



DRIVING FORWARD

NEW DAY. NEW DESTINATIONS.



ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY
Comprehensive Plan & 2013–14 Budget



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Distinguished Budget Presentation Award

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to Rochester Genesee Regional Transportation Authority, New York for its annual budget for the Fiscal Year beginning April 1, 2012. To receive this Award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device.

This Award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.



Rochester Genesee Regional Transportation Authority provides public bus transportation in Monroe, Genesee, Livingston, Orleans, Seneca, Wayne, and Wyoming Counties. Recognized as one of the best-run transit systems in the nation, our 800+ employees proudly enjoy serving our customers who count on us for 18 million rides each year. For more information, visit rgрта.com.

OUR MISSION

We provide public transportation respectful of our customers, communities, and employees.

OUR VISION

The preferred transportation choice.

OUR VALUES

INTEGRITY

We communicate what we have done, are doing, and plan to do. We deliver what we promise. We are reliable as individuals and as an organization.

RESPECT

We value and appreciate fellow employees, our customers, and the communities we serve. We listen to one another and understand each point of view.

INSPIRED

To serve our communities in the best possible way is challenging. To maximize our constrained resources and grow the positive impact transit delivers takes inspired involvement from every employee.

PERFORMANCE FOCUS

To exhibit integrity we need to communicate what we do and how we do it. And then do it. Over and over again. Despite obstacles. Aware of fiscal and resource challenges. Our customers and communities are counting on us. We get it done for them and for one another.

FUN

What we do is important. Individuals, families, and organizations of all types count on us. Our emphasis on having fun makes the experience better for everyone.

LETTER FROM THE CEO



March 7, 2013

Dear Commissioners:

Delivering on our commitments.

Strengthening our partnerships.

Building on our progress.

Our journey to achieve our vision of becoming the preferred transportation choice is taking RGRTA to exciting new destinations. With a steady focus on four key strategic priorities – achieving sustainable growth, improving the customer experience, delivering quality service, and engaging our employees – we are emerging a stronger, more responsive

organization that the community can depend on for the long term.

Today, RGRTA is on solid financial footing, our annual ridership has topped more than 18 million, and we are operating with less reliance on taxpayer dollars – all while maintaining our “bus for a buck” commitment.

Through a highly-collaborative private sector business model and mindset, we’ve actively partnered with our employees, our customers, the government, and community stakeholders to better understand and respond to increasingly higher expectations for greater value, immediacy, and convenience. Over the past year, we’ve implemented innovative new customer tools and services that make riding the bus not only faster and easier, but more enjoyable too – and we’re just getting started.

As we look ahead, we see a bright future. RGRTA will offer a transportation system that people can build their lives around. We are investing approximately \$100 million on capital projects that will prepare facilities for the next generation of transit customers, while generating more than 500 construction-related jobs for our community.

The following pages outline our trailblazing road map for future success, and how we are driving forward to create an unparalleled transit experience for each and every customer we serve.

On behalf of our 841 dedicated employees, I am pleased to present the RGRTA Comprehensive Plan and 2013–14 budget. Thank you for your continued support of our vision and progress.

Sincerely,

A handwritten signature in black ink that reads "Bill Carpenter". The signature is fluid and cursive, with a large, sweeping "C" for the last name.

Bill Carpenter
Chief Executive Officer

LETTER FROM THE CHAIRMAN



March 7, 2013

To Our Community:

It is my privilege, on behalf of the entire Board of Commissioners, to present you with the RGRTA Comprehensive Plan and the fiscal year 2013–14 budget that it contains. The Board of Commissioners has laid out a strategy of using a private sector approach to operating the Authority with the goal of providing top level customer service. The RGRTA Executive Management Team is executing that strategy and approach by delivering on its commitment

to achieve sustainable growth, while maintaining the \$1 fare and minimizing reliance on government subsidies.

On all fronts, RGRTA is strengthening its ability to meet and exceed customer expectations for public transportation that supports and enhances their daily lives.

With leadership that is both talented and properly aligned, a strong financial foundation, and a record of surpassing year-over-year performance goals, RGRTA is well positioned to deliver an outstanding customer transit experience for many years to come.

I thank my fellow commissioners who volunteer their time and professional talents for their service to the community. And I thank the entire RGRTA family of employees for their continued and dedicated service to our customers each and every day.

Sincerely,

A handwritten signature in black ink, appearing to read "James H. Redmond".

James H. Redmond
Chairman

BOARD OF COMMISSIONERS & GOVERNANCE STRUCTURE

A public benefit entity, Rochester Genesee Regional Transportation Authority is governed by 13 appointed, voting commissioners. Four represent Monroe County; three represent the City of Rochester, and each of the other member counties is represented by one. Voting commissioners are individuals who have been recommended by their applicable local governing bodies, appointed by the Governor of New York State, and confirmed by the New York State Senate.

Included on the Board of Commissioners is a representative of the labor union representing the largest number of employees within the Authority, that being ATU Local 282. This representative is a non-voting member of the Board of Commissioners, and is appointed by the Governor of New York State upon the labor organization's recommendation. The current labor union representative to the RGRTA Board of Commissioners is Frank Falzone.

The Board schedules at least one meeting each month. All meetings of the Board are open to the public, recorded, and available for viewing on the Authority's website: www.rgrta.com.

Profiles of the voting Commissioners follow:



Thomas R. Argust
City of Rochester

Appointed in 2007

City of Rochester
Commissioner of
Community Development,
retired

Graduate of Bucknell
University and Colgate
Rochester Divinity School

Community Service:
Rochester Area Community
Foundation Distributions
Committee and former
Board Chairman, Susan
B. Anthony House Trustee
Emeritus, ACT Rochester
Steering Committee Chair,
Yates County Community
Endowment Fund Co-chair



Paul J. Battaglia, CPA
Genesee County

Appointed in 2008

Managing Director of the
Batavia Office of Freed
Maxick & Battaglia, P.C.

Graduate of
St. Bonaventure University

Community Service:
Chairman of the Board
of Directors of United
Memorial Medical Center,
Catholic Health System
Board of Directors,
Treasurer of Batavia Rotary
Club, Chairman of United
Way Board of Directors,
Private Industry Council,
President of Business
Education Alliance, Board
Chairman of Genesee
Chamber of Commerce,
Genesee Wyoming BOCES
Board of Education,
Chairman of the Board
of YMCA and Catholic
Charities of WNY Board
of Trustees, and Audit
Committee Chair



Stephen J. Carl
Monroe County

Appointed in 2012

Chief Executive Officer of Federated Investors, Inc. and Manager of Carl Group

Graduate of University of Rochester

Community Service:
Member of the Young Presidents' Organization (YPO) Northeast U.S. Regional Executive Board



Robert J. Fischer
Monroe County

Appointed in 2012

Primary Business Manager of Fischer Investment Group

Community Service:
Board of Directors of the Rochester Philharmonic Orchestra, the Greater Rochester Visitors' Association, the Boy Scouts of America Otetiana Council, Chair of the Monroe County Budget Advisory Team, Member of the NYS Environmental Facilities Corporation Board of Directors



Michael P. Jankowski,
Treasurer
Wayne County

Appointed in 2004

Wayne County Clerk

Graduate of St. John Fisher College and the National Academy for Paralegal Studies, Inc.

Community Service:
Member of the New York State County Clerks Association, 2008 Chairman for the Wayne County United Way Campaign, Board of Directors of Newark Wayne Community Hospital and Wayne County Action Program



Barbara J. Jones
City of Rochester

Appointed in 2007

Retired Vice President for the JP Morgan Chase Bank Community Development Group

Graduate of Hunter College, New York University, and Carroll School of Management at Boston College

Community Service:
Sector 4 Community Development Corporation, Rochester Area Community Foundation, Rochester Economic Development Corporation, and Gateways Music Festival



"With an innovative and high functioning public transit system, we can revitalize the center of our city. Many of downtown's 50,000 employees rely heavily on RGRTA every day, and it is an important selling point for the 5,000 downtown residents – a number of whom desire less reliance on cars. In addition, the new Transit Center is destined to become a beacon for the growing constellation of public spaces downtown, connecting the community in a way we have only dreamed about over the past two decades."

Heidi N. Zimmer-Meyer

President, Rochester Downtown Development Corporation
Executive Director, Downtown Special Services, Inc.

BOARD OF COMMISSIONERS & GOVERNANCE STRUCTURE



Karen C. Pryor
City of Rochester
Appointed in 2007

Retired as the University of Rochester Medical Center Director of Government Relations in 2002, previously having served as Director of Financial Aid and Assistant Dean for Student Services at the University of Rochester School of Medicine

Graduate of Purdue University and Mary Baldwin College

Community Service: 19th Ward Community Association, Board of Directors of the Rochester Presbyterian Home and the Women's Health Partnership, Ruling Elder at Third Presbyterian Church, Treasurer of the Presbytery of Genesee Valley, Volunteer at the Isaiah House Hospice



James H. Redmond,
Chairman
Monroe County
Appointed in 2004

Regional Vice President of Communications and Community Investments for Excellus BlueCross BlueShield

Graduate of St. John Fisher College

Community Service: Board of Directors of Catholic-Courier for the Diocese of Rochester, Member of the North Greece Fire Department Exempts Association



Henry Smith, Jr.
Orleans County
Appointed in 2008

Orleans County Legislature, Retired from Eastman Kodak Company, President of Community Coalition Initiatives and Actions (CCIA), the HLSJ Driving Academy Ltd.

Graduate of Cornell University, Roberts Wesleyan College, and Monroe Community College

Community Service: Orleans County Farm Bureau Member, Community Action Board of Directors, Member of Lions Club of Albion, New York



Milo I. Turner
Livingston County
Appointed in 2001

Sales Manager and Auctioneer for Roy Teitsworth, Inc.

United States Navy Veteran

Community Service: Chairman of the Nunda Planning Board, Volunteer for the Nunda Fire Department, Member of the Nunda Kiwanis Club



Frank Vitagliano, Jr.,
Vice Chairman
Wyoming County
Appointed in 2002

Senior Vice President
of Tompkins
Insurance Agencies

Graduate of
Alfred University

Community Service:
Director of the Wyoming
County Local Development
Corporation and the
Wyoming Chamber of
Commerce, Member
of the Tompkins Board
of Directors, Wyoming
County Hospital
Campaign Fund Drive,
Former Town Councilman
in Orangeville (1986-1989)
and Warsaw (1992-1996)



Edward W. White,
Secretary
Seneca County
Appointed in 2006

Court Attorney for
the New York State
Supreme Court Seventh
Judicial District

Community Service:
Former Junius Town
Justice, Former
Member of the Court
Facilities Capital
Review Board

COMMITTEES

The Authority has established four standing committees to assist the Board of Commissioners in carrying out its duties.

Governance Committee

- Keeps the Board of Commissioners informed of current best governance practices
- Reviews corporate governance trends for their applicability to the Authority
- Updates the Authority's corporate governance principles and practices when necessary
- Advises member counties of the applicable skills, qualities, and professional experience necessary for a person to fulfill the Commissioner responsibilities
- Formulates and proposes to the full Board for adoption policies that promote honest and ethical conduct by Authority Commissioners, officers, and employees

Audit Committee

- Represents and assists the Board of Commissioners in its general oversight of the Authority's accounting and financial reporting processes, audits of the financial statements, and internal controls
- Provides an avenue of communication between management, the independent auditors, and the Board of Commissioners

Compensation Committee

- Discharges the Board's responsibility related to compensation of the Authority's executive officers and other employees
- Oversees the Authority's succession planning program, and assists in relating Authority performance to executive and employee compensation

Finance/Investment Committee

- Represents and assists the Board in its general oversight of the Authority's borrowing and investment activities
- Reviews proposals for the issuance of debt by the Authority and its subsidiaries
- Formulates investment policy of the Authority; monitors the system of internal controls with respect to the investment policy
- Determines that investment results are consistent with the Board of Commissioners' objectives



STRATEGIC PLAN & OPERATIONAL INITIATIVES



NEW DAY. NEW DESTINATIONS.

After several years of rigorous financial discipline and a focused commitment to increase ridership, RGRTA has achieved a solid foundation of measurable and sustainable milestones that have put us on the right path to realize our vision of becoming “The Preferred Transportation Choice.”

In recent years we have implemented a private sector business model and mindset to improve quality, increase productivity, and sustain solid financial results. The intended outcome is for RGRTA to thrive by providing more value to the region through increased customer ridership and satisfaction, and decreased dependence on government subsidies, while maintaining our \$1 fare through at least 2015.

Applying this private sector business model within our public agency has not only elevated our thinking, it has inspired an unprecedented level of engagement, collaboration, and accountability among all key stakeholders. As a result, RGRTA has:

- Continued to reduce its cost structure
- Expanded business partner relationships to more than 60 across the Greater Rochester region and increased

business partner revenue from approximately \$13 million annually to well over \$15 million in just two short years

- Consistently achieved on-time performance of 90%
- Increased ridership to more than 18 million annually

As we continue to drive forward on our journey, we are now in a position to do much more than simply build on past successes. Through active partnerships with our employees, customers, government, and community stakeholders, we are re-imagining what public transportation can and should be for future generations.

It's a new day for our customers and our organization as we respond to a world that expects convenience, immediacy, value, and extraordinary service in all aspects of daily life. RGRTA is excited about the plans we have in place to develop a transit system that people can rely on to build their lives around.

This Plan outlines our strategic roadmap for making it happen and the new destinations we'll be arriving at along the way.



OUR STRATEGIC FRAMEWORK

Our growth plans and 2013–14 operational initiatives are focused on the following Key Result Areas:

- Financial Sustainability
- Customer Experience
- Service Quality
- Engaged Employees

Financial Sustainability

Achieving Sustainable Growth

Guided by our disciplined private sector mindset with a performance focused culture, we're driving forward to achieve sustainable growth in a fiscally responsible way. RGRTA has greatly reduced its reliance on government support while delivering a stable level of service and reducing its RTS base fare to \$1 in 2008. Since fiscal year 2006–07, reliance on governmental subsidies has decreased 14%.

Our plans remain contingent on state and federal funding, which represent 48% of supporting revenues. Because RGRTA is committed to fiscally constrained growth, we will work to improve the level and reliability of our funding from all sources. We will continue to grow ridership steadily each year, with a goal of 20 million customers by 2015–16. Additionally, we will grow our business partner revenue by nearly 7% to further reduce our reliance on government subsidies.

Our continued emphasis on forward-looking information and a commitment to data-based decision making will be key to achieving our goals. A transition to an updated financial software platform followed by the implementation of a business intelligence tool is essential. When the financial software implementation is completed during this fiscal year, it will enable us to better forecast and manage both operating and capital budgets and cash flow, and improve our ability to develop financial models for subsidy pricing and service evaluation.



In 2013–14 and beyond, we will build on this momentum by continuing to grow ridership steadily each year, with a goal of 20 million customers by 2015–16.

Operational Tactics

Tactic	Key Milestones	Completion Date	Project Owner
Implement a Financial Software System	Select vendor, award contract, begin implementation	Q2	Christopher Dobson
	Begin system testing	Q4	
	Complete training	Q4	
	System Go-Live	Q1 2014-15	
Refine Financial Models for Subsidy Pricing and Service Evaluation	Identify financial model scenarios and cost elements	Q1	Christopher Dobson
	Begin developing automated models	Q2	
	Draft models available for review and refinement	Q3	
	Complete final models	Q1 2014-15	
Refine Asset Management Plan	Review Asset Management System capabilities	Q1	Eric Farr
	Review Asset Management System for inventory of assets	Q2	
	Begin workgroup sessions with asset managers	Q3	
	Finalize asset condition ratings and system entry	Q4	
Develop Ten-Year Capital Plan	Review Asset Management System for ten-year capital plan capability	Q1	Eric Farr
	Begin working group sessions to confirm all assets are identified	Q3	
	Enter revised listings		
	Develop ad-hoc reports	Q4	
	Produce draft ten-year non-constrained capital plan including projected funding	Q1 2014-15	
	Finalize working version of ten-year capital plan	Q2 2014-15	

Customer Experience

Introducing Innovative New Services and Products

Our greatest opportunity to serve our customers and, in turn, to increase ridership, lies in our ability to effectively listen to what customers need, and respond with targeted enhancements and innovations that elevate their transit experience.

In 2011 we began an initiative to review our system route by route. Where needed, we're redesigning routes and schedules to take customers to their desired destinations as quickly and efficiently as possible.

In 2012, we redesigned our most heavily traveled route, Route 10, in the City of Rochester and the Town of Greece to provide more frequent service at the busiest times and reduce service in less utilized areas. Customer satisfaction and ridership have increased significantly as a result.

Building on that success, an overhaul of our Route 3 service, which travels to key employment centers, educational sites, and health care campuses in the city and the towns of Gates and Greece, will be implemented in June. Under-utilized portions of the route will be scaled back or eliminated, and resources redeployed to better accommodate areas of heavy demand.

We're also piloting new routes and schedules to key destinations throughout our service area. During the 2012 holiday season, we introduced the "Holiday Express" – a direct bus trip from downtown to three popular shopping destinations: The Mall at Greece Ridge, Marketplace Mall, and the Hudson Avenue Walmart Supercenter, with zero or very few stops in between. This pilot was successful with our customers – delighting those who wanted to spend more time shopping and less time traveling. While the cost to provide this product means this experiment



STRATEGIC PLAN & OPERATIONAL INITIATIVES

is not sustainable, we are committed to innovation and experimentation that will result in successful, sustainable improvements.

RGRTA continues to work with the University of Rochester to structure a transit component into the proposed College Town project, a 300,000 square foot community-oriented development containing retail, residential, office, and recreational uses. The proposed service would accommodate the many thousands of people who will travel daily to the Medical Center – already the second most active destination in the RTS system – and possibly to the University’s River Campus in the future.

To support these ambitious operational initiatives, we have aligned our Business Development, Communications & Marketing, Customer Service, and Planning Departments under the newly-created Executive Management position of Chief Marketing Officer. This collaborative organizational team structure enables us to create a highly-integrated, customer-centric plan and approach to customer information and service, marketing, and business development.

We’re excited this year to begin a process to define and create a re-energized brand identity for RGRTA and its subsidiaries. This work will help ignite a new perception about public transit and RGRTA. We will identify and make more visible to the community the many compelling reasons why they can depend on RGRTA as their preferred transportation choice.

We continue to make best use of technologies to enhance the customer experience. As part of our \$25 million multi-year technology investment project called Technology Initiatives Driving Excellence (TIDE), we’ve harnessed GPS technology to drive service excellence. In 2012–13 TIDE enabled real-time communications with customers. Digital signs at our 10 busiest bus stops in and around downtown Rochester continuously provide bus arrival times. “Where’s My Bus,” or WMB, was launched in early 2012 and gives customers the ability to email or text the ID of their bus stop to immediately receive the stop’s next three arrival times – replacing anxiety (“Did I miss the bus?” or “How long do I need to wait?”) with peace of mind. Additional features, including a bus locator and pre-scheduled bus arrival notifications, are now ‘live’ on our web portal and will be marketed to the community throughout 2013.

New fareboxes were installed on all RTS buses In January 2013. They eliminate the need for customers to have only the exact fare amount, and provide several convenient ways to pay for bus fare and to purchase passes with coins or larger bills (up to \$20), with credit returned in the form of a Stored Value Pass that never expires. To further enhance convenience and options for purchasing fare media, we’ll begin installing ticket vending machines at heavily trafficked locations in and around Rochester, and start to explore the implementation of smart card technologies.

Operational Tactics

Tactic	Key Milestones	Completion Date	Project Champion
Continue to develop and implement Route Redesign & Innovations	Route 3	Q1	Crystal Benjamin
	Introduce Park Avenue/University of Rochester route	Q1	
	Route 20	Q2	
	Routes 4 and 30	Q4	
Complete RTS Bus Stop Optimization and Sign Replacement	Select consultant and initiate project	Q1	Brittney Marks
	Present optimization proposal	Q3	
	Conduct public meeting	Q3	
	Complete draft final report	Q4	
	Final report & public meeting	Q1 2014-15	
Assess and redefine the RGRTA Brand	Complete audit & exploration phase	Q2	Maryalice Keller
	Define brand promise and creative platform	Q4	
	Launch brand campaign	Q1 2014-15	



"RGRTA is doing a great job in contributing to the revitalization of downtown Rochester. The new RTS Transit Center will be a unique and user-friendly facility for bus riders and visitors. Its location to our downtown hotels will also make it easier for visitors and meeting attendees to explore other parts of our community located along the RTS routes. VisitRochester looks forward to working with the RGRTA in its downtown transit center and on other on-going programs such as connecting local colleges and universities with our cultural and entertainment districts."

Don Jeffries
President & CEO
VisitRochester
Monroe County's Official Tourism Promotion Agency





Delivering Quality Service

Our customers rely on us to get them to work, school, health care appointments, shopping, and recreational activities. More than anything else, we know that they want our buses to be on time.

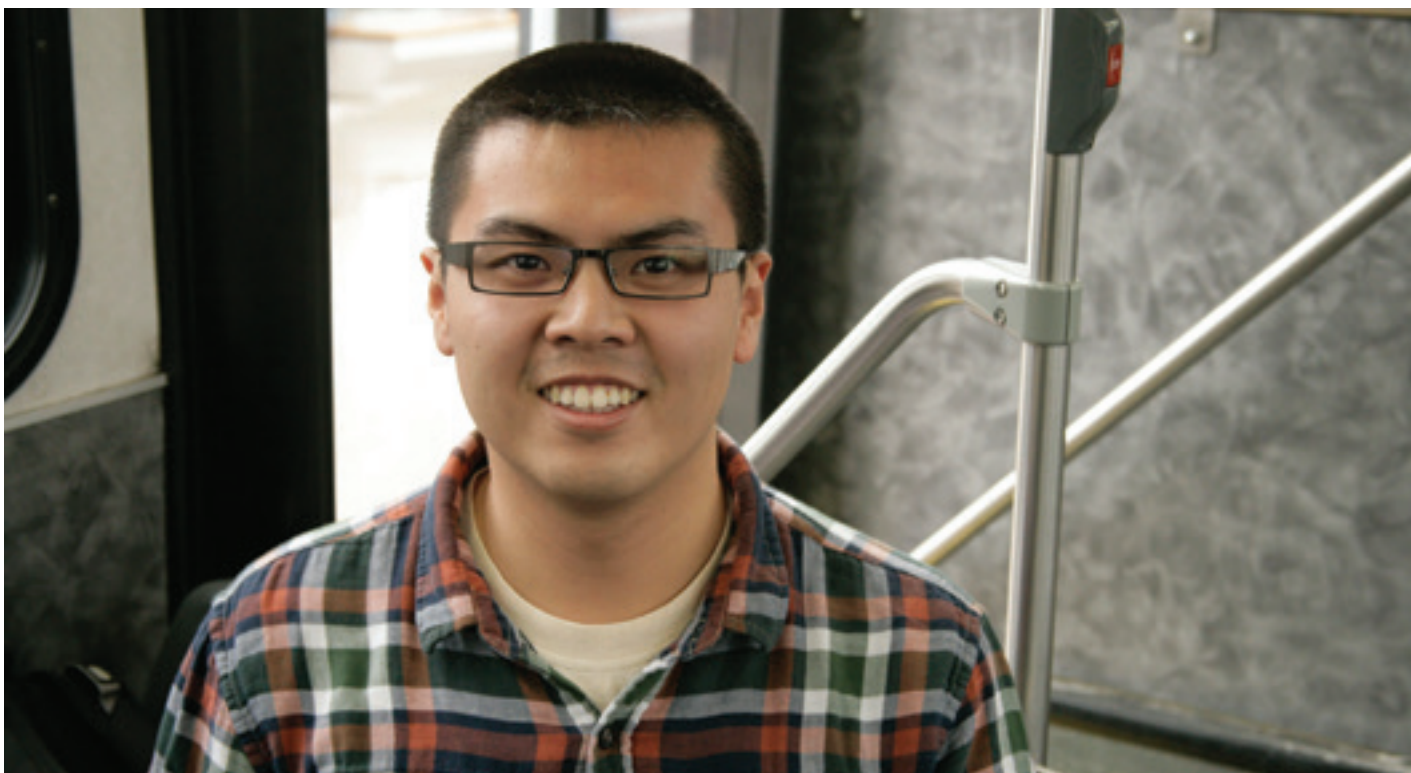
On-time performance continues to be a primary focus across the organization, and is a team effort involving our bus operators, dispatchers, radio controllers, and road supervisors, with support from the entire Operations team. Lean Six Sigma principles will continue to be applied throughout the organization to improve processes such as preventative maintenance, repeat failures, and bus availability, which are just a few among many Department Performance Indicators (DPIs) which can have a sizeable impact on this metric.

Beyond on-time performance, the Authority's expert use of Lean Six Sigma tools and concepts enables us to continuously identify operational improvements that eliminate waste and inefficiency, and yield significant cost savings. Among them, a reduction in overtime from 29,000 hours in 2010 to 7,600 hours in 2012, and a decrease in spare parts inventory of 29% to 16% – an industry best practice. Applying this same approach, we will work to standardize operating models and practices for quality service delivery across our regional subsidiaries.

The second most important component of quality service is the professionalism and courtesy of our bus operators. Our steadily increasing customer satisfaction scores show evidence of continued efforts to provide quality service. In 2013, we will hire two training coaches who will review and refine our service standards, and serve as a resource to our bus operators – so that they are well-equipped to consistently set the tone for a quality experience.

As we successfully conclude the TIDE initiatives, we will develop a new multi-year roadmap that identifies the next generation of technologies to equip our fleet, enhance radio communications, improve back office operations, and enhance the customer experience. By doing so we'll keep pace with industry best practices, and continue to have the tools to realize cost and operational efficiencies.

RGRTA's Project Management Office has also begun the multi-year process to develop a centralized Business Intelligence Data Warehouse. A major milestone was achieved in 2013 with all business units submitting their necessary requirements for this sophisticated information system. When completed, the Authority will possess the capability to translate and analyze data from multiple sources into actionable information for business and operational decision making and quality service improvements.





Public transit is a vital component of our region’s infrastructure. Any interruption to our ability to provide service would negatively impact the community and our business. Based on an assessment conducted in 2010, we are moving forward to develop a Disaster Recovery & Business Continuity Plan to insure that critical business functions such as radio communications, dispatch and

scheduling, maintenance, customer service, and payroll can continue throughout, or rapidly resume after, a disruption of normal activities. When completed, each subsidiary and department will have up-to-date plans in place to mitigate and recover from an outage of any proportion.

Operational Tactics

Tactic	Key Milestones	Completion Date	Project Champion
Apply industry leading metrics to improve productivity in Operations	Benchmark ABBG peer group and identify areas for improvement	Q2 & Q3	Joe Jablonski
	Conduct metric evaluation	Q3	
	Establish action plan and metrics	Q4	
Develop multi-year Technology Road Map	Release RFP and select vendor	Q2	Miguel Velazquez
	Present preliminary plan	Q4	
	Refine and begin plan implementation	Q1 2014-15	
Achieve milestones to develop Business Intelligence Warehouse	Release RFP and select vendor	Q1	Mark Contestable
	Engage vendor	Q2	
	Begin implementation of selected solution	Q4	
Develop Continuity of Operations Plan	Establish requirements	Q2	Bruce Philpott
	Document processes	Q3	
	Test and finalize continuity plans	Q3 2014-15	



Employee Engagement

Investing in our People

We believe that if RGRTA invests in its employees, the return on that investment will be a better experience and increased satisfaction for our bus customers.

Last year we renamed our Human Resources Department the “People” Department, which is now led by our Chief People Officer. These changes reflect our enhanced commitment to support the growth and continued development of our greatest asset – our people. In addition to increased investments in training and leadership development, we have also standardized our people policies and practices to foster a positive and equitable employee experience and workplace environment for all. In turn, the people of RGRTA will generate and deliver on new and improved ways to meet the needs of the community and increase ridership.

Operational Tactics

Tactic	Key Milestones	Completion Dates	Project Champion
Design and implement a performance management program based on competencies, values, and company objectives	Develop competencies	Q1	Daniele Coll-Gonzalez
	Create measurement tool	Q3	
	Develop and implement evaluation and feedback system	Q4	
Implement new candidate screening techniques based on competencies	Design screening tools incorporating the competencies	Q2	Traci Clark
	Test and evaluate	Q3 & 4	
Design and implement an employee engagement program	Target areas identified in the employee engagement survey results and create change design teams	Q1	Daniele Coll-Gonzalez
	Implement change design plans	Q1	
	Measure progress quarterly through sample surveys	End of each quarter	
Create company succession plan strategy	Identify key positions for succession planning	Q1	Daniele Coll-Gonzalez
	List competencies required for key positions and identify gaps in existing talent	Q2	
	Draft plan for closing gaps and lining up talent in a formal plan	Q4	
Implement, evaluate, and improve the Employee Wellness Program	Design and implement programs in each of the 4 key areas: • Exercise and Nutrition • Chronic Conditions • Stress Management • Financial Management	Q1	Traci Clark
	Monitor and evaluate	End of each quarter	



TRACKING & MEASURING OUR SUCCESS

We continue to measure, monitor, and report with full transparency our overall performance and progress using the industry-leading Transit Operations Performance Scorecard (TOPS). The scorecard serves as a quarterly tool that monitors whether established goals tied to our long-term strategic plan are being met. For the fifth consecutive year, the Authority has exceeded its TOPS goal every single quarter. For 2013–14, our four key TOPS result areas are: Financial Performance, Customer Satisfaction, Quality Service Delivery, and Employee Engagement. In-depth details about TOPS can be found on page 67 of this Plan.

THE ROAD AHEAD

RGRTA is driving forward with an ambitious and exciting long-term growth strategy and we have never been better positioned for success than we are right now. With a highly engaged and empowered employee team, strong and growing partnerships with our customers and community stakeholders, and a passion for providing the absolute best transportation experience possible for every customer we serve, we are ready to accelerate our momentum to become The Preferred Transportation Choice – and the model public transportation system of the future.



MODERNIZING OUR INFRASTRUCTURE

In preparation to serve the next generation of customers, RGRTA has made significant progress to improve and enhance all aspects of our infrastructure – starting with our facilities.

Campus Improvements

In 2010 we began the first upgrade to our East Main Street Campus in 40 years. When this multi-phased plan is complete, we will have increased our operations capacity from 250 to 300 buses, as well as expanded/renovated offices, maintenance garage facilities, and the service building. Phase 1, the John G. Doyle, Jr. Administration Building, was completed on-schedule during 2012. Phase 2, encompassing our Operations building and bus garages, is now in progress. Over the next five years we will complete construction at all our campuses throughout the Authority.

Operational Tactics

RGRTA Campus Improvement Project Phase 2B	
• Parking Lot and New Maintenance Building Complete	Q3 2014-15
• Operations & Service Building Renovation	Q2 2015-16
Lift Line Campus Improvements Phase 1 (Roof, HVAC, Electric)	Q2 2014-15
OTS Facility Engineering & Design	Q3 2013-14
STS Facility Engineering & Design	Q3 2013-14
LATS Garage Improvements	
• Engineering & Design	Q3 2013-14
• Construction Completed	Q3 2014-15
WYTS Facility Final Design	Q3 2013-14

Fleet Replacement & Upgrades

The following purchases are planned to maintain our rolling stock in a state of good repair.

RTS:	19 40-foot buses	Q4
Lift Line:	18 buses	Q3
BBS:	4 Type III buses	Q1
LATS:	4 Type IIIB and 8 Type VI buses	Q1
WATS:	11 Type III and 2 Types VI buses	Q1
WYTS:	10 Type III buses	Q1

New Transit Center a Reality in 2015

The most ambitious component of our infrastructure plan is the RTS Transit Center, which is now under construction and on-track to open in downtown Rochester in mid-2015. The 87,000 square-foot enclosed facility will quite literally transform the way we provide service to our more than 20,000 daily downtown customers, moving them off busy streets and into a welcoming, well lit, climate controlled indoor destination and transfer point. The Center's unique handicapped-accessible, environmentally-friendly design and innovative features will provide convenience, comfort, and safety. Electronic displays of bus departure times, ticket vending machines, public restrooms, a staffed information center, on-site security staff, and near-by bike lockers are just a few of the features and conveniences customers will enjoy.

Ensuring that this \$50 million project stays on-budget and on-schedule is the work of our Facilities & Engineering, Operations, and IT Departments, with key support from our Finance, Procurement & Grants, and Communications & Marketing teams.

Together, these teams are not simply building a facility; they are re-engineering and redefining Rochester's public transportation experience. The opening of the RTS Transit Center will represent a community rebirth of sorts for RGRTA – creating a one-of-a-kind opportunity to clearly define and distinguish our brand, and dramatically advance our vision to become The Preferred Transportation Choice.

Construction Milestones – Project Champion: Mark Ballerstein

- » Complete precast concrete – May 2013
- » Complete structural steel and metal deck – July 2013
- » Complete roofing – January 2014
- » Permanent building enclosed – January 2014
- » Substantial completion – January 2015

Operational Milestones

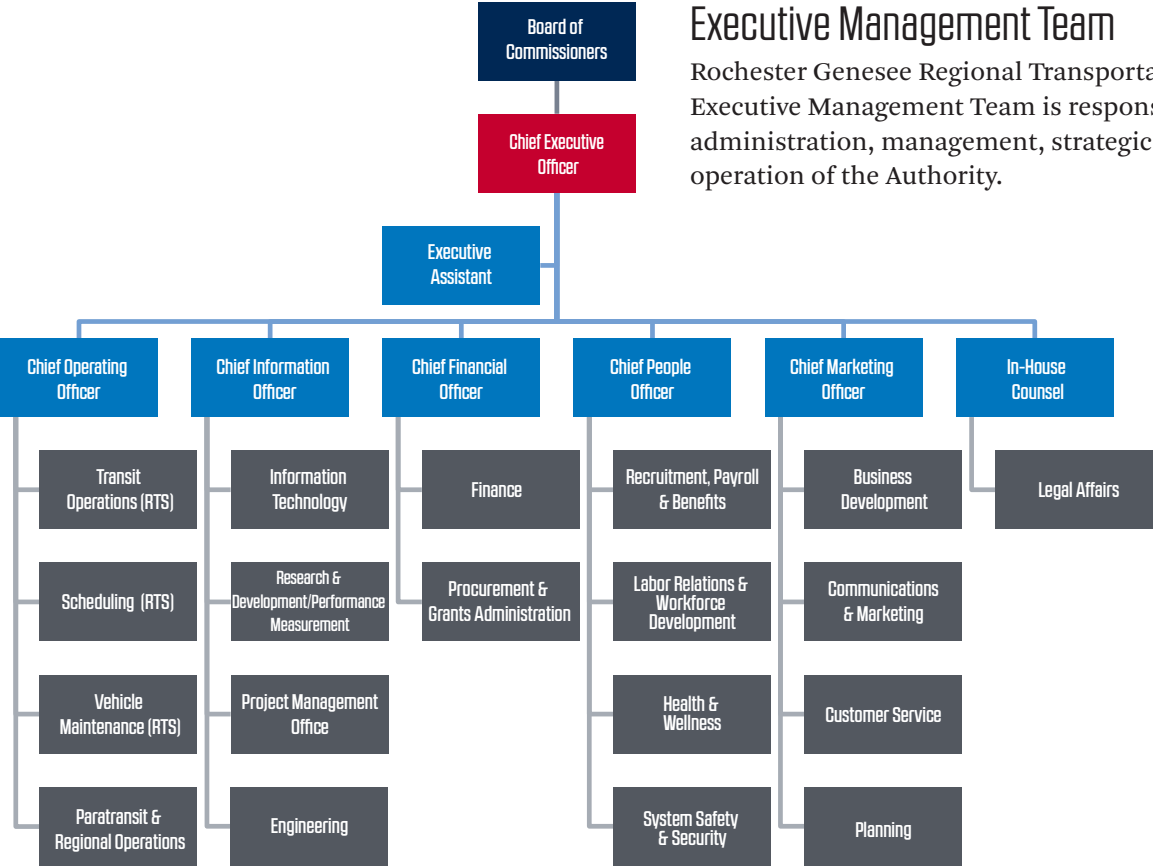
Every RTS Department has detailed tasks and milestones related to the construction and opening of the Transit Center. Once the facility is at Substantial Completion, operations training and orientation can begin while the facility's final testing is occurring. All plans will be accomplished to enable a successful opening in the second quarter of 2015.



ORGANIZATIONAL OVERVIEW



Front row (L to R): Maryalice Keller, Chief Marketing Officer; Daniele Coll-Gonzalez, Chief People Officer Back row (L to R): Miguel Velazquez, Chief Information Officer; Bill Carpenter, Chief Executive Officer; Scott Adair, Chief Financial Officer Not Pictured: Chief Operating Officer (position currently vacant)



Executive Management Team

Rochester Genesee Regional Transportation Authority’s Executive Management Team is responsible for the overall administration, management, strategic planning, and operation of the Authority.



Department Overviews

BUSINESS DEVELOPMENT

The Business Development team builds and maintains positive relationships with business partners that request public transit service customized to meet the needs of their employees, students, patients, or clients. The Team provides communications support and education to insure the optimal delivery and utilization of services.

COMMUNICATIONS & MARKETING

The Communications & Marketing Department helps to define and foster RGRTA's brand identity. The Team develops and executes impactful communications strategies designed to elevate market awareness and promote the use of public transit services. The Department also supports internal initiatives that foster a culture dedicated to delivering exceptional service to our customers.

CUSTOMER SERVICE

The Customer Service Department is committed to providing customers with accurate and appropriate information in a timely manner. Customer Service Representatives respond to customer and community inquiries and input regarding schedules, general information, and service issues. The Department also assists Lift Line customers in scheduling paratransit service for their transportation needs.

ENGINEERING & FACILITIES MANAGEMENT

The Department oversees and implements capital infrastructure projects and improvements for the Authority. The Facilities Management Group maintains the RTS Operating Facilities at 1372 East Main Street, including building and site infrastructure, and all equipment required for vehicle maintenance.

FINANCE

The Finance Department is responsible for effectively and transparently managing the financial affairs of the Authority and each of its subsidiary companies following Generally Accepted Accounting Principles, and applicable laws and regulations. Through the use of sound management practices, with an equal emphasis on forward looking information, the Department provides accounting, budgeting, financial analysis, and reporting to both internal and external customers on a timely basis and in a manner that is readily understood.

INFORMATION TECHNOLOGY

The Information Technology (IT) Team is responsible for providing the most reliable and optimal technical solutions to help the Authority serve our community and make public transportation a preferred option through pioneering technology.

LEGAL AFFAIRS

The Legal Affairs Department manages the legal affairs and risk management of RGRTA and its subsidiaries. The Legal Department counsels the Authority and its subsidiaries with regard to compliance with local, state, and federal law, rules, and regulations. The team assists in the negotiation of business transactions, and the preparation and review of legal documentation. The Department provides governance oversight for the Board of Commissioners, and provides regular review of Authority bylaws, policies, and procedures.





PARATRANSIT & REGIONAL OPERATIONS

Lift Line

In accordance with the Americans with Disabilities Act (ADA), Lift Line provides paratransit service in Monroe County to people with disabilities who cannot ride RTS fixed route service. Lift Line provides curb-to-curb, shared ride service as required by the ADA. In 2007, RGRTA voluntarily expanded the Lift Line service area an additional two miles beyond the ADA requirement of three-quarters of a mile on either side of all RTS fixed route service. With 92 employees, including a Vehicle Maintenance Department servicing its fleet of 46 vehicles, Lift Line provides approximately 170,000 rides to eligible customers annually.

Regional Subsidiaries

RGRTA Regional Operations encompass six counties. Each regional subsidiary provides a range of fixed route, dial-a-ride, paratransit, and shuttle services to county residents. Combined, the regional subsidiaries – with 128 employees and over 100 vehicles – provide approximately 660,000 rides annually.

- Genesee County – Batavia Bus Service (BBS)
- Livingston County – Livingston Area Transportation Services (LATS)
- Orleans County – Orleans Transit Service (OTS)
- Seneca County – Seneca Transit Service (STS)
- Wayne County – Wayne Area Transportation Service (WATS)
- Wyoming County – Wyoming Transit Service (WYTS)

PEOPLE

The People Department focuses on selecting and retaining the very best workforce talent by working to provide the opportunities, tools, and environment necessary to foster employee growth, development, and success. The Team ensures equitable and fair people relations throughout the organization, coordinates employee wellness, and oversees compliance with health and safety initiatives.

PLANNING

The Planning Department insures that the Authority can offer its customers public transportation to their desired destinations in the most efficient and effective manner possible. They make optimal use of population and economic development data and trends, as well as input from municipal, community, regional partners, and customers to continuously improve the customer experience. The Team monitors the productivity and efficiency of each route on an ongoing basis, and recommends improvements when needed. The Department also manages the location and installation of the Authority's bus stops and shelters, and insures compliance with federal reporting requirements.

PROCUREMENT & GRANTS ADMINISTRATION

The Department utilizes effective procurement methods to help insure that the Authority receives the greatest value for the goods and services needed for effective day-to-day operations. The Team develops specifications and contract documents, and also employs project management processes to insure that projects are successfully completed and that all goals are met. The Department is also responsible for the acquisition and management of federal and state grants, and the attendant communications and associations with the NYS Department of Transportation, Federal Transit Administration, and Genesee Transportation Council.

PROJECT MANAGEMENT OFFICE

PMO is a strategic enabler of corporate objectives using rigorous project management processes to deliver high quality products to the community. This project management expertise allows RGRTA to meet the expectations of customers and fiduciary agencies.



