14,750	\$ 137,528	\$ 137,153	\$ (0.375)
Other Revenue					
Capital & Other	\$ 1,357	\$ 1,571	\$ 0,214	\$ 14,928	\$ 0,730
Total Revenue	\$ 17,292	\$ 18,939	\$ (0.353)	\$ 156,714	\$ (1.185)
Ridership					
Fixed Route	10,098	9,978	(0.120)	90,654	90,513
Total Ridership	10,098	9,978	(0.120)	90,654	90,513

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION and DEPARTMENT
 September 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	13	1	
Technology & Information Services	17	18	(1)	
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	127	61	
Buses	2,060	2,123	(63)	
Office of the Executive VP	1	1	-	
Safety & Training	21	117	(96)	
Road Operations	117	118	(2)	
Transportation Support	20	20	-	
Operations Planning	30	30	-	
Revenue Control	21	21	-	
Total Operations	2,270	2,431	(161)	Students in Training
Buses	742	743	(1)	
Maintenance Support/CMF	154	149	5	
Facilities	72	40	32	Vacancies Replaced by MOU
Supply Logistics	85	82	3	
Total Maintenance	1,053	1,014	39	
Capital Program Management	38	34	4	
Total Engineering/Capital	38	34	4	
Security	14	14	-	
Total Public Safety	14	14	-	
Total Positions	3,563	3,620	(57)	
Non-Reimbursable	3,499	3,561	(62)	
Reimbursable	64	59	5	
Total Full-Time	3,540	3,603	(65)	
Total Full-Time Equivalents	15	17	(2)	

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

FUNCTION / OCCUPATION	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	49	41	8	
Professional, Technical, Clerical	78	86	(8)	
Operational Hourlies	61	61	0	
Total Administration	188	127	61	Timing of Training Requirements
Operations				
Managers/Supervisors	302	296	6	
Professional, Technical, Clerical	50	53	(3)	
Operational Hourlies	1,918	2,082	(164)	
Total Operations	2,270	2,431	(161)	Students in Training
Maintenance				
Managers/Supervisors	197	195	2	
Professional, Technical, Clerical	13	13	0	
Operational Hourlies	843	806	37	
Total Maintenance	1,053	1,014	39	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	22	19	3	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	0	0	0	
Total Engineering/Capital	38	34	4	
Public Safety				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	5	(2)	
Operational Hourlies	0	2	(2)	
Total Public Safety	14	14	0	
Total Baseline Positions				
Managers/Supervisors	581	558	23	
Professional, Technical, Clerical	160	172	(12)	
Operational Hourlies	2,822	2,890	(68)	
Total Baseline Positions	3,563	3,620	(57)	

TABLE 1

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
 August 2012
 (\$ in millions)

	Month-to-date				Rainforest				Total			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
REVENUE												
Farebox Revenue	\$ 16,124	\$ 16,265	\$ 0,141	0.9	\$ -	\$ -	\$ -	-	\$ 16,124	\$ 16,265	\$ 0,141	0.9
Other Operating Income	0,655	0,919	0,264	4.0	-	-	-	-	0,655	0,919	0,264	4.0
Capital and Other Reimbursements	-	-	-	-	0,989	0,989	0,000	100.0	-	-	-	-
Total Revenue	\$ 16,779	\$ 17,184	\$ 0,405	2.4	\$ 0,989	\$ 0,989	\$ 0,000	100.0	\$ 17,093	\$ 17,184	\$ 0,091	0.5
EXPENSES												
Salaries	\$ 11,482	\$ 11,234	\$ (2,487)	(21.7)	\$ 0,670	\$ -	\$ (0,670)	100.0	\$ 11,532	\$ 10,254	\$ (1,278)	(11.1)
Payroll	3,442	4,451	1,009	29.3	-	-	-	-	3,442	4,451	1,009	29.3
Overhead	3,539	3,615	0,076	2.2	0,092	-	(0,092)	100.0	3,631	3,615	(0,016)	-0.4
Health and Welfare	1,078	1,516	0,438	40.7	-	-	-	-	1,078	1,516	0,438	40.7
OPES Contract Payment	3,079	3,733	0,654	21.3	0,042	-	(0,042)	100.0	3,116	3,733	0,617	19.8
Pensions	1,952	1,852	(0,100)	(5.1)	0,096	-	(0,096)	100.0	2,008	1,852	(0,156)	(7.8)
Other Fringe Benefits	-	-	-	-	-	-	-	-	-	-	-	-
GAAP Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursements Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 21,098	\$ 24,191	\$ 3,093	14.6	\$ 0,860	\$ -	\$ (0,860)	100.0	\$ 31,869	\$ 34,101	\$ 2,232	7.0
Non-Labor												
Electric Power	\$ 0,119	\$ 0,068	\$ (0,051)	(42.8)	\$ -	\$ -	\$ -	-	\$ 0,119	\$ 0,068	\$ (0,051)	(42.8)
Fuel	1,824	1,928	1,078	59.1	-	-	-	-	1,824	1,928	1,078	59.1
Insurance	1,269	1,200	(0,069)	(5.4)	-	-	-	-	1,269	1,200	(0,069)	(5.4)
Business	2,064	2,063	(0,001)	(0.0)	-	-	-	-	2,064	2,063	(0,001)	(0.0)
Maintenance and Other Operating Contracts	2,433	0,800	(1,633)	(67.1)	0,038	-	(0,038)	100.0	2,301	0,800	(1,501)	(65.2)
Professional Services Contracts	0,357	0,357	0,000	0.0	-	-	-	-	0,357	0,357	0,000	0.0
Materials & Supplies	2,805	3,844	1,039	37.1	0,070	-	(0,070)	100.0	2,879	3,844	0,965	(33.9)
Other Business Expenses	0,387	0,254	(0,133)	(34.3)	-	-	-	-	0,387	0,254	(0,133)	(34.3)
Total Non-Labor Expenses	\$ 13,347	\$ 10,882	\$ (2,465)	(18.5)	\$ 0,108	\$ -	\$ (0,108)	100.0	\$ 13,458	\$ 10,882	\$ (2,576)	(19.2)
Other Expenses/Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 44,346	\$ 44,793	\$ 0,447	1.0	\$ 0,968	\$ -	\$ (0,968)	100.0	\$ 45,365	\$ 44,793	\$ (0,572)	-1.3
Depreciation	3,394	3,853	0,459	13.5	-	-	-	-	3,394	3,853	0,459	13.5
OPES Obligation	4,051	4,618	0,567	14.0	-	-	-	-	4,051	4,618	0,567	14.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 52,421	\$ 53,264	\$ 0,843	1.6	\$ 0,968	\$ -	\$ (0,968)	100.0	\$ 53,264	\$ 53,264	\$ 0,000	0.0
Net Surplus/Deficit	\$ (15,642)	\$ (16,080)	\$ (0,438)	(2.8)	\$ -	\$ -	\$ -	-	\$ (16,439)	\$ (16,080)	\$ 0,359	(2.2)

NOTE: Totals may not add due to rounding

TABLE 2

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
August 2012 Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Mid Year Forecast	Actual	Variance	Mid Year Forecast	Actual	Variance
REVENUE									
Farebox Revenue	\$ 122,403	\$ 122,403	\$ 0.00	\$ -	\$ -	\$ -	\$ 122,403	\$ 122,403	\$ 0.00
Other Operating Income	12,841	11,357	(1,484)	-	-	-	12,841	11,357	(1,484)
Cash and Other Reimbursements	-	-	-	4,850	4,916	66	4,850	4,916	66
Total Revenue	\$ 135,244	\$ 133,760	\$ (1,484)	\$ 4,850	\$ 4,916	\$ 66	\$ 140,293	\$ 137,319	\$ (2,974)
EXPENSES									
Labor:									
Payroll	\$ 152,051	\$ 157,095	\$ 5,044	\$ 3,025	\$ 2,808	\$ (217)	\$ 155,026	\$ 160,484	\$ 5,458
Overtime	29,414	31,767	2,353	-	-	-	29,414	31,767	2,353
Health and Welfare	26,575	26,137	(438)	6,683	6,889	206	29,258	29,698	440
OPER Current Payment	17,274	16,658	(616)	0.28	0.329	0.049	17,274	16,658	(616)
Pensions	27,843	28,878	1,035	0.258	0.258	0.000	28,101	29,207	1,106
Other Fringe Benefits	15,390	13,158	(2,232)	1.4	0.124	(1.276)	15,018	13,281	(1,737)
GA53 Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 268,236	\$ 274,530	\$ 6,294	\$ 4,383	\$ 3,791	\$ (592)	\$ 268,219	\$ 272,283	\$ 4,064
Non-Labor:									
Electric Power	\$ 0.732	\$ 0.894	\$ 0.162	\$ -	\$ -	\$ -	\$ 0.732	\$ 0.894	\$ 0.162
Fuel	19,879	15,781	(4,098)	-	-	-	19,879	15,781	(4,098)
Insurance	10,279	10,322	44	-	-	-	10,279	10,322	44
Claims	18,667	18,854	187	0.02	0.110	0.090	18,687	18,964	277
Maintenance and Other Operating Contracts	17,206	13,533	(3,673)	0.082	(0.110)	(0.288)	17,288	13,523	(3,765)
Professional Services Contracts	3,945	3,505	(440)	0.503	0.328	(0.175)	3,945	3,505	(440)
Materials & Supplies	16,311	17,214	903	-	-	-	16,311	17,214	903
Other Business Expenses	2,897	2,350	(547)	0.587	0.288	(0.299)	2,897	2,350	(547)
Total Non-Labor Expenses	\$ 60,743	\$ 60,293	\$ (450)	\$ 6,967	\$ 6,288	\$ (679)	\$ 61,316	\$ 60,879	\$ (437)
Other Expenses/Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expenses Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenses before Non-Cash Leasely Adj.	\$ 328,979	\$ 335,170	\$ 6,191	\$ 11,350	\$ 9,879	\$ (1,471)	\$ 328,979	\$ 335,170	\$ 6,191
Depreciation	28,039	30,007	1,968	-	-	-	28,039	30,007	1,968
OPER Obligation	36,893	38,854	1,961	-	-	-	36,893	38,854	1,961
Environmental Remediation	2,043	2,043	0.00	-	-	-	2,043	2,043	0.00
Total Expenses	\$ 405,954	\$ 408,124	\$ 2,170	\$ 4,350	\$ 4,919	\$ 569	\$ 425,378	\$ 431,046	\$ 5,668
Net Surplus/(Deficit)	\$ (70,710)	\$ (74,364)	\$ (3,654)	\$ -	\$ 0.097	\$ 0.097	\$ (70,710)	\$ (74,364)	\$ (3,654)

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)

General Revenue or Expense Category	Nonrevenue or Benefit	August 2012		Year-To-Date		Reason for Variance
		Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
Farebox Revenue	NR	\$ 0.141	0.0	\$ (0.150)	(0.1)	(a)
Other Operating Revenue	NR	\$ 0.061	7.1	\$ 0.516	4.0	(a)
Capital and Other Reimbursements	R	\$ (0.900)	(100.0)	\$ (0.854)	(17.3)	Timing of reimbursement receipts and delayed charges
Total Revenue Variance		\$ (0.787)	(4.3)	\$ (0.477)	(0.3)	
Payroll	NR	\$ (1.372)	(7.7)	\$ (3.204)	(3.4)	Mainly due to higher rate of pay for MPA and timing of reimbursable benefit, and unbudgeted misc labor expenses
Overtime	NR	\$ (0.000)	(0.0)	\$ (2.372)	(8.1)	Primarily due to summer preventative maintenance activities, traffic delays and unscheduled maintenance coverage
Health and Welfare (including OPES Current Payment)	NR	\$ (0.214)	(4.9)	\$ (0.876)	(2.6)	(a)
Pension	NR	\$ (0.057)	(21.3)	\$ (1.033)	(8.9)	Third party actuarial re-estimate
Other Fringe Benefits	NR	\$ 0.100	0.1	\$ 0.222	1.4	(a)
Electric Power	NR	\$ 0.031	28.4	\$ 0.030	28.4	Timing of charges
Fuel	NR	\$ 1.826	49.6	\$ 4.028	20.3	CHG rebate and timing of charges
Insurance	NR	\$ (0.040)	(3.1)	\$ (0.046)	(0.4)	(a)
Clares	NR	\$ 0.001	0.0	\$ 0.003	0.0	(a)
Maintenance and Other Operating Contracts	NR	\$ 1.462	94.6	\$ 3.673	21.2	Timing of 1500 Hours overhaul charges
Professional Service Contracts	NR	\$ 0.076	17.6	\$ 0.440	11.1	Timing of charges
Materials & Supplies	NR	\$ (0.023)	(22.1)	\$ 1.057	8.8	Timing of charges
Other Business Expense	NR	\$ 0.133	34.5	\$ 0.317	11.7	Timing of charges
Depreciation	NR	\$ (0.450)	(13.0)	\$ (1.348)	(4.7)	(a)
Other Post Employment Benefits	NR	\$ 0.613	0.3	\$ 0.030	0.1	(a)
Environmental Remediation		\$ -		\$ (2.043)		
Payroll	R	\$ 0.070	100.0	\$ 0.426	14.0	Timing of charges
Health and Welfare	R	\$ 0.002	100.0	\$ 0.014	2.1	Timing of charges
Pension	R	\$ 0.042	100.0	\$ (0.003)	(1.0)	Timing of charges
Other Fringe Benefits	R	\$ 0.056	100.0	\$ 0.115	48.3	Timing of charges
Maintenance and Other Operating Contracts	R	\$ 0.039		\$ 0.172		Diethyl fuel charges & credits
Materials & Supplies	R	\$ 0.070		\$ 0.100		MTA Bus materials from Store Room to NYCT, reimbursement for work performed for MTA Police and M&R assets
Total Expense Variance		\$ 6.126	6.2	\$ (2.667)	(0.6)	
Net Variance		\$ (0.641)	(1.8)	\$ (3.146)	(1.1)	