RESEARCH & DEVELOPMENT/PERFORMANCE MEASUREMENT

R&D measurably supports the strategies of RGRTA by providing the necessary analysis and a commitment to continuous improvement. Its team of analysts focuses and strengthens the Authority's industry leading performance measurement system, TOPS, and supports all business units in developing, delivering, using, and driving big ideas, measurable improvements, and relevant controls.

RTS SCHEDULING

The Scheduling Department develops the RTS schedules and routes, as well as the work shifts for bus operators (internally known as "The Pick"). The Team's product development process creates convenient, efficient, and cost-effective transportation service for customers.

RTS TRANSIT OPERATIONS

RTS Transit Operations consists of Bus Operators, Dispatchers, and Radio Controllers. Dispatch monitors the timely arrivals and assignment of buses and work to the bus operators. Radio Controllers monitor and correct on-time performance, maintain communication with bus operators, and direct any special assistance as needed.

RTS VEHICLE MAINTENANCE

The Vehicle Maintenance Department maintains and services the RTS fleet of buses and support vehicles to insure they are safe, clean, and reliable for customers and operators. RTS has a fleet of 250 40' and 60' diesel-powered buses that travel an average of over 100 miles per day. Our staff includes Bus Service Technicians who clean, fuel, and park our buses every evening, Mechanical Technicians who maintain and repair our buses on a 24x7 basis, and Garage Supervisors and administrative staff who manage the work and support inventory management.

SYSTEM SAFETY AND SECURITY

The Department is responsible for facility and bus system safety and security, including emergency response planning. The Team promotes safety and security awareness, and directs initiatives to reduce loss. The Department's Road Supervisors assist bus operators and customers in the field, and also respond to, and investigate on-board incidents. The Department maintains relationships and insures compliance with federal, state, and local law enforcement, emergency management, and homeland security agencies.

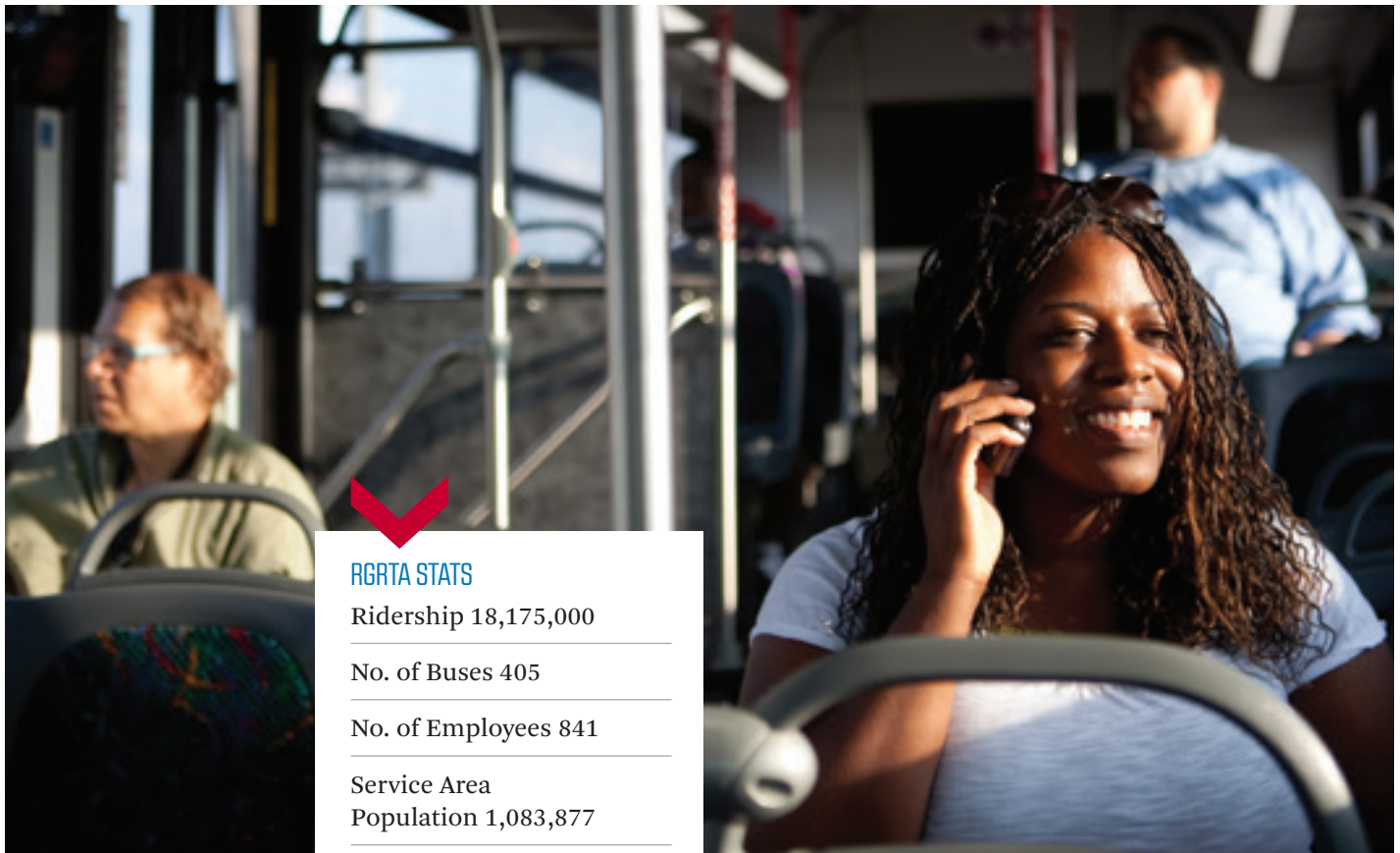


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- Check out ROCEASTRIDE.ORG.
- Find the nearest bus stop.
- Try out "Where's My Bus" our new text notification of arrival times.

www.rgrta.com

RIS



RGRTA STATS

Ridership 18,175,000

No. of Buses 405

No. of Employees 841

Service Area
Population 1,083,877

Business Structure

Public transportation in Rochester dates back more than 150 years. Horse cars, followed by electric streetcars and then a subway system, predated the introduction of bus service in the 1940s. In 1969, statewide legislation created four regional transportation authorities across New York – the Capital District Transportation Authority in Albany, the Central New York Regional Transportation Authority in Syracuse, the Niagara Frontier Transportation Authority in Buffalo, and the Rochester Genesee Regional Transportation Authority (RGRTA) in Rochester.

Today RGRTA's services encompass urban, suburban and rural areas, as well as paratransit service in compliance with the Americans with Disabilities Act (ADA). The Authority is governed by a board of commissioners that directs public transportation services for the counties of Monroe, Genesee, Livingston, Orleans, Seneca, Wayne, and Wyoming.

RGRTA has earned a reputation nationally for its innovative performance management system that includes:

- Transparency
- A comprehensive annual plan created by employees to document projects and goals
- Specific measurements to monitor quarterly progress
- Scorecard reporting
- Reliable data processing systems
- Incentive pay based on performance

This management approach is credited with enabling the Authority to:

- Reduce its fares in 2008 and maintain a \$1 base fare
- Achieve six consecutive years of positive financial results
- Increase and maintain a high level of cost recovery
- Increase year-over-year ridership to a 20-year high
- Increase customers transported per revenue mile nearly 70% since 2004–05

This section provides an overview of all of our subsidiaries and related, key statistics.



Regional Transit Service | RTS

Regional Transit Service (RTS), in operation since 1969, is the largest subsidiary of the Authority.

It has an operating fleet of 250 Americans with Disabilities Act (ADA) compliant buses on 40 fixed routes throughout Greater Rochester. Service also connects communities in Livingston and Wayne counties to Downtown Rochester.

RTS STATS

Ridership 17,345,000

No. of Buses 250

No. of Employees 621

Service Area

Population 744,344



Lift Line | LL

Lift Line was created by RGRTA in 1985 to provide paratransit service within Monroe County.

In accordance with the Americans with Disabilities Act (ADA), Lift Line provides approximately 170,000 rides to certified customers annually with a fleet of 46 paratransit vehicles. The ADA requires Lift Line to mirror up to three-quarters of a mile on either side of all RTS fixed-route service.

LL STATS

Ridership 169,500

No. of Buses 46

No. of Employees 92

Service Area

Population 744,344



Batavia Bus Service | BBS

Batavia Bus Service celebrated 40 years of serving the residents of Genesee County in 2011.

BBS is the oldest of the Authority's regional public transportation systems joining the Authority in 1971 as a Dial-a-Ride service in the City of Batavia.

BBS STATS

Ridership 60,500

No. of Buses 10

No. of Employees 15

Service Area

Population 60,079



Livingston Area Transportation Service | LATS

Livingston Area Transportation Service is the largest of RGRTA's regional public transportation systems. Livingston County joined the Authority in 1986 and served primarily the elderly and disability communities.

Today, LATS provides service to 230,000 customers per year, traveling to work, school, and other destinations.

LATS STATS

Ridership 230,000

No. of Buses 24

No. of Employees 29

Service Area

Population 65,393





Orleans Transit Service | OTS

Orleans Transit Service was launched in 2003 to provide public transportation service to the residents of Orleans County.

OTS operates four fixed routes and countywide Dial-a-Ride service linking Lyndonville, Holley, and Kendall with the county seat in Albion and business centers in Medina.

OTS STATS

Ridership 35,500

No. of Buses 6

No. of Employees 16

Service Area
Population 42,883



Seneca Transit Service | STS

Seneca Transit Service began servicing Seneca County in 2004. STS provides service throughout Seneca County which is located in the heart of the Finger Lakes wine country and travels through some of the region's most beautiful countryside.

STS STATS

Ridership 85,500

No. of Buses 10

No. of Employees 13

Service Area
Population 35,251



Wayne Area Transportation Service | WATS

Wayne Area Transportation Service has served the residents of Wayne County for more than 30 years.

WATS joined RGRTA as an established fixed route system in 1980 and today coordinates more than 35 buses throughout Wayne County with commuter links to business centers in Monroe and Ontario counties.

WATS STATS

Ridership 165,500

No. of Buses 38

No. of Employees 32

Service Area
Population 93,772



Wyoming Transit Service | WYTS

Wyoming Transit Service was established in 1993 when Wyoming County joined RGRTA. For 19 years WYTS has offered exclusively Dial-A-Ride and County-wide service.

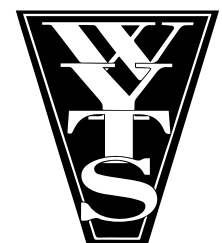
WYTS STATS

Ridership 83,500

No. of Buses 21

No. of Employees 23

Service Area
Population 42,155





FINANCIAL PLAN

The Authority's Financial Plan consists of three elements:


- › Operating Budget for Fiscal Year 2013–14
- › Multi-Year Budget Projection covering fiscal years 2014–15 through 2016–17
- › Six-Year Capital Improvement Plan covering fiscal years 2013–14 through 2018–19

Fiscal Year 2013–14 Operating Budget

RGRTA is pleased to present a structurally balanced operating budget for the 2013–14 fiscal year which maintains existing customer fare structures for all subsidiary companies. This is the fifth consecutive year of maintaining the \$1.00 base adult fare for customers of Regional Transit Service, the largest subsidiary.

Total planned operating expenditures for fiscal year 2013–14 are \$81.9 million, representing a 2.8% increase from the prior year's budget total.

Included in the planned expenditures are one-time investments in initiatives directed towards strategic objectives. Excluding these investments, recurring revenues are equal to recurring expenses. Total estimated revenues supporting operations are \$81.4 million, representing a 3.3% increase from the prior year budget. A minor funding shortfall, equal to \$.5 million of total planned expenditures, is proposed to be closed by the appropriation of \$.5 million from the Authority's available unrestricted net assets. A comparison of the fiscal year 2013–14 Operating Budget versus the prior year is shown in the chart on the next page.



Commissioners

Monroe County
Stephen J. Carl
Robert J. Fischer
James M. Richmond
Chairman

City of Rochester
Thomas R. Argall
Barbara J. Jones
Karen G. Fryer

Genesee County
Paul J. Battaglia

Livingston County
Mike I. Turner

Orleans County
Henry Smith, Jr.

Saratoga County
Edward W. White
Secretary

Wayne County
Michael P. Jankowski
Treasurer


Wyoming County
Frank Vitiello, Jr.
Vice Chairman

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
1372 East Main Street • Rochester, New York 14609
Phone (585) 654-0200 • Fax (585) 654-0293 • www.rgrrta.com

Certification of the Chief Executive Officer

Fiscal Year 2013-14 Operating Budget and Financial Plan

As Chief Executive Officer of the Rochester Genesee Regional Transportation Authority, I hereby certify that the Authority's 2013-14 Operating Budget and Financial Plan have been prepared, to the best of my knowledge and belief, after reasonable inquiry, based upon reasonable assumptions and methods of estimation, and in accordance with the requirements of 2 NYCRR, Part 203.

Signed: 
William C. Carpenter
Chief Executive Officer
Rochester Genesee Regional Transportation Authority

Date: February 15, 2013

Regional Transit Service, Inc. • Wayne Area Transportation Service, Inc. • Livingston Area Transportation Service, Inc. • LRT Line, Inc.
Wyoming Transit Service, Inc. • Genesee Transportation Council Staff, Inc. • Orleans Transit Service, Inc. • Batavia Bus Service, Inc.
Seneca Transit Service, Inc. • Renaissance Square Corporation
An Equal Opportunity Employer

Financial Certification of the
Chief Executive Officer



Summary Fiscal Year 2012–13 & 2013–14 Operating Budget Comparison

(\$ Millions)

	2012–13 Operating Budget	2013–14 Operating Budget	\$ Change	% Change
REVENUES				
Locally Generated	\$ 28.7	\$ 30.4	\$ 1.7	5.9%
Governmental Subsidies	43.2	43.2	–	–
Mortgage Recording Tax	6.9	7.8	0.9	13.1
TOTAL REVENUES	78.8	81.4	2.6	3.3
EXPENSES				
Personnel	58.0	59.6	1.6	2.7
Non-Personnel	21.7	22.3	0.6	2.8
TOTAL EXPENSES	\$ 79.7	\$ 81.9	\$ 2.2	2.8
Net Income (Deficit)	\$ (0.9)	\$ (0.5)	\$ 0.4	
Appropriated Working Capital	\$ 0.9	\$ 0.5	\$ (0.4)	
Net Income (Deficit)	\$ –	\$ –	\$ –	



“RIT is a leader in promoting a sustainable future and we are pleased to partner with RTS to provide our students with transportation alternatives. RTS has the expertise and resources to connect our students with the Rochester region. Public transportation will continue to be an important option for our students into the foreseeable future.”

Randy Vercauteren
Director of Parking and
Transportation Services
Rochester Institute of Technology

Revenues which support the Authority’s operations are derived from three main sources:

- ▶ Operating and non-operating revenues which are locally-generated;
- ▶ Governmental subsidies provided by member counties, New York State, and the federal government; and
- ▶ Mortgage Recording Tax receipts which are collected by member counties and distributed to the Authority.

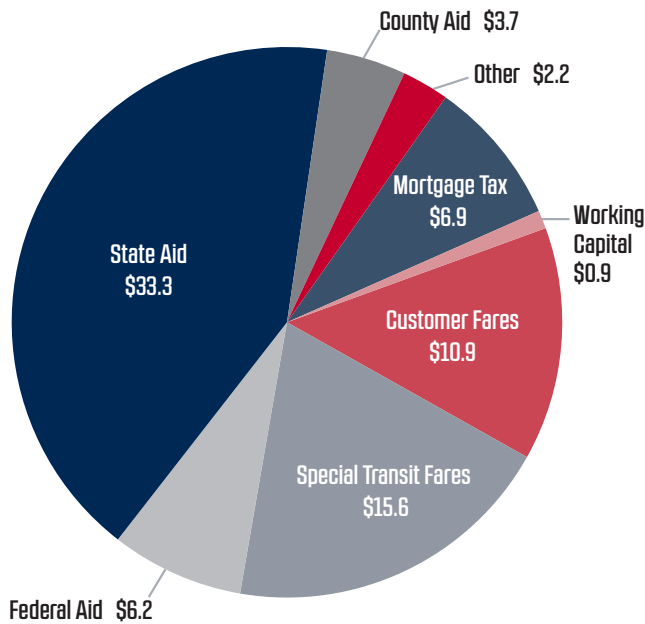
For fiscal year 2013–14 the grand total of revenues from all these sources is \$81.4 million, representing a slight increase of \$2.6 million, or 3.3%, greater than the prior year’s budget.

Total locally generated revenues are estimated to be \$30.4 million, representing an increase of \$1.7 million, or 5.9%, compared to the prior year’s budget. Estimated governmental subsidies total \$43.2 million, flat from the prior year’s budget. The budget estimate for Mortgage Recording Tax receipts is \$7.8 million, increasing \$.9 million, or 13.1%, from last year’s budget.

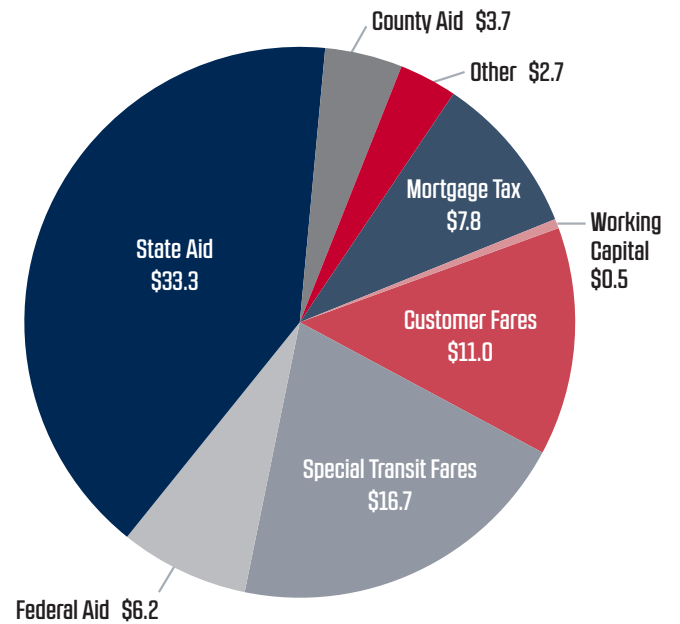
Planned fiscal year 2013–14 operating expenses total \$81.9 million, which is an increase of 2.8% from the prior year’s budget. Within that total, personnel costs are \$59.6 million – increasing \$1.6 million, or 2.7%. Non-personnel costs are estimated at \$22.3 million – increasing \$.6 million, or 2.8%, compared to last year’s budget.

A more in depth discussion of the key factors which impact revenues and expenses follows.

Operating Revenue Comparison
2012-13: \$79.7 Million



Operating Revenue Comparison
2013-14: \$81.9 Million



Revenue Factors

LOCALLY GENERATED

These include the categories of customer fares, special transit fares, and other revenues. As noted earlier, \$30.4 million is budgeted for fiscal year 2013-14. Locally generated revenues are expected to support approximately 37.2% of total planned operating expenses for fiscal year 2013-14.

Customer Fares

Total budgeted customer fares are estimated to be \$11.0 million, essentially flat from the prior year's budget. Within the budget estimate, cash fares are \$.6 million greater than the prior year's budget and an equal decline is budgeted for a reduced volume of monthly bus passes purchased by social service agencies. Projected customer trips for fiscal year ending 2013 will exceed 18 million for all subsidiary companies.

Revenue Comparison

(\$ Millions)

	2012-13 Operating Budget	2013-14 Operating Budget	\$ Change	% Change
LOCALLY GENERATED				
Customer Fares	\$10.9	\$11.0	\$0.1	0.5%
Special Transit Fares	15.6	16.7	1.1	6.9
Other Revenue	2.2	2.7	0.5	21.8
GOVERNMENTAL SUBSIDIES				
State Aid	33.3	33.3	–	–
Federal Aid	6.2	6.2	–	–
County Aid	3.7	3.7	–	–
MORTGAGE RECORDING TAX				
	6.9	7.8	0.9	13.1
TOTAL REVENUE	\$78.8	\$81.4	\$2.6	3.3%



Special Transit Fares

Special transit fares are derived from route subsidy agreements with community partners, such as educational institutions, non-profit agencies, and private sector firms that benefit from fixed route services provided by the Authority. Continued emphasis on business development to maintain and grow revenues from subsidy agreements has become a critical element of the Authority's business model and financial success.

A total of \$16.7 million is estimated for special transit fares in the fiscal year 2013–14 budget, \$1.1 million greater than the 2012–13 budget.

GOVERNMENTAL SUBSIDIES

Governmental subsidies are the largest element of the Authority's revenue structure, equaling 53% of total revenues supporting operations for fiscal year 2013–14. Government subsidies are received from the federal government, New York State, and each member county. For fiscal year 2013–14, \$43.2 million is estimated for all governmental subsidies. This amount is flat from the prior year.

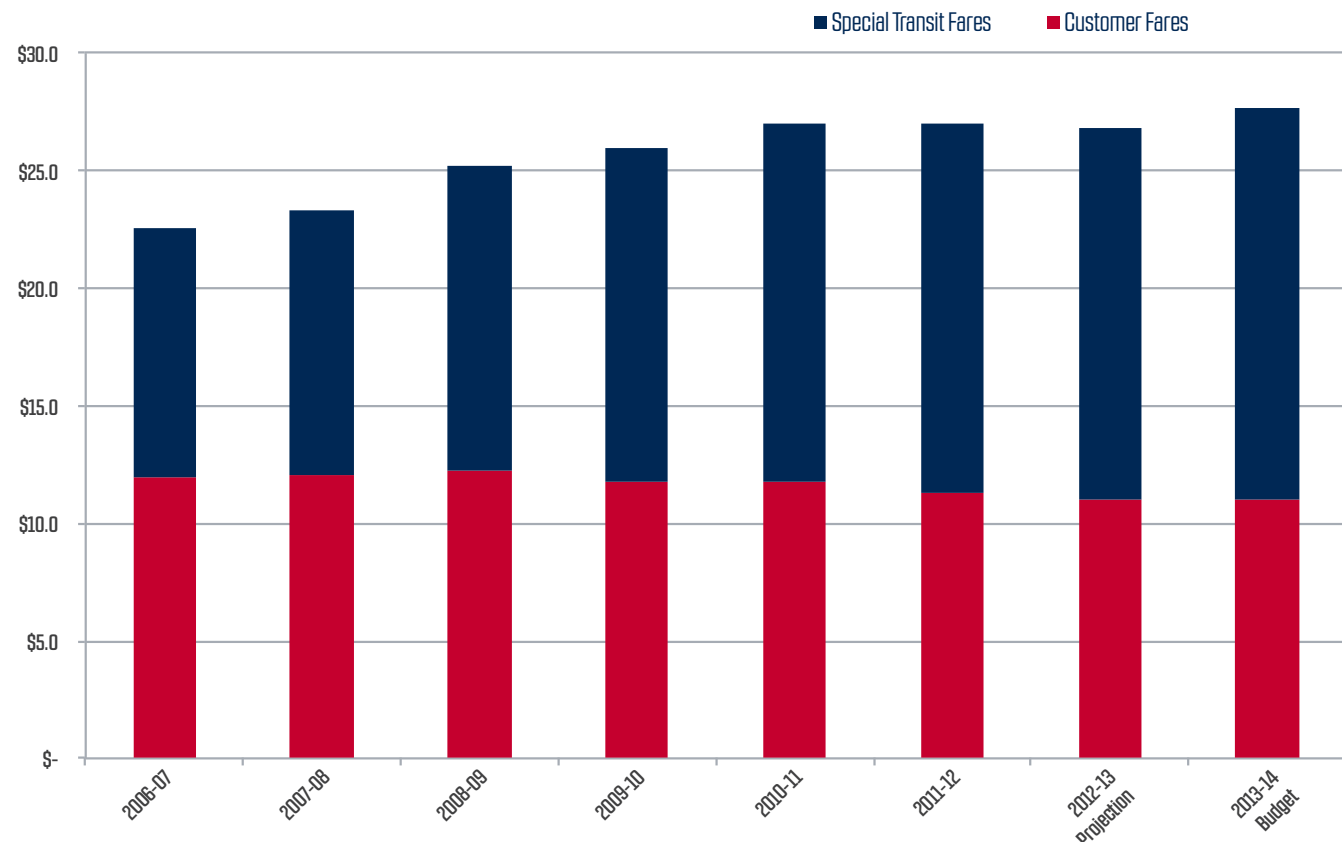
Federal Aid

Federal Aid planned for fiscal year 2013–14 totals \$6.2 million, flat from last year's budget.

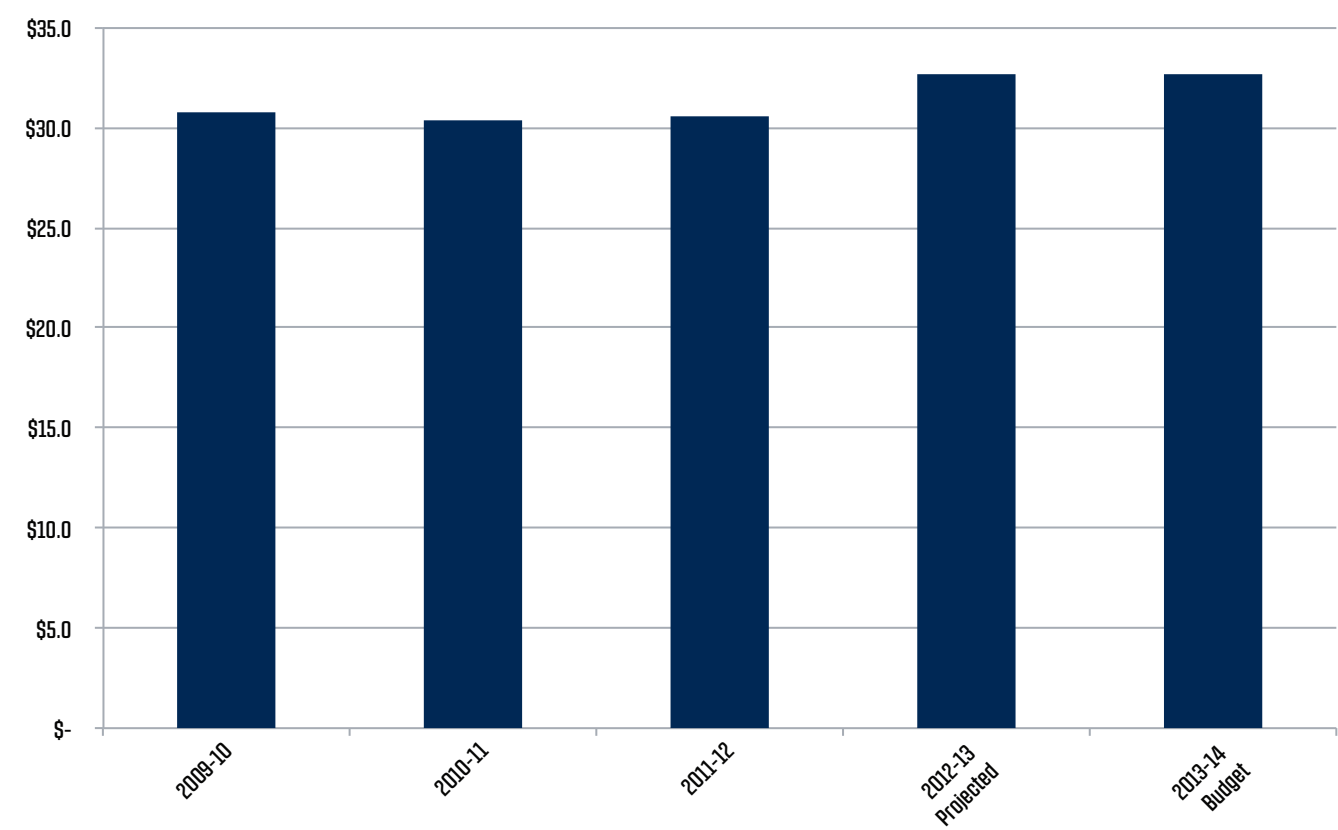
The major components of federal aid are annual formula based grants under the urbanized "5307" program, Job Access Reverse Commute "5316" program, and rural "5311" program.

Customer & Special Transit Fares

(\$ Millions)



STOA: NYS Mass Transportation Operating Assistance
(\$ Millions)



State Aid

State Aid is comprised of an annual state budget allocation under the State Mass Transportation Operating Assistance program (STOA) and mandatory state matching funds for federal preventive maintenance aid. Total state aid planned for fiscal year 2013–14 is \$33.3 million, flat from the prior year’s budget plan.

STOA is the most significant revenue supporting transit services, representing 40% of all revenues supporting operations for fiscal year 2013–14. Consistent with the prior year, Governor Cuomo’s proposed 2013–14 Executive Budget contains \$32.7 million in STOA aid for the Authority. Management is appreciative of this recognition by the Governor of the importance of maintaining reliable and affordable public transit services. We remain engaged with the state legislature as they move through their review and approval process of the Governor’s proposed budget.





County Aid

Each of the Authority's member counties is required under New York State Transportation Law to make an annual contribution in support of public transportation services provided within their respective jurisdictions. The amount to be contributed varies significantly based upon the level of services provided within each county. The total amount of county aid received by the Authority from all member counties is \$3.7 million, representing approximately 4.6% of all supporting revenues. County aid has remained unchanged for many years and can only be altered by an act of the state legislature.

County Aid (18B Contribution)

(\$ 000s)

County	Amount (\$)
Monroe	\$3,524
Genesee	53
Livingston	35
Orleans	30
Seneca	25
Wayne	38
Wyoming	20
TOTAL	\$3,726

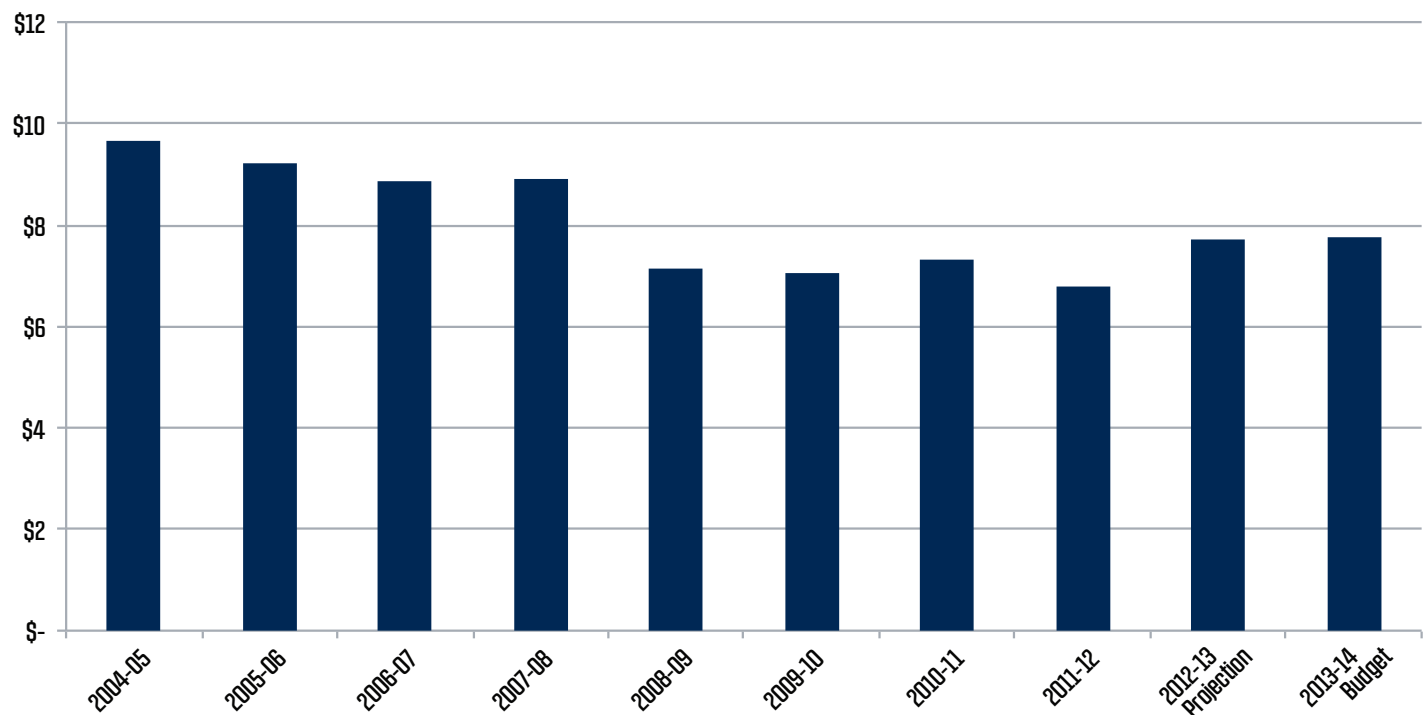
MORTGAGE RECORDING TAX (MRT)

MRT is the state tax collected by county clerks and distributed to municipalities, school districts, and public transportation authorities. Unless exempted by action of the local industrial development agency, all real estate mortgage recordings within each member county must pay an MRT. The public transit share of MRT equals 25 basis points against the mortgage principal amount.

Annual MRT receipts are naturally impacted by economic conditions. Throughout the course of fiscal year 2012–13 with historically low mortgage interest rates and modest economic recovery, receipts are 18% above the prior year actual through December. The MRT budget estimate for fiscal year 2013–14 is \$7.8 million.

Mortgage Recording Tax Receipts

(\$ Millions)

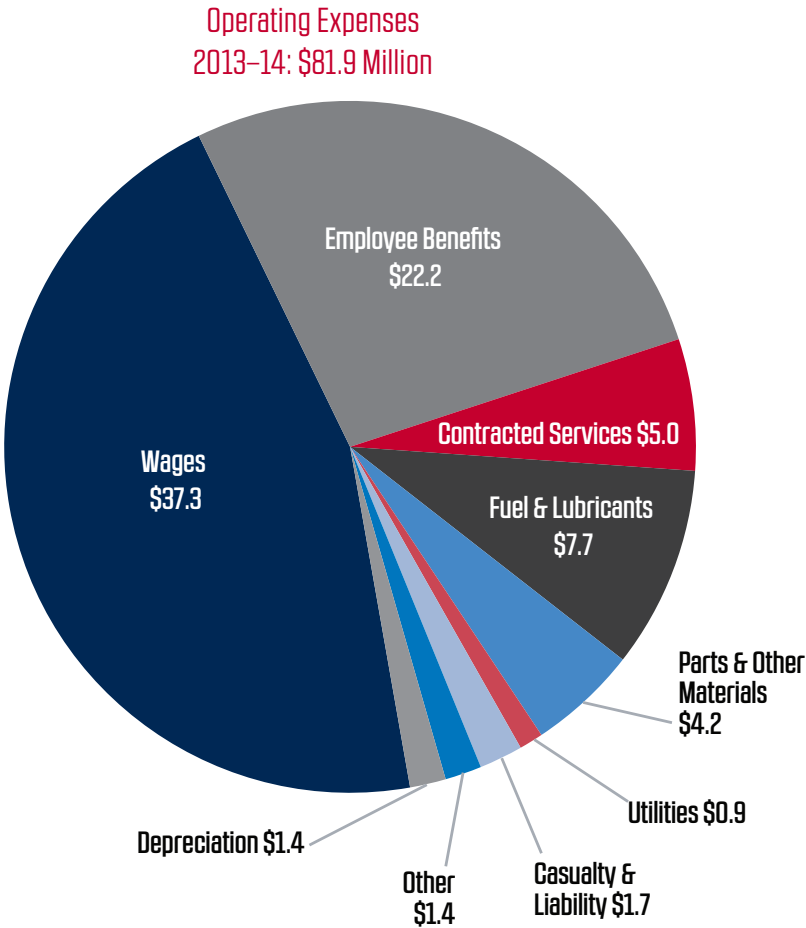


Expense Factors

The Authority’s operational spending plan for fiscal year 2013–14 has been developed to maintain the high quality of services customers deserve and to restrict cost increases wherever possible while strategically investing to advance the vision. Total estimated operating expenses for the fiscal year are \$81.9 million, representing an increase of \$2.2 million, or 2.8%, compared to the prior year’s budget plan. The pie chart illustrates the allocation of planned expenses among the major personnel and non-personnel categories.

PERSONNEL

Total estimated wages and benefits for fiscal year 2013–14 are \$59.6 million, representing an increase of \$1.6 million or 2.7% from the prior year budget. The total number of authorized personnel (both full-time and part-time) is 841 as compared to 831 for the previous year.



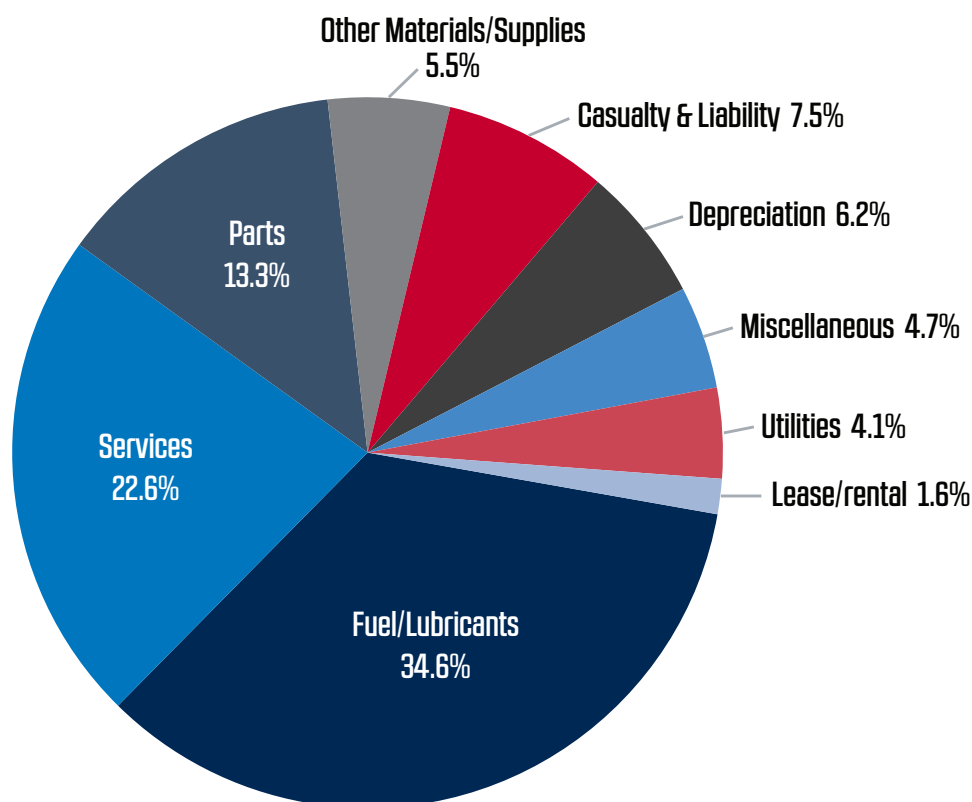


NON-PERSONNEL EXPENSES

Included in this category are fuel and lubricants, bus parts and shop supplies, contracted services, insurance premiums and liability claims, and other miscellaneous expenses. Total estimated cost for non-personnel expenses for fiscal year 2013–14 is \$22.3 million, representing an increase of \$.6 million, or 2.8%, compared to the prior year's budget. The chart below provides a detailed, year-to-year comparison for each category.

The key drivers of non-personnel expenses are discussed on the next page.

Total Non-Personnel Expenses
2013–14: \$22.3 Million



Non-Personnel Summary

(\$ 000s)

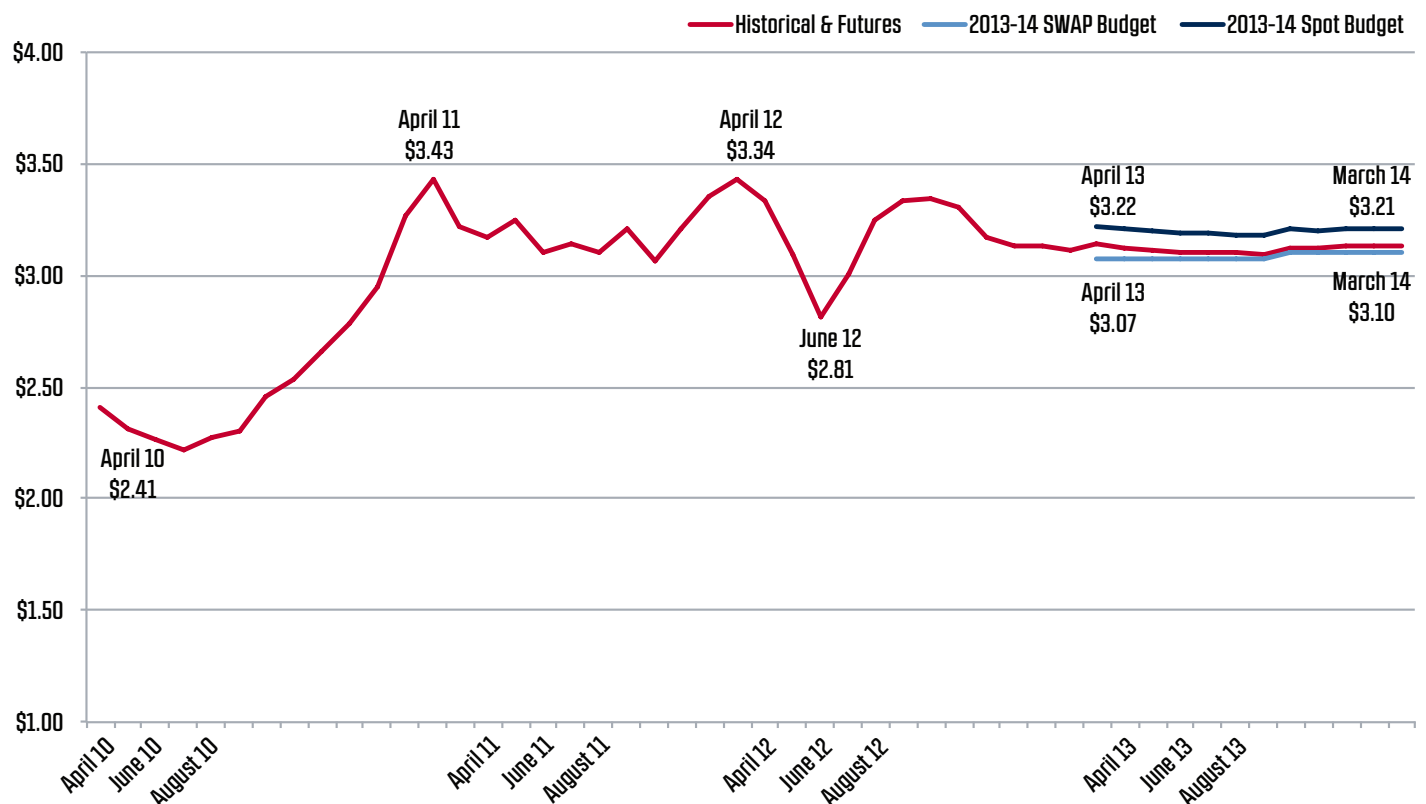
	2012–13 Operating Budget	2013–14 Operating Budget	\$ Change	% Change
Fuel/Lubricants	\$7,570	\$7,725	\$155	2.0%
Contracted Services	4,356	\$5,034	678	15.6
Parts	3,178	\$2,960	(219)	-6.9
Casualty & Liability	1,409	\$1,669	260	18.4
Depreciation	1,205	\$1,376	171	14.2
Other Materials/Supplies	1,439	\$1,236	(202)	-14.1
Miscellaneous	1,206	\$1,044	(162)	-13.4
Utilities	980	\$919	(62)	-6.3
Lease/Rental	361	\$358	(3)	-0.9
TOTAL	\$21,704	\$22,320	\$616	2.8%



Fuel and Lubricants

Fuel and lubricant costs are estimated at \$7.7 million for fiscal year 2013–14, increasing \$.2 million, or 2%, from the prior year's budget. The 2013–14 budget estimate is based upon current futures market price indications for those quantities not fixed under the hedge. The Authority currently has protection against volatility on 70% of its supply for 2013–14, with a fixed price SWAP. The chart below depicts the historical price per gallon over the past three years and futures market, as well as the budgeted spot and SWAP price.

Diesel Fuel Price/Gallon Trend vs. Budget



Bus Parts and Other Materials and Supplies

Bus parts and other materials and supplies expenses planned for fiscal year 2013–14 total \$4.2 million, representing a decrease of \$.4 million, or 9.1%, from the prior year's budget. Vehicle parts have been decreased to account for the large influx of new buses at the end of 2012–13; a total of 53 new RTS buses representing approximately 20% of the fleet. In addition, Lift Line will replace 18 buses – nearly 40% of the fleet, and the regionals will see delivery of 39 new buses. The budget estimate for farebox parts is reduced to reflect the replacement of the 20-year-old fare collection system on RTS buses.

Contracted Services

Contracted services include professional fees for legal, medical, and governmental relations; contracted vehicle maintenance for regional companies; maintenance services for various building systems and software; custodial and security services; and parts supply management services. Total estimated fiscal year 2013–14 contracted services expenses are \$5 million,

representing an increase of \$.7 million from the prior year's budget. This increase is due entirely to new, one-time expenses representing strategic investments in brand development, technology planning, and security preparedness.

Miscellaneous and Other Expenses

Miscellaneous and other expenses during fiscal year 2013–14 are budgeted at \$4 million, an increase of .8% from the prior year's budget. This category includes elements such as utilities, marketing, subscriptions, employee travel and training, taxes, and automobile insurance and liability expenses.

Depreciation

All fixed assets acquired by the Authority are depreciated on a straight line basis over the term of their useful lives. Local depreciation for fiscal year 2013–14 is budgeted at \$1.4 million, representing an increase of 14.2% from the prior year's budget. The increase is attributed to the beginning of depreciation for the investment in the RTS Campus and the acquisition of buses.





Multi-Year Budget Projection: Fiscal Years 2014–15 thru 2016–17

Sound fiscal management practice and regulations for public authorities require the development of a Multi-Year Budget Projection (Multi-Year) to alert the Authority's Board of Commissioners, customers, and the community at large of future challenges and opportunities that may impact the Authority's ability to meet its mission and vision. It is then management's responsibility to develop alternative action plans, as needed, to effectively meet those challenges or opportunities.

The Authority has developed and maintains a multi-year forecast model that spans four fiscal years: the current year plus the next three fiscal years. The model is built from the ground up, starting at the subsidiary company level, and rolling into a consolidated summary to present an overall perspective for review and discussion. The Authority periodically updates this fiscal projection to maintain its relevancy in the face of dynamic factors, such as the economy, the fiscal health of our key governmental subsidy providers, and internal drivers of both expense and revenue.

It's important to recognize the uncertainties inherent in any projection. The Multi-Year represents a composite look at numerous future estimates of revenue and expense. Some estimates are based on known fact, while others may rely on historical trends as well as educated guess.

The term "Available Unrestricted Net Assets" (AUNA) refers to Authority funds which are not restricted or committed to specific purposes. These funds are available for future Authority needs as determined by the Board of Commissioners. The level of AUNA is a very important component of the Authority's overall financial health as these assets also represent a potential funding source for future needs. It is estimated that as of March 31, 2013, the Authority's AUNA will total approximately \$27 million.

This latest update of the Multi-Year contemplates a continued slow economic recovery impacting both revenue and expense projections over the next four years. The inherent structural imbalance of public transit revenue growth lagging behind expenses required to maintain service levels is also evident.

The revenues supporting operations are essentially flat, increasing from \$80.3 million to \$82.7 million, or 3%, over the projection period. Projected annual operating expenses increase from \$79.4 to \$93.1 million over the same period, representing an increase of \$13.7 million, or 17.3%. Each year of the projection excluding 2012–13 shows a funding gap that grows from \$.5 million to \$10.4 million with a cumulative total gap of \$22.2 million.

However, the good news accompanying this projection is that the Authority's current fiscal strength (represented by \$27 million of AUNA) could theoretically close these projected funding gaps, and thereby enable the maintenance of service levels and current fare structures for customers – notwithstanding future actions that may be taken to reduce projected costs and increase revenues (other than customer fares) that are contained in the projection.

Once again, the Multi-Year Budget Projection provides a view of potential future financial conditions. It's a reminder, too, of the continuing importance of strategic planning to insure the Authority's ability to provide the scope and quality of public transit services so vital to the well-being of the community.

Key elements/assumptions driving this forecast are as follows:

REVENUES

» Locally generated

- No increase in fare structures for all subsidiary companies
- Ridership trends stable
- Major business partner revenues increase 3% annually

» Government Subsidies

- STOA allocation of \$32.7 million is assumed to remain flat
- No increase in member county subsidies
- Federal formula aid is assumed to remain unchanged

» Mortgage Tax

- A gradual economic recovery provides for an expected increase of 3% annually

EXPENSES

» Scope of transit services planned for fiscal year 2013–14 is maintained.

» Personnel

- Stable workforce overall
- Medical insurance premium rates increase 7–10% annually. All employees continue to share in premium cost

» Non-personnel

- Diesel fuel prices increase 5% annually
- RTS Transit Center operating expense begins January 2015 with estimated annual net operating costs of \$2.4 million including debt service

Consolidated Multi-Year Budget Projection: 2014–15 thru 2016–17

(\$ Millions)

	Projected 2012-2013	Budget 2013-2014	Projection 2014-2015	Projection 2015-2016	Projection 2016-2017
REVENUES					
Locally Generated					
Fares: Cash, Passes, subsidy agreements	\$26.8	\$27.6	\$28.1	\$28.7	\$29.2
Other (Interest earnings, recoveries, reimbursements)	\$2.5	\$2.8	\$2.6	\$2.6	\$2.6
Total Locally Generated	\$29.3	\$30.4	\$30.7	\$31.2	\$31.8
Governmental Subsidies					
Federal	\$6.2	\$6.2	\$5.5	\$5.4	\$5.4
State	\$33.3	\$33.3	\$33.3	\$33.2	\$33.2
County	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7
Total Governmental Subsidies	\$43.2	\$43.2	\$42.4	\$42.3	\$42.4
Mortgage Recording Tax	\$7.8	\$7.8	\$8.0	\$8.2	\$8.5
TOTAL REVENUE	\$80.3	\$81.4	\$81.1	\$81.8	\$82.7
EXPENSES					
Personnel					
Employee Wages	\$36.2	\$37.3	\$38.3	\$39.1	\$39.9
Medical Insurance	\$9.9	\$10.4	\$11.5	\$12.7	\$14.1
Other Fringe Benefits	\$12.4	\$11.9	\$12.2	\$12.5	\$12.8
Total Personnel	\$58.5	\$59.6	\$62.0	\$64.3	\$66.8
Non-Personnel					
Fuel & Lubricants	\$7.8	\$7.7	\$8.2	\$8.6	\$9.0
Other Non-Personnel	\$13.1	\$14.6	\$14.4	\$16.8	\$17.3
Total Non-Personnel	\$20.9	\$22.3	\$22.6	\$25.4	\$26.3
TOTAL EXPENSES	\$79.4	\$81.9	\$84.6	\$89.6	\$93.1
Net Income (Deficit) From Operations & Subsidies	\$0.9	\$(0.5)	\$(3.5)	\$(7.8)	\$(10.4)
Estimated Net Income Available for Carryover	\$0.9	\$(0.5)	\$(3.5)	\$(7.8)	\$(10.4)
Estimated Available Unrestricted Net Assets BOY	\$26.1	\$27.0	\$26.5	\$23.0	\$15.2
Estimated Available Unrestricted Net Assets EOY	\$27.0	\$26.5	\$23.0	\$15.2	\$4.8



Six-Year Capital Improvement Plan

The Capital Improvement Plan (CIP) is the Authority's six-year (FY 2013–14 thru 2018–19) plan of proposed capital investments necessary to maintain and improve the infrastructure. The key elements of this infrastructure are rolling stock, facilities, and technology related equipment and systems. The CIP is fiscally constrained in that the funding schedule and sources for all listed projects have been identified.

The process by which capital needs are identified and solutions are proposed is ongoing. It begins annually in September as department heads are asked to formally prepare capital funding requests for the forthcoming six-year period. Capital projects must have a life expectancy of at least three years and a minimum cost of \$10,000.

The Project Management Office (PMO) provides valuable support to assist department heads in the development of formal project charters for capital requests that exceed \$100,000. PMO proficiency in project definition and scoping provided significant insight and detail about each project that was extremely useful in the decision making process. The project charters were then reviewed by the Authority's leadership team. The remaining capital requests were reviewed by an evaluation team comprised of representatives of the Authority's various business functions. The key information required to review and rank all requests included project budget estimates, technical information, anticipated milestones, and a justification for the proposed investment. The structured evaluation criteria scoring each request was based on criticality of repair, impacts of deferment, future operating cost impact, and its ability to advance the Authority's strategic vision. A prioritized list of projects was then reviewed by the Executive Management Team for the determination of final funding allocations.



GENERAL OVERVIEW

The CIP is fiscally constrained within available funding over the six-year period. It contains a total of 93 projects with total estimated expenditures of \$204.9 million. The first year of the plan including projects in progress is \$119.9 million.

2013–14 Capital Expenses by Project Type

Project Type	Number of Projects	\$ Millions
Preventive Maintenance	1	\$5.6
Rolling Stock	12	\$43.6
Facilities	14	\$58.1
Equipment	23	\$1.4
Transportation Technologies	6	\$10.6
Other	12	\$0.7
TOTAL	68	\$119.9

Management decisions about the allocation of limited capital resources is tied directly to the Authority's Vision of becoming The Preferred Transportation Choice. The Authority remains committed to replacing its bus fleet (rolling stock) on a consistent and timely basis. All scheduled bus purchases included in the Plan are fully funded.

In addition to its core projects, such as replacement of buses and preventive maintenance, the Authority will advance construction of the RTS Transit Center in downtown Rochester, continue efforts to incorporate transit as part of the University of Rochester's College Town project, and continue the facility and site improvements for the RGRTA Main Campus and the Lift Line Campus. In addition to these exciting construction projects, the Authority will implement a new financial software system, and a data warehouse and business intelligence tool to support and assist the organization in making business decisions.

Notwithstanding the nearly \$46 million boost provided by discretionary federal funding (including the 2010 federal stimulus known as ARRA) over the past four years, there remains a long list of unfunded capital needs totaling \$53 million over the capital plan period.

In July of 2012 Congress authorized, and the President signed into law, MAP-21 (Moving Ahead Progress in the 21st Century) setting forth the estimated federal transportation funding for the next two-year period. Included in this authorization is the elimination of the 5309 discretionary grant program by converting it to a

formula program 5339. The resulting impact is the need to consider alternative schedule and project financing methods to deliver large scale projects contained in the \$53 million unfunded needs. Among these are \$3 million in upgrades and renovations to the Lift Line (paratransit) Campus, and \$23 million to complete the last phase of investment in the RTS Campus – which includes a new service building, additional bus storage, and other efficiencies.

SOURCE OF FUNDS

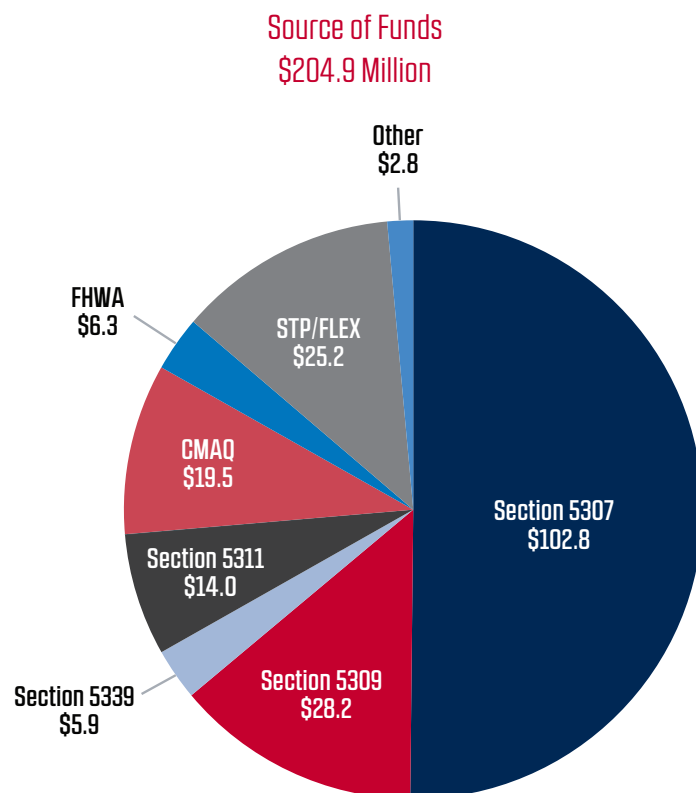
Capital funding is primarily dependent upon federal grants, which are partially matched by contributions from both New York State and the Authority. Generally, the funding split for capital investments is 80% federal, 10% state, and 10% local. The New York State Department of Transportation provides capital grants to meet the 10% state share of federally funded projects. The Authority's local capital contributions are funded from its Capital Reserve Fund, supported by annual transfers from working capital in an amount equal to local depreciation expenses.

It should be noted that Federal grants from the Section 5307 formula grant program represent the primary revenue stream (providing over 50% of total funding) supporting the Six-Year Capital Improvement Plan.

The Authority has made the following assumptions with respect to funding sources for this plan:

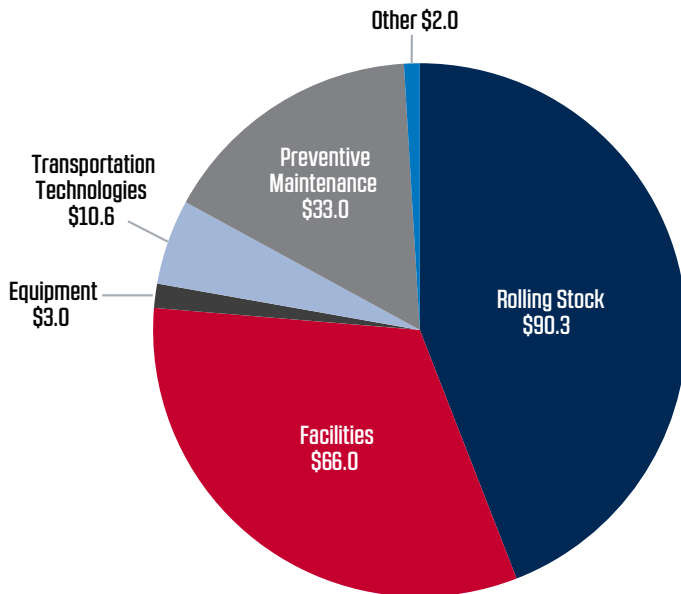
- Due to the fact that Congress has not yet approved appropriations past March 27, 2013, the Authority's Federal Section 5307 and 5339 formula assistance is assumed to be flat from 2012 levels for the first three years of the CIP, with a 5% increase for year five, and flat thereafter.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the greater Rochester area for transportation improvement projects that will improve air quality standards. This Plan assumes the continuation of all CMAQ funds currently allocated to the Authority in the Genesee Transportation Council's regional Transportation Improvement Program (TIP).
- Bus and Bus Facilities Section 5309 federal discretionary aid is eliminated and replaced by Section 5339 formula aid established for state of good repair.
- Additional FHWA & STP/FLEX grants, which are federal highway funds flexed for mass transit use, have not been assumed beyond those funds now committed to the RTS Transit Center.
- All rolling stock capital needs for the Authority's rural subsidiaries are assumed to be fully funded by the federal Section 5311 non-urbanized area formula program.
- Remaining balances from prior years' allocations from the New York State Dedicated Trust Fund (SDF) are being utilized to partially fund several projects in the CIP, however, no new SDF allocations are expected.

Other CIP funds include distributions from the RGRTA capital reserve fund.





Use of Funds \$204.9 Million



USE OF FUNDS BY OBJECT OF EXPENSE

All capital projects contained within the Capital Improvement Plan (CIP) can be classified among the following categories: Preventive Maintenance, Rolling Stock, Facilities, Transportation Technologies, Equipment, and Other.

Preventive Maintenance

Traditionally, the Authority allocates approximately 38% of its annual Section 5307 formula grant for the Preventive Maintenance (PM) of capital assets. Although technically considered a “capital” expense by federal regulations, PM essentially functions as a subsidy for operating expenses. Total PM allocations over the six-year CIP are \$33 million.

Rolling Stock

RGRTA recognizes that timely replacement of its revenue fleet is an integral part of maintaining long-term financial stability and providing excellence in customer service. A total of \$90.3 million is planned for the upcoming six-year period, inclusive of buses currently under order, for a total of 367 vehicles to be replaced. The Authority projects to have the ability over the entire six-year CIP to fund 100% of all scheduled bus replacements. To accommodate the uneven annual fleet replacement schedule, the Authority will, when necessary, carry forward significant grant

allocations from year to year. Continual evaluation of the size and make-up of the Authority’s fleet roster to identify the most efficient use of revenue vehicles to satisfy customer demand is essential in making the Authority the preferred transportation choice.

Facilities

Construction of the RTS Transit Center and improvements to RTS and Lift Line Campus facilities demonstrate the Authority’s commitment to improving the quality of transportation service and the quality of the transportation experience for customers. The CIP contains \$66 million to be invested in facilities through fiscal year 2018–19.

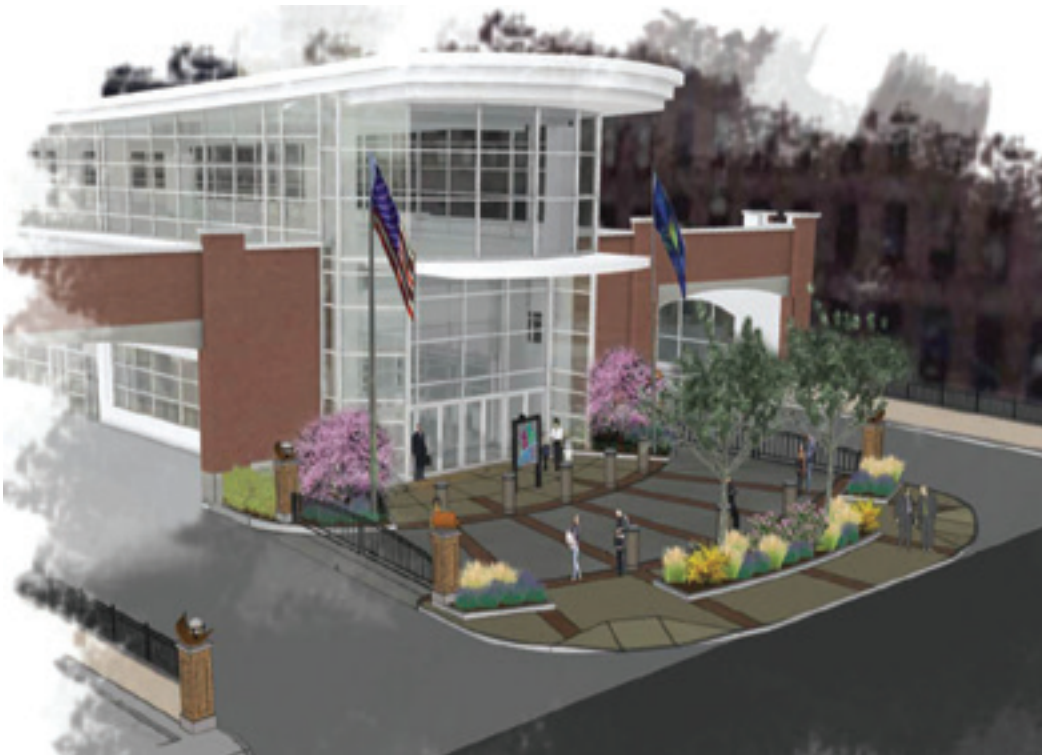
RTS Transit Center

During fiscal year 2012–13, approval was granted by the RGRTA Board of Commissioners for the award of the final portions of the design build construction contract. In November 2012 a groundbreaking ceremony kicked off construction. This exciting project is the culmination of years of hard work and effort by many inside and outside of the Authority. The RTS Transit Center will provide current and future generations of customers traveling to downtown Rochester with a greatly improved transit experience. Approximately 20,000 customers a day now transfer buses along Main Street. They are exposed to all kinds of weather conditions, and lack access to centralized transit information and resources. Scheduled to open in mid-2015, the RTS Transit Center will provide an enclosed, climate controlled facility to enhance the RTS experience on many levels.

Mt. Hope Transit Station at College Town

In early 2011, the University of Rochester announced the selection of a private firm as prime developer for its proposed College Town. The vision for the project, to be located on approximately 16 acres of land owned by the University adjacent to the University of Rochester Medical Center complex, is a community oriented development containing retail, residential, office, and recreational uses.

College Town represents a major economic development opportunity for the community. The development plan totals approximately 300,000 square feet at an estimated cost between \$150 and \$200 million. Approximately \$8.3 million of federal transit funds have been identified for the Authority’s participation in this project. During fiscal year 2012–13, the Authority continued discussions with the University to structure a transit component to serve the many thousands of people who now and in the future will travel daily to this second most active destination in the RTS system for employment and health services.



The RTS Transit Center will transform the way people in the Rochester community use public transportation. It's unique design and user-friendly features will provide convenience, comfort, and safety for customers who ride the bus to and from downtown Rochester each day.

RTS Campus & Site Improvements

Another significant facility investment continued at the Authority's headquarters and RTS operations Campus at 1372 East Main Street. The 16.5 acre Campus and its facilities, constructed in 1974, needed upgrades to improve safety, security, and efficiency for both bus and administrative operations.

Construction began during fiscal 2011–12 on an addition to the Administration Building and was completed in the summer of 2012. Renovations to the existing portion of the building were completed in the fall of 2012. Other planned improvements now underway include the installation of above ground diesel storage tanks, fire alarm system replacement, and completion of the roof replacement and HVAC system upgrades. The acquisition and site clearing of adjacent properties is anticipated during 2013–14. This will expand the site's footprint to allow for the reconfiguration of Campus parking and traffic flow. In addition the procurement of design-build services will take place and renovations to the Operations Building will commence.

The project is being implemented with a phased approach, with total costs of \$27.2 million for the first two phases. Phase I, with a cost of \$13.3 million, is near completion. The budget for Phase II is \$13.9 million and has been made possible by the State of Good Repair (SGR) discretionary grant awarded by the FTA in 2011 as well as

additional allocations from the newly-established 5339 formula bus and bus facilities program. Phase I focused on the Administration Building; Phase II is addressing the Site, Service Building, and Operations Building needs.

The Authority has also identified critical unfunded needs as part of Phase III of the Campus Improvement Project. This phase includes the construction of a new maintenance warehouse building, the replacement of the Service Building, and addition of a new garage – critical elements of a master plan that would improve the nightly cleaning, fueling, and parking of buses.

Lift Line Facility

Lift Line Inc. provides paratransit services to complement the fixed route services of RTS. The operations and administrative headquarters for Lift Line are located on Trabold Road in the Town of Gates. Engineering studies have determined the need for significant improvements to this facility and the Authority continues to seek discretionary grant funds for such improvements. In the interim, various critical improvements are being advanced, investment began in 2012–13 and will continue in 2013–14. Efficiency improvements are now being made to the fueling system, including the installation of new, above ground storage tanks. In 2013–14 the roofs and HVAC system will be replaced, and upgrades will be made to the electrical infrastructure.



Transportation Technologies

Technology Initiatives Driving Excellence (TIDE) is the Authority's major technology investment project now in its sixth year of implementation and nearing completion. With a total planned capital investment of \$25 million, TIDE is the largest singular technology project undertaken by the Authority.

In 2009–10, a new RTS fixed end radio system and Computer Aided Dispatch was installed. In 2011–12, fleet radio and computer installations occurred on RTS buses. These on-board installations included automatic vehicle location and automatic passenger counters. Similarly, a portion of the Automated Traveler Information System (ATIS) was advanced with the deployment of 13 ATIS signs in the Rochester area. These way-side signs display in real-time the bus arrival times of the next three buses at that stop. In fiscal year 2012–13 the second phase of the real time arrival notification system was launched. Customers are now able to receive real time bus arrival information via email/text messages. WMB known as “Where’s My Bus” is as simple as emailing or texting the ID of your bus stop (located on the bus stop sign) to WMB@rgta.com or 585-351-2878 and the next three arrival times will be sent to your phone.

Upgrade and replacement of the existing 20-year-old Fare Collection system also began. This advancement in technology simplifies the customer experience and allows for expanded payment options. The new fareboxes accept \$1, \$5, \$10, and \$20 bills and provide credit back to the customer in the form of a stored value pass that does not expire. This project will result in increased reliability and lowered operating and maintenance costs, along with advanced financial controls and reporting capabilities.

A new CAD/AVL system that integrates with RTS’ system and provides ATIS capability to customers in Livingston County LATS (Livingston Area Transportation Service) was also implemented.

These ambitious and exciting TIDE investments will continue to positively impact the organization and its customers for years to come – providing a technology foundation for optimal operational excellence and customer experience for the next generation of transit customers.

Building upon the momentum of TIDE, the Authority is advancing a number of investments that will generate a positive return. The implementation of a data warehouse and Business Intelligence (BI) tool will allow the Authority to combine data from various information technology systems into one central repository to yield meaningful insight into business needs and operational trends. On a parallel path, implementation of a new financial software system will enhance the information available for analysis and decision making, and improve processes in the Finance Department.

A total of \$10.6 million is committed over the six-year schedule for transportation technologies.

Equipment

This classification contains assets necessary to maintain or increase operational efficiencies, such as routine computer replacement and maintenance facility equipment. In addition, highlighted projects include enhanced wheel chair restraint systems for a portion of the RTS fleet, a disaster recovery site for information systems, and cameras for LATS buses. The Authority will fund \$3 million in equipment needs over the six-year period.

Other

Miscellaneous smaller capital projects in the Plan are primarily focused on transit enhancements for the public. Such projects include the installation of bus shelters at RTS and for the regional companies, and bus stop signs. The total investment in miscellaneous projects is \$2 million.

2013-14 Capital Improvement Plan

EXPENSE				FUNDING									
Projects in Progress				Section 5307	Section 5311	Section 5309	Section 5339	CMAQ	FHWA	STP/FLEX	SUF	OTHER	Total Funding
Project	Company	12/31/12	2013-14	Total Expense									
RTS Downtown Transit Center	RTS	\$16,193,504	\$21,893,694	\$38,087,198	\$4,732,319	\$6,859,992			\$6,290,115	\$20,204,772			\$38,087,198
Replace 33 Transit buses	RTS	\$14,439,320		\$14,439,320	\$6,130,893	\$3,820,510		\$4,487,917					\$14,439,320
Replace 20 Articulated buses	RTS	\$14,235,244		\$14,235,244	\$8,931,862	\$5,303,362							\$14,235,244
Mt. Hope Station at College Town	RTS	\$694,130	\$4,446,019	\$5,130,149		\$694,130		\$4,446,019					\$5,130,149
Technology Initiatives Driving Excellence (TIDE)*	RTS	\$7,682,879		\$7,682,879	\$3,980			\$7,659,537					\$7,682,879
RTS Site Improvements Phase IIb	RTS	\$5,409,539	\$22,117	\$5,641,650		\$5,409,539	\$22,117						\$5,641,650
RTS Site Improvements Phase IIa	RTS	\$5,318,397		\$5,318,397		\$5,318,398							\$5,318,398
Replace 13 Regional Buses	LATS	\$1,341,594		\$1,341,594									\$1,341,594
Replace 18 Paratransit Buses	LL	\$1,179,216		\$1,179,216									\$1,179,216
Replace 13 Regional Buses	WATS	\$1,006,347		\$1,006,347									\$1,006,347
Business Intelligence Datawarehouse System	RGRTA	\$1,000,000		\$1,000,000									\$1,000,000
Wyoming Transit Bus Storage Facility Construction	WYTS	\$793,473		\$793,473									\$793,473
Replace 10 Regional Buses	WYTS	\$897,770		\$897,770									\$897,770
RTS Downtown Transit Center - Two-Way Street Conversion	RTS	\$562,500		\$562,500		\$562,500							\$562,500
Establish Disaster Recovery Hot Site	RTS	\$367,423		\$367,423									\$367,423
Articulated Bus Platform Lift	RTS	\$355,113		\$355,113							\$56,687		\$355,113
Facility Engineering & Design	RTS	\$319,580		\$319,580				\$319,580				\$306,000	\$319,580
Wheelchair Restraint System	RTS	\$306,000		\$306,000									\$306,000
Bus Storage Facility Improvements	LATS	\$297,512		\$297,512									\$297,512
Replace 4 Regional Buses	BBS	\$279,108		\$279,108									\$279,108
RTS Site Improvements Phase I	RTS	\$255,858		\$255,858	\$14,700	\$180,355					\$80,803		\$255,858
Transit Enhancement - Bus Stop Sign Replacement	RTS	\$218,360	\$95,158	\$313,518	\$313,518								\$313,518
Construct Bus Loop at MCC	RTS	\$200,000		\$200,000							\$200,000		\$200,000
Install On-board Cameras	LATS	\$194,650		\$194,650									\$194,650
Lift Line Campus Improvement Phase I	LL	\$189,598	\$133,367	\$322,965	\$136,150								\$322,965
Financial Software System Replacement	RGRTA	\$100,000	\$1,250,000	\$1,350,000	\$1,350,000		\$133,397				\$53,448		\$1,350,000
Transit Enhancement - Bus Shelters	RTS	\$97,956	\$45,504	\$143,460	\$143,460							\$58,000	\$143,460
Bus Shelter Replacement (4)	LATS	\$94,000		\$94,000							\$40,000		\$94,000
Facility Engineering & Design	RTS	\$40,000		\$40,000							\$40,000		\$40,000
Rebuild Brake Lathes	BBS	\$27,000		\$27,000									\$27,000
Bus Shelter Replacement (3)	RTS	\$15,000		\$15,000							\$15,000		\$15,000
Bus Shelter Replacement (2)	RTS	\$14,861		\$14,861									\$14,861
Bus Stop Signs	WATS	\$14,701		\$14,701									\$14,701
WYTS Radio Replacement	WYTS	\$12,799		\$12,799									\$12,799
BBS Radio Replacement	BBS	\$12,000		\$12,000							\$12,000		\$12,000
Tire Changing Equipment Replacement	RTS	\$9,371		\$9,371									\$9,371
WATS Radio Replacement	WATS	\$7,010		\$7,010							\$7,010		\$7,010
Bus Shelter Replacement (2)	BBS	\$4,054		\$4,054									\$4,054
Replace 19 Transit buses	RTS	\$8,663,678		\$8,663,678									\$8,663,678
Preventive Maintenance	RTS/LL	\$5,577,691		\$5,577,691									\$5,577,691
Replace 18 Paratransit Buses	LL	\$1,218,599		\$1,218,599									\$1,218,599
Lift Line Campus Improvement Phase II	LL	\$755,185		\$755,185			\$755,185						\$755,185
Integrated Voice Response System Replacement	RTS	\$278,138		\$278,138									\$278,138
Appointment Verification Software System	LL	\$222,169		\$222,169									\$222,169
Replace 3 Regional Buses	WYTS	\$219,015		\$219,015									\$219,015
Replace 3 Regional Buses	WATS	\$213,790		\$213,790									\$213,790
Grant Administration	RTS	\$100,000		\$100,000									\$100,000
Parking Lot Sweeper Replacement	RTS	\$87,000		\$87,000								\$87,000	\$87,000
Fork Lift Replacement	RTS	\$85,400		\$85,400									\$85,400
Floor Scrubbing Machine Replacement	RTS	\$95,000		\$95,000									\$95,000
Personal Computer (PC) Replacement	RTS	\$79,053		\$79,053								\$79,053	\$79,053
Replace 1 Regional Buses	RTS	\$69,522		\$69,522									\$69,522
Server Replacement	RTS	\$56,000		\$56,000									\$56,000
Vehicle Mileage System Upgrade	RTS	\$50,000		\$50,000									\$50,000
Replace Welders (3)	RTS	\$25,000		\$25,000									\$25,000
Multi-Refrigeration Re-cycle machines Replacement (2)	RTS	\$15,000		\$15,000									\$15,000
Replace Parts Washer	RTS	\$15,000		\$15,000									\$15,000
Bookishon Hydraulic Press Replacement	RTS	\$12,500		\$12,500									\$12,500
GRAND TOTAL		\$74,014,822	\$45,923,629	\$119,938,451	\$40,652,233	\$5,527,147	\$29,158,151	\$1,120,699	\$6,290,115	\$20,204,772	\$237,938	\$1,143,923	\$119,938,451

*Includes RTS & LL CAD/AVL, Operations/Vant Management System, Advanced Travel Information System (ATIS), Automatic Passenger Counters, Real Time Video, Fleet Maintenance Information System, Farebox Replacement, and LATS CAD/AVL & ATIS.



FINANCIAL PLAN

2013-14 thru 2018-19 Capital Improvement Plan

Projects in Progress
Remaining Cost @
12/31/12

Project	Company	Projects in Progress Remaining Cost @ 12/31/12	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Total
Preventive Maintenance	RTS/LL	\$-	\$5,577,691	\$5,301,842	\$5,387,839	\$5,683,409	\$5,556,346	\$5,491,195	\$32,978,321
TOTAL PREVENTIVE MAINTENANCE									
Replace 33 Transit buses	RTS	\$14,439,320							\$14,439,320
Replace 20 Articulated buses	RTS	\$14,235,244							\$14,235,244
Replace 19 Transit buses	RTS	\$8,693,678							\$8,693,678
Replace 20 Transit buses	RTS			\$9,438,003					\$9,438,003
Replace 30 Transit Buses	RTS				\$15,255,499				\$15,255,499
Replace 19 Transit buses	RTS					\$9,941,789			\$9,941,789
Replace 18 paratransit buses	LL	\$1,179,216							\$1,179,216
Replace 18 Paratransit buses	LL		\$1,218,599						\$1,218,599
Replace 6 Paratransit buses	LL			\$419,787					\$419,787
Replace 6 Paratransit buses	LL				\$433,849				\$433,849
Replace 12 Paratransit buses	LL				\$886,807				\$886,807
Replace 12 Paratransit buses	LL					\$926,936			\$926,936
Replace 12 Paratransit buses	LL						\$958,119		\$958,119
Replace 4 Regional Buses	BBS	\$279,108							\$279,108
Replace 5 Regional Buses	BBS			\$386,813					\$386,813
Replace 8 Regional Buses	BBS				\$682,982				\$682,982
Replace 13 Regional Buses	LATS	\$1,341,594							\$1,341,594
Replace 7 Regional Buses	LATS			\$541,538					\$541,538
Replace 7 Regional Buses	LATS								\$742,533
Replace 6 Regional Buses	LATS					\$963,188			\$963,188
Replace 1 Regional Buses	OTS		\$89,522						\$89,522
Replace 5 Regional Buses	OTS			\$386,813					\$386,813
Replace 2 Regional Buses	OTS				\$264,761				\$264,761
Replace 3 Regional Buses	OTS					\$248,618			\$248,618
Replace 7 Regional Buses	STS			\$541,538					\$541,538
Replace 1 Regional Buses	STS				\$132,381				\$132,381
Replace 1 Regional Buses	STS					\$92,873			\$92,873
Replace 1 Regional Buses	STS						\$143,885		\$143,885
Replace 13 Regional Buses	WATS	\$1,006,347							\$1,006,347
Replace 3 Regional Buses	WATS		\$213,790						\$213,790
Replace 8 Regional Buses	WATS			\$618,900					\$618,900
Replace 2 Regional Buses	WATS				\$264,762				\$264,762
Replace 11 Regional Buses	WATS					\$911,600			\$911,600
Replace 10 Regional Buses	WYTS	\$697,770							\$697,770
Replace 3 Regional Buses	WYTS		\$219,015						\$219,015
Replace 7 Regional Buses	WYTS			\$541,538					\$541,538
Replace 14 Regional Buses	WYTS					\$1,160,217			\$1,160,217
TOTAL ROLLING STOCK									
		\$33,378,589	\$10,304,604	\$12,874,530	\$1,095,753	\$19,961,129	\$11,875,758	\$958,119	\$90,328,892
RTS Downtown Transit Center	RTS	\$16,199,504	\$21,893,694	\$5,008,825					\$43,090,823
RTS Downtown Transit Center - Two-Way Street Conversion	RTS	\$562,500							\$562,500
Mt. Hope Station at College Town	RTS	\$984,130	\$4,446,019	\$2,943,019					\$9,073,168
Facility Engineering & Design	STS	\$40,000							\$40,000
Facility Engineering & Design	OTS	\$319,580							\$319,580
Bus Storage Facility Improvements	LATS	\$297,512							\$297,512
Construct Bus Loop at WDC	RTS	\$200,000							\$200,000
RTS Site Improvements Phase I	RTS	\$255,858							\$255,858
RTS Site Improvements Phase IIA	RTS	\$5,318,397							\$5,318,397
RTS Site Improvements Phase IIB	RTS	\$5,419,533	\$232,117						\$5,641,650
Articulated Bus Platform Lift	RTS	\$355,113							\$355,113
Wyoming Transit Bus Storage Facility Construction	WYTS	\$793,473							\$793,473
Lift Line Campus Improvement Phase I	LL	\$189,598	\$139,367						\$322,965
Lift Line Campus Improvement Phase II	LL		\$755,185						\$755,185
TOTAL FACILITIES									
		\$30,619,188	\$27,460,412	\$7,946,644	\$-	\$-	\$-	\$-	\$66,026,254

2013-14 thru 2018-19 Capital Improvement Plan *continued*

Projects in Progress Remaining Cost @

Project	Company	12/31/12	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Total
Replace Non Revenue Vehicle (3)	RTS			\$78,471					\$78,471
Replace Non Revenue Vehicle (3)	RTS				\$99,834				\$99,834
Replace Non Revenue Vehicle (5)	RTS					\$172,214			\$172,214
Replace Non Revenue Vehicle (2)	RTS						\$85,151		\$85,151
BBS Radio Replacement	BBS	\$12,799							\$12,799
WATS Radio Replacement	WATS	\$8,371							\$8,371
WYTS Radio Replacement	WYTS	\$14,701							\$14,701
Install On-board Cameras	LATS	\$394,650							\$394,650
Establish Disaster Recovery Hot Site	RTS	\$367,423							\$367,423
Tire Changing Equipment Replacement	RTS	\$12,000							\$12,000
Rebuild Front end Loader/Back Hoe	RTS	\$15,000							\$15,000
Rebuild Brake Lathe	RTS	\$40,000							\$40,000
Wheelchair Restraint System	RTS	\$306,000							\$306,000
BodyShop Hydraulic Press Replacement	RTS		\$12,500						\$12,500
Floor Scrubbing Machine Replacement	RTS		\$85,000						\$85,000
Parking Lot Sweeper Replacement	RTS		\$87,000						\$87,000
Fork Lift Replacement	RTS		\$85,400						\$85,400
Multi-Refrigerator Re-cycle machines Replacement (2)	RTS		\$15,000						\$15,000
Replace Welders (3)	RTS		\$25,000						\$25,000
Replace Parts Washer	RTS		\$15,000						\$15,000
Server Replacement	RTS		\$56,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$312,000
Personal Computer (PC) Replacement	RTS		\$79,053	\$26,947	\$97,581	\$50,000	\$50,000	\$50,000	\$353,581
Vehicle Maintenance & Facility Equipment	RTS			\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
TOTAL EQUIPMENT		\$970,944	\$459,953	\$286,418	\$372,415	\$397,214	\$290,151	\$225,000	\$3,002,094
Technology Initiatives Driving Excellence (TIDE)*	RTS	\$7,682,879							\$7,682,879
Business Intelligence/Datawarehouse System	RORTA	\$1,000,000							\$1,000,000
Financial Software System Replacement	RORTA	\$100,000	\$1,250,000						\$1,350,000
Integrated Voice Response System Replacement	RTS		\$278,138						\$278,138
Appointment Verification Software System	LL		\$222,169						\$222,169
Vehicle Mileage System Upgrade	RTS		\$50,000						\$50,000
TOTAL TRANSPORTATION TECHNOLOGIES		\$8,782,879	\$1,800,307	\$-	\$-	\$-	\$-	\$-	\$10,583,186
Bus Shelter Replacement (3)	BBS	\$27,000							\$27,000
Bus Shelter Replacement (4)	LATS	\$58,000							\$58,000
Bus Shelter Replacement (2)	STS	\$18,000							\$18,000
Bus Shelter Replacement (2)	WATS	\$7,010							\$7,010
Bus Shelter Replacement (2)	WYTS	\$17,960							\$17,960
Bus Stop Signs	WATS	\$14,861							\$14,861
Bus Stop Signs	BBS	\$4,054							\$4,054
Transit Enhancement - Bus Stop Sign Replacement	RTS	\$219,360	\$95,158	\$63,638	\$129,158	\$133,530			\$639,844
Transit Enhancement - Bus Shelters	RTS	\$97,956	\$45,504	\$20,000	\$20,000	\$23,086			\$206,546
Transit Enhancement - ATIS Sign Relocation	RTS			\$55,520					\$55,520
Transit Enhancement - 1% of formula allocation	RTS							\$146,283	\$282,566
Grant Administration	RTS		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
TOTAL OTHER		\$463,201	\$240,682	\$249,158	\$249,158	\$256,616	\$246,283	\$246,283	\$1,951,062
GRAND TOTAL		\$74,014,822	\$45,923,629	\$26,658,992	\$71,051,165	\$26,278,368	\$17,988,538	\$6,920,597	\$204,870,110

*Includes RTS & LCAD/AVL Operations/Yard Management System, Advanced Traveler Information System (ATIS), Automatic Passenger Counters, Real Time Video, Fleet Maintenance Information System, Farebox Replacement, and LATS CAD/AVL & ATIS.