(A) - Variance less than 0%

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

	August 2012				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 16,304	\$ 17,697	\$ 1,393	8.5	\$ 122,904	\$ 120,851	\$ (2,053)	(1.7)
Other Operating Revenue	0,958	1,628	0,630	63.1	11,826	15,065	3,239	27.4
Capital and Other Reimbursements	1,826	-	(1,826)	(100.0)	6,339	1,461	(4,878)	(77.0)
Total Receipts	\$ 18,928	\$ 19,325	\$ 0,398	2.1	\$ 141,069	\$ 137,377	\$ (3,692)	(2.6)
Expenditures								
Labor:								
Payroll	\$ 21,024	\$ 17,847	\$ 3,177	15.1	\$ 157,780	\$ 148,887	\$ 8,893	5.9
Overtime	3,244	4,451	(1,207)	(37.2)	28,784	31,787	(3,003)	(10.4)
Health and Welfare	6,006	4,462	1,544	25.5	28,440	50,828	(22,388)	(99.8)
OP&B Current Payment	2,198	1,100	1,098	49.9	12,088	8,800	3,288	27.2
Pensions	3,194	3,898	(704)	(22.1)	27,782	29,585	(1,803)	(6.4)
Other Fringe Benefits	2,420	1,703	717	29.6	16,238	13,922	2,314	14.3
GASB Account	0,617	-	0,617	100.0	1,851	-	1,851	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 38,701	\$ 29,462	\$ 9,239	23.9	\$ 272,971	\$ 287,809	\$ (14,838)	(5.4)
Non-Labor:								
Electric Power	\$ 0,119	\$ 0,088	\$ 0,031	26.4	\$ 0,732	\$ 0,614	\$ 0,118	16.1
Fuel	4,360	3,322	1,038	23.8	26,177	29,932	(3,755)	(14.3)
Insurance	3,797	1,032	2,765	72.8	17,413	8,701	8,712	50.0
Claims	2,725	0,335	2,390	87.7	10,937	4,119	6,818	62.3
Maintenance and Other Operating Contracts	3,154	0,420	2,734	86.7	17,236	9,631	7,605	44.1
Professional Service Contracts	0,909	0,059	0,850	93.5	4,041	1,487	2,554	63.2
Materials & Supplies	3,481	2,085	1,396	40.1	26,331	23,252	3,079	11.7
Other Business Expenses	0,582	0,129	0,553	81.1	2,881	1,180	1,681	58.7
Total Non-Labor Expenditures	\$ 19,227	\$ 7,459	\$ 11,768	61.2	\$ 105,728	\$ 78,918	\$ 26,810	25.4
Other Expenditures Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 57,928	\$ 36,921	\$ 20,997	36.2	\$ 378,699	\$ 366,727	\$ 11,972	3.2
Operating Cash Surplus/(Deficit)	\$ (39,000)	\$ (17,605)	\$ 21,395	54.9	\$ (237,630)	\$ (229,350)	\$ 8,280	3.5

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)

	August 2012		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
Operating Receipts or Disbursements					
Farebox Revenue	\$ 1,353	8.5	\$ (2,023)	(1.7)	Timing of receipts
Other Operating Revenue	0,630	63.1	3,238	27.4	Student and senior reimbursement receipts
Capital and Other Reimbursements	(1,828)	(100.0)	(4,876)	(77.0)	Timing of reimbursement receipts and delayed charges
Total Receipts	\$ 0,155	2.1	\$ (1,663)	(2.8)	
Payroll	\$ 3,177	15.1	\$ 10,853	6.9	Delayed contract settlements and interagency payments
Overtime	(1,207)	(37.2)	(3,023)	(10.4)	Priority due to summer preventative maintenance initiative, traffic delays and vehicle/bus/absence coverage
Health and Welfare (including OPES Current Payment)	6,640	81.0	(21,100)	(81.9)	Prior period payments
Pension	(0,704)	(22.1)	(1,793)	(8.4)	Third party actuarial re-estimate
Other Fringe Benefits	0,777	29.6	2,314	14.3	Timing of payments
GASB	0,617	100.0	1,851	100.0	Timing of payments
Electric Power	0,031	26.4	0,116	18.1	Timing of payments
Fuel	1,038	33.8	(3,755)	(14.2)	Prior period payments
Insurance	2,765	72.8	8,712	50.0	Timing of payments
Claims	2,390	87.7	6,518	62.3	Timing of payments
Maintenance and Other Operating Contracts	2,734	88.7	7,605	44.1	Timing of payments
Professional Services Contracts	0,850	93.5	2,354	63.2	Timing of payments
Materials & Supplies	1,395	40.1	3,079	11.7	Timing of payments
Other Business Expenditure	0,553	81.1	1,281	58.7	Timing of payments
Total Expenditures	\$ 20,897	34.2	\$ 11,872	3.2	
Net Cash Variance	\$ 21,335	54.9	\$ 8,380	3.5	

(9) - Variance less than 0%

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

	August 2012				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 0.180	\$ 1.432	\$ 1,252	•	\$ 0.342	\$ (1,532)	\$ (1,894)	•
Other Operating Revenue	0.140	0.709	0.569	•	(1.015)	1.708	2,723	•
Capital and Other Reimbursements	0.857	-	(0.857)	(100.0)	1.466	(2,555)	(4,044)	•
Total Receipts	\$ 0.977	\$ 2.142	\$ 1,165	•	\$ 0.813	\$ (2,389)	\$ (3,216)	•
Expenditures								
Labor:								
Payroll	\$ (2,482)	\$ 1,367	\$ 3,879	•	\$ (2,064)	\$ 13,607	\$ 15,701	•
Overtime	0.298	-	(0.298)	(100.0)	0.000	-	(0.830)	(100.0)
Health and Welfare	(2,375)	3,153	5,528	•	0.816	(27,022)	(27,838)	•
OPSEB Current Payment	(1,118)	(0,118)	1,234	•	(1,814)	1,886	3,702	•
Pensioners	(0,078)	(0,188)	(0,100)	•	0,477	0,823	0,146	30.5
Other Fringe Benefits	(0,412)	0,148	0,560	•	(0,917)	1,380	1,977	•
GASB Account	(0,017)	-	0,017	100.0	(1,851)	-	1,851	100.0
Reimbursable Overhead	(5,792)	4,639	11,431	•	\$ (4,453)	\$ (9,546)	\$ (5,093)	•
Total Labor Expenditures	\$ (6,078)	\$ (1,363)	\$ (4,715)	•	\$ (6,388)	\$ (14,151)	\$ (7,763)	•
Non-Labor:								
Traction and Propulsion Power	(2,528)	0,278	2,804	•	(7,137)	1,020	8,157	•
Fuel for Buses and Trains	(0,841)	1,748	2,589	•	5,730	12,545	8,815	•
Insurance	(0,853)	0,361	1,214	•	0,132	3,892	3,760	•
Claims	(0,478)	0,267	0,745	•	(0,068)	2,018	2,114	•
Maintenance and Other Operating Contracts	(0,502)	1,758	2,260	•	(8,615)	(5,243)	1,272	19.5
Professional Service Contracts	(0,295)	0,125	0,420	•	(0,184)	1,200	1,384	•
Materials & Supplies	(5,771)	3,223	2,548	•	\$ (4,418)	\$ 1,981	\$ (6,379)	•
Total Non-Labor Expenditures	\$ (12,563)	\$ 7,882	\$ (20,425)	•	\$ (18,971)	\$ (7,589)	\$ (11,286)	59.8
Other Expenditures/Adjustments:								
Other	-	-	-	•	-	-	-	•
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	•	\$ -	\$ -	\$ -	•
Gas Closing Expenditures:								
Additional Actions for Budget Balance: Expenditures	-	-	-	•	-	-	-	•
Total Gas Closing Expenditures	\$ -	\$ -	\$ -	•	\$ -	\$ -	\$ -	•
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ (12,563)	\$ 7,882	\$ (20,425)	•	\$ (18,971)	\$ (7,589)	\$ (11,286)	59.8
Depreciation Adjustment	3,394	3,883	0,489	13.9	23,659	30,007	1,349	4.7
Other Post Employment Benefits	4,031	4,618	0,587	14.6	36,893	38,854	2,043	5.5
Environmental Remediation	-	-	-	•	-	2,043	2,043	100.0
Total Expenses/Expenditures	\$ (4,538)	\$ 16,333	\$ 20,871	•	\$ 46,880	\$ 61,318	\$ 14,039	31.4
Total Cash Conversion Adjustments	\$ (3,581)	\$ 18,474	\$ 22,035	•	\$ 47,498	\$ 58,821	\$ 11,425	24.1

NOTE: Totals may not add due to rounding

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

	August			August 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						
Scheduled Service	49,970	47,503	2,467	403,450	357,709	45,741
	\$2.1	\$2.0	4.8%	\$17.3	\$18.5	11.3%
Unscheduled Service	3,827	3,844	163	28,683	31,437	(4,744)
	\$0.2	\$0.2	4.8%	\$1.2	\$1.3	(17.8%
Programmatic/Routine Maintenance	12,809	21,209	(8,701)	137,453	143,285	(5,832)
	\$0.6	\$1.1	-69.0%	\$6.0	\$7.4	-4.2%
Unscheduled Maintenance	0	0	0	105	0	105
	\$0.0	\$0.0	0.0%	\$0.0	\$0.0	100.0%
Vacancy/Absentee Coverage	14,992	24,257	(9,264)	100,394	172,950	(72,555)
	\$0.7	\$1.2	-81.8%	\$4.4	\$6.0	-72.3%
Weather Emergencies	111	0	111	3,253	814	2,439
	\$0.0	\$0.0	100.0%	\$0.2	\$0.2	76.0%
Safety/Security/Law Enforcement	232	134	98	1,729	979	750
	\$0.0	\$0.0	42.2%	\$0.1	\$0.1	43.4%
Other	626	569	57	5,844	5,746	98
	\$0.0	\$0.0	8.1%	\$0.3	\$0.3	1.7%
REIMBURSABLE OVERTIME						
Subtotal	82,367	97,417	(15,050)	676,920	712,918	(35,998)
	\$3.5	\$4.5	-18.3%	\$28.4	\$31.8	-5.0%
TOTAL OVERTIME	82,367	97,417	(15,050)	676,920	712,918	(35,998)
	\$3.5	\$4.5	-18.3%	\$28.4	\$31.8	-5.0%

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)

	August		August Year-to-Date	
	Vac. - Fwd. (Unadv) Hours	Explanations	Vac. - Fwd. (Unadv) Hours	Explanations
NON-REIMBURSABLE OVERTIME				
Scheduled Service	2,467 4.8%	Less than schedule service operated	45,741 11.3%	Less than schedule service operated
Unscheduled Service	183 4.6%		(4,744) -11.6%	
Emergency/Busline Maintenance	(6,707) -99.0%	Primarily due to Summer preventative maintenance activities and the residual effect of the bus maintenance program	(5,832) -4.2%	Primarily due to Summer preventative maintenance activities and the residual effect of the bus maintenance program
Unscheduled Maintenance	0 0.0%		105 100.0%	
Vacancy/Absence Coverage	(9,294) -91.6%	Vacancy and absence Coverage	(72,858) -18.2%	Vacancy and absence Coverage
Weather Emergencies	111 100.0%		3,439 8.0%	February 11th Snow Storm Preparation
Sublet/Special Law Enforcement	98 42.2%		750 43.6%	
Other	57 9.1%		98 1.7%	
	(14,050) -18.2%		(33,898) -8.1%	
REIMBURSABLE OVERTIME	0 0.0%		0 0.0%	
TOTAL OVERTIME	(14,050)		(33,898)	