OPERATING BUDGET IMPACT

All capital projects contained within the CIP can be classified among the following categories: Preventive Maintenance, Rolling Stock, Facilities, Transportation Technologies, Equipment, and Other.

Vehicle Replacements

Regular and on time replacement of the revenue fleet helps to keep operating costs stable, and maintains the reliability and quality of customer service. New buses require fewer parts and burn fuel more efficiently than older buses. For example, new buses consume approximately 12% less fuel per mile than a bus at the end of its useful life of 12 years. Assuming that labor costs savings are equal to that of the parts savings, the continued modernization of the fleet results in savings of \$15,000 per bus in the first year of operation.

RTS Transit Center

The RTS Transit Center scheduled to open in mid-2015 will have expenses in the area of personnel, contracted security, janitorial, and maintenance, as well as debt service. The preliminary annual estimate contained in the Authority's Multi-Year Budget Projection is approximately \$2.4 million.

RTS Campus Improvements

The phase I and II facility and site improvements to the RTS Campus will improve safety, security, and efficiency for its bus services and operations.

The renovation work completed in Phase I will result in an estimated \$7,500 in annual energy savings. The renovation work entailed window replacements, additional insulation, lighting improvements and increased motor efficiencies. The 35,000 square-foot addition to the Administration Building, inclusive of the Wellness Center, is expected to increase annual operating costs by approximately \$150,000. RGRTA's new Wellness Center is expected to have many tangible and intangible benefits on employee health and wellness. The operating cost impact of Phase II will be reviewed with an estimate developed over the course of fiscal 2013–14; the impact is anticipated to be positive.

Technology Initiatives for Driving Excellence (TIDE)

The TIDE project is providing an enhanced level of customer service as well as providing additional data that will be utilized to identify operational efficiencies. The main components of TIDE are Computer Aided Dispatch and automatic vehicle location, operations and yard

management, the Advanced Traveler Information System, automatic passenger counters, real time video, the Fare Collection System, and a Fleet Maintenance Information System. The following will discuss a few of the larger investment components.

The return on investment (ROI) can be categorized into two types of benefits – those that are hard, which are defined as financial or operational, and those that are soft, which are benefits to the public.

The first component – an upgrade to a more robust CAD/AVL system and installation of Automatic Passenger Counters at RTS, will provide a greater amount of data in a more clear, concise fashion. This will enable more efficient scheduling both reducing the mileage driven and increasing the customers transported. This change will be gauged in the customers per revenue mile measure.

The second component noteworthy is the Operations and Yard Management system, which has two main components. The first is an operator sign-in terminal, and kiosks where the bus operator can log in for the day and view their assignment and bus location. Operators can also view their service profile statistics including on-time performance. The second element will improve the efficiency and accuracy of assigning and placing buses on the RTS Campus – assigning by dispatch, and locating by operators or technicians buses required for service or maintenance. This module will decrease late pullouts and improve on-time performance for our customers.

The Fleet Maintenance Information System launched in June of 2010 will improve the productivity of the maintenance function with a considerable improvement in the bus maintenance data available for reports and analysis. Data is now being collected detailing the direct labor spent on each bus; the system also tracks the preventive maintenance schedule and compliance, campaigns and open/closed work orders. The historical information has improved the Maintenance Department's identification of repeat issues and repairs improving their quality of performance. This information over time will have an impact on the productivity as trends are analyzed and standards are created to help guide improvements to work performance, understanding safety, resources, and budget issues. Improvements will be realized as the Authority progresses and continuously develops and deploys clear standards for the completion of various routine and complex tasks such as inspections, brake replacements, tire changes, etc.



As many of the technologies mentioned above transitioned from implementation to normal day to day operation, additional staff was hired to provide on-going system support and to optimize performance. Annual hardware maintenance fees for the new technologies were also incurred.

CONCLUSION

Driven by a management approach emphasizing planning, execution, and performance measurement, the Authority's financial health has steadily improved over the past few years. The fiscal year 2013–14 Financial Plan continues this approach by providing the financial means to achieve all of the operating goals and tactics contained in the Strategic Plan; addressing the Authority's capital investment needs over the next six-years in a fiscally prudent manner; and identifying potential future fiscal challenges for which solution alternatives must be developed and implemented.



As the public transportation provider, RGRTA takes its role very seriously in helping to preserve and even strengthen the local economy.







FINANCIAL POLICIES

Legal Structure

The Authority is a public benefit corporation and a component unit of the State of New York. Created in 1969 by an act of the State Legislature, the Authority is charged with the continuance, further development and improvement of public transportation, and other related services within the Genesee/Finger Lakes region of the state. In 1969, Monroe County was the sole member of the Authority. Since that time, membership in the Authority has grown to seven counties with a total land area of 3,702 square miles and population of approximately 1.1 million. Current member counties include Monroe, Genesee, Livingston, Orleans, Seneca, Wayne, and Wyoming.

BASIS OF ACCOUNTING

In conformance with generally accepted accounting principles, the Authority utilizes an accrual basis of accounting and budgeting, recognizing revenues when earned and expenses when the obligation is incurred. Enterprise funds are used to account for the activities of the various business units of the Authority, because Authority expenses are funded through a combination of self-generated revenues and various governmental subsidies provided by New York State, the federal government, and member counties.

Two Standards Boards provide guidance to the Authority. The Authority applies all applicable Governmental Accounting Standards Board (GASB) pronouncements and any Financial Accounting Standards Board (FASB) pronouncement issued on or before November 30, 1989, except those that conflict with or contradict GASB pronouncements.

Responsibility for the administration of the Authority rests with the Chief Executive Officer, subject to the policy direction and oversight of the Board of Commissioners.

The Authority is comprised of ten separately incorporated business units. A list of these units and brief description of respective functions is below:

- 1** **Rochester Genesee Regional Transportation Authority, Inc. (Authority)** Corporate governance.
- 2** **Regional Transit Services, Inc. (RTS)** Urban fixed route operations serving the City of Rochester and the County of Monroe.
- 3** **Lift Line, Inc. (LL)** Paratransit services which complement RTS fixed route operations, in accordance with the Americans with Disabilities Act.
- 4** **Batavia Bus Service, Inc. (BBS)** Fixed and flexible route operations for Genesee County.
- 5** **Wayne Area Transportation Services, Inc. (WATS)** Fixed and flexible route operations for Wayne County.
- 6** **Wyoming Transit Services, Inc. (WYTS)** Fixed and flexible route operations for Wyoming County.
- 7** **Livingston Area Transportation Service, Inc. (LATS)** Fixed and Flexible route operations for Livingston County.
- 8** **Orleans Transit Services, Inc. (OTS)** Fixed and flexible route operations for Orleans County.
- 9** **Seneca Transit Service, Inc. (STS)** Fixed and flexible route operations for Seneca County.
- 10** **Genesee Transportation Council Staff, Inc. (GTCS)** The Authority also functions as the host agency for the GTCS, which is the administrative arm of the Genesee Finger Lakes Regional Planning Council.



INTERNAL CONTROL STRUCTURE

The Authority maintains an internal control system designed to ensure that its assets are protected from loss, theft, or misuse; and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with generally accepted accounting principles. The internal control system is designed to provide reasonable, but not absolute, assurance that these objectives are met. The Board of Commissioners has designated the Chief Financial Officer to also act as Internal Control Officer. An annual program of internal control activities is conducted with oversight provided by the Audit Committee of the Board of Commissioners.

INDEPENDENT AUDIT

On an annual basis, the Authority engages the services of an independent certified public accounting firm to conduct an independent audit for its end of fiscal year financial statements. The Authority from time to time engages an independent auditor to examine the financial statements of each of the four pension plans sponsored by the Authority. The Audit Committee recommends the selection of the independent auditor(s) to the full Board of Commissioners and is responsible for oversight of the independent auditor.

BUDGETARY CONTROL

The Authority's annual fiscal year runs from April 1 through March 31. The annual budget preparation process occurs within the development of the Authority's Comprehensive Plan. Operating Plan goals and tactics for the coming year are formulated during August by the Executive and Leadership teams. Formal budget preparation packages are distributed in mid-September by the Finance Department to each department head of Regional Transit Service and to the managers of the other subsidiary companies. Operating budget and capital project request submissions are due by mid-October. Each departmental request is closely analyzed utilizing a process aimed at breaking down the elements of each request; comparison with historical data and recognition of trends and external factors, economic or other that

might impact the budget element. Budget staff also meets with department representatives to discuss and review their budget submissions. Revenue estimates are subject to the same type of scrutiny and analysis. Documentation is prepared and retained for all budget estimates.

In December, the Vice President of Finance submits detailed and summary budget recommendations to the Executive Management Team. At this stage, the budget contains only preliminary estimates of state operating assistance for the coming year, because the Governor's proposed Executive budget is traditionally submitted to the state legislature in mid-January. At that time, the Authority's proposed budget is finalized for inclusion in its Comprehensive Plan, which is submitted by the CEO to the Board of Commissioners in February for review and adoption prior to the start of the fiscal year on April 1.

A balanced budget is achieved when the total of all estimated revenues in support of operations, plus appropriated working capital, if needed and available, equals total estimated operating expenses for the fiscal year.

The budget for each subsidiary company and its respective departments is represented by appropriations. Budgetary control is maintained at the department level. It is the responsibility of each department to administer its operations in a manner which ensures that the use of funds is consistent with the goals and programs authorized by the Board of Commissioners. An encumbrance accounting system is utilized for budgetary control; unencumbered appropriations lapse at year-end.

On a monthly basis, the CFO submits a financial report to the Board of Commissioners which contains fiscal year-to-date results versus original budget and also projects fiscal year-end results versus the original budget plan as adopted by the Board. These monthly projections enable the Authority to respond in a prompt and orderly manner to changing factors in the business environment. No amendments to the original budget are enacted by the Board unless a major programmatic modification(s) is necessary. The budget amendment process requires the submission of an amendment request by the CEO to the Board for its approval by resolution.

Financial Plan Calendar

MONTH	ACTIVITY
August	<ul style="list-style-type: none"> Leadership Team off-site meeting to review issues and programs for inclusion in Strategic, Operating, and Financial plans for the coming fiscal year. Budget Team updates, as necessary, all budget preparation protocols, documents, and system changes. Finance staff updates Multi-Year Budget Projection.
September	<ul style="list-style-type: none"> Distribution of Capital Project Request packages to Leadership Team. Operating Budget preparation packages are distributed to Leadership Team.
October	<ul style="list-style-type: none"> Submission of Capital Project Requests by Leadership Team to Budget Team for compilation of un-scored preliminary Capital Improvement Plan (CIP). CIP Rating Team meets and scores capital project requests. Budget Team preparation of all revenue and expense estimates within its scope of responsibility. Submission of operating budget requests by Leadership Team.
November	<ul style="list-style-type: none"> Budget Team holds meetings with each Leadership Team member for in-depth review of budget request. Budget Team analysis of all Leadership Team requests.
December	<ul style="list-style-type: none"> Budget Team concludes analysis and recommendations. Budget Team communicates recommendations to Executive Management Team. Executive Management Team reviews recommendations with departments. CFO submits preliminary budget recommendations to the CEO for review and approval. Executive Management Team finalizes budget.
January	<ul style="list-style-type: none"> Budget Team prepares summary information, graphs, and analysis for development of Financial Plan section of Comprehensive Plan. Finance staff updates Multi-Year Budget Projection. Governor submits proposed Executive Budget to the Legislature, thereby providing notice to the Authority of the proposed amount of State Operating Assistance for the coming fiscal year. Finalization of budget for inclusion in the Comprehensive Plan.
February	<ul style="list-style-type: none"> CEO submits Comprehensive Plan to the Board of Commissioners for review and comment. Employee meeting to review Comprehensive Plan.
March	<ul style="list-style-type: none"> Board of Commissioners approves the Comprehensive Plan.
April	<ul style="list-style-type: none"> Fiscal year begins April 1.



Factors Affecting Financial Condition

COMPREHENSIVE PLANNING

As noted previously, the Authority annually adopts a Comprehensive Plan which contains its Strategic Plan, Operating Plan, Financial Plan, and Performance Goals for the coming fiscal year. The Strategic Plan identifies the strategy of the Authority in support of the vision. The Operating Plan outlines the specific objectives and projects to be undertaken in the coming year to advance the strategies. The Financial Plan is then developed in the form of an annual Operating Budget and Six-Year Capital Plan which supports the objectives of both the Strategic and Operating Plans. Performance metrics are managed through a complete scorecard approach called TOPS (Transit Organization Performance Scorecard), which tracks the Authority's progress in attaining financial and non-financial goals related to its Comprehensive Plan. Management reports TOPS metrics to the Board of Commissioners and to the community on a quarterly basis.

The Authority also maintains a Multi-Year Budget Projection that extends three fiscal years beyond the current year. Using historical data, trends, known and estimated operating revenue and expense factors, the Multi-Year Budget Projection identifies projected annual net income or deficits from operations, inclusive of governmental subsidies. It is used as a planning tool to identify potential future fiscal challenges and opportunities to assist decision making. The multi-year projection is updated on a semi-annual basis to ensure that it remains current and relevant.

CASH MANAGEMENT

The Authority pursues an active cash management and investment program to maximize investment earnings. Available cash balances are invested in various types of low risk products in accordance with appropriate provisions of law and investment guidelines approved by the Board of Commissioners. The Finance/Investment Committee assists the Board in its general oversight of investment activities.

RISK MANAGEMENT

The Authority has established a Risk Management program under direction of the In-house Counsel and Chief People Officer. Utilizing an internal staff of both legal and claims management professionals, the program is structured to both minimize and manage risk through a combination of purchased insurance, self-insurance, rigorous claims management, and the promotion of safety conscious behaviors.

Formalized policy and procedures have been established for the monitoring, supervision, related proceedings, and settlement of casualty losses, and employment related claims and litigation.

With regard to insurance protection, automobile liability claims are self-insured to a limit of \$1.5 million. Losses in excess of that amount are protected by umbrella insurance coverage with limits of \$15 million. While liability losses are normally paid with operating funds, a self-insurance reserve fund is maintained for significant losses.

The Authority is entirely self-insured for Workers' Compensation losses and all claims are paid with operating funds. Blanket insurance coverage is maintained for property and equipment. In addition, the Authority has insurance to protect against internal losses and Directors and Officers liability.

Use of the Authority's Self Insurance Reserve fund for the settlement of liability claims requires approval from the Board of Commissioners.

As a transportation provider consuming in excess of 2 million gallons of fuel each year, fuel price volatility is a major concern for the Authority. Accordingly, a formal policy to guide the use of price risk management tools such as fixed price swaps and forward pricing contracts has been adopted by the Board, and is managed under the direction of the Chief Financial Officer.

CAPITAL RESERVE

Annually, the Authority is the recipient of a formula based grant from the Federal Transit Administration which is primarily directed towards capital investments. This grant requires a local match of 20%, of which 50% is drawn from the Authority's Capital Reserve Fund and 50% provided by the New York State Department of Transportation. The Capital Reserve Fund is itself funded annually by a Board-authorized transfer from Working Capital in an amount equal to the annual depreciation expense contained in the current fiscal year budget. From time to time the Board of Commissioners may also authorize additional contributions to the Capital Reserve as recommended by the Chief Executive and Chief Financial officers. The Capital Reserve fund also provides 100% funding for capital projects when authorized by the Board of Commissioners.

DEBT MANAGEMENT

Pursuant to law, the Authority has the power to issue bonds and notes to achieve its purposes, subject to the approval of the State Comptroller. The Board of Commissioners has adopted a formal Debt Policy, which contains guidelines for the evaluation, issuance, management, and reporting of debt. The Finance/Investment Committee represents and assists the Board in its oversight of borrowing activities.

PENSION BENEFITS

The Authority sponsors four separate defined benefit plans to provide pension benefits for various groups of employees among its subsidiary companies.

Annually, an independent actuarial firm prepares a formal valuation report for each plan. This report includes a calculation of the annual required contribution necessary to ensure that each plan will be able to fully meet its obligations to retirees. As a matter of long standing practice, the Authority funds 100% of the Annual Required Contribution (ARC) for each of the various pension plans.

Employees of RGRTA, the corporate governance entity, are provided pension benefits through the New York State Employees Retirement System (NYSERS), which is administered by the Office of the New York State Comptroller. The Authority makes annual contributions to the NYSERS as determined by the State Comptroller.

OTHER POST EMPLOYMENT BENEFITS (OPEB)

The Authority provides other post-employment benefits for retirees, such as health, life, and dental insurance. As of March 31, 2011, there were 383 retirees receiving such benefits and 533 current employee's eligible for future benefits. The total actuarial accrued liability for OPEB as of March 31, 2011 was \$66.8 million. A full valuation is completed every two years, therefore updated figures will be available for the year ending March 31, 2013.

The Authority's Annual Required Contribution (ARC) for OPEB is an actuarially determined amount. Presently, the Authority funds only the current annual cost of insurance premiums for retirees and accrues the balance of the ARC for its Comprehensive Financial Statements as a Net OPEB Obligation.

The New York State legislature has not yet passed legislation to enable public benefit corporations to establish a qualifying irrevocable trust for the purpose of funding future OPEB benefits. Pending such legislation, the Board of Commissioners has established an OPEB Reserve Fund into which it authorizes deposits as it deems appropriate.



**RGRTA Service Area Population**

(By County)

	Monroe								
	Rochester	Suburbs	Genesee	Livingston	Orleans	Seneca	Wayne	Wyoming	Total
2005	209,781	521,992	58,701	63,497	42,723	34,318	92,175	42,257	1,065,444
2010	210,565	533,779	60,079	65,393	42,883	35,251	93,772	42,155	1,083,877
% Change	0.4%	2.3%	2.3%	3.0%	0.4%	2.7%	1.7%	-0.2%	1.7%
Square Miles	37	626	494	632	391	325	604	593	3,702
Pop./Sq. Mile	5,691	853	122	103	110	108	155	71	293

DEMOGRAPHICS AND THE LOCAL ECONOMY

An examination of demographic and local economic data for the Authority's extensive service area (3,700 square miles) indicates that the greatest need and demand for transit service will remain within the urban area of Monroe County for the foreseeable future due to its high population density and low income levels.

Population

According to U.S. Census data, the total population of the Authority's service area has remained flat, hovering at just under 1.1 million.

The City of Rochester, which represents the Authority's primary market for transit service, has experienced an uptick in population after several years of slight decline. Long term population projections available from the U.S. Census Bureau indicate an overall flat population for the Authority's service area through 2035.

Median Income

In 2010, the latest available data, the median household income throughout the Authority's service area was \$50,021, representing an aggregate increase of 13.1% since 2005 and an average annual increase of 2.6%. By contrast, 2010 median household income within the City of Rochester stood at \$30,138. Approximately, 25% of the City's population has income at or below the poverty level, according to the U.S. Census Bureau.

Employment

As of November, 2012, the unemployment rate was 8.2%, representing a 6.5% increase over the prior year. Total employment over the same period has remained at approximately 493,000. Retail, service, and government employment together represent 76% of total work force composition, manufacturing and construction comprise 16%, and all other types (finance, insurance, etc.) represent 8%.





PERFORMANCE MEASUREMENTS



2013–14 Transit Organization Performance Scorecard (TOPS)

The Transit Organization Performance Scorecard (TOPS) is the tool RGRTA uses to measure, monitor, and report with full transparency its overall performance as it relates to its progress in achieving the goals that were outlined at the beginning of the fiscal year. This snapshot view of the Authority’s performance allows for quick response and focused effort to make adjustments as needed. In a very simple and clear way, TOPS conveys how every action taken and every decision made by every employee impacts and contributes to RGRTA’s success.

HOW TOPS FUNCTIONS

The 2013–14 Transit Organization Performance Scorecard (TOPS) will concentrate on a few critical metrics in each of the following four key result areas:

- › **Financial Sustainability**
- › **Customer Experience**
- › **Service Quality**
- › **Employee Engagement**

Each key result area has a related index, which is weighted and given a specified number of points reflecting its relative importance. Each index is directly measured by one or two “critical success indicators.” For example, On-Time Performance is the “critical to success” metric for the Service Performance Index (SPI).

RGRTA reviews and tracks the performance of each TOPS metric from quarter to quarter. At the end of each fiscal year, historical data is reviewed and information on potential future influences is used to fine-tune the goals and determine suitable targets for the upcoming year. The level of difficulty for each metric is re-calibrated to adjust for changes in staff, funding, equipment, and other resources. One fact remains true for all goals: they shall be challenging and achievable.

If every metric in TOPS achieves exactly the goal established in the Comprehensive Plan, the overall TOPS score would equal 100 points. However, RGRTA’s designation as a public authority introduces its own set of challenges. Government mandates and unanticipated changes in state funding are examples of external influences that can impact the Authority’s performance in meeting targets established at the outset of the fiscal year. Therefore, TOPS utilizes a sliding point scale system which allows and recognizes efforts that perform above goal as well as efforts that might fall short. This scale allows for six steps on either side of the established goal. Each step above or below the goal represents a 5% improvement or decline from the target. Therefore, the score can be 30% higher or 30% lower than the established goal.



TOPS MODIFICATIONS

The 2013–14 TOPS will have a total of five metrics, similar to the metrics identified and monitored during the previous fiscal year. Employee Engagement is the only new metric in TOPS this year and replaces the prior “employee retention” metric. The Employee Engagement metric will assist us as we begin to shift to a mindset of measuring employee success by asking “How successful is RGRTA at providing the environment, culture, tools, conditions, and training necessary to motivate employees?” RGRTA understands that engaged employees result in improved productivity, efficiency, and performance.

Performance Indexes and Their “Critical Success Indicators”

Financial Performance Index (FPI) – 35 Points

Success Indicator: End of Year Net Income (Deficit) Projection

RGRTA’s ability to be a reliable Public Transportation provider is dependent on its financial stability. FPI shows the Authority’s success in managing its finances and being fiscally responsible in the way it provides services to the community.

In 2013–14 TOPS, the performance of RGRTA’s financial health will continue to be measured based on the results of the quarterly End of Year Net Income (Deficit) Projection, which is an estimate of operating revenues, subsidies, and expenses across the entire organization. For Fiscal Year 2013–14, FPI will carry 35 out of the 100 points in TOPS. This is the highest point allocation among the four indexes, as financial success forms the foundation necessary to allow RGRTA to achieve its strategic goals.

Customer Satisfaction Index (CSI) – 25 Points

Success Indicators: Ridership Growth, Net Promoter Score (NPS)

The Customer Satisfaction Index (CSI) assesses RGRTA’s effectiveness in providing excellence in customer service. The allocation of 25 TOPS points to the CSI is the same as last year.

Ridership Growth and the Net Promoter Score (NPS) comprise the CSI, and are the ultimate measures of the Authority’s delivery of a quality experience. NPS is a highly regarded measure used in the private sector and considered to be the ultimate measure of customer satisfaction by asking customers “the ultimate question”: “How likely is it that you would recommend our service to another person?” The score is the result of the difference between the percent of those considered to be promoters (very likely to recommend the service) and the percent of those considered to be detractors (not likely to recommend the service).

RGRTA believes that quality service translates into ridership stability and growth – current customers using the service more frequently and new customers making a choice to try public transportation. To accomplish this, all business units throughout the organization need to focus on providing a service that is on-time, clean, safe, convenient, and affordable for the community.

The NPS will be allocated 20 points, while Ridership Growth will be allocated five points, with the distribution among operating units based on each subsidiary’s respective percentage of the total customers served by the Authority. Based on this methodology, 95% of the CSI points are allocated to RTS, 1% to Lift Line, and 4% to the six regional subsidiary companies combined.

Service Performance Index (SPI) – 20 Points

Success Indicator: On-Time Performance (OTP)

The Service Performance Index (SPI) measures the Authority’s commitment to providing the product that our customers want. The most critical success indicator of quality performance for the Authority is On-Time Performance (OTP). Quarterly customer surveys consistently show OTP as the single most important priority to customers. As such, OTP is the sole indicator of success in the SPI. Lean Six Sigma principles will continue to be applied throughout the organization to improve processes such as preventative maintenance, repeat failures, and bus availability, which are just a few among other Department Performance Indicators (DPIs) which can have a sizable impact on OTP.

The allocation of 20 TOPS points to the Service Performance Index is consistent with last year’s point allocation.

Employee Success Index (ESI) – 20 Points

Success Indicator: Employee Engagement

The Employee Success Index (ESI) has a new meaning in this year’s Comprehensive Plan. During 2012–13, the Human Resources Department changed its name to the People Department – reflecting the people-focused facet of our culture and the Department’s commitment

to consistently providing superior customer service to RGRTA employees. The Authority, through the People Department, is focused on providing the conditions, equipment, and training necessary to foster employee growth, development, and success. The return on this investment will pay forward in a better customer experience and increased customer satisfaction.

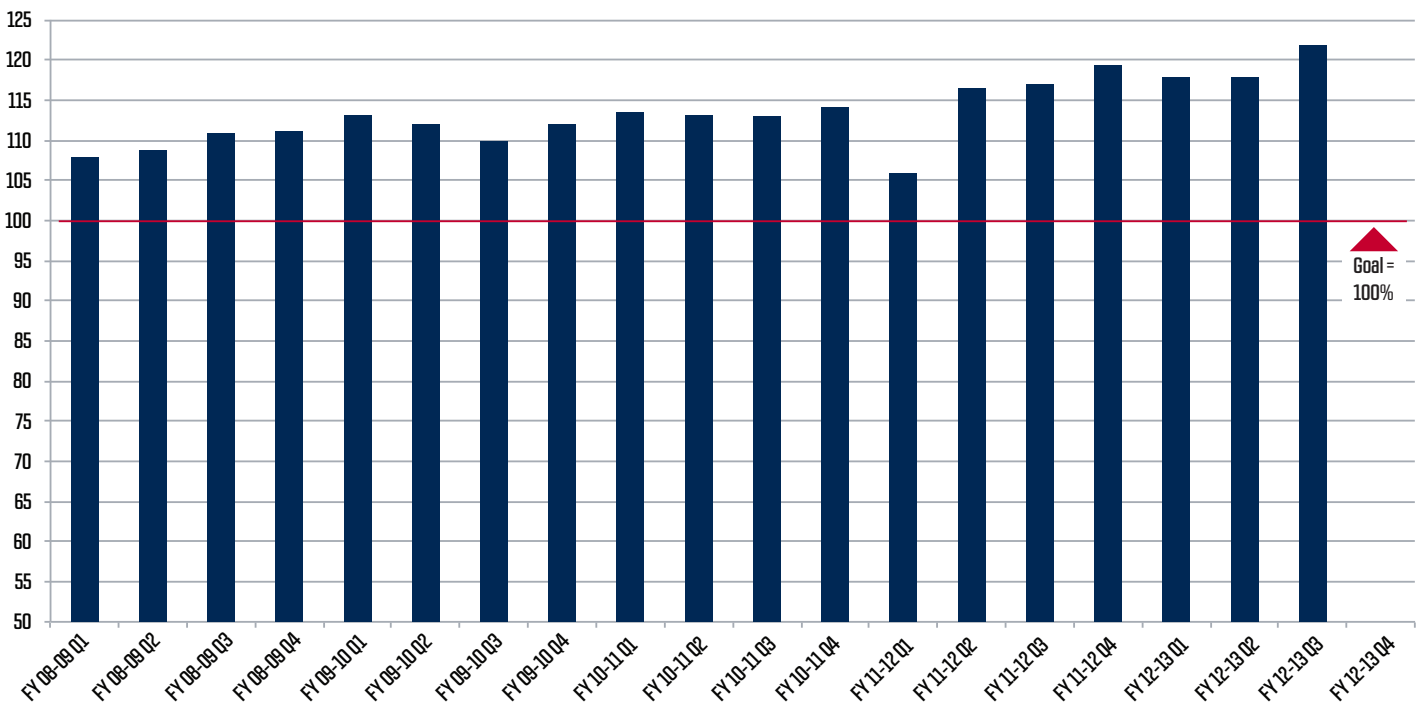
This effort will be measured in TOPS by employee engagement, which is defined as the measurable degree of an employee’s positive attachment to their job, colleagues, and organization that then influences their willingness to learn and perform at work.

The number of points allocated to this index will be higher than in previous years. ESI will account for 20 of the total 100 TOPS points.

2012-13 TOPS REVIEW

For the fifth consecutive year, the Authority exceeded its TOPS goal of 100 points in each of the first three quarters. The third quarter result of 121.8 was the highest performance in the 19 quarters of the TOPS performance measurement system. The first and second quarter had the second highest scores with 117.8 points each. This remarkable achievement is underscored further by the fact that the Authority made the measures more difficult at the outset of the Fiscal Year.

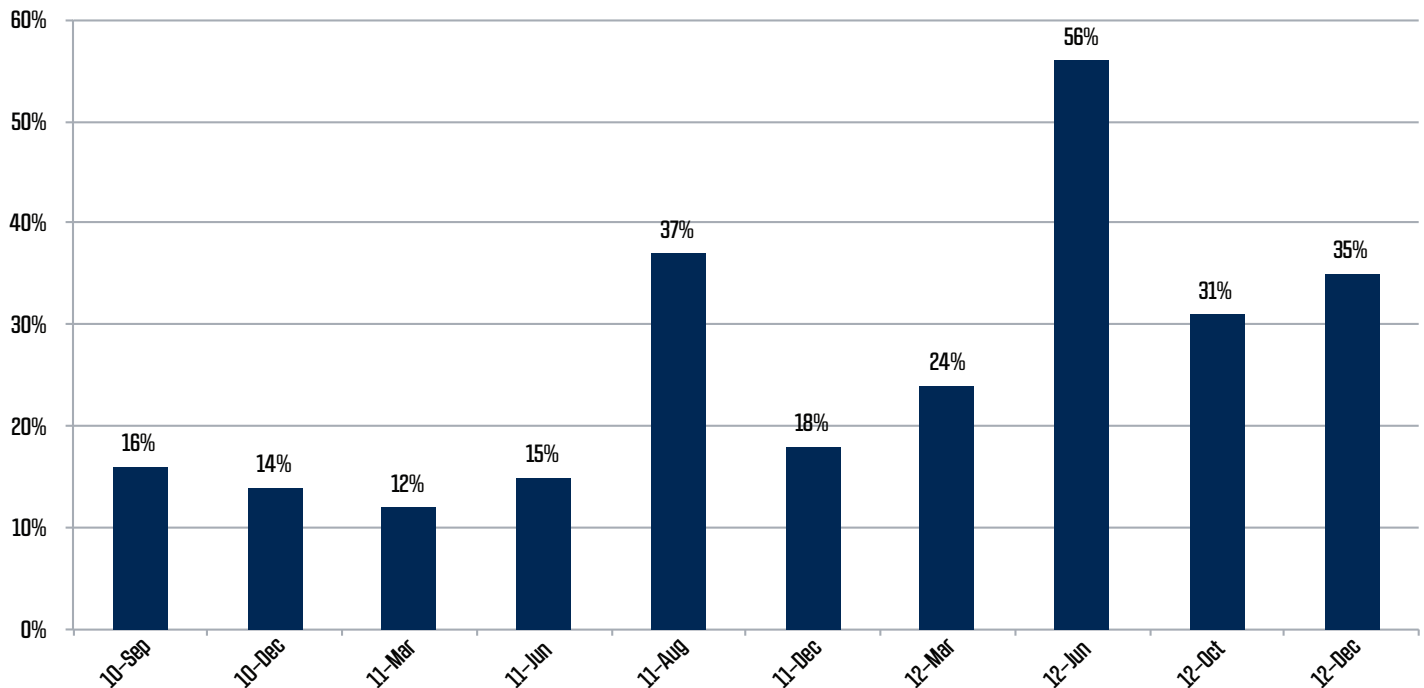
TOPS Scores by Quarter





The Financial Performance Index (FPI) has performed significantly above goal in all quarters and continues to drive a good portion of the overall performance by attaining the maximum allowable points in each of the quarters. The Customer Satisfaction Index (CSI) performed above goal for the first three quarters of 2012–13 making it 15 quarters in a row. Net Promoter score (NPS) led the CSI achieving maximum points in all three quarters.

NPS Score

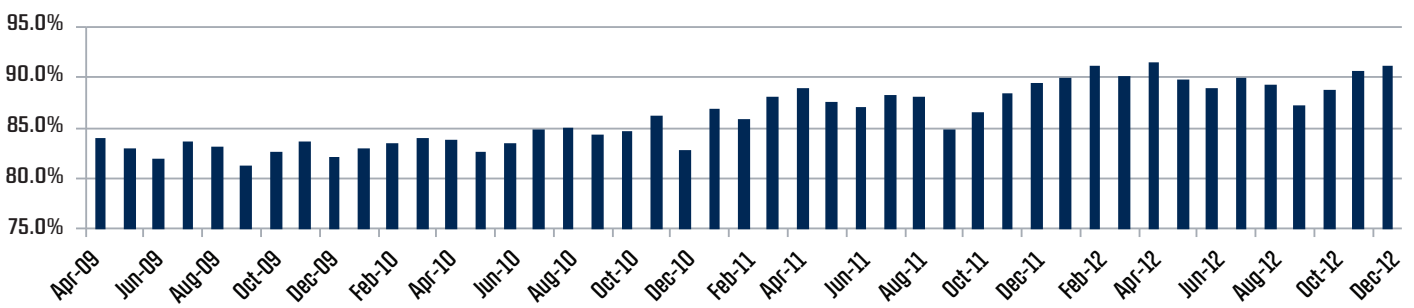


The Employee Success Index (ESI) was above goal all three quarters as well. The Service Performance Index (SPI), captures the Authority’s commitment to improving its effectiveness of getting customers to their destination on time.

As a consequence, in the 2012–13 fiscal year there has been a continued focus on the measure of on-time performance of the RTS Bus Operators, including early arrivals. Through direct feedback from independent survey data, on-time performance is highlighted as the most critical factor in satisfying customers. Thus, efforts to improve this metric continue to be an area of great

focus for the organization. Armed with new methods, data, and technology from the TIDE project, the team has been able to identify and analyze root causes of variation which have come from three primary sources: scheduling, operators, and technology/data imperfections. The results have been terrific: 90.0% on-time performance in the first quarter, surpassing the seasonally adjusted goal of 88.6%. The second quarter score of 88.8% and third quarter score of 90.2% surpassed their goals by 1.3% and 2.7%, respectively. This has been a tremendous success and a clear demonstration of RGRTA’s commitment to continuous improvement.

On-Time Performance



CONCLUSION

TOPS provides the Board of Commissioners, employees, customers, and the community with an industry leading measurement system that is the hallmark of the Authority's success. RGRTA continues to use this measurement instrument to be a leader in the industry as demonstrated by its economic stability, excellent customer service, and low fares. The Authority's vision to be The Preferred Transportation Choice could only be achieved by improving in areas that are key to the organization's success. The only way of implementing improvements is by measuring those areas. TOPS provides the means to keep track of the organization's performance and helps the business make the necessary adjustment to achieve the vision.

The comprehensive analysis provided by TOPS allows management and the Board to monitor the Authority's overall performance and make timely and informed decisions. The emphasis on a few critical metrics will demand a higher level of performance by each business unit. Success is going to be focused on what is of great importance to the organization: End of Year Net Income (Deficit) Projection, Customer Net Promoter Score (NPS), Ridership Growth, On- Time Performance, and Employee Engagement. It makes it clear for the employees, focuses their attention, and directs their efforts. It makes it clear for the Board and the community on how to hold RGRTA accountable.





PERFORMANCE MEASUREMENTS



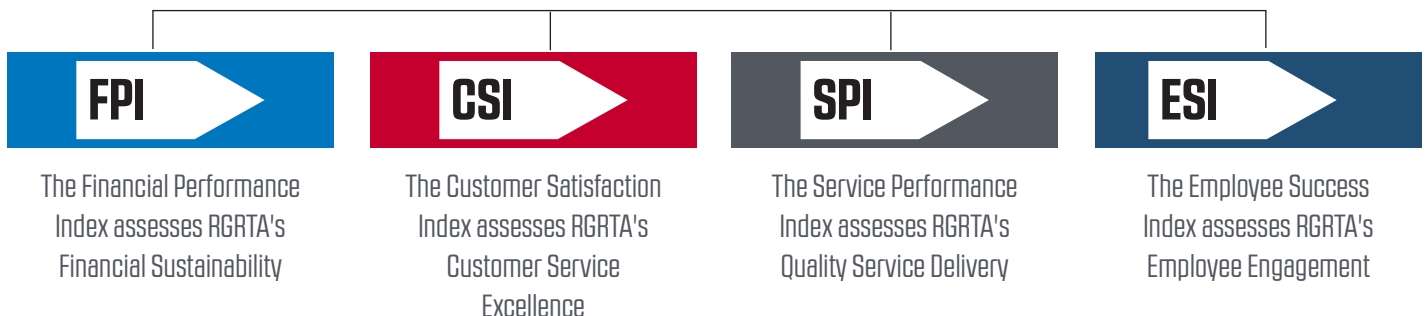
TOPS

TRANSIT ORGANIZATION PERFORMANCE SCORECARD



		SCORE
FPI	FINANCIAL PERFORMANCE INDEX	35.0
CSI	CUSTOMER SATISFACTION INDEX	25.0
SPI	SERVICE PERFORMANCE INDEX	20.0
ESI	EMPLOYEE SUCCESS INDEX	20.0
TOTAL		100.0

THE LINK TO KEY RESULT AREAS






TOPS

TRANSIT ORGANIZATION PERFORMANCE SCORECARD

Details

Strategic Pillar	Metric	Plan Goal	Actual 1st Quarter	Actual 2nd Quarter	Actual 3rd Quarter	Actual 4th Quarter	Earned Points	Goal Points	Max Points	Min Points
Financial Sustainability FPI	End of Year Net Income (Deficit) Projection	\$(453)						35.00	45.00	24.50
	Total FPI Score							35.00	45.5	24.5
Customer Service Excellence CSI	Net Promoter Score - RTS	28.0%						19.00	24.7	13.3
	Customer Satisfaction - Lift Line	95.0%						0.40	0.52	0.28
	Customer Satisfaction - BBS	92.0%						0.10	0.13	0.07
	Customer Satisfaction - LATS	92.0%						0.10	0.13	0.07
	Customer Satisfaction - OTS	92.0%						0.10	0.13	0.07
	Customer Satisfaction - STS	92.0%						0.10	0.13	0.07
	Customer Satisfaction - WATS	92.0%						0.10	0.13	0.07
	Customer Satisfaction - WYTS	92.0%						0.10	0.13	0.07
	Ridership % Growth - RGRTA	2.0%						5.00	6.50	3.50
	Total CSI Score							25.00	32.50	17.50
Quality Service Delivery SPI	On-Time Performance - RTS*	90.0%						19.00	24.70	13.30
	On-Time Performance - Lift Line	93.0%						0.40	0.52	0.28
	On-Time Performance - BBS	92.0%						0.10	0.13	0.07
	On-Time Performance - LATS	95.0%						0.10	0.13	0.07
	On-Time Performance - OTS	94.0%						0.10	0.13	0.07
	On-Time Performance - STS	94.0%						0.10	0.13	0.07
	On-Time Performance - WATS	95.0%						0.10	0.13	0.07
	On-Time Performance - WYTS	92.0%						0.10	0.13	0.07
	Total SPI Score							20.00	26.0	14.0
	Employee Participation	35%						5.00	6.50	3.50
Employee Success ESI	Employee Survey - Grand Average	3.9						10.00	13.00	7.00
	Employee Satisfaction	4						5.00	6.50	3.50
	Total ESI Score							20.00	26.0	14.0
TOPS Score								100.00	130.00	70.00

*On-Time Performance: RTS value stated above is the annual average (88.1%). Quarterly goals are: Q1 88.6%; Q2 87.5%; Q3 87.5%; Q4 88.6%

TOPS
TRANSIT ORGANIZATION PERFORMANCE SCORECARD

Scoring Matrix 2013-14

Key Result Area	Metric	BELOW GOAL						Goal & Points	EXCEEDING GOAL					
		-30.0%	-25.0%	-20.0%	-15.0%	-10.0%	-5.0%		5.0%	10.0%	15.0%	20.0%	25.0%	30.0%
Financial Sustainability <div>FPI</div>	End of Year Net Income (Deficit) Projection	\$ (589)	\$ (566)	\$ (544)	\$ (521)	\$ (498)	\$ (476)	\$ (453)	\$ (430)	\$ (408)	\$ (385)	\$ (362)	\$ (340)	\$ (317)
		24.50	26.25	28.00	29.75	31.50	33.25	35.00	36.75	38.50	40.25	42.00	43.75	45.50
Customer Service Excellence <div>CSI</div>	Net Promoter Score - RTS	14.4%	16.7%	18.9%	21.2%	23.5%	25.7%	28.0%	30.3%	32.5%	34.8%	37.1%	39.4%	41.6%
		13.30	14.25	15.20	16.15	17.10	18.05	19.00	19.95	20.90	21.85	22.80	23.75	24.70
	Customer Satisfaction - LL	90.0%	90.8%	91.7%	92.5%	93.3%	94.2%	95.0%	95.8%	96.7%	97.5%	98.3%	99.2%	100.0%
		0.28	0.30	0.32	0.34	0.36	0.38	0.40	0.42	0.44	0.46	0.48	0.50	0.52
	Customer Satisfaction - BBS	84.0%	85.3%	86.7%	88.0%	89.3%	90.7%	92.0%	93.3%	94.7%	96.0%	97.3%	98.7%	100.0%
		0.070	0.075	0.080	0.085	0.090	0.095	0.100	0.105	0.110	0.115	0.120	0.125	0.130
	Customer Satisfaction - LATS	84.0%	85.3%	86.7%	88.0%	89.3%	90.7%	92.0%	93.3%	94.7%	96.0%	97.3%	98.7%	100.0%
		0.070	0.075	0.080	0.085	0.090	0.095	0.100	0.105	0.110	0.115	0.120	0.125	0.130
	Customer Satisfaction - OTS	84.0%	85.3%	86.7%	88.0%	89.3%	90.7%	92.0%	93.3%	94.7%	96.0%	97.3%	98.7%	100.0%
		0.070	0.075	0.080	0.085	0.090	0.095	0.100	0.105	0.110	0.115	0.120	0.125	0.130
Customer Satisfaction - STS	84.0%	85.3%	86.7%	88.0%	89.3%	90.7%	92.0%	93.3%	94.7%	96.0%	97.3%	98.7%	100.0%	
	0.070	0.075	0.080	0.085	0.090	0.095	0.100	0.105	0.110	0.115	0.120	0.125	0.130	
Customer Satisfaction - WATS	84.0%	85.3%	86.7%	88.0%	89.3%	90.7%	92.0%	93.3%	94.7%	96.0%	97.3%	98.7%	100.0%	
	0.070	0.075	0.080	0.085	0.090	0.095	0.100	0.105	0.110	0.115	0.120	0.125	0.130	
Customer Satisfaction - WYTS	84.0%	85.3%	86.7%	88.0%	89.3%	90.7%	92.0%	93.3%	94.7%	96.0%	97.3%	98.7%	100.0%	
	0.070	0.075	0.080	0.085	0.090	0.095	0.100	0.105	0.110	0.115	0.120	0.125	0.130	
Ridership % Growth - RGRTA		1.0%	1.2%	1.3%	1.5%	1.7%	1.8%	2.0%	2.17%	2.33%	2.50%	2.67%	2.83%	3.00%
		3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50



TOPS

TRANSIT ORGANIZATION PERFORMANCE SCORECARD

Scoring Matrix 2013-14 *continued*

Key Result Area	Metric	BELOW GOAL					EXCEEDING GOAL				
		-30.0%	-25.0%	-20.0%	-15.0%	-10.0%	Goal & Points	5.0%	10.0%	15.0%	20.0%
Quality Service Delivery 	On-Time Performance - RTS	87.0%	87.5%	88.0%	88.5%	89.0%	90.0%	90.5%	91.0%	91.5%	92.0%
		13.30	14.25	15.20	16.15	17.10	19.00	19.95	20.90	21.85	22.80
	On-Time Performance - LL	86.0%	87.2%	88.3%	89.5%	90.7%	93.0%	94.2%	95.3%	96.5%	97.7%
		0.28	0.30	0.32	0.34	0.36	0.40	0.42	0.44	0.46	0.48
	On-Time Performance - BBS	84.0%	85.3%	86.7%	88.0%	89.3%	92.0%	93.3%	94.7%	96.0%	97.3%
		0.070	0.075	0.080	0.085	0.090	0.100	0.105	0.110	0.115	0.120
	On-Time Performance - LATS	90.0%	90.8%	91.7%	92.5%	93.3%	95.0%	95.8%	96.7%	97.5%	98.3%
		0.070	0.075	0.080	0.085	0.090	0.100	0.105	0.110	0.115	0.120
	On-Time Performance - OTS	88.0%	89.0%	90.0%	91.0%	92.0%	94.0%	95.0%	96.0%	97.0%	98.0%
		0.070	0.075	0.080	0.085	0.090	0.100	0.105	0.110	0.115	0.120
Employee Success 	On-Time Performance - STS	90.0%	90.8%	91.7%	92.5%	93.3%	94.0%	95.0%	96.0%	97.0%	98.3%
		0.070	0.075	0.080	0.085	0.090	0.100	0.105	0.110	0.115	0.120
	On-Time Performance - WATS	90.0%	90.8%	91.7%	92.5%	93.3%	95.0%	95.8%	96.7%	97.5%	98.3%
		0.070	0.075	0.080	0.085	0.090	0.100	0.105	0.110	0.115	0.120
	On-Time Performance - WYTS	84.0%	85.3%	86.7%	88.0%	89.3%	92.0%	93.3%	94.7%	96.0%	97.3%
		0.070	0.075	0.080	0.085	0.090	0.100	0.105	0.110	0.115	0.120
	Employee Participation	30.0%	30.8%	31.7%	32.5%	33.3%	35.0%	35.8%	36.7%	37.5%	38.3%
		3.50	3.75	4.00	4.25	4.50	5.00	5.25	5.50	5.75	6.00
	Employee Survey - Grand Average	3.6	3.65	3.7	3.75	3.8	3.9	3.95	4	4.05	4.1
		7.00	7.50	8.00	8.50	9.00	10.00	10.50	11.00	11.50	12.00
Employee Satisfaction		3.50	3.58	3.67	3.75	3.83	4.00	4.08	4.17	4.25	4.33
		3.50	3.75	4.00	4.25	4.50	5.00	5.25	5.50	5.75	6.00



Service Standards

Each year, the Board of Commissioners adopts measurements that set and measure goals with respect to desired Service Standards which the Board directs the Authority to work toward achieving. Below are those standards for Regional Transit Service, Inc.

2013-14 RTS Service Standards

Metric	Goal	Measurement Definition
On-Time Performance	88.1%	The percentage of total time points encountered inside the specified parameters of 2:59 minutes early to 5:59 minutes late.
Percent Early	3.3%	The percentage of total time points encountered earlier than the specified parameter of 2:59 minutes early.
Cleanliness of Buses and Shelters	67%	Data comes from an independent third party satisfaction survey asking on a scale from 1 to 10 if the respondents are satisfied with the cleanliness. It is calculated as the sum of the percentages of respondents in the top 4 satisfaction levels (7-10).
Pass-ups	3.5	It is the total number of incidents per day where customers were passed up resulting from a lack of manpower or extra fill-ins because the following bus was more than five minutes away.
Missed Trips	0.01	It is the total number of incidents per day resulting from missing a whole trip either from downtown to the end of the line or the end of the line to downtown.
Bus Operator Customer Service	78%	Data comes from an independent third party satisfaction survey asking on a scale from 1 to 10 five different questions on driver performance. It is calculated as the equally weighted average of those five scores from the top 4 satisfaction levels (7-10).
Customer Satisfaction	28%	The Net Promoter Score (NPS) which is calculated by an independent third party survey firm by taking the percentage of promoters (a 9-10 on a 0-10 scale) less the percentage of detractors (0-6 on a 0-10 scale).
Customers per Revenue Mile	3.42	The number of customers transported in each revenue mile driven.
Operating Revenue per Revenue Mile	\$4.95	The amount of customer fares, special transit fares, and Job Access Reverse Commute (JARC) revenue generated for each revenue mile driven.
Cost Recovery Ratio	39.5%	The ratio of customer fares, special transit fares, JARC, recoveries, and reimbursements that have a corresponding expense to total expenses.





OPERATING BUDGET

Consolidated Operating Budget Summary

2013-14 Operating Budget

(\$ 000s)

	2011-12 Actual	2012-13 Budget	2012-13 Projected	2013-14 Budget	Variance 2012-13 Projection	Variance 2012-13 Budget	% Chg Budget
REVENUES							
Customer Fares	\$11,274	\$10,915	\$10,977	\$10,966	\$(10)	\$52	0.5%
Special Transit Fares	\$15,696	\$15,600	\$15,809	\$16,675	\$866	\$1,074	6.9%
Other Revenues	\$4,058	\$2,203	\$2,528	\$2,783	\$255	\$580	26.3%
Total Locally Generated	\$31,028	\$28,718	\$29,314	\$30,425	\$1,110	\$1,706	5.9%
Federal Aid	\$6,571	\$6,214	\$6,158	\$6,207	\$48	\$(7)	-0.1%
State Aid	\$31,246	\$33,303	\$33,302	\$33,307	\$5	\$4	0.0%
County Aid	\$3,726	\$3,726	\$3,726	\$3,726	\$ -	\$ -	0.0%
Total Governmental Subsidies	\$41,543	\$43,244	\$43,187	\$43,240	\$54	\$(3)	0.0%
Mortgage Recording Tax	\$6,807	\$6,850	\$7,775	\$7,750	\$(25)	\$900	13.1%
TOTAL REVENUES	\$79,378	\$78,812	\$80,276	\$81,415	\$1,139	\$2,603	3.3%
EXPENSES							
Wages	\$35,034	\$35,797	\$36,217	\$37,309	\$1,091	\$1,511	4.2%
Fringe Benefits	\$21,241	\$22,161	\$22,306	\$22,239	\$(67)	\$78	0.4%
Total Personnel Expenses	\$56,275	\$57,958	\$58,524	\$59,548	\$1,025	\$1,590	2.7%
Contracted Services	\$3,873	\$4,356	\$4,023	\$5,034	\$1,011	\$678	15.6%
Fuel and Lubricants	\$7,663	\$7,570	\$7,790	\$7,725	\$(65)	\$155	2.0%
Parts and Repairs	\$2,977	\$3,178	\$2,748	\$2,960	\$212	\$(219)	-6.9%
Other Materials and Supplies	\$1,388	\$1,439	\$1,332	\$1,236	\$(96)	\$(202)	-14.1%
Utilities	\$765	\$980	\$863	\$919	\$55	\$(62)	-6.3%
Casualty & Liability	\$2,108	\$1,409	\$1,566	\$1,669	\$103	\$260	18.4%
Taxes	\$20	\$22	\$23	\$25	\$2	\$3	11.4%
Miscellaneous Expenses	\$814	\$1,184	\$1,061	\$1,019	\$(42)	\$(165)	-13.9%
Lease and Rent	\$301	\$361	\$316	\$358	\$42	\$(3)	-0.9%
Depreciation (Local)	\$1,191	\$1,205	\$1,098	\$1,376	\$278	\$171	14.2%
Total Non Personnel Expenses	\$21,101	\$21,704	\$20,820	\$22,320	\$1,500	\$616	2.8%
TOTAL EXPENSES	\$77,376	\$79,662	\$79,344	\$81,868	\$2,524	\$2,206	2.8%
Net Income (Deficit) Before RGRTA Appropriation	\$2,002	\$(850)	\$932	\$(453)	\$(1,385)	\$397	
RGRTA Working Capital Appropriation	\$ -	\$850	\$ -	\$453	\$453	\$(397)	
Net Income (Deficit) After RGRTA Appropriation	\$2,002	\$-	\$932	\$ -	\$(932)	\$ -	

Operating Budget Detail – Consolidated

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
CONSOLIDATED							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CUSTOMER FARES								
ADULT CASH	401-01-01-000-100	4,869,375	4,671,000	3,917,868	5,277,500	5,320,215	649,215	13.90
ADULT REFUNDS	401-01-02-000-400	-92		-159	-159		0	0.00
ADULT COMM TICKETS	401-01-05-000-300	54,510	51,000	40,138	52,500	53,100	2,100	4.12
31 DAY ADULT	401-01-06-000-300	4,033,676	4,283,000	2,733,827	3,680,000	3,605,760	-677,240	-15.81
ONE DAY UNLIMITED PASS	401-01-15-000-300	882,315	867,000	643,200	845,000	850,400	-16,600	-1.91
FIVE DAY UNLIMITED PASS	401-01-16-000-300	203,686	165,000	169,498	210,000	212,988	47,988	29.08
ONE DAY SENIOR/DISABLED	401-01-18-000-300	2,518	3,000	2,859	3,500	3,000	0	0.00
FIVE DAY SENIOR/DISABLED	401-01-19-000-300	1,778	1,500	266	500	1,000	-500	-33.33
\$18.00 LIFETIME PASSES	401-01-21-000-300	35,496	33,000	26,568	36,485	37,000	4,000	12.12
\$25.00 LIFETIME PASSES	401-01-22-000-300	-900					0	0.00
ONE RIDE FREEDOM PASS	401-01-23-000-000	155,444	145,000	106,225	138,000	138,600	-6,400	-4.41
TWO RIDE FREEDOM PASS	401-01-24-000-000	74,392	66,500	67,694	84,000	84,880	18,380	27.64
TWO PLUS TWO FREEDOM PASS	401-01-25-000-000	44,980	24,000	26,150	30,000	20,950	-3,050	-12.71
\$12.00 Lift Line Passes	401-01-26-000-000	1,212	1,000	132	132	-1,000	-1,000	-100.00
\$20.00 LIFT LINE PASS	401-01-27-000-000	168,980	166,000	124,002	167,640	167,680	1,680	1.01
\$12.00 STORED VALUE PASS	401-01-28-000-000	252,937	213,000	180,948	231,000	236,640	23,640	11.10
SENIOR CASH	401-02-01-000-100	74,443	71,000	64,427	82,300	79,800	8,800	12.39
31 DAY SENIOR	401-02-03-000-300	24,360	23,000	16,763	23,000	23,000	0	0.00
ENDLESS SUMMER	401-03-01-000-100	10,560	11,000	10,340	10,300	10,300	-700	-6.36
CHILD CASH	401-04-01-000-100	21,403	23,250	18,832	24,000	23,880	630	2.71
HANDICAP CASH	401-05-01-000-100	17,044	14,500	12,324	15,375	15,270	770	5.31
TOTAL CUSTOMER FARES		10,928,119	10,832,750	8,161,905	10,891,073	10,884,463	51,713	0.48
SPECIAL TRANSIT FARES								
GUAR REV-RIT	402-03-01-000-000	1,305,033	1,331,591	1,011,942	1,348,907	1,389,375	57,784	4.34
GUAR REV-U OF R	402-03-02-000-000	20,900	21,659	20,772	27,820	28,653	6,994	32.29
GUAR REV-OTHER	402-03-03-000-000	2,778,941	2,588,426	1,995,002	2,668,566	2,958,697	370,271	14.30
STRONG TIES SUBSIDY AGREEMENT	402-03-06-000-520	21,762	26,878	9,195	12,383	12,722	-14,156	-52.67
ROCHESTER WORKS SUBSIDY	402-03-06-000-521	6,982	7,261	5,236	7,261	7,191	-70	-0.96
NAZARETH COLLEGE SUBSIDY	402-03-06-000-524	31,672	33,431	18,033	28,867	29,649	-3,782	-11.31
BRYANT & STRATTON SUBSIDY	402-03-06-000-525	13,257	13,365	9,482	13,365	13,765	400	2.99
GUAR REV-BRIAR MANOR APARTMENTS	402-03-06-000-526	1,200	1,250	918	1,250	1,264	14	1.12
GUAR REV- HILL HAVEN	402-03-06-000-527	19,069	19,830	14,752	19,830	20,425	595	3.00
EVEREST INSTITUTE SUBSIDY	402-03-06-000-528	79,596	82,779	81,877	81,877	84,234	1,455	1.76
DIAMOND PACKAGING SUBSIDY	402-03-06-000-529	4,284	4,455	3,250	4,455	4,464	9	0.20
MONROE#1 BOCES SUBSIDY	402-03-06-000-531	2,975	2,769	2,044	2,769	2,806	37	1.34
CALKINS CORPORATE PARK SUBSIDY	402-03-06-000-532	13,432	13,438	9,785	13,438	13,341	-97	-0.72

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HEWITT ENTERPRISES-CHILI, LLC	402-03-06-000-533	7,482	7,782	4,464	5,952	6,116	-1,666	-21.41
JEWISH HOME OF ROCHESTER	402-03-06-000-534	754	784	595	794	818	34	4.34
BROAD STONE REAL ESTATE	402-03-06-000-535	799	835	612	816	840	5	0.60
THE SHORE WINDS SUBSIDY AGREEMENT	402-03-06-000-536	1,388	1,900	1,459	1,957	2,037	137	7.21
ROCHESTER TECH PARK, LLC	402-03-06-000-537	2,703	4,726	3,495	4,726	4,774	48	1.02
EMPIRE STATESMEN	402-03-06-000-538	245	250	516	250	504	254	101.60
LIFETIME CARE	402-03-06-000-539	2,480	4,960	5,013	5,600	7,684	2,724	54.92
SHIRE AT CULVERTON	402-03-06-000-540	236	500	538	500	523	23	4.60
UNITY HEALTH SYSTEM	402-03-06-000-541	744		6,711	2,975	12,226	12,226	100.00
WESTGATE NURSING HOME	402-03-06-000-542			941	1,297	1,332	1,332	100.00
PREMIER STAFFING	402-03-06-000-543			3,179	4,237	4,365	4,365	100.00
MERCY COMMUNITY SERVICES	402-03-06-000-544			1,397	2,445	4,254	4,254	100.00
THE HURLBUT	402-03-06-000-546					3,504	3,504	100.00
TOTAL SPECIAL TRANSIT FARES		4,315,933	4,168,869	3,211,209	4,282,337	4,615,563	446,694	10.71
SCHOOL BUS SERVICE REVENUE								
TRIPPER SERVICE	403-00-01-000-000	11,380,168	11,431,501	8,111,449	11,546,915	12,059,286	627,785	5.49
TOTAL SCHOOL BUS SERVICE REVENUE		11,380,168	11,431,501	8,111,449	11,546,915	12,059,286	627,785	5.49
AUXILIARY TRANSPORTATION REVENUE								
ADVERTISING REVENUE	406-03-01-000-000	663,718	712,500	525,265	712,500	750,000	37,500	5.26
TOTAL AUXILIARY TRANSPORTATION REVENUE		663,718	712,500	525,265	712,500	750,000	37,500	5.26
NON-TRANSPORTATION REVENUE								
WORKING CAPITAL	407-04-01-000-000	92,685	166,500	31,747	42,503	34,000	-132,500	-79.58
CAPITAL RESERVE- INTEREST EARNINGS	407-04-02-000-000	13,610	24,500	5,977	7,500	4,500	-20,000	-81.63
SELF INSURANCE-INTEREST EARNINGS	407-04-03-000-000	16,489	37,000	3,233	4,000	3,000	-34,000	-91.89
OPEB-INTEREST EARNINGS	407-04-04-000-000	26,421	73,000	51	51		-73,000	-100.00
PARA TRANSIT INTEREST EARNINGS	407-04-05-000-000	10,472	25,500	3,952	4,000		-25,500	-100.00
UNREALIZED GAINS IN MARKET VALUE	407-04-06-000-000	-146,691		-362,507	-362,507	-503,500	-503,500	0.00
WORK CAP-SPECIAL PORTFOLIO INTEREST	407-04-08-000-000	60,923		292,942	373,000	393,000	393,000	100.00
SELF INSURANCE-SPECIAL PORTFOLIO INTERERES	407-04-10-000-000	5,385		77,270	99,000	97,500	97,500	100.00
OPEB RESERVE-SPECIAL PORTFOLIO INTEREST	407-04-11-000-000	35,180		202,795	258,000	242,000	242,000	100.00
PARA TRANSIT-SPECIAL PORTFOLIO INTEREST	407-04-12-000-000			22,992	42,000	83,000	83,000	100.00



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GAIN ON SALE	407-06-01-000-000	90,933	35,000	35,932	35,932	50,000	15,000	42.86
GAIN FROM FIXED PRICE SWAP	407-07-01-000-000	1,204,825		70,049	23,363	107,252	107,252	100.00
OTHER REVENUE	407-99-01-000-600	568,644	106,000	129,866	153,581	123,000	17,000	16.04
OTHER REVENUE - GOLDEN FOX	407-99-01-000-601	5,525	5,000	4,852	5,000	5,000	0	0.00
INSURANCE RECOVERY - REV. VEH.	407-99-02-000-700	310,349	65,000	23,236	43,172	50,000	-15,000	-23.08
RECOVERY OF ST DISABILITY	407-99-02-000-701	763	500	73	500	500	0	0.00
RECOVERY WORKERS COMP	407-99-02-000-702	290,641	226,116	177,342	225,416	388,843	162,727	71.97
OTHER RECOVERIES	407-99-02-000-704	11,781	1,000	8,713	8,713	1,000	0	0.00
WARRANTY REIMBURSEMENT	407-99-03-000-800	34,646	25,000	28,654	65,000	143,520	118,520	474.08
FUEL REIMB. CITY ROCH.	407-99-03-000-801	662,148	610,051	508,898	684,000	698,235	88,184	14.46
FUEL REIMB - BADEN STREET	407-99-03-000-806	6,913	5,837	3,428	5,300	6,425	588	10.07
NON REVENUE RECEIPTS - DISCNTS	407-99-04-000-000	20,922	13,000	13,166	13,194	13,500	500	3.85
MEDICAL INSURANCE REV RETIREES	407-99-05-000-000	12,185	17,360	7,479	9,973	9,100	-8,260	-47.58
VENDING MACHINE COMMISSION	407-99-06-000-000	13,278		-1,590			0	0.00
PENSION FUND REIMBURSEMENT	407-99-99-000-000	30,918	35,000		54,546	59,000	24,000	68.57
TOTAL NON-TRANSPORTATION REVENUE		3,378,943	1,471,364	1,288,552	1,795,237	2,008,875	537,511	36.53
TAXES DEDICATED TO TRANSIT								
MTGE TAX REV MONROE CTY	408-01-01-000-000	5,266,521	5,285,039	4,770,915	6,023,315	5,996,000	710,961	13.45
MTGE TAX REV WAYNE COUNTY	408-01-02-000-000	506,182	517,438	468,650	588,600	576,500	59,062	11.41
MTGE TAX REV LIVINGSTON COUNTY	408-01-03-000-000	337,443	341,446	295,228	375,520	384,200	42,754	12.52
MTGE TAX REV GENESEE CTY	408-01-04-000-000	240,753	247,654	208,688	266,495	274,100	26,446	10.68
MTGE TAX REV WYOMING CTY	408-01-05-000-000	141,542	146,485	131,481	168,310	161,100	14,615	9.98
MTGE TAX REV ORLEANS COUNTY	408-01-06-000-000	118,892	120,138	113,806	140,780	135,350	15,212	12.66
MTGE TAX REV SENECA COUNTY	408-01-07-000-000	195,667	191,800	160,520	211,980	222,750	30,950	16.14
TOTAL TAXES DEDICATED TO TRANSIT		6,807,000	6,850,000	6,149,289	7,775,000	7,750,000	900,000	13.14
LOCAL CASH GRANTS AND REIMB								
LOCAL OPERATING REV. - 18B MATCH	409-01-01-000-000	3,726,000	3,726,000	2,794,500	3,726,000	3,726,000	0	0.00
TOTAL LOCAL CASH GRANTS AND REIMB		3,726,000	3,726,000	2,794,500	3,726,000	3,726,000	0	0.00
STATE CASH GRANTS AND REIMB								
STATE OPERATING REV	411-01-01-000-000	30,543,000	32,665,800	24,499,350	32,665,800	32,665,800	0	0.00
PREVENTATIVE MAINTENANCE	411-01-02-000-000	651,947	588,134	441,100	588,134	562,840	-25,294	-4.30
STATE OTHER REV - WTW PASS	411-99-01-000-000	345,569	82,000	3,920	85,864	82,000	0	0.00
STATE OTHER REV - WTW NON PASS	411-99-01-000-906	28,844		292	292	0	0	0.00

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NYS CHARGEBACK	411-99-05-000-000	21,877	49,407	17,074	48,000	78,805	29,398	59.50
TOTAL STATE CASH GRANTS AND REIMB		31,591,237	33,385,341	24,961,736	33,388,090	33,389,445	4,104	0.01
FEDERAL CASH GRANTS AND REIMB								
FEDERAL PROJECT REV - UPWP	413-04-03-000-000	119,707	25,816	5,327	25,816	100,800	74,984	290.46
FEDERAL OTHER REV - JARC	413-99-01-000-000	363,832	441,500	355,843	452,000	328,651	-112,849	-25.56
FEDERAL OTHER REV - SEC. 5311	413-99-02-000-000	508,800	484,600	362,900	484,600	522,500	37,900	7.82
FEDERAL OTHER REV - SEC. 5307	413-99-03-000-000	5,215,577	4,705,070	3,528,802	4,705,070	4,502,716	-202,354	-4.30
FEDERAL CHARGEBACK	413-99-05-000-000	203,752	395,257	145,565	412,000	633,443	238,186	60.26
FEDERAL-NEW FREEDOMS	413-99-06-000-000	18,550	12,000	10,174	17,000	18,000	6,000	50.00
FEDERAL REVENUE/UPWP	413-99-07-000-000	141,231	150,000	37,601	62,000	100,800	-49,200	-32.80
TOTAL FEDERAL CASH GRANTS AND REIMB		6,571,449	6,214,243	4,446,212	6,158,486	6,206,910	-7,333	-0.12
SUBSIDIES FROM OTHER SECTORS OF OPERATIO								
INTERCOMPANY REIMB-SAL & FRINGE	440-99-02-000-000	2,728,452	3,179,786	2,048,962	2,729,903	3,104,969	-74,817	-2.35
TOTAL SUBSIDIES FROM OTHER SECTORS OF OPERATIO		2,728,452	3,179,786	2,048,962	2,729,903	3,104,969	-74,817	-2.35
SUBSIDIES FROM APPROPRIATION								
RGRTA SUBSIDY	440-99-07-000-000	5,183,975	6,085,276	2,152,648	5,066,109	6,631,860	546,584	8.98
TOTAL SUBSIDIES FROM APPROPRIATION		5,183,975	6,085,276	2,152,648	5,066,109	6,631,860	546,584	8.98
TOTAL REVENUE		87,274,993	88,057,630	63,851,728	88,051,650	91,127,371	3,069,741	3.49
OPERATORS WAGES								
OPERATORS WAGES	501-01-01-010-000	19,709,211	19,706,219	14,961,277	20,350,000	21,015,131	1,308,912	6.64
OPERATORS WAGES - NEW	501-01-02-010-000	208,008	54,000	101,589	112,550	122,400	68,400	126.67
OPERATOR TRAINING								
OPERATORS PRODUCTIVITY&EFFICIENCY IMPROV	501-99-99-001-000					-140,000	-140,000	0.00
TOTAL OPERATORS WAGES		19,917,219	19,760,219	15,062,866	20,462,550	20,997,531	1,237,312	6.26
MECHANICS WAGES								



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MECHANIC WAGES - FAREBOX	501-01-01-111-000	337,071	319,000	244,680	342,000	430,600	111,600	34.98
PARTS-PURCHASING WAGES	501-01-01-172-000	73,018	72,500	51,109	70,000	79,000	6,500	8.97
MECHANIC WAGES - SERVICE BUILDING	501-01-02-051-000	1,079,537	1,012,700	761,106	1,025,500	1,038,300	25,600	2.53
MECHANIC WAGES - GARAGE	501-01-03-061-000	2,309,694	2,325,200	1,660,342	2,263,500	2,333,400	8,200	0.35
MECHANIC WAGES - BUILDINGS/GROUNDS MECH	501-01-05-125-000	288,278	280,000	180,072	264,500	282,300	2,300	0.82
MECHANICIS WAGES - BUILD/GROUNDS NON MECH	501-01-06-125-000	464,490	461,000	363,318	494,000	481,100	20,100	4.36
MECHANICS WAGES - OVERHAUL	501-01-07-061-000	554,001	586,000	389,517	521,500	565,200	-20,800	-3.55
MECHANICS WAGES - BODYSHOP	501-01-08-061-000	562,059	537,000	337,938	470,000	476,900	-60,100	-11.19
MECHANICS PRODUCTIVITY&EFFICIENCY IMPROV	501-99-99-002-000					-40,000	-40,000	0.00
TOTAL MECHANICS WAGES		5,668,148	5,593,400	3,988,081	5,451,000	5,646,800	53,400	0.95
OTHER WAGES								
OTH SAL&WAGE ADM TRANS OPRTNS	501-02-01-011-000	1,154,684	1,276,449	780,492	1,070,726	974,869	-301,580	-23.63
OTH SAL&WAGE SCHEDULING	501-02-01-021-000	738,360	740,212	537,227	690,500	704,760	-35,452	-4.79
OTHER SAL&WAG REG OPRTNS ADM	501-02-01-041-000	77,457	77,843	58,744	77,839	78,480	637	0.82
OTHER WAGES - MAINTENANCE ADMIN	501-02-01-061-000	164,808	211,391	156,178	217,000	250,443	39,052	18.47
OTHER WAGES - CUSTOMER SERVICE	501-02-01-162-000	329,474	321,863	276,954	376,000	429,800	107,937	33.54
OTHER WAGES - BUSINESS DEVELOPEMENT	501-02-01-163-000	186,009	205,079	194,816	285,960	266,155	61,076	29.78
OTHER WAGES - COMMUNICATIONS	501-02-01-164-000	89,998	127,490	108,665	179,000	371,340	243,850	191.27
OTHER WAGES - LEGAL AFFAIRS	501-02-01-165-000	211,321	233,525	120,325	164,000	172,325	-61,200	-26.21
OTHER WAGES - PEOPLE	501-02-01-167-000	518,956	683,969	663,796	906,000	984,065	300,096	43.88
OTHER WAGES - INFORMATION TECHNOLOGY	501-02-01-170-000	517,728	503,931	291,246	394,000	567,143	63,212	12.54
OTHER WAGES - FINANCE	501-02-01-171-000	360,331	421,843	286,377	411,000	461,145	39,302	9.32
OTH SAL&WAGE GEN MANAGEMENT	501-02-01-176-000	1,684,348	1,629,838	948,636	1,266,000	1,284,769	-345,069	-21.17
OTHER WAGES - PGA	501-02-01-177-000	189,823	224,863	131,759	200,000	231,950	7,087	3.15
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	603,965	465,087	218,623	580,087	344,000	-121,087	-26.04
OTHER WAGES R&D/PERFORMANCE MEASUREMENT	501-02-01-182-000	132,781	422,474	268,638	385,000	448,465	25,991	6.15
OTHER WAGES - PROJECT MANAGEMENT OFFICE	501-02-01-183-000	146,974	268,161	237,361	320,000	329,945	61,784	23.04
OTHER WAGES - ENGINEERING & FACILITIES	501-02-01-184-000	90,225	135,534	95,309	130,500	141,846	6,312	4.66
OTHER WAGES-MARKETING	501-02-01-185-000		-93,000		-23,000	93,000	93,000	-100.00

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OTHER SALARY & WAGES-PLANNING	501-02-01-186-000		154,540	97,131	144,000	185,975	31,435	20.34
OTHER WAGES SAFETY & SECURITY	501-02-01-187-000					214,000	214,000	100.00
OTHER WAGES-VACANCY FACTOR	501-02-01-188-000					-400,000	-400,000	0.00
OTHER WAGES - RADIO CONTROL & DISPATCH	501-02-02-011-000	1,412,452	1,533,776	1,194,051	1,658,500	915,465	-618,311	-40.31
OTHER WAGES - GARAGE SUPERVISORS	501-02-02-061-000	771,268	818,577	587,582	805,000	846,925	28,348	3.46
OTHER WAGES-ROAD SUPERVISORS	501-02-02-161-000					780,810	780,810	100.00
OTHER WAGES - TRANS OPERATIONS ATU ADMIN	501-02-03-011-000	38,539	40,965	28,420	38,540	40,965	0	0.00
OTHER WAGES - MAINTENANCE ADMIN ATU	501-02-03-061-000	29,177	39,201	19,340	27,125	38,635	-566	-1.44
TOTAL OTHER WAGES		9,448,678	10,443,611	7,301,671	10,303,777	10,664,275	220,664	2.11
FRINGE BENEFITS								
FICA	502-01-01-000-000	2,999,573	3,087,391	2,277,422	3,145,122	3,221,220	133,829	4.33
PENSION CONT. NON UNION	502-02-01-000-000	388,738	396,399	494,406	718,874	388,193	-8,206	-2.07
PENSION CONT. UNION	502-02-02-000-000	494,494	486,400	368,840	512,750	526,750	40,350	8.30
PENSION ADM EXP ACTUARY	502-02-03-000-000	47,903	88,850	32,625	88,850	57,650	-31,200	-35.12
PENSION FUND MGMT FEE	502-02-04-000-000	325,945	338,900	310,825	338,900	357,500	18,600	5.49
EMPLOYER MATCH TEAMSTERS 457	502-02-07-000-000	23,128	26,000	14,972	20,000	22,225	-3,775	-14.52
EXECUTIVE 457 DEF-ELIG COMP PLAN	502-02-08-000-000	48,375	32,500	35,250	38,000	29,500	-3,000	-9.23
BLUE CROSS/BLUE SHIELD	502-03-01-000-000	6,342,113	6,936,791	4,989,785	6,727,874	7,066,518	129,727	1.87
HOSP INS - RETIREES	502-03-02-000-000	2,699,884	2,754,869	1,736,062	2,355,900	2,262,838	-492,031	-17.86
VISION CARE	502-03-04-000-000	29,278	35,384	24,513	33,000	37,000	1,616	4.57
VISION CARE - RETIREES	502-03-05-000-000	11,299	13,500	9,087	12,500	14,335	835	6.19
HRA-HEALTH REIMBURSEMENT ACCOUNT EXPENSE	502-03-06-000-000	279,201	438,306	287,812	384,893	442,234	3,928	0.90
DENTAL PLANS	502-04-01-000-000	293,448	292,589	223,597	314,180	337,636	45,047	15.40
DENTAL PLAN - RETIREES	502-04-02-000-000	44,402	44,100	26,821	44,100	55,313	11,213	25.43
GROUP LIFE PENSION INS GROUP	502-05-01-169-000	8,886	2,770	19,341	26,872	27,072	24,302	877.33
GROUP LIFE INSURANCE	502-05-02-169-000	149,593	154,650	83,234	112,500	108,190	-46,460	-30.04
SHORT TERM DBL INS PLAN	502-06-01-169-000	139,673	133,250	94,057	137,813	143,301	10,051	7.54
STATE UNEMPLOYMENT INS	502-07-02-169-000	144,506	158,000	57,038	158,500	164,000	6,000	3.80
WORKERS COMPENSATION	502-08-01-000-000	488,085	738,237	104,090	661,962	777,299	39,062	5.29
WORKERS COMP. MEDICAL ONLY	502-08-02-000-000	197,621	215,120	165,751	219,620	247,360	32,240	14.99
WORKERS COMPENSATION - INDEMNITY	502-08-04-000-000	1,113,772	983,440	752,120	1,106,160	1,140,291	156,851	15.95
SICK LEAVE	502-09-01-000-000	765,210	761,569	640,687	836,792	803,191	41,622	5.47
HOLIDAY	502-10-01-000-000	1,040,128	1,117,353	891,478	1,084,756	1,121,182	3,829	0.34



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VACATION	502-11-01-000-000	1,802,232	1,821,024	1,552,023	1,853,167	1,831,452	10,428	0.57
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000	59,980	80,731	50,493	70,163	69,433	-11,298	-13.99
UNIFORM & TOOL ALLOWANCE	502-13-01-000-000	251,059	240,661	151,940	252,424	259,150	18,489	7.68
PAID TIME OFF	502-15-01-000-000	1,051,981	782,362	869,906	1,050,522	793,586	11,224	1.43
OPEB EXPENSE-Current Portion	502-17-02-000-000	2,426,229					0	0.00
FRINGE	502-99-99-001-000					-65,000	-65,000	0.00
PRODUCTIVITY&EFFICIENCY IMPROVEME								
TOTAL FRINGE BENEFITS		23,666,737	22,161,146	16,263,976	22,306,194	22,239,419	78,273	0.35
SERVICES								
MANAGEMENT SERVICE FEES-RGRTA	503-01-01-000-000	1,322,196	1,256,609	630,356	814,311	889,531	-367,078	-29.21
MANAGE SERV FEES - RTS	503-01-02-000-000	1,339,850	1,854,359	1,367,094	1,846,116	2,140,538	286,179	15.43
MANAGEMENT SERVICE FEES-LIFTLINE	503-01-03-000-000	51,057	49,386	36,954	49,272	50,496	1,110	2.25
PROFESSIONAL SERVICES - COMMUNICATIONS	503-03-01-164-000	148					0	0.00
PROF AND TECH SER INJ LAWYERS	503-03-01-165-000	329,883	276,400	268,530	325,100	366,000	89,600	32.42
PROFESSIONAL SERVICES - TRAINING	503-03-01-166-000	792					0	0.00
PROFESSIONAL SERVICES - PEOPLE	503-03-01-167-000	58,819	11,500	1,776	11,500	109,000	-11,500	-100.00
PROF AND TECH SER GEN LAW EXP	503-03-01-168-000	68,657	138,900	50,401	84,000	109,000	-29,900	-21.53
PROF AND TECH SERV OUTSIDE AUD	503-03-01-171-000	141,642	111,132	80,329	111,132	121,000	9,868	8.88
OTHER PROF SERVICES	503-03-01-174-000	149,723	88,900	43,498	86,250	65,685	-23,215	-26.11
PROF & TECH SERV LABOR LAW	503-03-01-176-000	272,290	334,625	222,524	377,000	275,800	-58,825	-17.58
GOVERNMENT RELATIONS	503-03-01-179-000	287,218	242,000	159,843	222,000	227,000	-15,000	-6.20
TEMPORARY HELP TRANSPORTATION	503-04-01-011-000			1,464	1,464	0	0	0.00
TEMPORARY HELP	503-04-01-167-000	38,318	25,000	23,779	75,000		-25,000	-100.00
CONTRACT SERVICE - REVENUE VEH	503-05-01-051-000	570,029	635,880	424,319	586,400	664,180	28,300	4.45
CONTRACTED SERVICES - OPERATIONS	503-05-02-011-000	2,027				0	0	0.00
CONTRACTED SERVICES - TRANS SERVICES	503-05-02-021-000			7,750		0	0	0.00
CONTRACTED SERVICES - MAINTENANCE	503-05-02-042-000	7,185	52,500	26,441	29,000	5,600	-46,900	-89.33
CONTRACT MAINTENANCE SERVICES	503-05-02-043-000	2,016		1,544		0	0	0.00
CONTRACTED SERVICES - CUSTOMER SERVICE	503-05-02-162-000	8,065	8,020	4,240	8,020	10,230	2,210	27.56
CONTRACTED SERVICES - BUSINESS DEV.	503-05-02-163-000	8,312	11,600	1,873	6,600	385,000	0	0.00
CONTRACTED SERVICES - COMMUNICATIONS	503-05-02-164-000	130,770					373,400	3,218.97
CONTRACTED SERVICES - TRAINING	503-05-02-166-000	2,196	2,440	335	635		-2,440	-100.00
CONTRACTED SERVICES - PEOPLE	503-05-02-167-000	10,331	83,970	45,085	72,000	111,036	27,066	32.23