METROPOLITAN TRANSPORTATION AUTHORITY
 2012 Overtime Reporting
 Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
Scheduled Service	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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Real Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance not 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.
Unscheduled Maintenance	Resulting from an extraordinary event (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.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
Reimbursable Overtime	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)

	August 2012		Year-to-date as of August 2012		Favorable/ (Unfavorable) Variance
	Mid Year Forecast	Actual	Mid Year Forecast	Actual	
Farebox Revenue					
Fixed Route	\$ 16,124	\$ 16,265	\$ 122,562	\$ 122,403	(0.159)
Total Farebox Revenue	\$ 16,124	\$ 16,265	\$ 122,562	\$ 122,403	(0.159)
Other Revenue					
Capital & Other	\$ 0,858	\$ 0,919	\$ 12,841	\$ 13,357	0.516
Total Revenue	\$ 17,982	\$ 17,184	\$ 140,253	\$ 139,778	(0.475)
Ridership					
Fixed Route	9,789	9,926	80,756	80,535	(0.221)
Total Ridership	9,789	9,926	80,756	80,535	(0.221)

MTA BUS COMPANY
JULY FINANCIAL PLAN 2012 MID YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE's BY FUNCTION and DEPARTMENT
August 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	13	1	
Technology & Information Services	17	18	(1)	
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	81	-	81	Timing of Training Requirements
Total Administration	188	127	61	
Buses	2,060	2,109	(49)	
Office of the Executive VP	1	2	(1)	
Safety & Training	21	94	(73)	
Road Operations	117	117	-	
Transportation Support	20	20	-	
Operations Planning	30	30	-	
Revenue Control	21	21	-	
Total Operations	2,270	2,383	(113)	Students in Training
Buses	742	732	10	
Maintenance Support/CMF	154	155	(1)	
Facilities	72	40	32	Vacancies Replaced by MOU
Supply Logistics	85	82	3	
Total Maintenance	1,053	1,009	44	
Capital Program Management	38	35	3	
Total Engineering/Capital	38	35	3	
Security	14	14	-	
Total Public Safety	14	14	-	
Total Positions	3,683	3,578	(105)	
Non-Reimbursable	3,489	3,519	(20)	
Reimbursable	64	59	5	
Total Full-Time	3,548	3,564	(16)	
Total Full-Time Equivalents	15	14	1	

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

FUNCTION / OCCUPATION	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	49	41	8	
Professional, Technical, Clerical	78	86	(8)	
Operational Hours	81	81	-	
Total Administration	188	127	61	Timing of Training Requirements
Operations				
Managers/Supervisors	302	286	16	
Professional, Technical, Clerical	50	54	(4)	
Operational Hours	1,918	2,043	(125)	
Total Operations	2,270	2,393	(123)	Students in Training
Maintenance				
Managers/Supervisors	197	193	4	
Professional, Technical, Clerical	13	13	-	
Operational Hours	843	803	40	
Total Maintenance	1,053	1,009	44	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	22	20	2	
Professional, Technical, Clerical	16	15	1	
Operational Hours	-	-	-	
Total Engineering/Capital	38	35	3	
Public Safety				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	5	(2)	
Operational Hours	-	2	(2)	
Total Public Safety	14	14	-	
Total Baseline Positions				
Managers/Supervisors	681	667	14	
Professional, Technical, Clerical	180	173	7	
Operational Hours	2,922	2,848	74	
Total Baseline Positions	3,663	3,578	85	

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Actual		Mid-Year Forecast		Actual		Mid-Year Forecast		Actual		Mid-Year Forecast	
	Mid-Year Forecast	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	
Revenue												
Paratransit Revenue	\$ 75,828	\$ 73,045	(3.7)	\$ -	\$ -	\$ -	\$ -	\$ 75,828	\$ 73,045	(2,783)	(3.7)	
Paratransit	1,451	1,248	(14.0)	-	-	-	-	1,451	1,248	(2,203)	(14.0)	
Investment Income	16,239	16,206	0.057	-	-	-	-	16,239	16,206	0.057	0.4	
Other Operating Revenue	-	-	-	2,319	5,103	2,784	-	2,319	5,103	2,784	-	
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	
Total Revenue	\$ 93,516	\$ 90,559	(2,929)	\$ 2,319	\$ 6,103	\$ 2,784	\$ -	\$ 95,537	\$ 95,602	\$ (64)	(0.2)	
Expenses												
Labor:												
Payroll	\$ 75,751	\$ 77,883	(2,133)	\$ 0,712	\$ 0,832	(0,120)	(16.9)	\$ 76,462	\$ 78,715	(2,253)	(2.9)	
Overtime	11,472	13,263	(1,791)	0,457	1,168	(0,709)	(15.6)	11,929	14,428	(2,499)	(21.0)	
Health and Welfare	16,016	15,329	0,689	-	-	-	4.3	16,016	15,329	0,689	4.3	
OPEB Current Payment	6,939	7,073	(0,134)	-	-	-	-	6,939	7,073	(0,134)	(1.9)	
Pensions	6,444	6,560	(0,117)	0,265	0,464	(0,199)	(1.8)	6,739	7,024	(0,285)	(4.2)	
Other Fringe Benefits	(0,651)	(1,248)	0,597	91.6	1,248	(0,597)	(91.6)	-	-	-	-	
GASB Account	-	-	-	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	
Total Labor Expenses	\$ 115,971	\$ 118,660	(2,688)	\$ 2,118	\$ 3,708	(1,594)	(78.4)	\$ 118,088	\$ 122,669	(4,469)	(3.8)	
Non-Labor:												
Electric Power	8,134	13,692	(4,547)	-	-	-	-	9,134	13,692	(4,547)	(49.8)	
Fuel	2,962	3,066	(0,104)	-	-	-	-	2,962	3,066	(0,104)	(3.5)	
Insurance	-	-	-	-	-	-	-	-	-	-	-	
Claims	32,137	26,650	5,486	17.1	0,978	(0,978)	-	32,137	27,626	4,509	14.0	
Paratransit Service Contracts	6,442	5,120	1,322	20.5	0,328	(0,328)	-	6,442	5,448	0,994	15.4	
Maintenance and Other Operating Contracts	0,419	0,227	0,192	45.8	-	-	-	0,419	0,227	0,192	45.8	
Professional Service Contracts	8,256	7,531	0,725	8.8	0,020	(0,020)	-	8,256	7,551	0,705	8.5	
Materials & Supplies	(0,014)	0,081	(0,075)	-	0,204	(0,137)	97.4	-	0,127	(0,062)	32.8	
Other Business Expense	69,338	66,335	3,000	5.1	1,393	(1,190)	-	69,338	67,728	1,611	3.0	
Total Non-Labor Expenses	\$ 125,382	\$ 125,687	(305)	\$ 2,204	\$ 3,000	(796)	(35.2)	\$ 125,382	\$ 125,687	(305)	(0.2)	
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenses before Non-Cash Liability Adjs.	\$ 175,307	\$ 178,195	(2,888)	\$ 0,112	\$ 6,103	(2,784)	(0.1)	\$ 177,628	\$ 180,298	(2,672)	(1.5)	
Depreciation	-	0,004	(0,004)	-	-	-	-	-	0,004	(0,004)	-	
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	
Total Expenses	\$ 175,307	\$ 178,199	(2,892)	\$ 0,108	\$ 6,103	(2,784)	(0.1)	\$ 177,628	\$ 180,302	(2,674)	(1.5)	
Net Surplus/(Deficit)	\$ (81,791)	\$ (84,610)	(2,819)	(3.4)	\$ -	\$ -	(3.4)	\$ (81,788)	\$ (84,610)	(2,822)	(3.4)	

NOTE: Totals may not add due to rounding

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

TABLE 2

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

	Nonreimbursable			Reimbursable			Total								
	Mid-Year Forecast	Favorable (Unfavorable)		Mid-Year Forecast	Favorable (Unfavorable)		Mid-Year Forecast	Favorable (Unfavorable)							
		Actual	Variance		Percent	Actual		Variance	Percent	Actual	Variance	Percent			
REVENUE															
Farebox Revenue	\$ 663,291	\$ 658,828	\$ (4,463)	(0.7)	\$ -	\$ -	\$ -	\$ -	\$ 663,291	\$ (4,463)	(0.7)	\$ 658,828	\$ (4,463)	(0.7)	
Paratransit	12,267	11,408	(859)	(7.0)	-	-	-	12,267	11,408	(859)	(7.0)	11,408	(859)		
Investment Income	145,845	148,218	2,373	0.3	-	-	-	145,845	148,218	2,373	0.3	148,218	2,373		
Capital & Other Reimbursements	\$ 821,403	\$ 816,452	\$ (4,951)	(0.6)	\$ 20,251	\$ 24,746	\$ 4,495	22.2	\$ 841,654	\$ (4,495)	(0.5)	\$ 841,159	\$ (4,495)		
Total Revenue															
EXPENSES															
Labor:															
Payroll	\$ 706,471	\$ 707,785	\$ (1,314)	(0.2)	\$ 0,734	\$ 7,095	\$ (6,361)	(5.3)	\$ 713,205	\$ (6,361)	(0.9)	\$ 714,880	\$ (1,675)		
Overtime	107,000	119,415	(12,415)	(11.6)	3,553	4,628	(1,075)	(30.2)	110,553	(12,415)	(11.2)	124,041	(13,488)		
Health and Welfare	143,630	138,212	5,418	3.8	-	-	-	-	143,630	5,418	3.8	138,212	5,418		
OPEB Current Payment	64,665	65,390	(725)	(1.1)	-	-	-	-	64,665	(725)	(1.1)	65,390	(725)		
Pensions	60,659	61,307	(648)	(1.1)	2,668	3,010	(342)	(12.8)	63,327	(648)	(1.0)	64,317	(990)		
Other Fringe Benefits	(5,481)	(5,597)	116	(2.1)	5,481	5,597	(116)	(2.1)	5,481	116	(2.1)	5,597	(116)		
GASB Account															
Reimbursable Overhead	\$ 1,078,864	\$ 1,065,512	\$ (13,352)	(1.2)	\$ 16,416	\$ 21,328	\$ (4,912)	(29.9)	\$ 1,096,381	\$ (13,352)	(1.2)	\$ 1,108,839	\$ (12,521)		
Total Labor Expenses															
Non-Labor:															
Electric Power	\$ -	\$ 0,000	\$ (0,000)	-	\$ -	\$ -	\$ -	-	\$ -	\$ (0,000)	-	\$ 0,000	\$ (0,000)		
Fuel	115,248	118,967	(3,719)	(3.2)	-	-	-	-	115,248	(3,719)	(3.2)	118,967	(3,719)		
Insurance	28,968	28,660	308	1.1	-	-	-	-	28,968	308	1.1	28,660	308		
Claims	284,812	269,151	15,661	5.5	-	1,493	(1,493)	-	284,812	15,661	5.5	270,843	14,189		
Paratransit Service Contracts	46,174	35,918	10,256	22.2	(0,000)	0,387	(0,387)	-	46,174	10,256	22.2	36,305	9,869		
Maintenance and Other Operating Contracts	3,400	2,089	1,311	38.6	-	0,027	(0,027)	-	3,400	1,311	38.6	2,116	1,283		
Professional Service Contracts	74,407	71,356	3,051	4.1	-	0,285	(0,285)	-	74,407	3,051	4.1	71,843	2,784		
Materials & Supplies	(0,097)	0,532	(529)	(100.0)	1,634	1,228	(406)	33.2	1,737	(529)	(30.5)	2,068	(331)		
Other Business Expenses	682,831	624,896	57,935	8.5	\$ 1,634	\$ 3,418	\$ (1,784)	(106.4)	\$ 684,465	\$ 57,935	8.5	\$ 626,313	\$ 58,152		
Total Non-Labor Expenses															
Other Expenses Adjustments:															
Other	\$ -	\$ -	\$ -	-	\$ -	\$ 0,011	\$ (0,011)	-	\$ -	\$ (0,011)	-	\$ 0,011	\$ (0,011)		
Total Other Expense Adjustments															
Total Expenses before Non-Cash Liability Adjs.	\$ 1,629,868	\$ 1,610,407	\$ 19,461	1.2	\$ 20,281	\$ 24,767	\$ (4,486)	(22.3)	\$ 1,650,146	\$ (4,486)	(0.3)	\$ 1,635,163	\$ 14,983		
Depreciation	-	0,068	(0,068)	-	-	-	-	-	-	0,068	-	-	(0,068)		
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-	-		
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-		
Total Expenses	\$ 1,629,868	\$ 1,610,485	\$ 19,401	1.2	\$ 20,281	\$ 24,767	\$ (4,506)	(22.3)	\$ 1,650,146	\$ (4,506)	(0.3)	\$ 1,635,231	\$ 14,996		
Net Surplus/(Deficit)	\$ (808,463)	\$ (794,043)	\$ 14,460	1.8	\$ -	\$ (0,011)	\$ -	-	\$ (808,463)	\$ 14,460	1.8	\$ (784,054)	\$ 14,439		

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	September 2012		Year-To-Date		Reason for Variance
		Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
		\$		\$		
Total Revenue Variance						
Farebox Revenue	NR	(2,783)	(5.7)	(4,463)	(9.7)	(e) Primarily due to lower than budgeted tips.
Paratransit	NR	(0,203)	(14.0)	(0,881)	(7.0)	(e) Primarily due to lower than budgeted tips.
Other Operating Revenue	NR	0,057	0.4	0,373	0.3	(e) Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Capital and Other Reimbursements	R	2,784	-	4,485	22.2	(e) Primarily due to greater than planned shuttles, facility maintenance and support services for MTA Bus.
Total Revenue Variance		\$ (0,145)	(0.2)	\$ (0,488)	(0.1)	
Payroll	NR	(2,133)	(2.8)	(1,313)	(0.2)	(e) Mainly due to the bus maintenance program aimed at reversing the negative trend in MDSIF along with bus operator vacancies, traffic delays, and Xtra tips.
Overtime	NR	(1,781)	(15.8)	(12,415)	(11.8)	(e) Mainly due to the bus maintenance program aimed at reversing the negative trend in MDSIF along with bus operator vacancies, traffic delays, and Xtra tips.
Health & Welfare	NR	0,869	4.3	5,419	3.8	(a) Due mostly to the payroll and overtime overruns.
Pension	NR	(0,194)	(1.8)	(0,725)	(1.1)	(a) Due mostly to the payroll and overtime overruns.
Other Fringe Benefits	NR	(0,117)	(1.8)	(0,448)	(1.1)	(a) Due mostly to the payroll and overtime overruns.
Reimbursable Overhead	NR	0,597	91.6	1,136	20.8	(a) Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Payroll	R	(0,120)	(18.8)	(0,360)	(5.3)	(a) Due primarily to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Overtime	R	(0,709)	-	(1,072)	(30.2)	(a) Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Health & Welfare	R	-	-	-	-	(a) Due mostly to the payroll and overtime overruns.
Pension	R	-	-	-	-	(a) Due mostly to the payroll and overtime overruns.
Other Fringe Benefits	R	(0,169)	(57.2)	(0,342)	(12.8)	(a) Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Reimbursable Overhead	R	(0,597)	(91.6)	(1,136)	(20.8)	(a) Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Total Labor Variance		\$ (4,483)	(3.8)	\$ (11,469)	(1.0)	
Fuel	NR	(4,547)	(48.8)	(1,819)	(1.4)	(e) Primarily due to the timing of the CNG rebates check budgeted in September but received in the second quarter.
Insurance	NR	(0,104)	(3.8)	0,308	1.1	(e) Primarily due to lower insurance premiums.
Paratransit Service Contracts	NR	3,488	17.1	15,882	5.5	(e) Mostly due to the diversion of idlers to lower cost tests and vouchers.
Maintenance and Other Operating Contracts	NR	1,322	20.5	10,258	22.2	(e) Due mainly to the revision of the operations maintenance & repair program, the timing of auto purchases, the effect of water & sewer charges against the Flatbush Depot water credits and refund parity offset by higher tires & tubes and oil expenses.
Professional Service Contracts	NR	0,192	45.8	1,311	38.8	(e) Primarily due to timing of professional, outside and training services.
Materials & Supplies	NR	0,725	8.8	3,049	4.1	(e) Mainly due to timing of recoveries, lower than budget warranty claims, travel expenses and stationery & supplies spending.
Other Business Expense	NR	(0,073)	-	(0,830)	-	(e) Due to the automatic vehicle booster tracking system (AVLM) and NVT.
Fuel	R	-	-	-	-	(e) Mainly due to vehicle purchases and bus radio parts.
Paratransit Service Contracts	R	(0,978)	-	(1,493)	-	(e) Due to the automatic vehicle booster tracking system (AVLM) and NVT.
Maintenance and Other Operating Contracts	R	(0,328)	-	(0,387)	-	(e) Mainly due to vehicle purchases and bus radio parts.
Professional Service Contracts	R	-	-	(0,027)	-	(e) Due to the automatic vehicle booster tracking system (AVLM) and NVT.
Materials & Supplies	R	(0,020)	-	(0,285)	-	(e) Lower than budgeted warranty claims and reimbursable travel.
Other Business Expense	R	0,137	67.4	0,808	33.2	(e) Lower than budgeted warranty claims and reimbursable travel.
Total Non-Labor Variance		\$ 1,811	3.0	\$ 26,453	4.8	
Net Variance		\$ (2,817)	(3.4)	\$ (14,839)	1.8	

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

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

	September			September 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	0	\$0.2 3.6%	0	0	0
<u>Unscheduled Service</u>	0	0	(\$1.2) (55.4%)	0	0	0
Programmatic/Routine Maintenance	0	0	(\$1.1) (46.2%)	0	0	0
Unscheduled Maintenance	0	0	\$0.0 .0%	0	0	0
Vacancy/Absentee Coverage	0	0	(\$0.1) .0%	0	0	0
Weather Emergencies	0	0	(\$0.0) .0%	0	0	0
Safety/Security/Law Enforcement	0	0	\$0.0 .0%	0	0	0
Other	0	0	\$0.3 88.9%	0	0	0
Subtotal	0	0	(\$1.8) (15.8%)	0	0	0
REIMBURSABLE OVERTIME						
	\$0.5	\$1.2	(\$0.7)	\$3.6	\$4.7	(\$1.2) (33.5%)
TOTAL OVERTIME	0	0	(\$2.5) (21.0%)	0	0	0

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)

	September		September Year-To-Date	
	Var. - Fav./Unfav. Hours	\$	Var. - Fav./Unfav. Hours	\$
NON-REIMBURSABLE OVERTIME				
Scheduled Service	0	\$0.2	0	\$2.6
		(13.8%)		(62.8%)
Unscheduled Service	0	(\$1.2)	0	(\$3.4)
		68.1%		27.6%
Programmatic/Routine Maintenance	0	(\$1.1)	0	(\$8.2)
		96.3%		65.7%
Unscheduled Maintenance	0	\$0.0	0	\$0.0
		0.0%		0.0%
Vacancy/Absentee Coverage	0	(\$0.1)	0	(\$6.5)
		3.1%		52.0%
Weather Emergencies	0	(\$0.0)	0	\$0.0
		0%		-0.2%
Safety/Security/Law Enforcement	0	\$0.0	0	\$0.0
		0.0%		0.0%
Other		\$0.3	0	\$3.0
		(17.7%)		(24.3%)
Subtotal	0	(\$1.8)	0	(\$12.4)
		71.6%		91.3%
REIMBURSABLE OVERTIME	0	(\$0.7)	0	(\$1.2)
		28.4%		8.7%
TOTAL OVERTIME	0	(\$2.5)	0	(\$13.6)

METROPOLITAN TRANSPORTATION AUTHORITY
 2012 Overtime Reporting
 Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

Type	Definition
Scheduled Service	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/towblock 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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance not 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.
Unscheduled Maintenance	Resulting from an extraordinary event (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.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
Reimbursable Overtime	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)

	September 2012		Year-to-date as of September 2012	
	Mid-Year Forecast	Actual	Mid-Year Forecast	Actual
Farebox Revenue				
Fixed Route	\$ 75.828	\$ 73.045	\$ 663.291	\$ 658.828
Paratransit	1.451	1.248	12.267	11.406
Total Farebox Revenue	\$ 77.279	\$ 74.293	\$ 675.558	\$ 670.234
				Favorable/ (Unfavorable) Variance
				(4.463)
				(0.861)
				(6.324)
Other Revenue Capital & Other				
Other Revenue	\$ 16.239	\$ 16.296	\$ 145.845	\$ 146.218
Capital & Other	2.319	5.103	20.251	24.746
Total Revenue	\$ 95.837	\$ 95.692	\$ 841.354	\$ 841.188
				0.373
				4.495
				(0.466)
Ridership				
Fixed Route	57.623	55.188	505.777	502.036
Paratransit	0.863	0.760	7.539	7.163
Total Ridership	58.486	55.948	613.316	609.199
				(3.741)
				(0.376)
				(4.117)

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Total Baseline Positions				
Managers/Supervisors				
- Managers	588	575	13	
- Supervisors	1,162	1,135	27	
Total Managers/Supervisors	1,750	1,710	40	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	9,536	9,482	54	
- Maintenance	2,699	2,659	40	
Total Hourlies	12,235	12,141	94	Timing of Training Requirements
Total Baseline Positions FT	14,246	14,100	146	
Total Baseline Positions PT	-	5	(5)	
Total Baseline Positions	14,246	14,105	141	

TABLE 1

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

	Non-Reimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast
REVENUE												
Farebox Revenue	\$ 78,259	\$ (0,150)	(0.2)	\$ -	\$ -	-	\$ 78,259	\$ (0,150)	\$ 78,090	\$ (0,150)	(0.2)	\$ -
Paratransit	1,524	(0,237)	(15.6)	-	-	-	1,524	(0,237)	1,287	(0,237)	(15.6)	-
Investment Income	18,230	(0,137)	(0.6)	-	-	-	18,230	(0,137)	18,093	(0,137)	(0.6)	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	\$ 84,018	\$ (8,333)	(9.8)	\$ 2,207	\$ 2,844	15.3	\$ 86,225	\$ (8,196)	\$ 78,029	\$ (8,196)	(9.4)	\$ -
EXPENSES												
Labor:												
Payroll	\$ 79,998	\$ (0,171)	(0.2)	\$ 0,784	\$ 0,893	0.02	\$ 80,782	\$ (0,109)	\$ 80,673	\$ (0,109)	(0.1)	\$ -
Overtime	11,885	(1,855)	(15.6)	0,370	0,270	0.10	12,255	(1,455)	13,710	(1,455)	(11.9)	\$ -
Health and Welfare	15,923	0,514	3.2	-	-	-	15,923	0,514	15,409	0,514	3.2	\$ -
OPFB Current Payment	7,301	0,262	3.6	-	-	-	7,301	0,262	7,039	0,262	3.6	\$ -
Other Fringe Benefits	8,783	(0,136)	(1.6)	0,394	0,207	0.07	7,901	0,282	7,196	(0,109)	(1.5)	\$ -
GASB Account	(0,585)	(0,003)	(0.05)	(0,003)	0,002	0.08	-	-	-	-	-	-
Reimbursable Overhead	\$ 121,314	\$ (1,178)	(1.0)	\$ 2,093	\$ 1,722	0.28	\$ 123,318	\$ (0,897)	\$ 124,214	\$ (0,897)	(0.7)	\$ -
Non-Labor:												
Electric Power	\$ 12,078	\$ (1,914)	(15.8)	-	-	-	12,078	(1,914)	13,993	(1,914)	(15.8)	\$ -
Fuel	2,962	(0,104)	(3.5)	-	-	-	2,962	(0,104)	3,066	(0,104)	(3.5)	\$ -
Insurance	32,846	(0,429)	(1.3)	-	-	-	32,846	(0,429)	33,276	(0,429)	(1.3)	\$ -
Maintenance and Other Operating Contracts	5,243	1,429	27.3	(0,000)	0,000	(0.00)	5,243	1,429	3,816	1,429	27.2	\$ -
Professional Service Contracts	0,366	0,217	59.2	-	-	-	0,366	0,149	0,216	0,216	59.2	\$ -
Materials & Supplies	8,257	(0,149)	(1.8)	-	-	-	8,257	(0,149)	8,108	(0,149)	(1.8)	\$ -
Other Business Expenses	(0,014)	0,155	15.5	0,204	0,712	35.0	0,189	0,502	0,313	0,313	15.5	\$ -
Total Non-Labor Expenses	\$ 61,739	\$ (2,894)	(4.7)	\$ 2,204	\$ 0,822	0.16	\$ 61,943	\$ (2,122)	\$ 63,316	\$ (2,122)	(3.4)	\$ -
City Excesses/Adjustments:												
Other	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	-	\$ -
Total Other Expense Adjustments	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	-	\$ -
Total Expenses before Non-Cash Liability Adjs.	\$ 181,053	\$ (1,533)	(0.8)	\$ 2,207	\$ 2,844	12.9	\$ 183,260	\$ (1,337)	\$ 181,923	\$ (1,337)	(0.7)	\$ -
Depreciation	-	0,033	0.03	-	-	-	-	0,033	0,033	0,033	0.03	\$ -
OPFB Obligation	-	-	-	-	-	-	-	-	-	-	-	\$ -
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	\$ -
Total Expenses	\$ 181,053	\$ 188,026	104.4	\$ 2,207	\$ 2,844	12.9	\$ 185,260	\$ 187,964	\$ 187,956	\$ 187,956	104.4	\$ -
Net Surplus/(Deficit)	\$ (96,035)	\$ (91,538)	(95.3)	\$ -	\$ -	-	\$ (91,538)	\$ (91,538)	\$ (91,538)	\$ (91,538)	(95.3)	\$ -