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CONTRACT MAINTENANCE - LEGAL AFFAIRS	503-05-02-168-000	10,000				2,000	2,000	100.00
CONTRACTED SERVICES - FINANCE	503-05-02-171-000	23,987	53,000	16,997	24,000	204,400	151,400	285.66
CONTRACTED SERVICES - PGA	503-05-02-177-000	7,894	8,600	5,067	6,750	8,700	100	1.16
CONTRACTED SERVICES - PLANNING	503-05-02-179-000	86,754	92,500	69,479	92,500	93,200	700	0.76
CONTRACTED SERVICES - FACILITY MAINT	503-05-02-180-000	78,638	103,300	44,713	64,000	107,007	3,707	3.59
CONTRACTED SERVICES R&D PERF MEASUREMENT	503-05-02-182-000	16,133	147,400	88,152	147,400	131,500	-15,900	-10.79
CONTRACTED SERVICES SAFETY & SECURITY	503-05-02-187-000					225,000	225,000	100.00
CONTRACTED SERVICES - IT	503-05-03-170-000	10,391	44,525	14,289	44,525	265,600	221,075	496.52
SOFTWARE MAINTENANCE FEES	503-05-03-171-000	376,525	747,607	283,058	497,057	549,748	-197,859	-26.47
PARTS DEPARTMENT MANAGEMENT	503-05-05-061-000	449,750	460,000	352,729	460,000	478,000	18,000	3.91
RIDE SHARE GUAR RIDE HOME	503-05-05-160-000	75	200	25	200	200	0	0.00
CUSTODIAL SERVICES	503-06-01-043-000	81,330	133,280	86,896	129,864	177,000	43,720	32.80
SECURITY SERVICES	503-07-01-161-000	377,829	386,000	286,137	392,000	247,000	-139,000	-36.01
MEDICAL SERVICES	503-99-01-000-000	94,969	98,490	74,439	98,190	103,290	4,800	4.87
WELFARE TO WORK EXP _ PHASE II	503-99-02-000-000	50,353	32,000	40,037	45,000		-32,000	-100.00
TOTAL SERVICES		6,466,156	7,490,123	4,759,953	6,707,286	8,013,741	523,618	6.99
FUEL & LUBRICANTS								
M&S FUEL CONSUMED DIESEL NO 1	504-01-01-051-000	6,742,367	6,671,529	4,955,220	6,719,573	6,183,989	-487,540	-7.31
FUEL FOR REVENUE VEHICLES GAS	504-01-02-051-000	38,661	37,500	106,447	154,044	652,426	614,926	1,639.80
M&S CONSUMED FUEL FOR SER VEH	504-01-02-081-000	694,018	645,996	534,380	713,670	728,215	82,219	12.73
M&S CONSUMED OIL	504-01-03-051-000	72,791	89,700	62,970	86,670	87,300	-2,400	-2.68
M&S CONSUMED OTHER LUBRICANTS	504-01-04-051-000	114,980	125,600	81,575	115,950	123,000	-2,600	-2.07
FUEL PRODUCTIVITY&EFFICIENCY IMPROVEMENT	504-99-99-001-000					-50,000	-50,000	0.00
TOTAL FUEL & LUBRICANTS		7,662,817	7,570,325	5,740,593	7,789,907	7,724,930	154,605	2.04
PARTS & REPAIRS								
M&S CONSUMED TIRES	504-02-01-051-000	399,714	460,700	300,309	410,069	437,000	-23,700	-5.14
M&S CONSUMED SERV REV VEH	504-99-02-051-000	27,104	28,300	4,532	20,000	28,600	300	1.06
M&S CONSUMED MAINTENANCE REV VEHICLE	504-99-04-061-000	2,472,735	2,573,659	1,588,578	2,317,343	2,351,925	-221,734	-8.62
OTH M&S INSP&MAINT REV VEHICLE/NAPA	504-99-04-063-000			-195,579	-195,579	0	0	0.00
GILLIG BUS PARTS	504-99-06-051-000	-22		-9	-9	0	0	0.00



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M&S CONSUMED MAINTENANCE SERV VEH	504-99-06-091-000	55,356	60,000	38,026	60,000	60,000	0	0.00
M&S CONSUMED RADIO REPAIR PARTS	504-99-07-126-000	962	29,500			5,000	-24,500	-83.05
M&S CONSUMED	504-99-08-111-000	152,370	131,000	71,267	110,000	72,000	-59,000	-45.04
MAINTENANCE FAREBOX								
CAMERA REPAIR PARTS	504-99-08-161-000	21,597	26,000	2,525	26,000	30,000	4,000	15.38
PARTS PRODUCTIVITY&EFFICIENCY IMPROVEMEN	504-99-99-002-000					-25,000	-25,000	0.00
TOTAL PARTS & REPAIRS		3,129,817	3,309,159	1,809,648	2,747,824	2,959,525	-349,634	-10.57
OTHER MATERIALS & SUPPLIES								
M&S-BUSINESS DEVELOPEMENT	504-99-04-163-000	86	8,000	1,642	6,950	46,700	38,700	483.75
M&S CONSUMED BUILDINGS AND GROUNDS	504-99-09-125-000	349,589	340,100	306,142	385,600	370,575	30,475	8.96
OTH M&S PRNTNG TICKETS&PASSES	504-99-10-151-000	42,619	59,025	47,529	63,637	60,500	1,475	2.50
MATERIALS & SUPPLIES - PEOPLE	504-99-11-166-000	19,088	17,100	18,078	17,100	30,000	12,900	75.44
MATERIALS & SUPPLIES - IT	504-99-12-170-000	22,422	10,769	9,258	10,769	38,750	27,981	259.83
OTHER M&S OFFICE SUPPLIES	504-99-13-000-000	116,262	107,885	86,001	115,050	113,800	5,915	5.48
OTHER M&S PRNTNG PUBLIC SCHDLS	504-99-14-000-000	144,666	122,050	104,817	156,000	146,200	24,150	19.79
OTHER M&S MEDICAL	504-99-15-000-000	4,725	6,575	5,637	6,575	7,680	1,105	16.81
MATERIALS & SUPPLIES - COMMUNICATIONS	504-99-16-164-000	35,026	70,150	29,313	69,100	28,500	-41,650	-59.37
INVOICE PRICE VARIANCE ACCOUNT	504-99-17-000-000	-120		-5	-4		0	0.00
MATERIALS & SUPPLIES - CUSTOMER SERVICE	504-99-21-000-000	2,279	7,750	2,703	7,750	4,850	-2,900	-37.42
OTHER M&S - EQUIPMENT	504-99-22-000-000	72,977	26,200	16,247	20,000	27,640	1,440	5.50
OTH M&S BUS SHELTER MATERIAL	504-99-23-000-000	23,383	34,500	26,364	38,500	37,000	2,500	7.25
M&S SHOP & BUILD EQUIPMENT	504-99-24-000-000	48,136	45,000	36,019	55,000	45,000	0	0.00
MATERIALS & SUPPLIES - TRANS OPERATIONS	504-99-25-011-000	12,131	4,000	6,838	8,500	1,500	-2,500	-62.50
M&S MAINTENENCE SHOP SUPPLIES	504-99-26-061-000	335,443	355,500	199,043	273,020	287,000	-68,500	-19.27
NON-CAPITALIZABLE EQUIPMENT	504-99-27-000-000	6,733		5,379	5,379		0	0.00
OTH M&S-MARKETING	504-99-27-185-000			40,582	93,000		-93,000	-100.00
OTH M&S SAFETY & SECURITY	504-99-28-187-000		93,000			1,500	1,500	100.00
OTH M&S-PMO	504-99-29-178-000					500	500	100.00
OTH M&S- R & D	504-99-30-182-000					1,000	1,000	100.00
OTH M&S- PLANNING	504-99-31-179-000					1,500	1,500	100.00
OTH M&S- TRANSPORTATION SERVICES	504-99-32-021-000					1,000	1,000	100.00
OTHER MATERIAL	504-99-99-003-000					-15,000	-15,000	0.00

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PRODUCTIVITY&EFFICIENCY I								
TOTAL OTHER MATERIALS & SUPPLIES		1,235,446	1,307,604	941,588	1,331,926	1,236,195	-71,409	-5.46
UTILITIES								
UTILITIES ELECTRIC	505-02-01-000-000	370,912	395,610	264,976	389,200	406,405	10,795	2.73
UTILITIES GAS	505-02-02-000-000	214,258	333,800	114,127	235,500	284,500	-69,300	-20.76
UTILITIES WATER	505-02-03-000-000	33,981	49,550	23,281	44,000	49,250	-300	-0.61
UTILITIES - TELEPHONE	505-02-05-000-000	145,489	175,480	115,710	157,970	173,408	-2,072	-1.18
UTILITIES TELEPHONES - MKTG RIDE SHR	505-02-06-000-000	550		21	22		0	0.00
UTILITIES ELECTRIC BUS SHELTER & SIGNS	505-02-07-000-000		25,979	15,586	36,766	25,000	-979	-3.77
TOTAL UTILITIES		765,192	980,419	533,702	863,458	918,563	-61,856	-6.31
CASUALTY AND LIABILITY COSTS								
PREMIUM PHYSICAL DAMAGE INS.	506-01-01-000-000	744,572	792,189	600,066	772,990	797,135	4,946	0.62
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000	1,449,185	617,000	344,749	739,649	853,000	236,000	38.25
PAYOUTS EMPLOYMENT PRACTICES EXPENSE	506-04-02-000-000	-85,281		29,881	53,814	19,000	19,000	100.00
TOTAL CASUALTY AND LIABILITY COSTS		2,108,476	1,409,189	974,697	1,566,453	1,669,135	259,946	18.45
TAXES								
OTHER TAXES	507-99-01-000-000	20,436	22,000	13,607	22,500	24,500	2,500	11.36
TOTAL TAXES		20,436	22,000	13,607	22,500	24,500	2,500	11.36
MISC EXPENSES								
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	89,373	108,624	44,213	94,474	125,400	16,776	15.44
TRAVEL & TRAINING	509-02-01-000-000	204,558	222,485	108,160	217,800	117,800	-104,685	-47.05
TRAVEL & TRAINING - OPERATIONS	509-02-01-011-000	48,781	34,000	17,770	32,500	17,000	-17,000	-50.00
TRAVEL & TRAINING - TRANS SERVICES	509-02-01-021-000	42,681	27,000	3,690	21,750	22,000	-5,000	-18.52
TRAVEL & TRAINING -MAINTENANCE	509-02-01-042-000	44,145	30,000	9,707	28,500	24,600	-5,400	-18.00
TRAVEL & TRAINING -CUSTOMER SERVICE	509-02-01-162-000	3,718	7,500	6,109	7,500	4,200	-3,300	-44.00
TRAVEL & TRAINING - BUSINESS DEVELOPMENT	509-02-01-163-000	7,703	5,000	2,567	3,000	8,250	3,250	65.00
TRAVEL & TRAINING - COMMUNICATIONS	509-02-01-164-000	1,509	6,500	682	6,500	2,500	-4,000	-61.54
TRAVEL & TRAINING -TRAINING	509-02-01-166-000	10,174	6,500	7,983	6,500		-6,500	-100.00
TRAVEL & TRAINING - PEOPLE	509-02-01-167-000	11,798	32,500	23,133	32,500	99,500	67,000	206.15
TRAVEL & TRAINING - LEGAL AFFAIRS	509-02-01-168-000	11,035	11,110	4,452	8,150	5,050	-6,060	-54.55



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TRAVEL & TRAINING - IT	509-02-01-170-000	36,736	40,500	23,657	40,500	8,500	-32,000	-79.01
TRAVEL & TRAINING - FINANCE	509-02-01-171-000	17,106	20,000	5,576	15,000	15,500	-4,500	-22.50
TRAVEL & TRAINING - PGA	509-02-01-177-000	10,850	10,900	8,706	10,900	15,600	4,700	43.12
TRAVEL & TRAINING - PMO	509-02-01-178-000	5,545	8,000	538	8,000	17,450	9,450	118.13
TRAVEL& TRAINING -PLANNING	509-02-01-179-000	1,006	9,000	5,863	14,200	6,000	-3,000	-33.33
TRAVEL&TRAINING-FACILITY MAINTENANCE	509-02-01-180-000	4,977	8,000	6,031	8,000	16,500	8,500	106.25
TRAVEL & TRAINING - R&D PERF MEASU	509-02-01-182-000	8,845	31,125	15,893	28,125	31,950	825	2.65
TRAVEL & TRAINING MARKETING	509-02-01-185-000		5,000	379	7,000		-5,000	-100.00
TRAVEL & TRAINING SAFETY & SECURITY	509-02-01-187-000					12,000	12,000	100.00
MISC EXPENSE MEETINGS	509-02-01-189-000					58,000	58,000	100.00
MISCELLANEOUS SERVICE EXPANSION	509-02-01-190-000					100,000	100,000	100.00
MISC EXP FINES AND PENALTIES	509-06-01-000-000	2,271			3,370	0	0	0.00
MISC EXP BAD DEBT	509-07-01-000-000	136,828		2,821	5,090	0	0	0.00
ADVERTISING & PROMOTION	509-08-01-164-000	131,880	243,425	67,563	223,000	257,000	13,575	5.58
EMPLOYMENT ADVERTISING	509-08-01-167-000	7,692	11,000	10,482	11,000	15,000	4,000	36.36
RFP & IFB ADVERTISING	509-08-01-177-000	3,322	5,000	2,890	5,000	8,000	3,000	60.00
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	151,145	251,128	84,917	142,835	143,944	-107,184	-42.68
UPWP EXPENSE	509-99-08-000-000	119,707	25,816	5,327	25,816	100,800	74,984	290.46
MISC EXP-EMPLOYEE	509-99-50-000-000		24,500	12,740	24,500	25,000	500	2.04
REWARD & RECOGN SYSTEM	509-99-51-000-000		25,000	11,604	25,000	27,500	2,500	10.00
MISC EXP-EMPLOYEE	509-99-93-000-000			59,930			0	0.00
WELLNESS PROGRAM	509-99-98-000-000			30,723	30,782		0	0.00
LOSS FROM FIXED PRICE SWAP	509-99-99-000-000					-165,000	-165,000	0.00
LOSS ON SALE	509-99-99-001-000							0.00
PRODUCTIVITY & EFFICIENCY								0.00
IMPROVEMENTS								0.00
INTEREST EXPENSE	511-01-01-000-000	1,915					0	0.00
CURRENT YEAR PROJECT EXPENSE	513-00-06-000-000	-181,999		19,865			0	0.00
TOTAL MISC EXPENSES		933,304	1,209,613	607,142	1,087,292	1,120,044	-89,569	-7.40
SUBSIDIES FROM APPROPRIATION								
APPROPRIATION BBS OPERATING	509-99-13-000-000	441,489	558,715	443,331	586,866	569,627	10,912	1.95
APPROPRIATION LATs OPERATING	509-99-14-000-000	437,210	547,177	253,888	404,724	683,604	136,427	24.93
APPROPRIATION WATS OPERATING	509-99-16-000-000	554,510	675,812	374,232	500,023	263,751	-412,061	-60.97
APPROPRIATION WYTS OPERATING	509-99-17-000-000	734,584	970,676	605,670	875,118	881,541	-89,135	-9.18
APPROPRIATION LIFT LINE OPERATING	509-99-18-000-000	4,637,645	4,581,640	3,278,088	4,691,891	4,928,393	346,753	7.57
APPROPRIATION RTS OPERATING	509-99-19-000-000	-2,276,407	-2,199,370	-3,460,037	-2,937,128	-1,710,322	489,048	-22.24
APPROPRIATION OTS OPERATING	509-99-22-000-000	371,995	510,155	342,427	494,844	521,680	11,525	2.26

2013-2014 OPERATING BUDGET DETAIL
CONSOLIDATED

Report Date : 01/30/2013

Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
APPROPRIATION ON STS OPERATIONS	509-99-23-000-000	284,553	440,471	315,051	449,771	493,586	53,115	12.06
TOTAL SUBSIDIES FROM APPROPRIATION		5,185,580	6,085,276	2,152,648	5,066,109	6,631,860	546,584	8.98
LEASES AND RENTALS								
LEASES&RENT PASS TERM MDTOWN	512-02-01-000-000	11,611	12,000	5,923	5,923	-12,000	-100.00	-100.00
LEASE FACILITIES AT HSBC	512-02-02-000-000	6,000	6,000	4,500	6,000	0	0.00	0.00
C.C. - RENT	512-12-01-000-000	18,842	19,100	14,568	19,441	900	4.71	4.71
LEASES&RENTALS COPIER	512-12-02-000-000	168,932	155,425	117,725	160,563	167,345	11,920	7.67
OFFICE LEASE	512-12-03-000-000	81,038	85,921	60,668	80,606	80,608	-5,313	-6.18
SOFTWARE LICENSE FEES	512-12-04-000-000	14,970	37,400	18,365	43,050	72,800	35,400	94.65
IT DISASTER RECOVERY EQUIPMENT	512-12-05-000-000		45,000			11,000	-34,000	-75.56
TOTAL LEASES AND RENTALS		301,393	360,846	221,747	315,583	357,753	-3,093	-0.86
LOCAL DEPRECIATION								
DEP/AMOR LOCAL PROJECT	513-00-01-000-000	1,191,199	1,204,700	807,854	1,097,700	1,376,100	171,400	14.23
TOTAL LOCAL DEPRECIATION		1,191,199	1,204,700	807,854	1,097,700	1,376,100	171,400	14.23
TOTAL EXPENSES		87,700,597	88,907,630	61,179,775	87,119,559	91,580,371	2,672,741	3.01

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Rochester Genesee Regional Transportation Authority							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
NON-TRANSPORTATION REVENUE								
WORKING CAPITAL INTEREST EARNINGS	407-04-01-000-000	92,419	166,500	31,744	42,500	34,000	-132,500	-79.58
CAPITAL RESERVE- INTEREST EARNINGS	407-04-02-000-000	13,610	24,500	5,977	7,500	4,500	-20,000	-81.63
SELF INSURANCE-INTEREST EARNINGS	407-04-03-000-000	16,489	37,000	3,233	4,000	3,000	-34,000	-91.89
OPEB-INTEREST EARNINGS	407-04-04-000-000	26,421	73,000	51	51		-73,000	-100.00
PARA TRANSIT INTEREST EARNINGS	407-04-05-000-000	10,472	25,500	3,952	4,000		-25,500	-100.00
UNREALIZED GAINS IN MARKET VALUE	407-04-06-000-000	-146,691		-362,507	-362,507	-503,500	-503,500	0.00
WORK CAP-SPECIAL	407-04-08-000-000	60,923		292,942	373,000	393,000	393,000	100.00
PORTFOLIO INTEREST								
SELF INSURANCE-SPECIAL	407-04-10-000-000	5,385		77,270	99,000	97,500	97,500	100.00
PORTFOLIO INTERES								
OPEB RESERVE-SPECIAL	407-04-11-000-000	35,180		202,795	258,000	242,000	242,000	100.00
PORTFOLIO INTEREST								
PARA TRANSIT-SPECIAL	407-04-12-000-000			22,992	42,000	83,000	83,000	100.00
PORTFOLIO INTEREST								
OTHER REVENUE	407-99-01-000-600	-22,221	5,000	119	119	5,000	0	0.00
NON REVENUE RECEIPTS - DISCNTS	407-99-04-000-000	587		173	130		0	0.00
TOTAL NON-TRANSPORTATION REVENUE		92,573	331,500	278,741	467,793	358,500	27,000	8.14
TAXES DEDICATED TO TRANSIT								
MTGE TAX REV MONROE CTY	408-01-01-000-000	5,266,521	5,285,039	4,770,915	6,023,315	5,996,000	710,961	13.45
MTGE TAX REV WAYNE COUNTY	408-01-02-000-000	506,182	517,438	468,650	588,600	576,500	59,062	11.41
MTGE TAX REV LIVINGSTON COUNTY	408-01-03-000-000	337,443	341,446	295,228	375,520	384,200	42,754	12.52
MTGE TAX REV GENESSEE CTY	408-01-04-000-000	240,753	247,654	208,688	266,495	274,100	26,446	10.68
MTGE TAX REV WYOMING CTY	408-01-05-000-000	141,542	146,485	131,481	168,310	161,100	14,615	9.98
MTGE TAX REV ORLEANS COUNTY	408-01-06-000-000	118,892	120,138	113,806	140,780	135,350	15,212	12.66
MTGE TAX REV SENECA COUNTY	408-01-07-000-000	195,667	191,800	160,520	211,980	222,750	30,950	16.14
TOTAL TAXES DEDICATED TO TRANSIT		6,807,000	6,850,000	6,149,289	7,775,000	7,750,000	900,000	13.14
FEDERAL CASH GRANTS AND REIMB								
FEDERAL PROJECT REV - UPWP	413-04-03-000-000	119,707	25,816	5,327	25,816	100,800	74,984	290.46
TOTAL FEDERAL CASH GRANTS AND REIMB		119,707	25,816	5,327	25,816	100,800	74,984	290.46
SUBSIDIES FROM OTHER SECTORS OF OPERATIO								
INTERCOMPANY REIMB-SAL & FRINGE	440-99-02-000-000	1,322,196	1,256,609	630,356	814,313	889,532	-367,077	-29.21
TOTAL SUBSIDIES FROM OTHER SECTORS OF OPERAT		1,322,196	1,256,609	630,356	814,313	889,532	-367,077	-29.21
TOTAL REVENUE		8,341,475	8,463,925	7,063,713	9,082,922	9,098,832	634,907	7.50

2013-2014 OPERATING BUDGET DETAIL
Rochester Genesee Regional Transportation Authority

Report Date : 01/30/2013

Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
OTHER WAGES								
OTH SAL&WAGE GEN MANAGEMENT	501-02-01-176-000	1,423,701	1,376,176	761,105	1,010,000	1,015,124	-361,052	-26.24
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	260,768	103,350	49,308	203,350	113,275	9,925	9.60
TOTAL OTHER WAGES		1,684,470	1,479,526	810,413	1,213,350	1,128,399	-351,127	-23.73
FRINGE BENEFITS								
FICA	502-01-01-000-000	130,814	126,187	52,763	116,214	95,690	-30,497	-24.17
PENSION CONT. NON UNION	502-02-01-000-000	319,275	321,400	364,470	302,463	258,256	-63,144	-19.65
EXECUTIVE 457 DEF-ELIG COMP PLAN	502-02-08-000-000	43,375	27,500	23,250	26,000	17,500	-10,000	-36.36
BLUE CROSS/BLUE SHIELD	502-03-01-000-000	88,545	99,414	64,516	82,730	86,061	-13,353	-13.43
HOSP INS - RETIREES	502-03-02-000-000	32,915	42,583	33,214	45,900	64,838	22,255	52.26
HRA-HEALTH REIMBURSEMENT ACCOUNT	502-03-06-000-000	26,878	26,609	23,050	30,550	45,730	19,121	71.86
DENTAL PLANS	502-04-01-000-000	14,679	12,500	8,209	12,500	13,350	850	6.80
DENTAL PLAN - RETIREES	502-04-02-000-000	2,547	3,000		3,000	3,813	813	27.10
GROUP LIFE PENSION INS GROUP	502-05-01-169-000	119	250	780	1,872	1,872	1,622	648.80
GROUP LIFE INSURANCE	502-05-02-169-000	7,990	6,800	3,302	4,800	4,070	-2,730	-40.15
SHORT TERM DBL INS PLAN	502-06-01-169-000	23		21	21	0	0	0.00
WORKERS COMPENSATION	502-08-01-000-000	565	744	254	677	655	-89	-11.96
HOLIDAY	502-10-01-000-000	50,530	43,839	33,520	36,500	30,330	-13,509	-30.82
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000						0	0.00
PAID TIME OFF	502-15-01-000-000	254,783	126,143	218,349	269,285	92,119	-34,024	-26.97
OPEB EXPENSE-Current Portion	502-17-02-000-000	45,704					0	0.00
TOTAL FRINGE BENEFITS		1,018,742	836,969	825,699	932,512	714,284	-122,685	-14.66
SERVICES								
MANAGE SERV FEES - RTS	503-01-02-000-000	429,688	553,318	416,472	561,066	640,451	87,133	15.75
PROF AND TECH SER GEN LAW EXP	503-03-01-168-000	54,250	81,900	23,153	42,000	49,500	-32,400	-39.56
PROF AND TECH SERV OUTSIDE AUD	503-03-01-171-000	3,822	3,769	1,845	3,769	4,167	398	10.56
OTHER PROF SERVICES	503-03-01-174-000	31,216		30,222	45,000	60,500	60,500	100.00
TOTAL SERVICES		518,976	638,987	471,692	651,835	754,618	115,631	18.10
OTHER MATERIALS & SUPPLIES								
OTH M&S SAFETY PROGRAM	504-99-11-166-000			25			0	0.00
TOTAL OTHER MATERIALS & SUPPLIES				25			0	0.00



OPERATING BUDGET DETAIL - RGRTA

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Rochester Genesee Regional Transportation Authority							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CASUALTY AND LIABILITY COSTS								
PREMIUMS: PHYSICAL DAMAGE INSURANCE	506-01-01-000-000	1,096	1,201	3,739	1,238	1,221	20	1.67
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000			-2,412	89		0	0.00
TOTAL CASUALTY AND LIABILITY COSTS		1,096	1,201	1,327	1,327	1,221	20	1.67
MISC EXPENSES								
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	53,806	63,650	22,327	47,000	65,650	2,000	3.14
TRAVEL & TRAINING	509-02-01-000-000	156,118	152,500	74,860	159,600	67,000	-85,500	-56.07
MISC EXPENSE MEETINGS	509-02-01-189-000					58,000	58,000	100.00
MISC EXP FINES AND PENALTIES	509-06-01-000-000	2,249					0	0.00
MISC EXP BAD DEBT	509-07-01-000-000	105					0	0.00
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	26,231	30,000	4,011	30,000	30,000	0	0.00
UPWP EXPENSE	509-99-08-000-000	119,707	25,816	5,327	25,816	100,800	74,984	290.46
MISC EXP-EMPLOYEE WELLNESS PROGRAM	509-99-51-000-000			148			0	0.00
LOSS ON SALE	509-99-98-000-000			23,282	23,282		0	0.00
TOTAL MISC EXPENSES		358,215	271,966	129,955	285,698	321,450	49,484	18.19
SUBSIDIES FROM APPROPRIATION								
APPROPRIATION BBS OPERATING	509-99-13-000-000	441,489	558,715	443,331	586,866	569,627	10,912	1.95
APPROPRIATION LATS OPERATING	509-99-14-000-000	437,210	547,177	253,888	404,724	683,604	136,427	24.93
APPROPRIATION WATS OPERATING	509-99-16-000-000	554,510	675,812	374,232	500,023	263,751	-412,061	-60.97
APPROPRIATION WYTS OPERATING	509-99-17-000-000	734,584	970,676	605,670	875,118	881,541	-89,135	-9.18
APPROPRIATION LIFT LINE OPERATING	509-99-18-000-000	4,637,645	4,581,640	3,278,088	4,691,891	4,928,393	346,753	7.57
APPROPRIATION RTS OPERATING	509-99-19-000-000	-2,276,407	-2,199,370	-3,460,037	-2,937,128	-1,710,322	489,048	0.00
APPROPRIATION OTS OPERATING	509-99-22-000-000	371,995	510,155	342,427	494,844	521,680	11,525	2.26
APPROPRIATION ON STS OPERATIONS	509-99-23-000-000	284,553	440,471	315,051	449,771	493,586	53,115	12.06
TOTAL SUBSIDIES FROM APPROPRIATION		5,185,580	6,085,276	2,152,648	5,066,109	6,631,860	546,584	8.98
TOTAL EXPENSES		8,767,079	9,313,925	4,391,760	8,150,831	9,551,832	237,907	2.55

2013-2014 OPERATING BUDGET DETAIL
Regional Transit Service

Report Date : 01/30/2013

Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CUSTOMER FARES								
ADULT CASH	401-01-01-000-100	4,525,276	4,340,000	3,653,804	4,925,000	4,969,215	629,215	14.50
ADULT REFUNDS	401-01-02-000-400	-92		-159	-159		0	0.00
31 DAY ADULT	401-01-06-000-300	4,033,676	4,283,000	2,733,827	3,660,000	3,605,760	-677,240	-15.81
ONE DAY UNLIMITED PASS	401-01-15-000-300	882,315	867,000	643,200	845,000	850,400	-16,600	-1.91
FIVE DAY UNLIMITED PASS	401-01-16-000-300	203,686	165,000	169,498	210,000	212,988	47,988	29.08
ONE DAY SENIOR/DISABLED	401-01-18-000-300	2,518	3,000	2,859	3,500	3,000	0	0.00
FIVE DAY SENIOR/DISABLED	401-01-19-000-300	1,778	1,500	266	500	1,000	-500	-33.33
ONE RIDE FREEDOM PASS	401-01-23-000-000	155,444	145,000	106,225	138,000	138,600	-6,400	-4.41
TWO RIDE FREEDOM PASS	401-01-24-000-000	74,392	66,500	67,694	84,000	84,880	18,380	27.64
TWO PLUS TWO FREEDOM PASS	401-01-25-000-000	44,980	24,000	26,150	30,000	20,950	-3,050	-12.71
\$12.00 STORED VALUE PASS	401-01-28-000-000	252,937	213,000	180,948	231,000	236,640	23,640	11.10
SENIOR CASH	401-02-01-000-100	74,443	71,000	64,427	82,300	79,800	8,800	12.39
31 DAY SENIOR	401-02-03-000-300	24,360	23,000	16,763	23,000	23,000	0	0.00
ENDLESS SUMMER	401-03-01-000-100	10,560	11,000	10,340	10,300	10,300	-700	-6.36
CHILD CASH	401-04-01-000-100	21,403	23,250	18,832	24,000	23,880	630	2.71
HANDICAP CASH	401-05-01-000-100	17,044	14,500	12,324	15,375	15,270	770	5.31
TOTAL CUSTOMER FARES		10,324,721	10,250,750	7,707,000	10,281,816	10,275,683	24,933	0.24
SPECIAL TRANSIT FARES								
GUAR REV-RIT	402-03-01-000-000	1,305,033	1,331,591	1,011,942	1,348,907	1,389,375	57,784	4.34
GUAR REV-U OF R	402-03-02-000-000	20,900	21,659	20,772	27,820	28,653	6,994	32.29
GUAR REV-OTHER	402-03-03-000-000	1,746		6,811	6,811	7,015	7,015	100.00
STRONG TIES SUBSIDY AGREEMENT	402-03-06-000-520	21,762	26,878	9,195	12,383	12,722	-14,156	-52.67
ROCHESTER WORKS SUBSIDY	402-03-06-000-521	6,982	7,261	5,236	7,261	7,191	-70	-0.96
NAZARETH COLLEGE SUBSIDY	402-03-06-000-524	31,672	33,431	18,033	28,867	29,649	-3,782	-11.31
BRYANT & STRATTON SUBSIDY	402-03-06-000-525	13,257	13,365	9,482	13,365	13,765	400	2.99
GUAR REV-BRIAR MANOR APARTMENTS	402-03-06-000-526	1,200	1,250	918	1,250	1,264	14	1.12
GUAR REV- HILL HAVEN	402-03-06-000-527	19,069	19,830	14,752	19,830	20,425	595	3.00
EVEREST INSTITUTE SUBSIDY	402-03-06-000-528	79,596	82,779	81,877	81,877	84,234	1,455	1.76
DIAMOND PACKAGING SUBSIDY	402-03-06-000-529	4,284	4,455	3,250	4,455	4,464	9	0.20
MONROE#1 BOCES SUBSIDY	402-03-06-000-531	2,975	2,769	2,044	2,769	2,806	37	1.34
CALKINS CORPORATE PARK SUBSIDY	402-03-06-000-532	13,432	13,438	9,785	13,438	13,341	-97	-0.72
HEWITT ENTERPRISES-CHILI, LLC	402-03-06-000-533	7,482	7,782	4,464	5,952	6,116	-1,666	-21.41
JEWISH HOME OF ROCHESTER	402-03-06-000-534	754	784	595	794	818	34	4.34
BROAD STONE REAL ESTATE	402-03-06-000-535	799	835	612	816	840	5	0.60
THE SHORE WINDS SUBSIDY	402-03-06-000-536	1,388	1,900	1,459	1,957	2,037	137	7.21
ROCHESTER TECH PARK,LLC	402-03-06-000-537	2,703	4,726	3,495	4,726	4,774	48	1.02
EMPIRE STATESMEN	402-03-06-000-538	245	250	516	250	504	254	101.60



OPERATING BUDGET DETAIL - RTS

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Regional Transit Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
LIFETIME CARE	402-03-06-000-539	2,480	4,960	5,013	5,600	7,684	2,724	54.92
SHIRE AT CULVERTON	402-03-06-000-540	236	500	538	500	523	23	4.60
UNITY HEALTH SYSTEM	402-03-06-000-541	744		6,711	2,975	12,226	12,226	100.00
WESTGATE NURSING HOME	402-03-06-000-542			941	1,297	1,332	1,332	100.00
PREMIER STAFFING	402-03-06-000-543			3,179	4,237	4,365	4,365	100.00
MERCY COMMUNITY SERVICES	402-03-06-000-544			1,397	2,445	4,254	4,254	100.00
THE HURLBUT	402-03-06-000-546					3,504	3,504	100.00
TOTAL SPECIAL TRANSIT FARES		1,538,738	1,580,443	1,223,018	1,600,582	1,663,881	83,438	5.28
SCHOOL BUS SERVICE REVENUE								
TRIPPER SERVICE	403-00-01-000-000	11,380,168	11,431,501	8,111,449	11,546,915	12,059,286	627,785	5.49
TOTAL SCHOOL BUS SERVICE REVENUE		11,380,168	11,431,501	8,111,449	11,546,915	12,059,286	627,785	5.49
AUXILIARY TRANSPORTATION REVENUE								
ADVERTISING REVENUE	406-03-01-000-000	663,718	712,500	525,265	712,500	750,000	37,500	5.26
TOTAL AUXILIARY TRANSPORTATION REVENUE		663,718	712,500	525,265	712,500	750,000	37,500	5.26
NON-TRANSPORTATION REVENUE								
WORKING CAPITAL	407-04-01-000-000	262					0	0.00
GAIN ON SALE	407-06-01-000-000	87,426	35,000	35,932	35,932	50,000	15,000	42.86
GAIN FROM FIXED PRICE SWAP	407-07-01-000-000	1,204,825		70,049	23,363	107,252	107,252	100.00
OTHER REVENUE	407-99-01-000-600	565,355	100,000	126,285	150,000	116,000	16,000	16.00
OTHER REVENUE - GOLDEN FOX	407-99-01-000-601	5,525	5,000	4,852	5,000	5,000	0	0.00
INSURANCE RECOVERY - REV. VEH.	407-99-02-000-700	258,096	65,000	20,064	40,000	50,000	-15,000	-23.08
RECOVERY OF ST DISABILITY	407-99-02-000-701	449	500	73	500	500	0	0.00
RECOVERY WORKERS COMP	407-99-02-000-702	290,841	226,116	177,342	225,416	388,843	162,727	71.97
OTHER RECOVERIES	407-99-02-000-704	11,781	1,000	8,713	8,713	1,000	0	0.00
WARRANTY REIMBURSEMENT	407-99-03-000-800	34,646	25,000	28,654	65,000	143,520	118,520	474.08
FUEL REIMB. CITY ROCH.	407-99-03-000-801	662,148	610,051	508,898	684,000	698,235	88,184	14.46
FUEL REIMB - BADEN STREET	407-99-03-000-806	6,913	5,837	3,428	5,300	6,425	588	10.07
NON REVENUE RECEIPTS - DISONTS	407-99-04-000-000	17,523	11,500	11,393	11,500	11,500	0	0.00
MEDICAL INSURANCE REV RETIREES	407-99-05-000-000	12,185	17,360	7,479	9,973	9,100	-8,260	-47.58
VENDING MACHINE COMMISSION	407-99-06-000-000	12,950		-1,107			0	0.00
PENSION FUND REIMBURSEMENT	407-99-99-000-000	30,918	35,000		35,400	39,000	4,000	11.43
TOTAL NON-TRANSPORTATION REVENUE		3,201,643	1,137,364	1,002,055	1,300,097	1,626,375	489,011	43.00
LOCAL CASH GRANTS AND REIMB								
LOCAL OPERATING REV. - 18B MATCH	409-01-01-000-000	3,524,051	3,524,051	2,643,038	3,524,051	3,524,051	0	0.00

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TOTAL LOCAL CASH GRANTS AND REIMB		3,524,051	3,524,051	2,643,038	3,524,051	3,524,051	0	0.00
STATE CASH GRANTS AND REIMB								
STATE OPERATING REVENUE	411-01-01-000-000	28,298,382	30,573,182	22,929,886	30,573,182	30,573,182	0	0.00
PREVENTATIVE MAINTENANCE	411-01-02-000-000	639,447	575,634	431,725	575,634	550,340	-25,294	-4.39
STATE OTHER REV - WTW PASS	411-99-01-000-000	338,800	82,000	3,920	85,864	82,000	0	0.00
STATE OTHER REV - WTW NON PASS	411-99-01-000-906	28,844		292	292	0	0	0.00
NYS CHARGEBACK	411-99-05-000-000	21,877	49,407	17,074	48,000	78,805	29,398	59.50
TOTAL STATE CASH GRANTS AND REIMB		29,327,350	31,280,223	23,382,898	31,282,972	31,284,327	4,104	0.01
FEDERAL CASH GRANTS AND REIMB								
FEDERAL OTHER REV - JARC	413-99-01-000-000	363,832	390,000	292,500	372,000	328,651	-61,349	-15.73
FEDERAL OTHER REV - SEC. 5311	413-99-02-000-000	42,500	40,500	30,375	40,500	43,800	3,300	8.15
FEDERAL OTHER REV - SEC. 5307	413-99-03-000-000	5,115,577	4,605,070	3,453,802	4,605,070	4,402,716	-202,354	-4.39
FEDERAL CHARGEBACK	413-99-05-000-000	203,752	395,257	145,565	412,000	633,443	238,186	60.26
FEDERAL REVENUE/UPWP	413-99-07-000-000	141,231	150,000	37,601	62,000	100,800	-49,200	-32.80
TOTAL FEDERAL CASH GRANTS AND REIMB		5,866,892	5,580,827	3,959,844	5,491,570	5,509,410	-71,417	-1.28
SUBSIDIES FROM OTHER SECTORS OF OPERATIO								
INTERCOMPANY REIMB-SAL & FRINGE	440-99-02-000-000	1,355,199	1,873,791	1,381,652	1,866,318	2,164,943	291,152	15.54
TOTAL SUBSIDIES FROM OTHER SECTORS OF OPERAT		1,355,199	1,873,791	1,381,652	1,866,318	2,164,943	291,152	15.54
SUBSIDIES FROM APPROPRIATION								
RGRTA SUBSIDY	440-99-07-000-000	-2,276,411	-2,199,370	-3,460,037	-2,937,128	-1,710,322	489,048	0.00
TOTAL SUBSIDIES FROM APPROPRIATION		-2,276,411	-2,199,370	-3,460,037	-2,937,128	-1,710,322	489,048	-22.24
TOTAL REVENUE		64,906,070	65,172,080	46,476,183	64,669,693	67,147,634	1,975,554	3.03
OPERATORS WAGES								
OPERATORS WAGES	501-01-01-010-000	15,607,178	15,523,712	11,883,774	16,159,000	16,582,000	1,058,288	6.82
OPERATORS WAGES - NEW	501-01-02-010-000	202,727	54,000	82,302	91,380	108,000	54,000	100.00
OPERATOR TRAINING								
OPERATORS	501-99-99-001-000					-140,000	-140,000	0.00
PRODUCTIVITY&EFFICIENCY IMPROV								



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TOTAL OPERATORS WAGES		15,809,906	15,577,712	11,966,076	16,250,380	16,550,000	972,288	6.24
MECHANICS WAGES								
MECHANIC WAGES - FAREBOX	501-01-01-111-000	337,071	319,000	244,680	342,000	430,600	111,600	34.98
MECHANIC WAGES - SERVICE BUILDING	501-01-02-051-000	991,130	926,000	707,312	952,500	963,300	37,300	4.03
MECHANIC WAGES - GARAGE	501-01-03-061-000	1,988,577	1,978,000	1,418,589	1,934,500	1,988,400	10,400	0.53
MECHANIC WAGES - BUILDINGS/GROUNDS MECH	501-01-05-125-000	288,278	280,000	180,072	264,500	282,300	2,300	0.82
MECHANIC WAGES - BUILD/GROUNDS NON MECH	501-01-06-125-000	464,490	461,000	363,318	494,000	481,100	20,100	4.36
MECHANICS WAGES - OVERHAUL	501-01-07-061-000	554,001	586,000	389,517	521,500	565,200	-20,800	-3.55
MECHANICS WAGES - BODYSHOP	501-01-08-061-000	562,059	537,000	337,938	470,000	476,900	-60,100	-11.19
MECHANICS PRODUCTIVITY&EFFICIENCY IMPROV	501-99-99-002-000					-40,000	-40,000	0.00
TOTAL MECHANICS WAGES		5,185,606	5,087,000	3,641,425	4,979,000	5,147,800	60,800	1.20
OTHER WAGES								
OTHER WAGES - TRANS OPERATIONS ADMIN	501-02-01-011-000	259,403	291,423	196,716	273,400	164,103	-127,320	-43.69
OTHER WAGES - TRANSPORTATION SERVICES	501-02-01-021-000	470,686	465,056	327,042	409,500	439,400	-25,656	-5.52
OTHER SAL&WAG REG OPTRTNS ADM	501-02-01-041-000	77,457	77,843	58,744	77,839	78,480	637	0.82
OTHER WAGES - MAINTENANCE ADMIN	501-02-01-061-000	164,808	211,391	156,178	217,000	250,443	39,052	18.47
OTHER WAGES - CUSTOMER SERVICE	501-02-01-162-000	329,474	321,863	276,954	376,000	429,800	107,937	33.54
OTHER WAGES - BUSINESS DEVELOPEMENT	501-02-01-163-000	186,009	205,079	194,816	285,960	266,155	61,076	29.78
OTHER WAGES - COMMUNICATIONS	501-02-01-164-000	89,998	127,490	108,665	179,000	371,340	243,850	191.27
OTHER WAGES - LEGAL AFFAIRS	501-02-01-165-000	211,321	233,525	120,325	164,000	172,325	-61,200	-26.21
OTHER WAGES - PEOPLE	501-02-01-167-000	518,956	683,969	663,796	906,000	984,065	300,096	43.88
OTHER WAGES - INFORMATION TECHNOLOGY	501-02-01-170-000	517,728	503,931	291,246	394,000	567,143	63,212	12.54
OTHER WAGES - FINANCE	501-02-01-171-000	360,331	421,843	286,377	411,000	461,145	39,302	9.32
OTHER WAGES - GENERAL MANAGEMENT	501-02-01-176-000	260,646	253,662	187,531	256,000	269,645	15,983	6.30
OTHER WAGES - PGA	501-02-01-177-000	189,823	224,863	131,759	200,000	231,950	7,087	3.15
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	304,409	269,133	142,122	284,133	172,681	-96,452	-35.84
OTHER WAGES R&D/PERFORMANCE MEASUREMENT	501-02-01-182-000	132,781	422,474	268,638	385,000	448,465	25,991	6.15