NOTE: Totals may not add due to rounding

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

TABLE 2

MTA NEW YORK CITY TRANSIT - DOS AND PARATRANSIT
 JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 August 2012 Year-To-Date
 (\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast
Revenues												
Farebox Revenue	\$ 587,483	\$ (1,890)	(0.3)	\$ -	\$ -	-	\$ -	\$ 507,483	\$ 585,783	\$ (1,890)	(0.3)	\$ -
Paratransit	10,816	(0,858)	(8.1)	-	-	-	-	10,816	10,158	(658)	(6.1)	-
Investment Income	129,808	0.316	0.2	-	-	-	-	129,808	129,822	0.316	0.2	-
Other Operating Revenue	-	-	-	17,832	18,643	1.711	9.5	17,832	18,843	1,711	9.5	-
Capital & Other Reimbursements	\$ 727,885	\$ 728,884	(2,887)	(0.4)	\$ 17,832	\$ 18,643	1.711	9.5	\$ 745,817	\$ 746,908	(6,316)	(0.6)
Total Revenue												
	\$ 630,721	\$ 628,902	0.619	0.1	\$ 8,023	\$ 8,238	(0.213)	(3.6)	\$ 638,744	\$ 636,137	0.607	0.1
	127,612	127,862	4,750	3.7	3,066	3,488	(0.382)	(12.7)	127,612	128,640	(1,028)	(11.2)
	57,726	58,318	(0.592)	(1.0)	-	-	-	-	57,726	58,318	(0.592)	(1.0)
	54,215	54,747	(0.532)	(1.0)	2,373	2,546	(0.173)	(7.3)	54,215	57,263	(3,048)	(1.2)
	(4,610)	(5,348)	0.539	11.2	4,610	5,348	(0.539)	(11.2)	(4,610)	(5,348)	0.738	15.2
	\$ 940,893	\$ 938,632	(2,261)	(0.2)	\$ 18,391	\$ 17,918	(1,317)	(8.078)	\$ 957,024	\$ 954,270	(2,754)	(0.7)
Expenses												
Labor:												
Payroll	\$ -	\$ 0,000	(0.000)	-	\$ -	\$ -	-	-	\$ -	\$ 0,000	(0.000)	-
Overtime	108,114	103,185	2,928	2.8	-	-	-	-	108,114	103,185	2,928	2.8
Health and Welfare	26,027	25,914	0.612	1.8	-	-	-	-	26,027	25,914	0.612	1.8
Other Fringe Benefits	252,875	242,501	10,174	4.0	-	-	-	-	252,875	242,501	10,174	4.0
CASB Account	39,731	30,796	8,933	22.5	(0,100)	0,058	(0.058)	-	39,731	30,796	8,933	22.5
Reimbursable Overhead	2,861	1,882	1,119	37.8	-	0,027	(0.027)	-	2,861	1,882	1,119	37.8
Total Labor Expenses	\$ 683,888	\$ 488,860	\$ 285,096	6.1	\$ 1,631	\$ 3,028	(1,394)	(24.169)	\$ 685,519	\$ 491,888	\$ 193,631	2.8
Non-Labor:												
Electric Power	\$ -	\$ 0,000	(0.000)	-	\$ -	\$ -	-	-	\$ -	\$ 0,000	(0.000)	-
Fuel	108,114	103,185	2,928	2.8	-	-	-	-	108,114	103,185	2,928	2.8
Insurance	26,027	25,914	0.612	1.8	-	-	-	-	26,027	25,914	0.612	1.8
Clients	252,875	242,501	10,174	4.0	-	-	-	-	252,875	242,501	10,174	4.0
Maintenance and Other Operating Contracts	39,731	30,796	8,933	22.5	(0,100)	0,058	(0.058)	-	39,731	30,796	8,933	22.5
Professional Services Contracts	2,861	1,882	1,119	37.8	-	0,027	(0.027)	-	2,861	1,882	1,119	37.8
Materials & Supplies	68,151	63,828	2,323	3.5	-	0,294	(0.294)	-	68,151	64,082	2,069	3.1
Other Business Expense	(6,083)	(6,771)	0,771	(12.5)	1,631	1,159	(0.471)	28.8	(6,083)	(6,383)	(300)	(24.7)
Total Non-Labor Expenses	\$ 488,860	\$ 488,860	\$ 285,096	6.1	\$ 1,631	\$ 3,028	(1,394)	(24.169)	\$ 490,491	\$ 488,860	\$ 1,631	0.3
Other Expenses Adjustments:												
Other	\$ -	\$ -	-	-	\$ -	\$ 0,011	(0.011)	-	\$ -	\$ 0,011	(0.011)	-
Total Other Expenses Adjustments	\$ -	\$ -	-	-	\$ -	\$ 0,011	(0.011)	-	\$ -	\$ 0,011	(0.011)	-
Total Expenses before Non-Cash Liability Adjs.	\$ 1,484,818	\$ 1,435,212	\$ 16,377	1.3	\$ 17,832	\$ 19,664	(1,723)	(9.6)	\$ 1,472,531	\$ 1,454,868	\$ 17,663	1.3
Depreciation	-	0,064	(0,064)	-	-	-	-	-	-	0,064	(0,064)	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 1,484,818	\$ 1,435,276	\$ 16,293	1.3	\$ 17,832	\$ 19,664	(1,723)	(9.6)	\$ 1,472,531	\$ 1,454,932	\$ 17,601	1.3
Net Surplus/(Deficit)	\$ (728,764)	\$ (798,432)	\$ 17,272	2.4	\$ -	\$ (8,011)	-	-	\$ (728,794)	\$ (799,443)	\$ 17,290	2.4

NOTE: Totals may not add due to rounding

1. Data presented for informational purposes only. DOS 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)

Account	Actual 2012		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
General Revenue					
SE 525203A C010000					
Farebox Revenue	\$ (0.150)	(0.2)	\$ (1.060)	(0.3)	Primarily due to lower than budgeted tips.
Paratransit	\$ (0.237)	(15.0)	\$ (0.533)	(6.1)	Primarily due to lower than budgeted tips.
Other Operating Revenue	\$ (0.197)	(0.0)	\$ 0.318	0.2	Primarily due to greater than planned shuttle and station projects.
Capital and Other Reimbursements	\$ 0.337	15.3	\$ 1.711	9.5	Primarily due to facility maintenance and support services for MTA Bus.
Total Revenue Variance	\$ (0.196)	(0.2)	\$ (0.310)	(0.2)	
Payroll	\$ (0.171)	(0.2)	\$ 0.619	0.1	Mostly due to the bus maintenance program aimed at reversing the negative trend in MDOF along with bus operator vehicles, traffic delays, and bus tips.
Overtime	\$ (1.955)	(13.1)	\$ (10.624)	(11.1)	Mostly due to the bus maintenance program aimed at reversing the negative trend in MDOF along with bus operator vehicles, traffic delays, and bus tips.
Health & Welfare	\$ 0.514	3.2	\$ 4.720	3.7	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Pension	\$ 0.262	3.0	\$ (0.922)	(1.0)	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Other Fringe Benefits	\$ (0.190)	(2.0)	\$ (0.533)	(1.0)	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Reimbursable Overhead	\$ (0.063)	(15.3)	\$ 0.528	11.2	Primarily due to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Payroll Overtime	\$ 0.002	0.2	\$ (0.213)	(0.6)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Health & Welfare	\$ 0.100	27.0	\$ (0.392)	(12.7)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Pension	\$ -	-	\$ -	-	
Other Fringe Benefits	\$ 0.027	0.1	\$ (0.179)	(0.3)	Primarily due to payroll and overtime overruns.
Reimbursable Overhead	\$ 0.063	15.0	\$ (0.539)	(11.2)	Due mostly to greater than planned shuttles and station projects, facility maintenance and support services for MTA Bus.
Total Labor Variance	\$ (0.897)	(6.7)	\$ (6.978)	(6.7)	
Fuel	\$ (1.914)	(15.0)	\$ 2.828	2.5	Higher than scheduled message, timing of expenses and higher fuel consumption.
Insurance	\$ (0.104)	(3.5)	\$ 0.412	1.0	Timing of insurance payment.
Professional Service Contracts	\$ (0.426)	(1.3)	\$ 10.174	4.0	Timing of an accounting adjustment to be posted in September.
Maintenance and Other Operating Contracts	\$ 1.429	27.3	\$ 6.833	22.5	Due mainly to the favorable timing of tires and tubes billing, the revision of the operations maintenance & repair program, and purchases and the cost of water & sewer charges partially offset by higher facility maintenance and repair.
Professional Service Contracts	\$ 0.217	69.2	\$ 1.118	37.5	Primarily due to timing of professional services.
Materials & Supplies	\$ (0.149)	(1.0)	\$ 2.323	3.5	Primarily due to timing of recoveries and lower than budget warranty claims.
Other Business Expense	\$ 0.165	-	\$ (0.254)	-	
Fuel	\$ -	-	\$ (0.514)	-	Due to the automatic vehicle locator tracking system (AVL/MRF) claims.
Paratransit Service Contracts	\$ -	-	\$ (0.059)	-	
Maintenance and Other Operating Contracts	\$ (0.003)	-	\$ (0.027)	-	
Professional Service Contracts	\$ (0.000)	-	\$ (0.204)	-	
Materials & Supplies	\$ (0.107)	-	\$ 0.471	20.0	Lower than budgeted warranty claims and reimbursable travel.
Other Business Expense	\$ (0.308)	-	\$ 24.643	8.0	
Total Non-Labor Variance	\$ (1.373)	(2.3)	\$ 17.368	2.4	
Net Variance	\$ (2.496)	(2.3)	\$ 10.390	10.0	

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

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

	Mid-Year Forecast		August Actuals		Var. - Fav./Unfav)		Mid-Year Forecast		August Year-to-Date Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
Scheduled Service	0	\$7.0	0	\$0.0	0	\$0.3	0	\$37.8	0	\$55.3	0	\$2.3
						4.8%						4.1%
Unscheduled Service	0	\$2.1	0	\$3.3	0	(\$1.2)	0	\$18.5	0	\$18.7	0	(\$2.2)
						(54.3%)						(13.2%)
Programmatic/Routine Maintenance	0	\$2.3	0	\$3.3	0	(\$0.0)	0	\$17.4	0	\$24.5	0	(\$7.1)
						(40.7%)						(40.7%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
						0.0%						0.0%
Vacancy/Absence Coverage	0	\$0.0	0	\$0.2	0	(\$0.2)	0	\$0.0	0	\$6.4	0	(6.4)
						0.0%						.0%
Weather Emergencies	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.4	0	\$0.4	0	\$0.0
						100.0%						5.8%
Safety/Security/Law Enforcement	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
						.0%						.0%
Other	0	\$0.4	0	\$0.0	0	\$0.4	0	\$3.5	0	\$1.0	0	\$2.5
						91.5%						72.1%
REIMBURSABLE OVERTIME												
Subtotal	0	\$11.9	0	\$13.4	0	(\$1.6)	0	\$95.5	0	\$108.3	0	(\$10.0)
						(13.1%)						(11.3%)
	0	\$0.4	0	\$0.3	0	\$0.1	0	\$3.1	0	\$3.8	0	(\$0.5)
						25.0%						(16.3%)
TOTAL OVERTIME	0	\$12.3	0	\$13.7	0	(\$1.6)	0	\$98.6	0	\$109.9	0	(\$11.3)
						(11.8%)						(11.4%)

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)

	August		August Year-to-Date	
	Var. - Fav./Unfav) Hours	Explanations	Var. - Fav./Unfav) Hours	Explanations
NON-REIMBURSABLE OVERTIME				
Scheduled Service	0 (\$0.3) (22.2%)	Primarily favorable due to lower than scheduled service operated in Buses.	0 \$2.3 (21.7%)	Primarily favorable due to lower than scheduled service operated in Buses.
Unscheduled Service	0 (\$1.2) 74.9%	Primarily due to bus traffic delays, diversions and extra bus trips.	0 (\$2.2) 20.3%	Primarily due to bus traffic delays, diversions and extra bus trips.
Programmed/Routine Maintenance	0 (\$0.9) 80.6%	Primarily due to summer preventative maintenance initiatives to maintain MDBF gains.	0 (\$7.1) 65.8%	Buses maintenance efforts to improve fleet reliability and reverse negative MDBF trend; and hot weather-related bus maintenance.
Unscheduled Maintenance	0 \$0.0 0.0%		0 \$0.0 0.0%	
Vacancies/Absence Coverage	0 (\$0.2) 12.3%	Due to vacancies and absence coverage	0 (\$9.4) 89.4%	Mainly due to vacancy / absence coverage in bus operators, maintainers and bus dispatchers.
Weather Emergencies	0 \$0.0 (0.0%)		0 \$0.0 -0.2%	
Safety/Security/Law Enforcement	0 \$0.0 0.0%		0 \$0.0 0.0%	
Other	0 \$0.4 (25.6%)		0 \$2.5 (23.5%)	
Subtotal	0 (\$1.6) 108.9%		0 (\$10.8) 95.5%	
REIMBURSABLE OVERTIME				
	0 \$0.1 (8.9%)		0 (\$0.5) 4.5%	
TOTAL OVERTIME	0 (\$1.5)		0 (\$11.3)	