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OTHER WAGES - PROJECT MANAGEMENT OFFICE	501-02-01-183-000	146,974	268,161	237,361	320,000	329,945	61,784	23.04
OTHER WAGES - ENGINEERING & FACILITIES	501-02-01-184-000	90,225	135,534	95,309	130,500	141,846	6,312	4.66
OTHER WAGES-MARKETING	501-02-01-185-000		-93,000		-23,000		93,000	0.00
OTHER SALARY & WAGES-PLANNING	501-02-01-186-000		154,540	97,131	144,000	185,975	31,435	20.34
OTHER WAGES SAFETY & SECURITY	501-02-01-187-000					214,000	214,000	100.00
OTHER WAGES-VACANCY FACTOR	501-02-01-188-000					-400,000	-400,000	0.00
OTHER WAGES - RADIO CONTROL & DISPATCH	501-02-02-011-000	1,410,340	1,533,776	1,054,317	1,475,000	738,615	-795,161	-51.84
OTHER WAGES - GARAGE SUPERVISORS	501-02-02-061-000	771,268	818,577	587,582	805,000	846,925	28,348	3.46
OTHER WAGES-ROAD SUPERVISORS	501-02-02-161-000					780,810	780,810	100.00
OTHER WAGES - TRANS OPERATIONS ATU ADMIN	501-02-03-011-000	38,539	40,965	28,420	38,540	40,965	0	0.00
OTHER WAGES - MAINTENANCE ADMIN ATU	501-02-03-061-000	29,177	39,201	19,340	27,125	38,635	-566	-1.44
TOTAL OTHER WAGES		6,560,353	7,611,299	5,530,370	7,735,997	8,224,856	613,557	8.06
FRINGE BENEFITS								
FICA	502-01-01-000-000	2,381,859	2,453,259	1,850,114	2,518,105	2,600,327	147,068	5.99
PENSION CONT. NON UNION	502-02-01-000-000				286,474		0	0.00
PENSION CONT. UNION	502-02-02-000-000	401,476	392,100	305,467	418,450	427,750	35,650	9.09
PENSION ADM EXP ACTUARY	502-02-03-000-000	15,803	62,350	12,750	62,350	31,150	-31,200	-50.04
PENSION FUND MGMT FEE	502-02-04-000-000	303,042	315,500	298,168	315,500	331,000	15,500	4.91
EMPLOYER MATCH TEAMSTERS 457	502-02-07-000-000	23,128	26,000	14,972	20,000	22,225	-3,775	-14.52
EXECUTIVE 457 DEFERRAL	502-02-08-000-000	5,000	5,000	12,000	12,000	12,000	7,000	140.00
HEALTHCARE - ACTIVE	502-03-01-000-000	5,267,132	5,827,272	4,189,519	5,665,000	5,892,413	65,141	1.12
HOSP INS - RETIREES	502-03-02-000-000	2,666,969	2,712,286	1,702,848	2,310,000	2,198,000	-514,286	-18.96
VISION CARE	502-03-04-000-000	29,278	35,384	24,513	33,000	37,000	1,616	4.57
VISION CARE - RETIREES	502-03-05-000-000	11,299	13,500	9,087	12,500	14,335	835	6.19
HRA-HEALTH REIMBURSEMENT ACCOUNT	502-03-06-000-000	187,265	319,257	211,895	283,895	315,470	-3,787	-1.19
DENTAL PLANS	502-04-01-000-000	226,918	223,000	178,269	244,680	267,111	44,111	19.78
DENTAL PLAN - RETIREES	502-04-02-000-000	41,855	41,100	26,821	41,100	51,500	10,400	25.30
GROUP LIFE PENSION INS GROUP	502-05-01-169-000	8,767	2,520	18,561	25,000	25,200	22,680	900.00
GROUP LIFE INSURANCE	502-05-02-169-000	129,073	135,000	73,379	99,000	95,200	-39,800	-29.48
SHORT TERM DBL INS PLAN	502-06-01-169-000	105,986	101,750	66,048	95,000	99,000	-2,750	-2.70
STATE UNEMPLOYMENT INS	502-07-02-169-000	104,564	100,000	42,616	115,700	120,000	20,000	20.00
WORKERS COMPENSATION	502-08-01-000-000	391,717	627,603	70,642	583,000	693,156	65,553	10.44
WORKERS COMPENSATION - MEDICAL	502-08-02-000-000	163,250	175,380	133,523	176,000	203,820	28,440	16.22



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WORKERS COMPENSATION - INDEMNITY	502-08-04-000-000	917,766	801,060	647,541	940,000	988,051	166,991	20.85
SICK LEAVE	502-09-01-000-000	718,948	703,116	601,681	781,053	747,117	44,001	6.26
HOLIDAY	502-10-01-000-000	830,525	914,119	712,518	879,475	924,269	10,150	1.11
VACATION	502-11-01-000-000	1,690,223	1,704,541	1,462,785	1,738,360	1,716,604	12,063	0.71
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000	55,499	75,741	45,599	65,502	65,024	-10,717	-14.15
UNIFORM & TOOL ALLOWANCE	502-13-01-000-000	206,599	194,000	122,922	206,000	212,000	18,000	9.28
PAID TIME OFF	502-15-01-000-000	469,575	395,213	413,649	486,643	435,531	40,318	10.20
OPEB EXPENSE-Current Portion	502-17-02-000-000	2,380,525				-65,000	0	0.00
FRINGE	502-99-99-001-000						-65,000	0.00
PRODUCTIVITY&EFFICIENCY IMPROVEME								
TOTAL FRINGE BENEFITS		19,734,039	18,356,051	13,247,888	18,413,787	18,440,253	84,202	0.46
SERVICES								
MANAGEMENT SERVICE FEES-RGRTA	503-01-01-000-000	966,959	917,703	445,821	573,005	659,559	-258,144	-28.13
PROFESSIONAL SERVICES - COMMUNICATIONS	503-03-01-164-000	148					0	0.00
PROFESSIONAL SERVICES - INJURY LAW	503-03-01-165-000	207,200	180,000	208,649	210,000	250,000	70,000	38.89
PROFESSIONAL SERVICES - TRAINING	503-03-01-166-000	792					0	0.00
PROFESSIONAL SERVICES - PEOPLE	503-03-01-167-000	58,819	11,500	1,776	11,500		-11,500	-100.00
PROFESSIONAL SERVICES - GENERAL LAW	503-03-01-168-000	11,954	35,000	17,581	25,000	40,000	5,000	14.29
PROFESSIONAL SERVICES - AUDIT	503-03-01-171-000	112,627	92,340	70,171	92,340	95,513	3,173	3.44
OTHER PROFESSIONAL SERVICES	503-03-01-174-000	85,947	64,000	10,451	37,000		-64,000	-100.00
PROFESSIONAL SERVICES - LABOR LAW	503-03-01-176-000	166,724	290,075	161,408	283,000	234,800	-55,275	-19.06
GOVERNMENT RELATIONS	503-03-01-179-000	287,218	242,000	159,843	222,000	227,000	-15,000	-6.20
TEMPORARY HELP	503-04-01-167-000	38,318	25,000	23,779	75,000		-25,000	-100.00
CONTRACTED SERVICES - OPERATIONS	503-05-02-011-000	2,027					0	0.00
CONTRACTED SERVICES - TRANS SERVICES	503-05-02-021-000			7,750			0	0.00
CONTRACTED SERVICES - MAINTENANCE	503-05-02-042-000	7,185	52,500	26,441	29,000	5,600	-46,900	-89.33
CONTRACTED SERVICES - CUSTOMER SERVICE	503-05-02-162-000	8,065	8,020	4,240	8,020	10,230	2,210	27.56
CONTRACTED SERVICES - BUSINESS DEV. COMMUNICATIONS	503-05-02-163-000	8,312	11,600	1,873	6,600	385,000	0	0.00
CONTRACTED SERVICES - TRAINING	503-05-02-166-000	2,196	2,440	335	635		-2,440	-100.00
CONTRACTED SERVICES - PEOPLE	503-05-02-167-000	10,331	83,970	45,085	72,000	111,036	27,066	32.23
CONTRACTED SERVICES - LEGAL AFFAIRS	503-05-02-168-000	6,000				2,000		100.00
CONTRACTED SERVICES - FINANCE	503-05-02-171-000	23,987	53,000	16,997	24,000	204,400	151,400	285.66
CONTRACTED SERVICES - PGA	503-05-02-177-000	7,894	8,600	5,067	6,750	8,700	100	1.16

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CONTRACTED SERVICES - PLANNING	503-05-02-179-000	86,754	92,500	69,479	92,500	93,200	700	0.76
CONTRACTED SERVICES - FACILITY MAINT	503-05-02-180-000	78,638	103,300	44,713	64,000	107,007	3,707	3.59
CONTRACTED SERVICES	503-05-02-182-000	16,133	147,400	88,152	147,400	131,500	-15,900	-10.79
R&D PERF MEASUREMENT								
CONTRACTED SERVICES	503-05-02-187-000					225,000	225,000	100.00
SAFETY & SECURITY								
CONTRACTED SERVICES - IT	503-05-03-170-000	10,391	44,525	14,289	44,525	265,600	221,075	496.52
SOFTWARE MAINTENANCE FEES	503-05-03-171-000	341,569	712,541	254,190	452,253	513,516	-199,025	-27.93
PARTS DEPARTMENT MANAGEMENT	503-05-05-061-000	449,750	460,000	352,729	460,000	478,000	18,000	3.91
RIDE SHARE GUAR RIDE HOME	503-05-05-160-000	75	200	25	200	200	0	0.00
CUSTODIAL SERVICES	503-06-01-043-000	69,342	120,000	77,666	117,000	162,500	42,500	35.42
SECURITY SERVICES	503-07-01-161-000	377,829	386,000	286,137	392,000	247,000	-139,000	-36.01
MEDICAL SERVICES	503-99-01-000-000	92,000	94,250	72,741	94,250	96,000	1,750	1.86
WELFARE TO WORK EXP _ PHASE II	503-99-02-000-000	50,353	32,000	40,037	45,000		-32,000	-100.00
TOTAL SERVICES		3,716,309	4,270,464	2,507,424	3,584,978	4,553,361	282,897	6.62
FUEL & LUBRICANTS								
M&S FUEL CONSUMED DIESEL NO 1	504-01-01-051-000	5,339,319	5,314,329	3,966,727	5,407,279	5,407,721	93,392	1.76
M&S CONSUMED FUEL FOR SER VEH	504-01-02-081-000	686,802	639,196	532,747	711,505	721,600	82,404	12.89
M&S CONSUMED OIL	504-01-03-051-000	60,217	76,100	54,155	73,670	73,300	-2,800	-3.68
M&S CONSUMED OTHER LUBRICANTS	504-01-04-051-000	103,991	117,000	79,735	109,450	114,500	-2,500	-2.14
FUEL						-50,000	-50,000	0.00
PRODUCTIVITY&EFFICIENCY IMPROVEMENT	504-99-99-001-000							
TOTAL FUEL & LUBRICANTS		6,190,328	6,146,625	4,633,364	6,301,904	6,267,121	120,496	1.96
PARTS & REPAIRS								
M&S CONSUMED TIRES	504-02-01-051-000	306,811	327,000	227,606	311,510	325,500	-1,500	-0.46
M&S CONSUMED SERV REV VEH	504-99-02-051-000	27,104	28,300	4,532	20,000	28,600	300	1.06
M&S CONSUMED	504-99-04-061-000	2,318,317	2,420,000	1,427,564	2,096,000	2,193,750	-226,250	-9.35
MAINTENANCE REV VEHICLE								
GILLIG BUS PARTS	504-99-06-051-000	-22		-9	-9		0	0.00
M&S CONSUMED	504-99-06-091-000	55,356	60,000	38,026	60,000	60,000	0	0.00
MAINTENANCE SERV VEH								
M&S CONSUMED RADIO REPAIR PARTS	504-99-07-126-000	962	29,500			5,000	-24,500	-83.05
M&S CONSUMED	504-99-08-111-000	152,370	131,000	71,267	110,000	72,000	-59,000	-45.04
MAINTENANCE FAREBOX								
CAMERA REPAIR PARTS	504-99-08-161-000	21,597	26,000	2,525	26,000	30,000	4,000	15.38
PARTS	504-99-99-002-000					-25,000	-25,000	0.00
PRODUCTIVITY&EFFICIENCY								



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IMPROVEMEN								
TOTAL PARTS & REPAIRS		2,882,495	3,021,800	1,771,511	2,623,501	2,689,850	-331,950	-10.99
OTHER MATERIALS & SUPPLIES								
M&S-BUSINESS DEVELOPEMENT	504-99-04-163-000	86	8,000	1,642	6,950	46,700	38,700	483.75
M&S CONSUMED BUILDINGS AND GROUNDS	504-99-09-125-000	300,065	280,000	263,411	325,500	310,500	30,500	10.89
OTH M&S PRINTNG TICKETS&PASSES	504-99-10-151-000	32,298	53,000	38,494	53,000	48,000	-5,000	-9.43
MATERIALS & SUPPLIES - PEOPLE	504-99-11-166-000	19,088	17,100	18,053	17,100	30,000	12,900	75.44
MATERIALS & SUPPLIES - IT	504-99-12-170-000	22,422	10,769	9,258	10,769	38,750	27,981	259.83
OTHER M&S OFFICE SUPPLIES	504-99-13-000-000	84,958	75,000	61,890	82,000	84,000	9,000	12.00
OTHER M&S PRINTNG PUBLIC SCHDLS	504-99-14-000-000	138,004	105,000	98,724	145,000	131,200	26,200	24.95
OTHER M&S MEDICAL	504-99-15-000-000	4,725	6,575	5,637	6,575	7,680	1,105	16.81
MATERIALS & SUPPLIES - COMMUNICATIONS	504-99-16-164-000	35,026	70,150	29,313	69,100	28,500	-41,650	-59.37
INVOICE PRICE VARIANCE ACCOUNT	504-99-17-000-000	-128		-5	-4		0	0.00
MATERIALS & SUPPLIES - CUSTOMER SERVICE	504-99-21-000-000	2,279	7,750	2,703	7,750	4,850	-2,900	-37.42
OTHER MATERIALS & SUPPLIES	504-99-22-000-000	72,977	26,200	16,247	20,000	17,500	-8,700	-33.21
OTH M&S BUS SHELTER MATERIAL	504-99-23-000-000	23,383	34,500	26,364	38,500	37,000	2,500	7.25
M&S SHOP & BUILD EQUIPMENT	504-99-24-000-000	37,066	30,000	25,969	40,000	30,000	0	0.00
MATERIALS & SUPPLIES - TRANS OPERATIONS	504-99-25-011-000	12,131	4,000	6,838	8,500	1,500	-2,500	-62.50
M&S MAINTENENCE SHOP SUPPLIES	504-99-26-061-000	328,585	345,000	190,668	282,520	275,000	-70,000	-20.29
NON-CAPITALIZABLE EQUIPMENT	504-99-27-000-000	59		5,379	5,379	0	0	0.00
OTH M&S-MARKETING	504-99-27-185-000		93,000	40,582	93,000		-93,000	-100.00
OTH M&S SAFETY & SECURITY	504-99-28-187-000					1,500	1,500	100.00
OTH M&S-PMO	504-99-29-178-000					500	500	100.00
OTH M&S- R & D	504-99-30-182-000					1,000	1,000	100.00
OTH M&S- PLANNING	504-99-31-179-000					1,500	1,500	100.00
OTH M&S- TRANSPORTATION SERVICES	504-99-32-021-000					1,000	1,000	100.00
OTHER MATERIAL PRODUCTIVITY&EFFICIENCY	504-99-99-003-000					-15,000	-15,000	0.00
TOTAL OTHER MATERIALS & SUPPLIES		1,113,025	1,166,044	841,168	1,191,639	1,081,680	-84,364	-7.24
UTILITIES								
UTILITIES ELECTRIC	505-02-01-000-000	344,280	362,135	247,169	360,000	376,000	13,865	3.83
UTILITIES GAS	505-02-02-000-000	196,226	306,000	106,658	210,000	238,000	-68,000	-22.22
UTILITIES WATER	505-02-03-000-000	32,115	46,500	22,230	42,000	47,250	750	1.61
UTILITIES - TELEPHONE	505-02-05-000-000	109,630	117,000	81,876	110,000	126,000	9,000	7.69

2013-2014 OPERATING BUDGET DETAIL
Regional Transit Service

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Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
UTILITIES TELEPHONES - MKTG RIDE SHR	505-02-06-000-000	550		21	22		0	0.00
UTILITIES ELECTRIC BUS SHELTER & SIGNS	505-02-07-000-000		25,979	15,586	36,766	25,000	-979	-3.77
TOTAL UTILITIES		682,801	857,614	473,540	758,788	812,250	-45,364	-5.29
CASUALTY AND LIABILITY COSTS								
PREMIUMS: PHYSICAL DAMAGE INS.	506-01-01-000-000	502,243	549,936	411,773	542,738	585,864	15,928	2.90
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000	938,595	446,000	298,562	494,000	540,000	94,000	21.08
PAYOUTS EMPLOYMENT	506-04-02-000-000	-37,309		45,514	69,514	19,000	19,000	100.00
PRACTICES EXPENSE								
TOTAL CASUALTY AND LIABILITY COSTS		1,403,529	995,936	755,849	1,106,252	1,124,864	128,928	12.95
TAXES								
OTHER TAXES	507-99-01-000-000	17,910	19,500	13,601	20,000	22,000	2,500	12.82
TOTAL TAXES		17,910	19,500	13,601	20,000	22,000	2,500	12.82
MISC EXPENSES								
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	27,698	38,500	14,984	38,500	50,000	11,500	29.87
TRAVEL & TRAINING - GENERAL	509-02-01-000-000	35,185	30,000	11,341	23,400	24,000	-6,000	-20.00
TRAVEL & TRAINING - OPERATIONS	509-02-01-011-000	48,781	34,000	17,770	32,500	17,000	-17,000	-50.00
TRAVEL & TRAINING - TRANS SERVICES	509-02-01-021-000	42,681	27,000	3,690	21,750	22,000	-5,000	-18.52
TRAVEL & TRAINING - MAINTENANCE	509-02-01-042-000	44,145	30,000	9,707	28,500	24,600	-5,400	-18.00
TRAVEL & TRAINING - CUSTOMER SERVICE	509-02-01-162-000	3,718	7,500	6,109	7,500	4,200	-3,300	-44.00
TRAVEL & TRAINING - BUSINESS DEVELOPMENT	509-02-01-163-000	7,703	5,000	2,567	3,000	8,250	3,250	65.00
TRAVEL & TRAINING - COMMUNICATIONS	509-02-01-164-000	1,509	6,500	682	6,500	2,500	-4,000	-61.54
TRAVEL & TRAINING - TRAINING	509-02-01-166-000	10,174	6,500	7,983	6,500		-6,500	-100.00
TRAVEL & TRAINING - PEOPLE	509-02-01-167-000	11,798	32,500	23,133	32,500	99,500	67,000	206.15
TRAVEL & TRAINING - LEGAL AFFAIRS	509-02-01-168-000	11,035	11,110	4,452	8,150	5,050	-6,060	-54.55
TRAVEL & TRAINING - IT	509-02-01-170-000	36,736	40,500	23,657	40,500	8,500	-32,000	-79.01
TRAVEL & TRAINING - FINANCE	509-02-01-171-000	17,106	20,000	5,576	15,000	15,500	-4,500	-22.50
TRAVEL & TRAINING - PGA	509-02-01-177-000	10,850	10,900	8,706	10,900	15,600	4,700	43.12
TRAVEL & TRAINING - PMO	509-02-01-178-000	5,545	8,000	538	8,000	17,450	9,450	118.13
TRAVEL & TRAINING - PLANNING	509-02-01-179-000	1,006	9,000	5,863	14,200	6,000	-3,000	-33.33
TRAVEL&TRAINING-FACILITY MAINTENANCE	509-02-01-180-000	4,977	8,000	6,031	8,000	16,500	8,500	106.25
TRAVEL & TRAINING - R&D PERF MEASU	509-02-01-182-000	8,845	31,125	15,693	28,125	31,950	825	2.65
TRAVEL & TRAINING MARKETING	509-02-01-185-000		5,000	379	7,000		-5,000	-100.00
TRAVEL & TRAINING SAFETY & SECURITY	509-02-01-187-000					12,000	12,000	100.00
MISCELLANEOUS SERVICE EXPANSION	509-02-01-190-000					100,000	100,000	100.00
MISC EXP FINES AND PENALTIES	509-06-01-000-000			1,957	1,957		0	0.00



OPERATING BUDGET DETAIL - RTS

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Regional Transit Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
MISC EXP BAD DEBT	509-07-01-000-000	9,528		37	200,000	210,000	0	0.00
ADVERTISING & PROMOTION	509-08-01-164-000	97,925	200,000	57,758			10,000	5.00
EMPLOYMENT ADVERTISING	509-08-01-167-000	7,692	11,000	10,482		15,000	4,000	36.36
RFP & IFB ADVERTISING	509-08-01-177-000	3,322	5,000	2,890		8,000	3,000	60.00
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	118,797	177,000	75,758	103,000	105,194	-71,806	-40.57
MISC EXP-EMPLOYEE	509-99-50-000-000		24,500	12,740	24,500	25,000	500	2.04
REWARD & RECOGN SYSTEM								
MISC EXP-EMPLOYEE	509-99-51-000-000		25,000	11,456	25,000	27,500	2,500	10.00
WELLNESS PROGRAM								
LOSS FROM FIXED PRICE SWAP	509-99-93-000-000			59,930			0	0.00
LOSS ON SALE	509-99-98-000-000			7,441	7,500		0	0.00
PRODUCTIVITY & EFFICIENCY IMPROVEMENTS	509-99-99-001-000					-65,000	-65,000	0.00
INTEREST EXPENSE	511-01-01-000-000	1,915					0	0.00
CURRENT YEAR PROJECT EXPENSE	513-00-06-000-000	-181,999		19,865			0	0.00
TOTAL MISC EXPENSES		386,674	803,635	429,178	718,482	806,294	2,659	0.33
LEASES AND RENTALS								
LEASES&RENT PASS TERM MIDTOWN	512-02-01-000-000	11,611	12,000	5,923	5,923		-12,000	-100.00
LEASE FACILITIES AT HSBC	512-02-02-000-000	6,000	6,000	4,500	6,000	6,000	0	0.00
C.C. - RENT	512-12-01-000-000	18,842	19,100	14,568	19,441	20,000	900	4.71
LEASES&RENTALS COPIER	512-12-02-000-000	126,950	115,300	93,800	122,750	127,605	12,305	10.67
SOFTWARE LICENSE FEES	512-12-04-000-000	14,970	37,400	18,365	43,050	72,800	35,400	94.65
IT DISASTER RECOVERY EQUIPMENT	512-12-05-000-000		45,000			11,000	-34,000	-75.56
TOTAL LEASES AND RENTALS		178,373	234,800	137,156	197,164	237,405	2,605	1.11
LOCAL DEPRECIATION								
DEP/AMOR LOCAL PROJECT	513-00-01-000-000	1,044,721	1,023,600	723,213	983,400	1,189,900	166,300	16.25
TOTAL LOCAL DEPRECIATION		1,044,721	1,023,600	723,213	983,400	1,189,900	166,300	16.25
NET INCOME BEFORE DEPRECIATION								
OTH M&S INSP&MAINT REV VEHICLE/NAPA	504-99-04-063-000			-195,579	-195,579		0	0.00
TOTAL NET INCOME BEFORE DEPRECIATION				-195,579	-195,579		0	0.00
TOTAL EXPENSES		64,906,070	65,172,080	46,476,183	64,669,693	67,147,634	1,975,554	3.03

2013-2014 OPERATING BUDGET DETAIL

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Lift Line Inc.

Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CUSTOMER FARES								
ADULT CASH	401-01-01-000-100	101,451	99,000	78,591	105,000	102,500	3,500	3.54
\$18.00 LIFTLINE PASSES	401-01-21-000-300	35,496	33,000	26,568	36,485	37,000	4,000	12.12
\$25.00 LIFTLINE PASSES	401-01-22-000-300	-900					0	0.00
\$12.00 Lift Line Passes	401-01-26-000-000	1,212	1,000	132	132		-1,000	-100.00
\$20.00 LIFT LINE PASS	401-01-27-000-000	168,980	166,000	124,002	167,640	167,680	1,680	1.01
TOTAL CUSTOMER FARES		306,239	299,000	229,293	309,257	307,180	8,180	2.74
NON-TRANSPORTATION REVENUE								
GAIN ON SALE	407-06-01-000-000	3,507					0	0.00
OTHER REVENUE	407-99-01-000-600	22,909	1,000	2,583	2,583	2,000	1,000	100.00
INSURANCE RECOVERY - REV. VEH.	407-99-02-000-700	12,067		1,034	1,034		0	0.00
RECOVERY OF ST DISABILITY	407-99-02-000-701	314					0	0.00
NON REVENUE RECEIPTS - DISCONTS	407-99-04-000-000	2,763	1,500	1,598	1,560	2,000	500	33.33
VENDING MACHINE COMMISSION	407-99-06-000-000	328		-484			0	0.00
PENSION FUND REIMBURSEMENT	407-99-99-000-000				19,146	20,000	20,000	100.00
TOTAL NON-TRANSPORTATION REVENUE		41,889	2,500	4,731	24,323	24,000	21,500	860.00
STATE CASH GRANTS AND REIMB								
STATE OPERATING REV	411-01-01-000-000	1,890,669	1,890,669	1,418,002	1,890,669	1,890,669	0	0.00
STATE OPERATING REV - PREVENTATIVE MAINT	411-01-02-000-000	12,500	12,500	9,375	12,500	12,500	0	0.00
TOTAL STATE CASH GRANTS AND REIMB		1,903,169	1,903,169	1,427,377	1,903,169	1,903,169	0	0.00
FEDERAL CASH GRANTS AND REIMB								
FEDERAL OTHER REV - SEC. 5307	413-99-03-000-000	100,000	100,000	75,000	100,000	100,000	0	0.00
FEDERAL-NEW FREEDOMS	413-99-06-000-000	18,550	12,000	10,174	17,000	18,000	6,000	50.00
TOTAL FEDERAL CASH GRANTS AND REIMB		118,550	112,000	85,174	117,000	118,000	6,000	5.36
SUBSIDIES FROM OTHER SECTORS OF OPERATIO								
INTERCOMPANY REIMB-SAL & FRINGE	440-99-02-000-000	51,057	49,386	36,954	49,272	50,494	1,108	2.24
TOTAL SUBSIDIES FROM OTHER SECTORS OF OPERAT		51,057	49,386	36,954	49,272	50,494	1,108	2.24
SUBSIDIES FROM APPROPRIATION								
RGRTA SUBSIDY	440-99-07-000-000	4,637,645	4,581,640	3,278,088	4,691,891	4,928,393	346,753	7.57
TOTAL SUBSIDIES FROM APPROPRIATION		4,637,645	4,581,640	3,278,088	4,691,891	4,928,393	346,753	7.57



OPERATING BUDGET DETAIL - LL

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Lift Line Inc.							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL REVENUE		7,058,548	6,947,695	5,061,617	7,094,912	7,331,236	383,541	5.52
OPERATORS WAGES								
OPERATORS WAGES REGULAR	501-01-01-010-000	1,988,462	2,013,407	1,519,021	2,080,000	2,139,131	125,724	6.24
OPERATORS WAGES DR TRAINING	501-01-02-010-000	5,280		19,287	21,170	14,400	14,400	100.00
TOTAL OPERATORS WAGES		1,993,742	2,013,407	1,538,308	2,101,170	2,153,531	140,124	6.96
MECHANICS WAGES								
PARTS-PURCHASING WAGES	501-01-01-172-000	73,018	72,500	51,109	70,000	79,000	6,500	8.97
MECHANIC WAGES SERV REV VEHIC	501-01-02-051-000	88,407	86,700	53,793	73,000	75,000	-11,700	-13.49
MECHANIC WAGES INSP&MAINT RVEH	501-01-03-061-000	321,117	347,200	241,753	329,000	345,000	-2,200	-0.63
TOTAL MECHANICS WAGES		482,542	506,400	346,655	472,000	499,000	-7,400	-1.46
OTHER WAGES								
OTH SAL&WAGE ADM TRANS OPERTNS	501-02-01-011-000	383,927	390,562	167,657	225,000	213,940	-176,622	-45.22
OTH SAL&WAGE SCHEDULING	501-02-01-021-000	267,675	275,156	210,185	281,000	285,360	-9,796	-3.56
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	20,412	59,580	15,415	59,580	37,345	-22,235	-37.32
TRANSP OPER ROAD	501-02-02-011-000	2,112		139,734	183,500	176,850	176,850	100.00
SUPERVISORS&DISPATCH								
TOTAL OTHER WAGES		674,126	725,298	532,991	749,080	693,495	-31,803	-4.38
FRINGE BENEFITS								
FICA	502-01-01-000-000	266,571	273,753	203,287	280,298	280,398	6,645	2.43
PENSION PROVISION NON UNION	502-02-01-000-000	20,364	21,826	38,092	38,092	38,092	16,266	74.53
PENSION PROVISION UN CONT GR	502-02-02-000-000	82,085	83,000	55,150	83,000	87,000	4,000	4.82
PENSION ADM EXP ACTUARY	502-02-03-000-000	31,200	26,500	19,875	26,500	26,500	0	0.00
PENSION FUND MGMT FEE	502-02-04-000-000	22,903	23,400	12,457	23,400	26,500	3,100	13.25
BLUE CROSS/BLUE SHIELD	502-03-01-000-000	657,489	664,813	486,347	651,175	718,734	53,921	8.11
HRA-HEALTH REIMBURSEMENT ACCOUNT	502-03-06-000-000	20,539	36,743	13,145	17,645	17,436	-19,307	-52.55
DENTAL PLANS	502-04-01-000-000	24,015	28,089	15,571	21,000	20,000	-8,089	-28.80
GROUP LIFE INSURANCE	502-05-02-169-000	7,379	7,450	3,729	4,900	5,090	-2,360	-31.68
SHORT TERM DBL INS PLAN	502-06-01-169-000	7,124	7,500	15,428	20,000	20,000	12,500	166.67
STATE UNEMPLOYMENT INS	502-07-02-169-000	8,615	20,000	8,766	31,200	20,000	0	0.00
WORKERS COMPENSATION	502-08-01-000-000	95,486	64,300	14,697	47,600	50,962	-13,338	-20.74
WORKERS COMPENSATION MEDICAL	502-08-02-000-000	11,272	19,980	17,840	23,000	20,640	660	3.30
WORKERS COMPENSATION INDEMNITY	502-08-04-000-000	169,182	91,260	30,624	54,500	99,840	8,580	9.40

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Lift Line Inc.

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
SICK LEAVE	502-09-01-000-000	46,262	58,453	39,005	55,739	56,074	-2,379	-4.07
HOLIDAY	502-10-01-000-000	99,451	92,017	89,317	101,817	91,593	-424	-0.46
VACATION	502-11-01-000-000	112,009	116,483	89,238	114,807	114,848	-1,635	-1.40
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000	3,350	4,654	2,272	3,062	4,409	-2,45	-5.26
UNIFORM&WORK CLOTHING ALLOW	502-13-01-000-000	30,077	29,000	20,091	29,000	30,000	1,000	3.45
PAID TIME OFF	502-15-01-000-000	80,208	61,759	51,820	66,356	52,377	-9,382	-15.19
TOTAL FRINGE BENEFITS		1,795,580	1,730,980	1,226,750	1,693,091	1,780,493	49,513	2.86
SERVICES								
MANAGEMENT SERVICE FEES-RGRTA	503-01-01-000-000	99,672	82,996	43,461	57,063	59,303	-23,693	-28.55
MANAGE SERV FEES - RTS	503-01-02-000-000	362,214	573,563	398,677	532,018	606,129	32,566	5.68
PROF AND TECH SER INJ LAWYERS	503-03-01-165-000	63,120	37,200	8,067	39,000	60,000	22,800	61.29
PROF AND TECH SER GEN LAW EXP	503-03-01-168-000		10,000	9,492	5,000	10,500	500	5.00
PROF AND TECH SERV OUTSIDE AUD	503-03-01-171-000	15,260	7,581	4,699	7,581	10,712	3,131	41.30
OTHER PROF SERVICES	503-03-01-174-000	30,211	23,000	1,630	2,350	3,125	-19,875	-86.41
PROF & TECH SERV LABOR LAW	503-03-01-176-000	105,566	41,250	61,116	93,000	40,000	-1,250	-3.03
TEMPORARY HELP TRANSPORTATION	503-04-01-011-000			1,464	1,464	0	0	0.00
CONTRACT SERVICE - REVENUE VEH	503-05-01-051-000	12,627	30,000	17,526	25,000	41,000	11,000	36.67
CONTRACT MAINTENANCE -	503-05-02-168-000	4,000				0	0	0.00
LEGAL AFFAIRS								
SOFTWARE MAINTENANCE FEES	503-05-03-171-000	34,955	35,066	28,868	36,804	36,232	1,166	3.33
CUSTODIAL SERVICES	503-06-01-043-000	9,840	10,150	7,779	10,734	11,300	1,150	11.33
MEDICAL SERVICES	503-99-01-000-000	1,242	1,800	857	1,500	1,900	100	5.56
TOTAL SERVICES		738,707	852,606	583,637	811,514	880,201	27,595	3.24
FUEL & LUBRICANTS								
M&S FUEL CONSUMED DIESEL NO 1	504-01-01-051-000	499,114	489,200	350,504	449,960	290,135	-199,065	-40.69
FUEL FOR REVENUE VEHICLES GAS	504-01-02-051-000			38,865	59,028	210,926	210,926	100.00
M&S CONSUMED FUEL FOR SER VEH	504-01-02-081-000	7,217	6,800	1,633	2,165	6,615	-185	-2.72
M&S FUEL CONSUMED OIL	504-01-03-051-000	12,574	13,600	8,816	13,000	14,000	400	2.94
M&S CONSUMED OTHER LUBRICANTS	504-01-04-051-000	10,151	7,100	1,014	5,000	7,000	-100	-1.41
TOTAL FUEL & LUBRICANTS		529,055	516,700	400,832	529,153	528,676	11,976	2.32
PARTS & REPAIRS								
M&S CONSUMED TIRES AND TUBES	504-02-01-051-000	33,068	42,700	26,578	37,000	42,700	0	0.00
OTH M&S INSP&MAINT REV VEHICLE	504-99-04-061-000	127,518	115,000	147,177	200,000	135,000	20,000	17.39
TOTAL PARTS & REPAIRS		160,585	157,700	173,755	237,000	177,700	20,000	12.68
OTHER MATERIALS & SUPPLIES								



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Lift Line Inc.							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
OTHER M&S MAINT BLDGS GRNDS&EG	504-99-09-125-000	48,572	55,000	41,320	55,000	55,000	0	0.00
OTHER M&S OFFICE SUPPLIES	504-99-13-000-000	11,338	11,000	9,718	13,200	13,400	2,400	21.82
INVOICE PRICE VARIANCE ACCOUNT	504-99-17-000-000	8					0	0.00
REPAIRS&MAINT TO SHOP&BUILDEQUIP	504-99-24-000-000	11,069	15,000	10,050	15,000	15,000	0	0.00
OTH M&S MAINTENANCE SHOP SUPPLIES	504-99-26-061-000	6,858	10,500	8,375	10,500	12,000	1,500	14.29
TOTAL OTHER MATERIALS & SUPPLIES		77,845	91,500	69,462	93,700	95,400	3,900	4.26
UTILITIES								
UTILITIES ELECTRIC	505-02-01-000-000	19,103	22,700	13,424	21,100	22,155	-545	-2.40
UTILITIES GAS	505-02-02-000-000	16,582	25,000	6,599	23,000	24,000	-1,000	-4.00
UTILITIES WATER	505-02-03-000-000	560	800	388	600	600	-200	-25.00
UTILITIES - TELEPHONE	505-02-05-000-000	12,650	13,040	9,512	12,350	11,760	-1,280	-9.82
TOTAL UTILITIES		48,896	61,540	29,923	57,050	58,515	-3,025	-4.92
CASUALTY AND LIABILITY COSTS								
PREMIUMS: PHYSICAL DAMAGE INS.	506-01-01-000-000	95,169	94,011	71,076	89,501	89,995	-4,016	-4.27
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000	353,620	53,000	6,310	140,000	225,000	172,000	324.53
PAYOUTS EMPLOYMENT PRACTICES EXPENSE	506-04-02-000-000	-47,973		-15,632	-15,700	0	0	0.00
TOTAL CASUALTY AND LIABILITY COSTS		400,817	147,011	61,754	213,801	314,995	167,984	114.27
TAXES								
OTHER TAXES	507-99-01-000-000	2,526	2,500	7	2,500	2,500	0	0.00
TOTAL TAXES		2,526	2,500	7	2,500	2,500	0	0.00
MISC EXPENSES								
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	1,080	1,112	856	1,112	1,100	-12	-1.08
TRAVEL & TRAINING	509-02-01-000-000	3,762	25,000	15,551	25,000	11,400	-13,600	-54.40
MISC EXP FINES AND PENALTIES	509-06-01-000-000			1,413	1,413	0	0	0.00
MISC EXP BAD DEBT	509-07-01-000-000	281		42	42	0	0	0.00
ADVERTISING & PROMOTION	509-08-01-164-000	7,047	9,500	3,100	6,000	9,000	-500	-5.26
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	1,239	2,500	2,637	2,500	2,500	0	0.00
TOTAL MISC EXPENSES		13,409	38,112	23,598	36,067	24,000	-14,112	-37.03
LEASES AND RENTALS								
LEASES&RENTALS COPIER	512-12-02-000-000	9,339	8,600	5,998	8,660	10,230	1,630	18.95
OFFICE LEASE	512-12-03-000-000	21,748	20,741	15,553	20,426	20,000	-741	-3.57

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Lift Line Inc.