METROPOLITAN TRANSPORTATION AUTHORITY
2012 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
Scheduled Service	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/trolleyblock 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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance not 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.
Unscheduled Maintenance	Resulting from an extraordinary event (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.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
Reimbursable Overtime	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)**

	August 2012		Year-to-date as of August 2012		Favorable/ (Unfavorable) Variance
	Mid-Year Forecast	Actual	Mid-Year Forecast	Actual	
Farebox Revenue					
Fixed Route	\$ 76,256	\$ 76,098	\$ 587,483	\$ 585,783	(1,680)
Paratransit	1,524	1,287	10,818	10,158	(658)
Total Farebox Revenue	\$ 77,780	\$ 77,384	\$ 598,278	\$ 595,942	(2,337)
Other Revenue					
Capital & Other	\$ 16,238	\$ 16,101	\$ 129,606	\$ 129,922	0,316
Total Revenue	\$ 94,018	\$ 93,485	\$ 727,884	\$ 725,864	(2,020)
Ridership					
Fixed Route	53,760	53,982	448,154	446,848	(1,306)
Paratransit	0,907	0,808	6,676	6,403	(273)
Total Ridership	54,667	54,790	454,830	453,251	(1,579)

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Total Baseline Positions				
Managers/Supervisors				
- Managers	588	575	13	
- Supervisors	1,162	1,135	27	
Total Managers/Supervisors	1,750	1,710	40	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	9,447	9,513	(66)	
- Maintenance	2,699	2,643	56	
Total Hourlies	12,146	12,156	(10)	Timing of Training Requirements
Total Baseline Positions FT	14,157	14,115	42	
Total Baseline Positions PT	-	5	(5)	
Total Baseline Positions	14,157	14,120	37	

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

NYCT Buses

Awards: Purchase 90 Artic Buses for \$63.7 million.

Completions: None

Design Start: Replace eight bus washers at four depots. The total budget for this project is \$19.0 million.

MTA Bus

Awards: Install an automated real-time information system on buses that operate in the Bronx. The contract cost for this component of the project is \$1.7 million.

Completions: None

Designs: None

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed expenditure of \$172.6M.

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	<i>Thomas Del Sorbo</i>
Project Manager Name	James P. Curry

Date	November 14, 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	11/26/12	X		
2	Board	11/28/12	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:

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Works Contracts	1	\$ 7.0M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Non-Competitive Procurements	1	\$ 7.0M

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

None

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

<u>Procurements Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Works Contracts)	1	TBD
Schedule G. Miscellaneous Service Contracts	2	\$153.3M
Schedule I: Modifications to Purchase and Public Work Contracts	2	\$ 12.3M
	<u># of Actions</u>	<u>\$ Amount</u>
Total Competitive Procurements	5	\$165.6M

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	6	\$172.6M

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

NOVEMBER 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|--|---------------------------|--------------------------------------|
| 1. New Flyer Industries, Inc. | \$7,000,000 (Est.) | <u>Staff Summary Attached</u> |
| Sole Source - Three-year omnibus | | |
| Purchase of inventory and non-inventory replacement bus parts. | | |



NOVEMBER 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

- | | | |
|---|------------------------------|--------------------------------------|
| 1. Contractor To Be Determined
Contract Term To Be Determined
Contract # B-40656 | Cost To Be Determined | <u>Staff Summary Attached</u> |
|---|------------------------------|--------------------------------------|
- RFP Authorizing Resolution for the purchase of 690 low-floor 40-foot clean diesel buses, with an option to purchase up to 700 additional buses.

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.)

- | | | |
|--|-----------------------------|--------------------------------------|
| 2. Global Contact Services, Inc.
Three Proposals/Low Proposer -- Five year contract, with a two-year option
RFQ # 6994
Operation of the Paratransit Call Center. | \$152,900,017 (Est.) | <u>Staff Summary Attached</u> |
|--|-----------------------------|--------------------------------------|

- | | |
|--|-------------------------|
| 3. Pia Car Limo, Inc.
Twelve Bids/Low Bidder -- Three-year contract
RFQ # 10082 | \$425,530 (Est.) |
|--|-------------------------|

This contract is to provide one-way and/or round-trip transportation for Department of Buses (DOB) and Department of Subways (DOS) personnel in safety sensitive titles between their respective work locations within the five boroughs of NYC and the Medical Assessment Center (MAC) located at 180 Livingston Street, Brooklyn, for the purpose of federally mandated random drug and alcohol testing. This estimated quantity contract will be awarded on a class (borough) basis, with Class A (Brooklyn), Class B (Manhattan), Class C (Queens), Class D (Staten Island) and Class E (Bronx). Pricing is based on a cost per trip basis.

Personnel in safety sensitive titles, randomly selected for federally mandated drug and alcohol testing must arrive at the test site as soon as possible after being notified, and are generally able to use public transportation. In Manhattan and the Bronx, the Human Resources' Occupational Health Services (OHS) has a Mobile Testing Program that it administers 24 hours a day, 7 days a week for DOB whereby OHS sends a technician to the bus depots to administer testing.

This contract is used for those instances and days when buses and subways run less frequently and for those times when the Mobile Testing Program in Manhattan and the Bronx may not be available. In the borough of Staten Island car service is to be provided 24 hours a day, 7 days a week. While most of the Staten Island testing during regular working hours is performed at the Staten Island MAC (operating hours: Monday-Friday 8:00 A.M.-4:00 P.M.), car service to the Brooklyn MAC may occasionally be needed during regular hours.

Pia, which is a New York state certified minority-owned business enterprise (MBE), was the low bidder for all five classes (ranging from 5 -10 bidders depending on the class), with Class A (Brooklyn) for \$46,226, Class B (Manhattan) for \$19,206, Class C (Queens) for \$20,816, Class D (Staten Island) for \$132,488 and Class E (Bronx) for \$26,794, for a total amount of \$245,530 for DOB. A price analysis was conducted which indicated that Pia's pricing is 31% lower than the previous contract.

Subsequent to the bid opening DOS determined that use of this contract would be advantageous for transporting DOS employees to the MAC. Rather than rebid and risk the possibility of receiving higher pricing, DOS' requirements of \$180,000 were combined with those of DOB, increasing the adjusted award value to \$425,530. Pricing is considered fair and reasonable.

NOVEMBER 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

- I. Modifications to Purchase and Public Work Contracts
(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K.)
4. New Flyer of America, Inc. \$6,360,195 Staff Summary Attached
Contract #B-40647.2
Modification to the contract for the purchase of CNG 40-foot low floor buses in order to exercise an option for the purchase of 15 additional buses.
5. New Flyer of America, Inc. \$5,936,182 Staff Summary Attached
Contract #B-40641.2
Modification to the contract for the purchase of CNG 40-foot low floor buses in order to exercise an option for the purchase of 14 additional buses.

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (& Location) New Flyer Industries Canada ULC (Winnipeg, Manitoba, Canada)
Description Purchase of inventory and non-inventory replacement bus parts
Contract Term (including Options, if any) December 1, 2012 – November 30, 2015
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: NYC Transit: \$5,000,000 MTABC: \$2,000,000	\$7,000,000 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	

Discussion:

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

There are approximately 4,402 items covered by this approval for the purchase of all replacement bus parts supplied by New Flyer. These New Flyer-supplied items will be used by the NYC Transit and MTA Bus Company (MTABC) for normal maintenance and replenishment of bus parts. The New Flyer bus fleet of 862 buses (739 NYC Transit, 123 MTABC) represents approximately 15.4% of the entire fleet of 5,602 buses. The New Flyer fleet currently consists of 382 NYC Transit articulated buses, 390 low floor 40-foot CNG buses (267 NYC Transit, 123 MTABC), and 90 NYC Transit low floor 40-foot clean diesel buses.

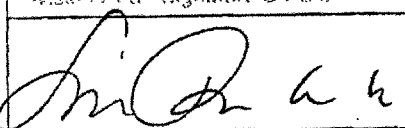
This approval will apply to inventory and non-inventory items identified as obtainable only from New Flyer for the following reasons: sole pre-qualified source on the QPL, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable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

The current omnibus approval, approved by the Board in October 2009 and expiring December 2012, was for \$6,600,000. There is a remaining balance of \$3,152,094. The reason for the remaining funds is due to NYC Transit retiring 110 articulated diesel buses and 134 low floor 40-foot CNG buses manufactured by New Flyer during the approval term for which New Flyer was the supplier of sole source items. NYC Transit has spent \$3,447,906 of the current omnibus, which equates to a monthly expenditure of approximately \$105,000. Over the previous three New Flyer omnibus approvals, there has been an average monthly expenditure of approximately \$133,000. Using this historical figure and extrapolating over a 36 month period, it is anticipated that NYC Transit will require approximately \$5,000,000 of sole source items from New Flyer during the term of this omnibus approval. MTABC advised that it will require an estimated amount of \$2,000,000 for its requirements to support its New Flyer fleet. This request for three years is higher than the previous omnibus approval due to the inclusion of MTABC for this current omnibus. MTABC was not part of the previous omnibus approval because at the time, it did not have any New Flyer buses in its fleet.

Procurement has performed a price analysis on 32 sole source items for which 40 contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold. The 32 items represent 67.7% of the \$3,447,906 NYC Transit utilized to date under the current omnibus. A comparative price analysis of these 32 items shows a weighted average annual price increase of 1.6%. A review of the Producer Price Index over the same time period shows an annual average increase of 2.2%. The annual weighted average price increase of 1.6% compares favorably with the aforementioned Producer Price Index for Transportation Equipment, other Motor Vehicle Parts. The negotiated price is found to be fair and reasonable.

Staff Summary



Item Number 1					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Division Head Signature & Date 					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel	5/15	Executive VP		
2	X Law	10/31/11	President		
3	X SVP Buses	7			
4	X Budget	8			

SUMMARY INFORMATION	
Vendor Name NA	Contract Number B-40656
Description Purchase of 690 low floor 40-foot clean diesel buses with an option to purchase up to 700 additional buses.	
Total Amount N/A	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE/RECOMMENDATION:

To request that the Board determine that competitive bidding is impractical or inappropriate for the procurement of 690 low floor 40-foot clean diesel buses for NYC Transit with an option to purchase up to 700 additional buses, and that it is in the public interest to issue a competitive request for proposals (RFP) pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

DISCUSSION:

Subdivision 9(g) of Section 1209 of the Public Authorities Law permits NYC Transit to use a competitive RFP in lieu of competitive bidding to award a contract for the purchase or rehabilitation of rapid transit cars or omnibuses. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of 690 low floor 40-foot clean diesel buses.

The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the agency. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

The 690 low floor 40-foot clean diesel buses will be purchased based on the replacement of aging 40-foot diesel buses that have reached the end of their 12-year useful life.

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

Staff Summary

With respect to the option, if there is a split award on the base, it is anticipated that award of the option will be based upon obtaining proposals on a competitive basis from both awardees at the time the option is to be exercised thus ensuring the best value for both the base and the option buses. Board approval will be sought for the award of the option.

ALTERNATIVE:

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

IMPACT ON FUNDING:

Funds for the procurement of the 690 buses will be funded under SF02-0789 and SF02-0625. This project is anticipated to be 100% MTA funded.

RECOMMENDATION:

It is recommended that the Board determine that competitive bidding is impractical or inappropriate for the procurement of 690 low floor 40-foot clean diesel buses for NYC Transit with an option to purchase up to 700 additional buses, and that it is in the public interest to issue a competitive request for proposals (RFP) pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

Schedule G: Miscellaneous Service Contracts



Item Number: 2

Vendor Name (& Location) Global Contact Services, Inc. (Salisbury, NC)
Description Operation of the Paratransit Call Center
Contract Term (Including Options, If any) 5 Years with an option of up to 2 years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number RFQ # 6994	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$152,900,017 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl Irick	

Discussion:

This miscellaneous service contract is for the operation of the Paratransit Call Center that includes processing trip requests through advance reservations, addressing same day service delivery issues and providing customer information on trip status to Paratransit registrants on a 24/7 basis in compliance with the Americans with Disabilities Act (ADA).

In May 2011, RFP #6994 was formally advertised as a competitive Request for Proposals (RFP) for the Operation of the Paratransit Call Center – a five year contract with an option for up to an additional two years. Evaluation criteria for this RFP, listed in order of importance, are as follows: overall technical qualification, overall project cost, and other relevant matters. Prior to soliciting the RFP, NYC Transit performed an extensive outreach to identify potential firms in the call center industry. Fifteen vendors attended the pre proposal conference. Proposals were received from the following ten companies: Assist Ambulance, CareRide, Concentrix Corp. (Concentrix), First Transit, Inc. (FT), the incumbent, Global Contact Services, Inc. (GCS), MV Transportation, Inc. (MV), Strategic Care Partners, Inc. (Strategic), Sutherland Global Services, Inc., Veolia Transportation and Verizon.

After the Selection Committee reviewed the proposals, five companies were not invited to provide oral presentations because either their proposals did not address the requirements in the Contract or the companies lacked call center experience. Five proposers were invited for oral presentations, Concentrix, FT, GCS, MV and Strategic. After oral presentations, the Selection Committee unanimously voted to invite Concentrix, FT and GCS to negotiations. While MV demonstrated ADA knowledge, it lacked call center experience of the magnitude of this operation. Strategic, a newly formed company, lacked the requisite depth of organization and resources. Neither company was invited to participate in negotiations. During the period December 2011 through September 2012, negotiations with each of the proposers were conducted and centered on appropriate staffing levels, performance requirements, labor rates, overhead, start up and disaster recovery. Interim pricing was received and utilized to facilitate ongoing negotiations. Proposers were given the opportunity to propose on providing the Call Center services at either the existing NYC Transit Long Island City facility or an off-site facility provided by the proposer.

After review of BAFOs, it became apparent to NYC Transit that remote management of an off-site facility would create undue challenges at this time for an already complex operation. The ability for NYC Transit to closely monitor performance of the Paratransit Call Center, a critical component in providing ADA compliant service, and address issues as they arise would be severely hampered. Moreover, the anticipated savings associated with an off-site facility would not meet expectations. The three proposers were subsequently requested to resubmit BAFOs for the existing NYC Transit location only. Revised BAFOs were received on October 10, 2012 whose results were as follows:

Proposer	Base 5 Years	Option Years (2)	Total (Base + Option)
Global Contact Services	\$152,900,017	\$89,913,865	\$242,813,882 (\$240,716,232)
First Transit	\$155,080,270	\$85,652,216	\$240,732,486
Concentrix*	\$161,419,281	\$91,115,219	\$252,534,500

*Concentrix provided an alternate proposal that is not included in the above chart as it was not for the NYC Location and was deemed invalid.

GCS offered the lowest proposal for the base 5 years which is \$2,180,253 or 1.4% lower than FT. GCS' proposal for the full seven years is \$2,081,396 or 0.86% higher than FT.

The Selection Committee met on October 18, 2012 and reviewed the revised BAFOs in accordance with the evaluation criteria. The Selection Committee unanimously determined that notwithstanding the small difference in price (0.86%) between GCS and FT inclusive of the 2 year option, and based on its valuation of GCS's technical qualifications which were found to be far superior to FT's, the GCS proposal was deemed to offer the best value. With respect to FT and Concentrix, the Committee found that both ranked significantly lower than GCS from the standpoint of technical and other relevant matters. FT's substandard performance on its current contract with Paratransit and Concentrix's continuous administrative shortcomings/errors demonstrated in its submissions influenced the Selection Committee's findings. The price proposal from GCS has been deemed fair and reasonable and is within 1.6% of the revised in house estimate for the full 7 years.

Subsequent to the Selection Committee's recommendation for award, Procurement requested and secured a unilateral price concession in the option years of the contract in the amount of \$2,097,649.79, thereby making GCS' Total price proposal (Base + Option) \$16,254 lower than FT's Total price proposal. GCS' Total price proposal is reduced to \$240,716,232.**

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 4

Vendor Name (& Location)	
New Flyer of America, Inc. (Winnipeg, Manitoba, Canada)	
Description	
Purchase of low-floor 40-foot CNG buses	
Contract Term (including Options, if any)	
December 30, 2011 – March 31, 2018	
Option(s) Included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Department of Buses, Darryl C. Irick	

Contract Number	AWO/Modification #
B-40647	2
Original Amount: \$ 31,788,339	
Prior Modifications: \$ (229,400)	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 31,558,939	
This Request: \$ \$6,360,195 (Est.)	
% of This Request to Current Amount: 20.2%	
% of Modifications (including This Request) to Original Amount: 19.3%	

Discussion:

This modification will exercise an option to purchase 15 low-floor 40-foot CNG buses from New Flyer of America (New Flyer) for MTABC.

This contract is a federally funded, competitively negotiated contract awarded to Daimler Buses North America (DBNA) on December 30, 2011 for the purchase of 74 low-floor 40-foot CNG buses with an option to purchase up to 30 additional buses which can be exercised in various increments as needed. The contract contains an option clause whereby option buses can be ordered at the base price of \$427,113 per bus for up to one year after award. If an option is exercised after one year from original award date, the bus price is subject to a price adjustment formula established in the contract.

In April 25, 2012, DBNA announced that it planned to stop production of transit buses and exit the transit bus manufacturing industry in North America. Subsequent to discussions between DBNA, NYC Transit and MTABC, it was determined that it was in the best interest of all parties to assign the contract to New Flyer, the second low proposer from the original solicitation. On July 5, 2012, New Flyer accepted the assignment with some minor changes to the contract language that were memorialized in Mod. #1, resulting in a reduction of \$229,400 (\$3,100 per bus) and a new per bus price of \$424,013. The total value of the contract was reduced from \$31,788,339 to \$31,558,939. It should be noted that New Flyer has recently completed the delivery of 385 similarly configured low-floor 40-foot CNG buses which were procured under a separate non-federally funded competitive RFP (Contract #40641) that was awarded in August 2010. This Board package also includes an option for 14 additional CNG Buses under Contract B40641 for NYC Transit that is locally funded.

Under this Mod. #2, NYC Transit will exercise an option to purchase an additional 15 low-floor 40-foot CNG buses on behalf of MTABC for a total amount of \$6,360,195 (\$424,013 per bus). This option is being exercised within one (1) year of the initial award and therefore will not be subject to the price adjustment formula contained in the contract.

Delivery of these 15 option buses is scheduled to take place in March 2013. These buses will be used to replace buses that have reached the end of their 12-year useful life.

The final price was found to be fair and reasonable.

Schedule G: Miscellaneous Service Contracts



Item Number: 5

Vendor Name (& Location)	
New Flyer of America, Inc. (Winnipeg, Manitoba, Canada)	
Description	
Purchase of low-floor 40-foot CNG buses	
Contract Term (Including Options, if any)	
August 20, 2010 – April 30, 2018	
Option(s) Included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Department of Buses, Darryl C. Irick	

Contract Number	AWO/Modification #
B-40641	2
Original Amount: \$ 61,424,152	
Option Amount: \$ 115,433,931	
Total Amount: \$ 176,858,083	
Prior Modifications: \$ 0	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 176,858,083	
This Request: \$ 5,936,182	
NYCT: \$5,936,182 (Est.)	
MTABC: \$0	
% of This Request to Current Amount: 3.4%	
% of Modifications (Including This Request) to Total Amount: 68.6%	

Discussion:

This modification will exercise an option to purchase 14 low-floor 40-foot CNG buses from New Flyer of America (New Flyer) for NYC Transit.

This contract is a locally funded, competitively negotiated contract awarded to New Flyer on August 20, 2010 for the purchase of 35 low-floor 40-foot CNG buses (90 buses for NYC Transit, 45 buses for MTABC), with an option to purchase up to 340 additional buses which can be exercised in various increments as needed. The contract contains an option clause whereby option buses can be ordered at the base price of \$453,990 for up to one year after award. If an option is exercised after one year from original award date, the bus price is subject to a price adjustment formula established in the contract.

Modification #1 was executed in June 2011 to exercise an option to purchase an additional 250 low-floor 40-foot CNG buses (171 buses for NYC Transit, 79 buses for MTABC) and to incorporate a series of technical changes on all 385 buses (135 buses in the base and 250 buses in the Option), resulting in a per bus price of \$459,019 for a total of \$115,433,931. Delivery of these buses was completed in October 2012.

Under this Mod. #2, NYC Transit will exercise an option to purchase an additional 14 low-floor 40-foot CNG buses. New Flyer provided a quote in the amount of \$6,586,933 (\$470,495 per bus) for the 14 buses in September 2012 based on the price adjustment formula contained in the contract. After conducting discussions with New Flyer regarding the option pricing, New Flyer agreed to reduce the price of the 14 option buses by approximately \$46,482 per bus to \$424,013 per bus, for a total option price of \$5,936,182, which represents a total savings of approximately \$650,751 (9.88%). This pricing is identical to the per bus price contained in contract B40647 which is a federally funded, competitively negotiated contract for MTABC that was awarded to Daimler Buses North America in December 2011 and assigned to New Flyer in July 2012. This Board package also includes an option for 15 additional CNG Buses under Contract B40647 for MTABC which is federally funded.

Delivery of these 14 option buses is scheduled to take place in April 2013. These buses will be used to replace buses that have reached the end of their 12-year useful life.

The final pricing for the option buses was found to be fair and reasonable.

Report



SERVICE CHANGES: **MTA BUS OPERATIONS COMMITTEE
NOTIFICATION SERVICE REVISION
Q7 EASTBOUND TRAVEL PATH REVISION
in EAST NEW YORK, BROOKLYN**

This staff summary supersedes the staff summary on this item, dated October 5, 2012

SERVICE ISSUE:

The Q7 provides local bus service between East New York, Brooklyn and John F. Kennedy International Airport's cargo area via the intermediate neighborhoods of Ozone Park, South Ozone Park and South Jamaica.

In East New York, the eastbound Q7 currently travels via an indirect path, deviating off a more direct path on Pitkin Avenue. The eastbound Q7 currently passes Pitkin Avenue to travel one block north to Glenmore Avenue to travel east from Crescent Street to Drew Street and then returns to Pitkin Avenue. Conversely, the westbound Q7 travels west on Pitkin Avenue from Drew Street to Crescent Street. This eastbound path requires additional turning maneuvers on narrow streets and additional travel time, which adversely affects service reliability.

RECOMMENDED SOLUTION:

To provide faster, more reliable service on a more direct travel path, streamline the eastbound Q7 to use Pitkin Avenue to travel from Crescent to Drew Streets, instead of Glenmore Avenue. This revised travel path would be symmetrical with the westbound Q7 travel path on wider streets with fewer turns. This revision would discontinue four low volume current eastbound bus stops on Glenmore Avenue and relocate them one block south to Pitkin Avenue.

ESTIMATED IMPACT:

The net result of the recommended revision would be a small decrease in operating cost of approximately \$15,000 annually because of the small decrease in travel distance and travel time. Over time, it is anticipated that this streamlined travel path would encourage additional ridership and revenue.

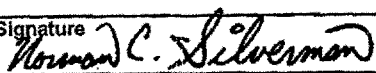
PLANNED IMPLEMENTATION:

December 2012.

Staff Summary





This staff summary supersedes the staff summary on this item, dated October 5, 2012

Page 1 of 3

Subject	Q7 Eastbound Travel Path Revision in East New York, Brooklyn
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Stacey Lewis

Date	November 14, 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		11/20/12
3	Executive Vice President		
2	VP, Intergovernmental and Community Affairs		
1	Vice President, Operations Planning		11/19/12

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 path of the Q7 local bus route in East New York, Brooklyn. This route was formerly operated by Green Bus Lines, Inc. and transitioned into MTA Bus on January 9, 2006.

DISCUSSION:

The Q7 provides local bus service between East New York, Brooklyn and John F. Kennedy International Airport's Cargo Area via the intermediate neighborhoods of Ozone Park, South Ozone Park and South Jamaica (note that the Q7 does not serve the JFK Airport passenger terminals). The Q7 travels a one-way distance of approximately 6.9 miles, transporting approximately 5,360 passengers per weekday, 2,560 passengers per Saturday, and 1,780 passengers per Sunday.

In East New York, the eastbound Q7 currently travels via an indirect path, deviating off a more direct path and then returning. The eastbound Q7 currently passes Pitkin Avenue, to travel one block north to Glenmore Avenue, which is a narrow one-way residential street, and then travels east on Glenmore Avenue for eight blocks from Crescent to Drew Streets, returning to Pitkin Avenue to continue east to Queens. This current eastbound path also uses different streets than the westbound Q7 travel path, which remains on Pitkin Avenue (a two-way street), and requires additional turning maneuvers through signalized intersections on narrow streets, which adversely affects service reliability. There is an opportunity to streamline the eastbound travel path of the Q7 in East New York by traveling more directly and uniformly with fewer turns on wider streets, matching the current westbound path.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

This staff summary supersedes the staff summary on this item, dated October 5, 2012

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To provide faster, more reliable service with fewer turns, it is recommended to revise the eastbound travel path to align it symmetrically with the westbound travel path in East New York. Under this revision, the eastbound Q7 would travel on Pitkin Avenue directly from Crescent Street to Drew Street, and then remain on Pitkin Avenue, resuming its current travel path. This revision would improve eastbound service reliability by discontinuing two turning maneuvers along the travel path. This revision would reduce the eastbound travel distance by approximately 0.2 miles, and reduce travel time by approximately 1-2 minutes, though passenger perception of the travel time saved due to the more direct path would be greater. See attached map.

This revision would discontinue service to four eastbound bus stops, and relocate them one block, approximately 450 feet, south to nearby Pitkin Avenue, sharing current Q8 bus stops. These relocated eastbound bus stops would be consolidated to be directly symmetrical with current westbound Q7 bus stops on Pitkin Avenue at Autumn Avenue and at Eldert Lane. Based on recent passenger counts, these current Q7 eastbound bus stops to be relocated are used by a total average of approximately 240 passengers per weekday, and a lesser number on weekends, as listed below:

Current Eastbound Q7 Bus Stops to be Relocated to Pitkin Avenue	Average Weekday Passenger Count
Crescent St at Glenmore Av	65
Glenmore Av at Lincoln St	45
Glenmore Av at Grant Av	90
Glenmore Av at Forbell St	40
Total	240

This revision would improve the Q7 service pattern by streamlining it to consistently serve bus stops along Pitkin Avenue in the eastbound and westbound directions and is similar to a revision previously made to streamline the Q8 in the same area. The westbound Q7 (to East New York) travel path would remain unchanged.

RECOMMENDATION:

To provide faster, more reliable service on a more direct travel path, streamline the eastbound Q7 to use Pitkin Avenue to travel from Crescent Street to Drew Street, instead of Glenmore Avenue. This revised travel path would be symmetrical with the westbound Q7 travel path on wider streets with fewer turns. This revision would discontinue four current low volume eastbound bus stops on Glenmore Avenue and relocate them one block south to Pitkin Avenue.

ALTERNATIVES:

The only alternative would be to leave the current Q7 eastbound service in East New York unchanged. This would forgo the opportunity to provide a direct eastbound path in East New York on wider streets, and would continue to provide asymmetrical one-way service on separate eastbound and westbound travel paths.

Staff Summary

This staff summary supersedes the staff summary on this item, dated October 5, 2012

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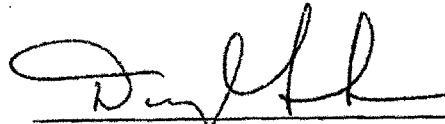
IMPACT ON FUNDING:

The net result of the recommended revision would be a small decrease in operating cost of approximately \$15,000 annually because of the small decrease in travel distance and travel time. Over time, it is anticipated that this streamlined travel path would encourage additional ridership and revenue.

IMPLEMENTATION:

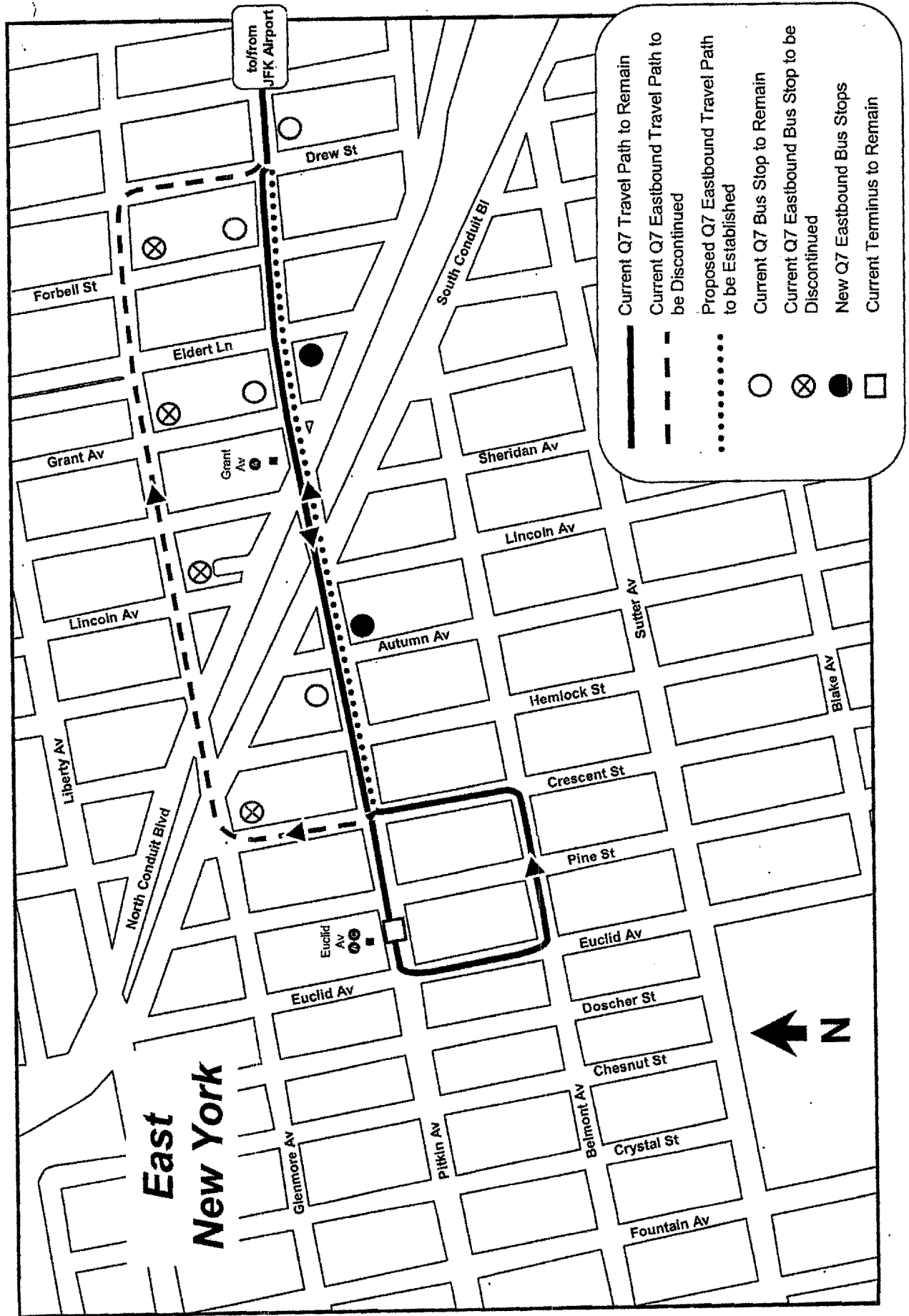
December 2012.

Approved:



Darryl C. Irick
President

Q7 Eastbound Travel Path Revision in East New York





Bus Company

Report

**SERVICE CHANGES: MTA BUS OPERATIONS COMMITTEE
NOTIFICATION: BUS SCHEDULE
CHANGES EFFECTIVE JANUARY 2013**

SERVICE ISSUE:

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

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

RECOMMENDATION:

Sixteen bus schedule changes on a total of fourteen routes (Weekday, or Saturday, or Sunday) are proposed for implementation in January 2013.

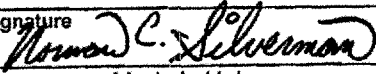
ESTIMATED IMPACT:

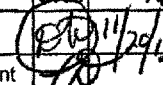
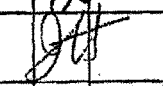
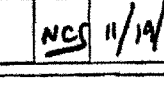

Implementation of the January 2013 schedule changes is estimated to result in a 2013 savings of approximately \$700,000.

PLANNED IMPLEMENTATION:

January 2013.

Staff Summary

Subject						Bus Schedule Changes Effective January 2013					
Department						Operations Planning					
Department Head Name						Norman C. Silverman					
Department Head Signature											
Project Manager Name						Mark A. Holmes					
Board Action											
Order	To	Date	Approval	Info	Other						
1	President		X								
2	Bus Ops Cmte			X							

Date				November 14, 2012			
Vendor Name				N/A			
Contract Number				N/A			
Contract Manager Name				N/A			
Table of Contents Ref #				N/A			
Internal Approvals							
Order	Approval	Order	Approval				
4	President			11/29/12			
3	Executive Vice President						
2	VP, Intergovernmental and Community Affairs						
1	Vice President, Operations Planning.			11/14/12			

Narrative

PURPOSE:

To obtain Presidential approval, and to inform the Bus Operations Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times that more closely match operating conditions.

DISCUSSION:

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

Bus schedule changes identified for implementation in January 2013 are a product of MTA Bus' continuing effort to review and revise bus schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-approved bus loading guidelines. Note that only full time changes are reported; routine recurring seasonal changes are not included.

Staff Summary

Page 2 of 2

RECOMMENDATION:

Sixteen bus schedule changes affecting 14 routes which include weekday, or Saturday or Sunday service have been identified for implementation in January 2013.

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

ALTERNATIVES:

Do nothing. Under this alternative MTA Bus would not make service level adjustments to better meet changes in customer demand and deal with changing ridership conditions.

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

IMPACT OF FUNDING:

Implementation of the January 2013 schedule changes is estimated to result in a calendar 2013 savings of approximately \$700,000 when compared to the current schedules.

IMPLEMENTATION:

January 2013.

Approved:



Darryl C. Irick
President

**Attachment 1
Weekday**

**MTA Bus Operations Planning
Summary of Service Span and Frequency Changes by Time Period
Winter 2013**

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

WEEKDAY	Span Changes						AM Peak		Midday		PM Peak		Evening	
	Route	Existing	Proposed	Scheduled Headway In Minutes		Proposed	Scheduled Headway In Minutes		Current	Proposed	Scheduled Headway In Minutes		Current	Proposed
				Current	Proposed		Current	Proposed			Current	Proposed		
	Bx23	No Change	No Change	8	10	12	10	10	12	8	12	20	No Change	
	BxM3 ¹	7:35am - 12:05am	No Change	12	No Change	No Change	60	No Change	No Change	30	No Change	60	No Change	
	BxM10	No Change	No Change	12	15	No Change	60	No Change	No Change	10	No Change	30	No Change	
	Q19	No Change	No Change	15	20	No Change	20	No Change	No Change	20	No Change	20	No Change	
	Q29	No Change	No Change	6	7	No Change	20	No Change	No Change	8	10	15	20	
	Q72	4:30am - 1:20am	No Change	12	No Change	No Change	15	No Change	No Change	15	No Change	20	No Change	
	OM8	No Change	No Change	15	12	N/A	N/A	N/A	N/A	30	No Change	30	No Change	
	QM24	No Change	No Change	12	15	N/A	N/A	N/A	N/A	20	No Change	N/A	N/A	
	B103	5:00am - 10:30pm	No Change	3	No Change	No Change	8	No Change	No Change	3	No Change	20	No Change	
	BM1	5:20am - 11:00pm	No Change	12	15	No Change	70	No Change	No Change	12	15	30	No Change	
	BM2	5:20am - 12:10am	No Change	12	15	No Change	75	No Change	No Change	20	No Change	30	No Change	
	BM3	5:20am - 11:30pm	No Change	12	15	No Change	70	No Change	No Change	15	20	30	No Change	
	BM4	5:30am - 8:00pm	No Change	12	15	No Change	70	No Change	No Change	15	20	60	No Change	

Notes

1: BxM3 Span Changes reflect changes in the northbound direction only.

**Attachment 1
Saturday**

**MTA Bus Company Operations Planning
Summary of Service Span and Frequency Changes by Time Period
Winter 2013**

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

SATURDAY	Span Changes		Late Morning		Midday		Late Afternoon		Evening	
	Existing	Proposed	Scheduled Headway in Minutes		Scheduled Headway in Minutes		Scheduled Headway in Minutes		Scheduled Headway in Minutes	
Route			Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Q101	1:30am - 12:40am	1:30am - 12:30am	30	No Change	30	No Change	30	No Change	30	No Change
B103	5:30am - 11:41pm	5:30am - 12:20am	10	No Change	8	8	15	10	30	20

**Attachment 1
Sunday**

**MTA Bus Company Operations Planning
Summary of Service Span and Frequency Changes by Time Period
Winter 2013**

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

SUNDAY	Span Changes		Late Morning		Midday		Late Afternoon		Evening		
	Existing	Proposed	Scheduled Headway in Minutes (*)	Current	Proposed	Current	Scheduled Headway in Minutes (*)	Current	Proposed	Current	
B103	6:00am - 11:45pm	6:00am - 12:15am		20	No Change	10	No Change	10	No Change	30	20