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL LEASES AND RENTALS		31,087	29,341	21,551	29,086	30,230	889	3.03
LOCAL DEPRECIATION								
DEP/AMOR LOCAL PROJECT	513-00-01-000-000	109,630	74,600	52,394	69,700	92,500	17,900	23.99
TOTAL LOCAL DEPRECIATION		109,630	74,600	52,394	69,700	92,500	17,900	23.99
TOTAL EXPENSES		7,058,548	6,947,695	5,061,617	7,094,912	7,331,236	383,541	5.52

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Batavia Bus Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CUSTOMER FARES								
ADULT CASH	401-01-01-000-100	44,175	44,000	26,638	36,500	36,500	-7,500	-17.05
ADULT COMM TICKETS	401-01-05-000-300	7,051	6,500	4,904	6,000	5,600	-900	-13.85
TOTAL CUSTOMER FARES		51,226	50,500	31,542	42,500	42,100	-8,400	-16.63
SPECIAL TRANSIT FARES								
GUAR REV-OTHER	402-03-03-000-000	149,152	152,140	90,469	128,300	130,702	-21,438	-14.09
TOTAL SPECIAL TRANSIT FARES		149,152	152,140	90,469	128,300	130,702	-21,438	-14.09
NON-TRANSPORTATION REVENUE								
OTHER REVENUE	407-99-01-000-600	93		650	650		0	0.00
INSURANCE RECOVERY - REV. VEH.	407-99-02-000-700	3,719		240	240		0	0.00
NON REVENUE RECEIPTS - DISCNTS	407-99-04-000-000	9					0	0.00
TOTAL NON-TRANSPORTATION REVENUE		3,820		890	890		0	0.00
LOCAL CASH GRANTS AND REIMB								
LOCAL OPERATING REV. - 18B MATCH	409-01-01-000-000	53,282	53,282	39,961	53,282	53,282	0	0.00
TOTAL LOCAL CASH GRANTS AND REIMB		53,282	53,282	39,961	53,282	53,282	0	0.00
STATE CASH GRANTS AND REIMB								
STATE OPERATING REV	411-01-01-000-000	53,282	53,282	39,961	53,282	53,282	0	0.00
STATE OTHER REV - WTW PASS	411-99-01-000-000	99					0	0.00
TOTAL STATE CASH GRANTS AND REIMB		53,381	53,282	39,961	53,282	53,282	0	0.00
FEDERAL CASH GRANTS AND REIMB								
FEDERAL OTHER REV - SEC. 5311	413-99-02-000-000	80,100	76,300	56,275	76,300	82,500	6,200	8.13
TOTAL FEDERAL CASH GRANTS AND REIMB		80,100	76,300	56,275	76,300	82,500	6,200	8.13
SUBSIDIES FROM APPROPRIATION								
RGRTA SUBSIDY	440-99-07-000-000	441,489	558,715	443,331	586,866	569,627	10,912	1.95
TOTAL SUBSIDIES FROM APPROPRIATION		441,489	558,715	443,331	586,866	569,627	10,912	1.95
TOTAL REVENUE		832,451	944,219	702,429	941,420	931,493	-12,726	-1.35
OPERATORS WAGES								

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Batavia Bus Service
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Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
OPERATORS WAGES REGULAR	501-01-01-010-000	221,120	222,700	156,971	216,000	224,500	1,800	0.81
TOTAL OPERATORS WAGES		221,120	222,700	156,971	216,000	224,500	1,800	0.81
OTHER WAGES								
OTH SAL&WAGE ADM TRANS OPERTNS	501-02-01-011-000	108,324	119,600	77,236	109,261	119,185	-415	-0.35
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	1,475	2,304	612	2,304	1,444	-860	-37.33
TOTAL OTHER WAGES		109,799	121,904	77,848	111,565	120,629	-1,275	-1.05
FRINGE BENEFITS								
FICA	502-01-01-000-000	28,771	30,460	22,215	29,719	30,595	135	0.44
PENSION PROVISION NON UNION	502-02-01-000-000	3,022	3,204	5,653	5,653	5,653	2,449	76.44
PENSION PROVISION UN CONT GR	502-02-02-000-000	10,933	11,300	8,224	11,300	12,000	700	6.19
BLUE CROSS/BLUE SHIELD	502-03-01-000-000	65,596	62,518	41,910	55,000	55,323	-7,195	-11.51
HRA-HEALTH REIMBURSEMENT ACCOUNT	502-03-06-000-000	3,154	2,600	3,383	4,733	6,849	4,249	163.42
DENTAL PLANS	502-04-01-000-000	2,544	3,000	1,199	3,000	1,900	-1,100	-36.67
GROUP LIFE INSURANCE	502-05-02-169-000	635	700	427	575	570	-130	-18.57
SHORT TERM DBL INS PLAN	502-06-01-169-000	1,329	4,000	1,616	2,000	2,500	-1,500	-37.50
STATE UNEMPLOYMENT INS	502-07-02-169-000	2,058	7,000	1,000	1,000	4,000	-3,000	-42.86
WORKERS COMPENSATION	502-08-01-000-000	-1,687	12,962	13,184	7,900	9,123	-3,839	-29.62
WORKERS COMPENSATION MEDICAL	502-08-02-000-000	3,304	6,660	9,554	12,555	13,160	6,500	97.60
WORKERS COMPENSATION INDEMNITY	502-08-04-000-000	10,819	30,420	64,394	77,600	24,960	-5,460	-17.95
HOLIDAY	502-10-01-000-000	10,462	11,338	10,845	12,470	11,522	184	1.62
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000	1,026	1,350	279	479	0	0	0.00
UNIFORM&WORK CLOTHING ALLOW	502-13-01-000-000	44,769	44,423	179	1,350	1,350	0	0.00
PAID TIME OFF	502-15-01-000-000			41,718	47,971	43,278	-1,145	-2.58
TOTAL FRINGE BENEFITS		186,735	231,935	224,781	273,305	222,783	-9,152	-3.95
SERVICES								
MANAGEMENT SERVICE FEES-RGRTA	503-01-01-000-000	28,958	28,864	15,322	19,835	14,756	-14,108	-48.88
MANAGE SERV FEES - RTS	503-01-02-000-000	94,932	129,142	92,233	125,809	154,324	25,182	19.50
MANAGEMENT SERVICE FEES-LIFTLINE	503-01-03-000-000	8,509	8,231	6,159	8,212	8,416	185	2.25
PROF AND TECH SER INJ LAWYERS	503-03-01-165-000		1,000		1,000	2,500	1,500	150.00
PROF AND TECH SER GEN LAW EXP	503-03-01-168-000	440	2,000		2,000	1,500	-500	-25.00
PROF AND TECH SERV OUTSIDE AUD	503-03-01-171-000	1,368	849	380	849	1,385	536	63.13
OTHER PROF SERVICES	503-03-01-174-000	116	100	66	100	100	0	0.00
PROF & TECH SERV LABOR LAW	503-03-01-176-000		3,300		1,000	1,000	-2,300	-69.70
CONTRACT SERVICE - REVENUE VEH	503-05-01-051-000	49,242	66,000	45,108	60,000	56,000	-10,000	-15.15
MEDICAL SERVICES	503-99-01-000-000	175	200	88	200	820	620	310.00



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Batavia Bus Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL SERVICES		183,741	239,686	159,356	219,005	240,801	1,115	0.47
FUEL AND LUBRICANTS								
M&S FUEL CONSUMED DIESEL NO 1	504-01-01-051-000	59,149	56,700	41,999	57,212	41,118	-15,582	-27.48
FUEL FOR REVENUE VEHICLES GAS	504-01-02-051-000					17,712	17,712	100.00
TOTAL FUEL AND LUBRICANTS		59,149	56,700	41,999	57,212	58,830	2,130	3.76
PARTS AND REPAIRS								
M&S CONSUMED TIRES AND TUBES	504-02-01-051-000	6,401	7,200	5,722	5,722	6,500	-700	-9.72
OTH M&S INSP&MAINT REV VEHICLE	504-99-04-061-000			643	643	0	0	0.00
TOTAL PARTS AND REPAIRS		6,401	7,200	6,365	6,365	6,500	-700	-9.72
OTHER MATERIALS & SUPPLIES								
OTH M&S PRNTNG TICKETS&PASSES	504-99-10-151-000	671	1,275	1,371	1,371	1,500	225	17.65
OTHER M&S OFFICE SUPPLIES	504-99-13-000-000	2,142	3,700	877	1,700	1,800	-1,900	-51.35
OTHER M&S PRNTNG PUBLIC SCHDLS	504-99-14-000-000	2,220	2,000	1,272	2,000	3,000	1,000	50.00
OTHER M&S NON-CAPITALIZABLE EQUIPMENT	504-99-27-000-000	235				0	0	0.00
TOTAL OTHER MATERIALS & SUPPLIES		5,268	6,975	3,520	5,071	6,300	-675	-9.68
UTILITIES								
UTILITIES - TELEPHONE	505-02-05-000-000	2,714	2,760	2,017	2,760	2,820	60	2.17
TOTAL UTILITIES		2,714	2,760	2,017	2,760	2,820	60	2.17
CASUALTY AND LIABILITY COSTS								
PREMIUMS: PHYSICAL DAMAGE INS.	506-01-01-000-000	9,476	8,509	6,616	8,087	7,980	-529	-6.22
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000		10,000		10,000	5,000	-5,000	-50.00
TOTAL CASUALTY AND LIABILITY COSTS		9,476	18,509	6,616	18,087	12,980	-5,529	-29.87
MISC EXPENSES								
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	705	650	443	650	650	0	0.00
TRAVEL & TRAINING	509-02-01-000-000	1,482	2,500	590	1,000	2,000	-500	-20.00
MISC EXP BAD DEBT	509-07-01-000-000	28,107		6,173	6,290	0	0	0.00
ADVERTISING & PROMOTION	509-08-01-164-000	4,674	5,500	2,323	5,000	8,000	2,500	45.45
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	290	500	386	500	500	0	0.00
TOTAL MISC EXPENSES		35,258	9,150	9,914	13,440	11,150	2,000	21.86

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Batavia Bus Service

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
LEASES AND RENTALS								
LEASES&RENTALS COPIER	512-12-02-000-000	1,822	5,400	2,677	4,610	4,600	-800	-14.81
OFFICE LEASE	512-12-03-000-000	7,200	7,200	5,400	7,200	7,200	0	0.00
TOTAL LEASES AND RENTALS		9,022	12,600	8,077	11,810	11,800	-800	-6.35
LOCAL DEPRECIATION								
DEP/AMOR LOCAL PROJECT	513-00-01-000-000	3,768	14,100	4,965	6,800	12,400	-1,700	-12.06
TOTAL LOCAL DEPRECIATION		3,768	14,100	4,965	6,800	12,400	-1,700	-12.06
TOTAL EXPENSES		832,451	944,219	702,429	941,420	931,493	-12,726	-1.35

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Livingston Area Transportation Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CUSTOMER FARES								
ADULT CASH	401-01-01-000-100	28,413	26,000	20,930	27,000	27,000	1,000	3.85
TOTAL CUSTOMER FARES								
SPECIAL TRANSIT FARES		28,413	26,000	20,930	27,000	27,000	1,000	3.85
GUAR REV-OTHER	402-03-03-000-000	1,170,371	1,179,755	931,614	1,206,075	805,000	-374,755	-31.77
TOTAL SPECIAL TRANSIT FARES								
NON-TRANSPORTATION REVENUE		1,170,371	1,179,755	931,614	1,206,075	805,000	-374,755	-31.77
OTHER REVENUE	407-99-01-000-600	1,261		229	229		0	0.00
INSURANCE RECOVERY - REV. VEH.	407-99-02-000-700	385					0	0.00
TOTAL NON-TRANSPORTATION REVENUE								
LOCAL CASH GRANTS AND REIMB		1,646		229	229	0	0	0.00
LOCAL OPERATING REV. - 18B MATCH	409-01-01-000-000	35,024	35,024	26,268	35,024	35,024	0	0.00
TOTAL LOCAL CASH GRANTS AND REIMB								
STATE CASH GRANTS AND REIMB		35,024	35,024	26,268	35,024	35,024	0	0.00
STATE OPERATING REV	411-01-01-000-000	35,024	35,024	26,268	35,024	35,024	0	0.00
STATE OTHER REV - WTW PASS	411-99-01-000-000	261					0	0.00
TOTAL STATE CASH GRANTS AND REIMB								
FEDERAL CASH GRANTS AND REIMB		35,285	35,024	26,268	35,024	35,024	0	0.00
FEDERAL OTHER REV - SEC. 5311	413-99-02-000-000	91,100	86,800	64,025	86,800	93,800	7,000	8.06
TOTAL FEDERAL CASH GRANTS AND REIMB								
SUBSIDIES FROM APPROPRIATION		91,100	86,800	64,025	86,800	93,800	7,000	8.06
RGRTA SUBSIDY	440-99-07-000-000	435,609	547,177	253,888	404,724	683,604	136,427	24.93
TOTAL SUBSIDIES FROM APPROPRIATION								
TOTAL REVENUE		1,797,448	1,909,780	1,323,222	1,794,876	1,679,452	-230,328	-12.06
OPERATORS WAGES								
OPERATORS WAGES REGULAR	501-01-01-010-000	538,782	558,500	408,207	542,000	439,500	-119,000	-21.31

2013-2014 OPERATING BUDGET DETAIL
Livingston Area Transportation Service

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Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL OPERATORS WAGES		538,782	558,500	408,207	542,000	439,500	-119,000	-21.31
OTHER WAGES								
OTH SAL&WAGE ADM TRANS OPERTNS	501-02-01-011-000	89,360	93,477	64,920	91,000	94,240	763	0.82
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	5,325	7,304	2,000	7,304	4,578	-2,726	-37.32
TOTAL OTHER WAGES		94,685	100,781	66,920	98,304	98,818	-1,963	-1.95
FRINGE BENEFITS								
FICA	502-01-01-000-000	53,873	55,927	42,036	55,944	47,555	-8,372	-14.97
PENSION PROVISION NON UNION	502-02-01-000-000	14,757	14,961	27,605	27,605	27,605	12,644	84.51
BLUE CROSS/BLUE SHIELD	502-03-01-000-000	95,163	91,369	67,702	87,000	100,225	8,856	9.69
HRA-HEALTH REIMBURSEMENT ACCOUNT EXPENSE	502-03-06-000-000	9,161	16,363	11,898	15,935	20,839	4,476	27.35
DENTAL PLANS	502-04-01-000-000	8,324	8,000	5,355	8,000	9,000	1,000	12.50
GROUP LIFE INSURANCE	502-05-02-169-000	1,483	1,500	768	1,025	1,080	-420	-28.00
SHORT TERM DBL INS PLAN	502-06-01-169-000	10,964	6,500	2,727	6,500	7,170	670	10.31
STATE UNEMPLOYMENT INS	502-07-02-169-000	1,831	7,000	49	1,000	4,000	-3,000	-42.86
WORKERS COMPENSATION	502-08-01-000-000	7,063	16,155	3,484	12,775	12,866	-3,289	-20.36
WORKERS COMPENSATION MEDICAL	502-08-02-000-000	1,834	2,220	408	980	2,580	360	16.22
WORKERS COMPENSATION INDEMNITY	502-08-04-000-000	3,084	10,140	9,561	11,560	12,480	2,340	23.08
HOLIDAY	502-10-01-000-000	15,915	16,996	13,521	16,757	18,945	1,949	11.47
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000	157		1,329	389		0	0.00
UNIFORM&WORK CLOTHING ALLOW	502-13-01-000-000	4,717	4,737	2,421	4,500	4,700	-37	-0.78
PAID TIME OFF	502-15-01-000-000	73,016	54,803	59,914	73,842	64,373	9,570	17.46
TOTAL FRINGE BENEFITS		301,342	306,671	248,779	323,812	333,418	26,747	8.72
SERVICES								
MANAGEMENT SERVICE FEES-RGRTA	503-01-01-000-000	72,618	73,189	41,436	54,363	57,741	-15,448	-21.11
MANAGE SERV FEES - RTS	503-01-02-000-000	107,836	122,144	93,996	128,183	150,720	28,576	23.40
MANAGEMENT SERVICE FEES-LIFTLINE	503-01-03-000-000	8,509	8,231	6,159	8,212	8,416	185	2.25
PROF AND TECH SER INJ LAWYERS	503-03-01-165-000	13,331	19,200	18,113	29,300	20,000	800	4.17
PROF AND TECH SER GEN LAW EXP	503-03-01-168-000		2,000		2,000	1,500	-500	-25.00
PROF AND TECH SERV OUTSIDE AUD	503-03-01-171-000	2,269	1,864	910	1,864	2,508	644	34.55
OTHER PROF SERVICES	503-03-01-174-000	818	650	432	650	700	50	7.69
CONTRACT SERVICE - REVENUE VEH	503-05-01-051-000	231,332	198,000	124,974	170,000	191,680	-6,320	-3.19
CONTRACT MAINTENANCE SERVICES	503-05-02-043-000	2,016		1,544			0	0.00
SOFTWARE MAINTENANCE FEES	503-05-03-171-000				8,000		0	0.00
CUSTODIAL SERVICES	503-06-01-043-000	2,148	1,630	1,252	1,630	1,700	70	4.29
MEDICAL SERVICES	503-99-01-000-000	322	400	226	400	1,025	625	156.25



OPERATING BUDGET DETAIL - LATS

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013		
Livingston Area Transportation Service							Fiscal Period Ending : December 2012		
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change	
TOTAL SERVICES		441,200	427,308	289,043	404,602	435,990	8,682	2.03	
FUEL & LUBRICANTS									
M&S FUEL CONSUMED DIESEL NO 1	504-01-01-051-000	238,091	232,000	185,013	248,343	71,641	-160,359	-69.12	
FUEL FOR REVENUE VEHICLES GAS	504-01-02-051-000	12,316	11,700	5,460	8,219	109,650	97,950	837.18	
M&S CONSUMED OTHER LUBRICANTS	504-01-04-051-000	838	1,500	826	1,500	1,500	0	0.00	
TOTAL FUEL & LUBRICANTS		251,245	245,200	191,299	258,062	182,791	-62,409	-25.45	
PARTS & REPAIRS									
M&S CONSUMED TIRES AND TUBES	504-02-01-051-000	23,475	31,500	18,164	22,500	15,000	-16,500	-52.38	
OTH M&S INSP&MAINT REV VEHICLE	504-99-04-061-000	5,001	6,600	4,166	6,600	6,300	-300	-4.55	
TOTAL PARTS & REPAIRS		28,476	38,100	22,330	29,100	21,300	-16,800	-44.09	
OTHER MATERIALS & SUPPLIES									
OTHER M&S MAINT BLDGS GRNDS&EG	504-99-09-125-000	952	5,100	1,411	5,100	5,075	-25	-0.49	
OTH M&S PRNTNG TICKETS&PASSES	504-99-10-151-000	1,242				2,000	2,000	100.00	
OTHER M&S OFFICE SUPPLIES	504-99-13-000-000	2,430	2,500	2,226	2,500	2,600	100	4.00	
OTHER M&S PRNTNG PUBLIC SCHDLS	504-99-14-000-000	2,170	3,500	791	2,000	2,500	-1,000	-28.57	
OTHER M&S - EQUIPMENT	504-99-22-000-000					3,120	3,120	100.00	
TOTAL OTHER MATERIALS & SUPPLIES		6,795	11,100	4,427	9,600	15,295	4,195	37.79	
UTILITIES									
UTILITIES ELECTRIC	505-02-01-000-000	4,192	6,300	2,630	4,500	4,500	-1,800	-28.57	
UTILITIES GAS	505-02-02-000-000	747	1,300	652	1,000	1,000	-300	-23.08	
UTILITIES WATER	505-02-03-000-000	1,306	1,450	664	1,400	1,400	-50	-3.45	
UTILITIES - TELEPHONE	505-02-05-000-000	6,615	27,600	13,782	20,500	19,860	-7,740	-28.04	
TOTAL UTILITIES		12,861	36,650	17,727	27,400	26,760	-9,890	-26.98	
CASUALTY AND LIABILITY COSTS									
PREMIUMS: PHYSICAL DAMAGE INS.	506-01-01-000-000	37,902	37,700	29,250	35,218	37,062	-638	-1.69	
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000	39,102	47,000	18,371	27,000	30,000	-17,000	-36.17	
TOTAL CASUALTY AND LIABILITY COSTS		77,004	84,700	47,621	62,218	67,062	-17,638	-20.82	
MISC EXPENSES									
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	1,287	400	1,298	1,700	2,000	1,600	400.00	
TRAVEL & TRAINING	509-02-01-000-000	2,340	2,700	1,479	2,000	2,700	0	0.00	
MISC EXP BAD DEBT	509-07-01-000-000	4,522		2,564	3,193	0	0	0.00	
ADVERTISING & PROMOTION	509-08-01-164-000	8,356	7,650	1,257	3,000	6,000	-1,650	-21.57	

2013-2014 OPERATING BUDGET DETAIL
Livingston Area Transportation Service

Report Date : 01/30/2013

Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	1,022	36,793	531	2,500	2,500	-34,293	-93.21
TOTAL MISC EXPENSES		17,527	47,543	7,129	12,393	13,200	-34,343	-72.24
LEASES AND RENTALS								
LEASES&RENTALS COPIER	512-12-02-000-000	758	425	383	383	410	-15	-3.53
OFFICE LEASE	512-12-03-000-000	9,775	15,202	7,647	10,202	10,508	-4,694	-30.88
TOTAL LEASES AND RENTALS		10,533	15,627	8,030	10,585	10,918	-4,709	-30.13
LOCAL DEPRECIATION								
DEP/AMOR LOCAL PROJECT	513-00-01-000-000	16,999	37,600	11,709	16,800	34,400	-3,200	-8.51
TOTAL LOCAL DEPRECIATION		16,999	37,600	11,709	16,800	34,400	-3,200	-8.51
TOTAL EXPENSES		1,797,448	1,909,780	1,323,222	1,794,876	1,679,452	-230,328	-12.06

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Orleans Transit Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CUSTOMER FARES								
ADULT CASH	401-01-01-000-100	26,544	23,000	22,476	30,000	30,000	7,000	30.43
ADULT COMM TICKETS	401-01-05-000-300	7,171	8,000	5,940	7,000	7,000	-1,000	-12.50
TOTAL CUSTOMER FARES		33,715	31,000	28,416	37,000	37,000	6,000	19.35
SPECIAL TRANSIT FARES								
GUAR REV-OTHER	402-03-03-000-000	51,525	8,000			5,000	-3,000	-37.50
TOTAL SPECIAL TRANSIT FARES		51,525	8,000			5,000	-3,000	-37.50
NON-TRANSPORTATION REVENUE								
WORKING CAPITAL	407-04-01-000-000	4		4	3		0	0.00
OTHER REVENUE	407-99-01-000-600	117					0	0.00
NON REVENUE RECEIPTS - DISCNTS	407-99-04-000-000	40		4	4		0	0.00
TOTAL NON-TRANSPORTATION REVENUE		162		7	7		0	0.00
LOCAL CASH GRANTS AND REIMB								
LOCAL OPERATING REV. - 18B MATCH	409-01-01-000-000	30,181	30,181	22,636	30,181	30,181	0	0.00
TOTAL LOCAL CASH GRANTS AND REIMB		30,181	30,181	22,636	30,181	30,181	0	0.00
STATE CASH GRANTS AND REIMB								
STATE OPERATING REV	411-01-01-000-000	30,181	30,181	22,636	30,181	30,181	0	0.00
STATE OTHER REV - WTW PASS	411-99-01-000-000	1,422					0	0.00
TOTAL STATE CASH GRANTS AND REIMB		31,603	30,181	22,636	30,181	30,181	0	0.00
FEDERAL CASH GRANTS AND REIMB								
FEDERAL OTHER REV - SEC. 5311	413-99-02-000-000	51,500	49,000	41,125	49,000	51,500	2,500	5.10
TOTAL FEDERAL CASH GRANTS AND REIMB		51,500	49,000	41,125	49,000	51,500	2,500	5.10
SUBSIDIES FROM APPROPRIATION								
RGRTA SUBSIDY	440-99-07-000-000	371,995	510,155	342,427	494,844	521,680	11,525	2.26
TOTAL SUBSIDIES FROM APPROPRIATION		371,995	510,155	342,427	494,844	521,680	11,525	2.26
TOTAL REVENUE		570,681	658,517	457,246	641,213	675,542	17,025	2.59
OPERATORS WAGES								

2013-2014 OPERATING BUDGET DETAIL
Orleans Transit Service

Report Date : 01/30/2013

Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
OPERATORS WAGES REGULAR	501-01-01-010-000	134,800	131,000	93,876	128,000	137,000	6,000	4.58
TOTAL OPERATORS WAGES		134,800	131,000	93,876	128,000	137,000	6,000	4.58
OTHER WAGES								
OTH SAL&WAGE ADM TRANS OPERTNS	501-02-01-011-000	76,182	98,130	72,521	98,850	97,670	-460	-0.47
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	1,300	4,904	1,590	4,904	3,074	-1,830	-37.32
TOTAL OTHER WAGES		77,482	103,034	74,111	103,754	100,744	-2,290	-2.22
FRINGE BENEFITS								
FICA	502-01-01-000-000	16,572	19,470	14,301	19,391	19,760	290	1.49
PENSION PROVISION NON UNION	502-02-01-000-000	4,040	4,398	7,558	7,558	7,558	3,160	71.85
PENSION ADM EXP ACTUARY	502-02-03-000-000	450					0	0.00
BLUE CROSS/BLUE SHIELD	502-03-01-000-000	17,234	25,408	17,747	24,150	24,644	-764	-3.01
HRA-HEALTH REIMBURSEMENT ACCOUNT EXPENSE	502-03-06-000-000	-20	5,809	4,733	6,743	11,555	5,746	98.92
DENTAL PLANS	502-04-01-000-000	2,888	3,000	3,447	7,000	6,000	3,000	100.00
GROUP LIFE INSURANCE	502-05-02-169-000	302	300	203	275	270	-30	-10.00
SHORT TERM DBL INS PLAN	502-06-01-169-000	22	3,000	21	1,000	3,424	424	14.13
STATE UNEMPLOYMENT INS	502-07-02-169-000	12,872	7,000	1,024	3,000	4,000	-3,000	-42.86
WORKERS COMPENSATION	502-08-01-000-000	-4,080	1,622	280	1,460	1,374	-248	-15.29
WORKERS COMPENSATION MEDICAL	502-08-02-000-000		1,000		500	1,000	0	0.00
WORKERS COMPENSATION INDEMNITY	502-08-04-000-000		5,000		2,500	5,000	0	0.00
HOLIDAY	502-10-01-000-000	3,418	5,803	3,787	5,427	6,016	213	3.67
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000						0	0.00
UNIFORM&WORK CLOTHING ALLOW	502-13-01-000-000	1,602	1,050	663	1,050	1,000	-50	-4.76
PAID TIME OFF	502-15-01-000-000	9,986	14,679	14,514	16,302	14,543	-136	-0.93
TOTAL FRINGE BENEFITS		65,286	97,539	68,278	96,356	106,144	8,605	8.82
SERVICES								
MANAGEMENT SERVICE FEES-RGRTA	503-01-01-000-000	28,958	28,864	15,322	19,835	14,756	-14,108	-48.88
MANAGE SERV FEES - RTS	503-01-02-000-000	97,097	119,748	92,133	125,700	148,187	28,439	23.75
MANAGEMENT SERVICE FEES-LIFTLINE	503-01-03-000-000	8,509	8,231	6,159	8,212	8,416	185	2.25
PROF AND TECH SER INJ LAWYERS	503-03-01-165-000		1,000		1,000	2,500	1,500	150.00
PROF AND TECH SER GEN LAW EXP	503-03-01-168-000	2,013	2,000	176	2,000	1,500	-500	-25.00
PROF AND TECH SERV OUTSIDE AUD	503-03-01-171-000	1,127	695	345	695	1,081	386	55.54
OTHER PROF SERVICES	503-03-01-174-000	145	100	66	100	125	25	25.00
CONTRACT SERVICE - REVENUE VEH	503-05-01-051-000	18,177	26,400	18,322	26,400	56,000	29,600	112.12
MEDICAL SERVICES	503-99-01-000-000	161	200	137	200	890	690	345.00



OPERATING BUDGET DETAIL - OTS

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Orleans Transit Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL SERVICES		156,187	187,238	132,662	184,142	233,455	46,217	24.68
FUEL & LUBRICANTS								
M&S FUEL CONSUMED DIESEL NO 1	504-01-01-051-000	66,484	61,000	45,238	60,455	59,269	-1,731	-2.84
TOTAL FUEL & LUBRICANTS		66,484	61,000	45,238	60,455	59,269	-1,731	-2.84
PARTS & REPAIRS								
M&S CONSUMED TIRES AND TUBES	504-02-01-051-000	3,893	4,800	4,137	4,137	6,400	1,600	33.33
OTH M&S INSP&MAINT REV VEHICLE	504-99-04-061-000	511	1,100	765	1,100	1,100	0	0.00
TOTAL PARTS & REPAIRS		4,404	5,900	4,903	5,237	7,500	1,600	27.12
OTHER MATERIALS & SUPPLIES								
OTH M&S PRINTNG TICKETS&PASSES	504-99-10-151-000	2,213	1,750	3,237	3,237	1,000	-750	-42.86
OTHER M&S OFFICE SUPPLIES	504-99-13-000-000	1,542	3,000	926	1,500	1,600	-1,400	-46.67
OTHER M&S PRINTNG PUBLIC SCHDLS	504-99-14-000-000		3,000	290	1,500	2,000	-1,000	-33.33
OTHER M&S - EQUIPMENT	504-99-22-000-000					2,340	2,340	100.00
TOTAL OTHER MATERIALS & SUPPLIES		3,755	7,750	4,453	6,237	6,940	-810	-10.45
UTILITIES								
UTILITIES - TELEPHONE	505-02-05-000-000	4,831	5,600	2,419	3,230	3,308	-2,292	-40.93
TOTAL UTILITIES		4,831	5,600	2,419	3,230	3,308	-2,292	-40.93
CASUALTY AND LIABILITY COSTS								
PREMIUMS: PHYSICAL DAMAGE INS.	506-01-01-000-000	13,006	14,196	11,470	14,052	10,132	-4,064	-28.63
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000		10,000		10,000	5,000	-5,000	-50.00
TOTAL CASUALTY AND LIABILITY COSTS		13,006	24,196	11,470	24,052	15,132	-9,064	-37.46
MISC EXPENSES								
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	1,970	1,500	2,228	2,700	3,000	1,500	100.00
TRAVEL & TRAINING	509-02-01-000-000	1,162	2,500	719	1,200	1,500	-1,000	-40.00
MISC EXP BAD DEBT	509-07-01-000-000	100					0	0.00
ADVERTISING & PROMOTION	509-08-01-164-000	4,528	4,450	578	2,000	7,500	3,050	68.54
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	79	850	134	850	1,000	150	17.65
PRODUCTIVITY & EFFICIENCY IMPROVEMENTS	509-99-99-001-000					-30,000	-30,000	0.00
TOTAL MISC EXPENSES		7,839	9,300	3,659	6,750	-17,000	-26,300	-282.80

2013-2014 OPERATING BUDGET DETAIL

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Fiscal Period Ending : December 2012

Orleans Transit Service

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
LEASES AND RENTALS								
LEASES&RENTALS COPIER	512-12-02-000-000	19,662	7,000	3,802	6,540	6,590	-410	-5.86
OFFICE LEASE	512-12-03-000-000	13,360	13,360	10,020	13,360	13,360	0	0.00
TOTAL LEASES AND RENTALS		33,022	20,360	13,822	19,900	19,950	-410	-2.01
LOCAL DEPRECIATION								
DEP/AMOR LOCAL PROJECT	513-00-01-000-000	3,583	5,600	2,357	3,100	3,100	-2,500	-44.64
TOTAL LOCAL DEPRECIATION		3,583	5,600	2,357	3,100	3,100	-2,500	-44.64
TOTAL EXPENSES		570,681	658,517	457,246	641,213	675,542	17,025	2.59

Operating Budget Detail – STS

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Seneca Transit Service, Inc.							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CUSTOMER FARES								
ADULT CASH	401-01-01-000-100	21,800	22,000	18,766	25,000	24,000	2,000	9.09
ADULT COMM TICKETS	401-01-05-000-300	16,106	15,500	12,306	16,500	17,500	2,000	12.90
TOTAL CUSTOMER FARES		37,905	37,500	31,072	41,500	41,500	4,000	10.67
SPECIAL TRANSIT FARES								
GUAR REV-OTHER	402-03-03-000-000	263,146	247,000	135,612	173,725	152,711	-94,289	-38.17
TOTAL SPECIAL TRANSIT FARES		263,146	247,000	135,612	173,725	152,711	-94,289	-38.17
NON-TRANSPORTATION REVENUE								
OTHER REVENUE	407-99-01-000-600	232		0			0	0.00
INSURANCE RECOVERY - REV. VEH.	407-99-02-000-700	7,170		768	768		0	0.00
TOTAL NON-TRANSPORTATION REVENUE		7,402		768	768		0	0.00
LOCAL CASH GRANTS AND REIMB								
LOCAL OPERATING REV. - 18B MATCH	409-01-01-000-000	24,964	24,964	18,723	24,964	24,964	0	0.00
TOTAL LOCAL CASH GRANTS AND REIMB		24,964	24,964	18,723	24,964	24,964	0	0.00
STATE CASH GRANTS AND REIMB								
STATE OPERATING REV	411-01-01-000-000	24,964	24,964	18,723	24,964	24,964	0	0.00
STATE OTHER REV - WTW PASS	411-99-01-000-000	873					0	0.00
TOTAL STATE CASH GRANTS AND REIMB		25,837	24,964	18,723	24,964	24,964	0	0.00
FEDERAL CASH GRANTS AND REIMB								
FEDERAL OTHER REV - SEC. 5311	413-99-02-000-000	44,300	42,200	31,125	42,200	45,600	3,400	8.06
TOTAL FEDERAL CASH GRANTS AND REIMB		44,300	42,200	31,125	42,200	45,600	3,400	8.06
SUBSIDIES FROM APPROPRIATION								
RGRTA SUBSIDY	440-99-07-000-000	284,553	440,471	315,051	449,771	493,586	53,115	12.06
TOTAL SUBSIDIES FROM APPROPRIATION		284,553	440,471	315,051	449,771	493,586	53,115	12.06
TOTAL REVENUE		688,108	817,099	551,073	757,892	783,325	-33,774	-4.13
OPERATORS WAGES								
OPERATORS WAGES REGULAR	501-01-01-010-000	198,091	203,800	142,103	193,000	203,500	-300	-0.15

2013-2014 OPERATING BUDGET DETAIL
Seneca Transit Service, Inc.
 Report Date : 01/30/2013
 Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL OPERATORS WAGES		198,091	203,800	142,103	193,000	203,500	-300	-0.15
OTHER WAGES								
OTH SAL&WAGE ADM TRANS OPERTNS	501-02-01-011-000	75,043	102,271	73,231	98,515	98,680	-3,591	-3.51
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	2,100	4,304	1,637	4,304	2,698	-1,606	-37.31
TOTAL OTHER WAGES		77,143	106,575	74,868	102,819	101,378	-5,197	-4.88
FRINGE BENEFITS								
FICA	502-01-01-000-000	23,035	25,190	17,671	24,152	25,022	-168	-0.67
PENSION PROVISION NON UNION	502-02-01-000-000	6,086	6,044	11,384	11,384	11,384	5,340	88.35
BLUE CROSS/BLUE SHIELD	502-03-01-000-000	25,721	34,348	23,871	31,444	34,781	433	1.26
HRA-HEALTH	502-03-06-000-000	5,978	5,200	6,098	7,763	7,247	2,047	39.37
REIMBURSEMENT ACCOUNT EXPENSE								
DENTAL PLANS	502-04-01-000-000	2,538	2,000	843	2,000	1,500	-500	-25.00
GROUP LIFE INSURANCE	502-05-02-169-000	545	600	305	425	410	-190	-31.67
SHORT TERM DBL INS PLAN	502-06-01-169-000	2,244	1,000	559	1,642	1,642	642	64.20
STATE UNEMPLOYMENT INS	502-07-02-169-000	5,008	7,000	501	1,500	4,000	-3,000	-42.86
WORKERS COMPENSATION	502-08-01-000-000	335	1,081	147	1,000	954	-127	-11.75
WORKERS COMPENSATION MEDICAL	502-08-02-000-000		1,000		500	1,000	0	0.00
WORKERS COMPENSATION INDEMNITY	502-08-04-000-000		5,000		2,500	5,000	0	0.00
HOLIDAY	502-10-01-000-000	4,632	6,752	5,006	5,926	6,774	22	0.33
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000	379				0	0	0.00
UNIFORM&WORK CLOTHING ALLOW	502-13-01-000-000	1,363	1,350	1,346	1,350	1,400	50	3.70
PAID TIME OFF	502-15-01-000-000	28,942	12,156	9,734	13,972	15,436	3,280	26.98
TOTAL FRINGE BENEFITS		106,806	108,721	77,467	105,558	116,550	7,829	7.20
SERVICES								
MANAGEMENT SERVICE FEES-RGRTA	503-01-01-000-000	28,958	28,864	15,322	19,835	14,756	-14,108	-48.88
MANAGE SERV FEES - RTS	503-01-02-000-000	82,250	118,348	90,724	123,820	146,270	27,922	23.59
MANAGEMENT SERVICE FEES-LIFTLINE	503-01-03-000-000	8,509	8,231	6,159	8,212	8,416	185	2.25
PROF AND TECH SER INJ LAWYERS	503-03-01-165-000		1,000		1,000	2,500	1,500	150.00
PROF AND TECH SER GEN LAW EXP	503-03-01-168-000		2,000		2,000	1,500	-500	-25.00
PROF AND TECH SERV OUTSIDE AUD	503-03-01-171-000	1,182	708	352	708	1,217	509	71.89
OTHER PROF SERVICES	503-03-01-174-000	274	250	166	250	260	10	4.00
CONTRACT SERVICE - REVENUE VEH	503-05-01-051-000	30,416	38,280	25,969	34,000	40,000	1,720	4.49
MEDICAL SERVICES	503-99-01-000-000	148	540	74	540	815	275	50.93
TOTAL SERVICES		151,736	198,221	138,767	190,365	215,734	17,513	8.84



OPERATING BUDGET DETAIL - STS

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Seneca Transit Service, Inc.							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
FUEL & LUBRICANTS								
M&S FUEL CONSUMED DIESEL NO 1	504-01-01-051-000	102,555	99,300	66,986	90,994	91,576	-7,724	-7.78
TOTAL FUEL & LUBRICANTS		102,555	99,300	66,986	90,994	91,576	-7,724	-7.78
PARTS & REPAIRS								
M&S CONSUMED TIRES AND TUBES	504-02-01-051-000	3,361	11,300	3,573	6,200	10,000	-1,300	-11.50
OTH M&S INSP&MAINT REV VEHICLE	504-99-04-061-000	4,187	13,200	1,216	2,000	2,000	-11,200	-84.85
TOTAL PARTS & REPAIRS		7,548	24,500	4,789	8,200	12,000	-12,500	-51.02
OTHER MATERIALS & SUPPLIES								
OTH M&S PRNTNG TICKETS&PASSES	504-99-10-151-000	2,232	1,500	356	1,500	2,500	1,000	66.67
OTHER M&S OFFICE SUPPLIES	504-99-13-000-000	1,378	3,400	1,559	1,750	1,600	-1,800	-52.94
OTHER M&S PRNTNG PUBLIC SCHDLS	504-99-14-000-000		3,200	791	1,000	2,500	-700	-21.88
TOTAL OTHER MATERIALS & SUPPLIES		3,610	8,100	2,706	4,250	6,600	-1,500	-18.52
UTILITIES								
UTILITIES ELECTRIC	505-02-01-000-000	803	1,675	407	600	750	-925	-55.22
UTILITIES - TELEPHONE	505-02-05-000-000	6,311	6,600	4,428	6,730	6,900	300	4.55
TOTAL UTILITIES		7,114	8,275	4,835	7,330	7,650	-625	-7.55
CASUALTY AND LIABILITY COSTS								
PREMIUMS: PHYSICAL DAMAGE INS.	506-01-01-000-000	13,551	15,399	11,981	14,768	14,569	-830	-5.39
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000	3,200	10,000	9,162	14,160	5,000	-5,000	-50.00
TOTAL CASUALTY AND LIABILITY COSTS		16,751	25,399	21,144	28,928	19,569	-5,830	-22.95
MISC EXPENSES								
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	279	200	200	200	300	100	50.00
TRAVEL & TRAINING	509-02-01-000-000	1,213	1,800	681	1,200	1,800	0	0.00
MISC EXP BAD DEBT	509-07-01-000-000	2,567		2,120	2,250	0	0	0.00
ADVERTISING & PROMOTION	509-08-01-164-000	1,460	5,100	336	2,500	6,000	900	17.65
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	438	750	265	750	0	0	0.00
PRODUCTIVITY & EFFICIENCY IMPROVEMENTS	509-99-99-001-000					-20,000	-20,000	0.00
TOTAL MISC EXPENSES		5,958	7,850	3,602	6,900	-11,150	-19,000	-242.04
LEASES AND RENTALS								
LEASES&RENTALS COPIER	512-12-02-000-000	1,795	5,400	2,980	5,090	5,060	-340	-6.30

2013-2014 OPERATING BUDGET DETAIL

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Fiscal Period Ending : December 2012

Seneca Transit Service, Inc.

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
OFFICE LEASE	512-12-03-000-000	5,558	5,558	4,168	5,558	5,558	0	0.00
TOTAL LEASES AND RENTALS		7,352	10,958	7,148	10,648	10,618	-340	-3.10
LOCAL DEPRECIATION								
DEP/AMOR LOCAL PROJECT	513-00-01-000-000	3,444	15,400	6,658	8,900	9,300	-6,100	-39.61
TOTAL LOCAL DEPRECIATION		3,444	15,400	6,658	8,900	9,300	-6,100	-39.61
TOTAL EXPENSES		688,108	817,099	551,073	757,892	783,325	-33,774	-4.13

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Wayne Area Transportation Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CUSTOMER FARES								
ADULT CASH	401-01-01-000-100	89,819	84,000	75,058	100,000	102,000	18,000	21.43
TOTAL CUSTOMER FARES		89,819	84,000	75,058	100,000	102,000	18,000	21.43
SPECIAL TRANSIT FARES								
GUAR REV-OTHER	402-03-03-000-000	849,302	733,531	601,666	860,000	1,566,300	832,769	113.53
TOTAL SPECIAL TRANSIT FARES		849,302	733,531	601,666	860,000	1,566,300	832,769	113.53
NON-TRANSPORTATION REVENUE								
OTHER REVENUE	407-99-01-000-600	448		0			0	0.00
INSURANCE RECOVERY - REV. VEHL	407-99-02-000-700	26,872		1,130	1,130		0	0.00
TOTAL NON-TRANSPORTATION REVENUE		27,320		1,130	1,130		0	0.00
LOCAL CASH GRANTS AND REIMB								
LOCAL OPERATING REV. - 18B MATCH	409-01-01-000-000	38,378	38,378	28,783	38,378	38,378	0	0.00
TOTAL LOCAL CASH GRANTS AND REIMB		38,378	38,378	28,783	38,378	38,378	0	0.00
STATE CASH GRANTS AND REIMB								
STATE OPERATING REV	411-01-01-000-000	38,378	38,378	28,783	38,378	38,378	0	0.00
STATE OTHER REV - WTW PASS	411-99-01-000-000	370					0	0.00
TOTAL STATE CASH GRANTS AND REIMB		38,748	38,378	28,783	38,378	38,378	0	0.00
FEDERAL CASH GRANTS AND REIMB								
FEDERAL OTHER REV - JARC	413-99-01-000-000		51,500	63,343	80,000		-51,500	-100.00
FEDERAL OTHER REV - SEC. 5311	413-99-02-000-000	117,600	112,000	82,600	112,000	121,100	9,100	8.13
TOTAL FEDERAL CASH GRANTS AND REIMB		117,600	163,500	145,943	192,000	121,100	-42,400	-25.93
SUBSIDIES FROM APPROPRIATION								
RGRTA SUBSIDY	440-99-07-000-000	554,510	675,812	374,232	500,023	263,751	-412,061	-60.97
TOTAL SUBSIDIES FROM APPROPRIATION		554,510	675,812	374,232	500,023	263,751	-412,061	-60.97
TOTAL REVENUE		1,715,677	1,733,599	1,255,597	1,729,909	2,129,907	396,308	22.86
OPERATORS WAGES								
OPERATORS WAGES REGULAR	501-01-01-010-000	585,498	598,200	444,868	612,000	845,500	247,300	41.34

2013-2014 OPERATING BUDGET DETAIL
Wayne Area Transportation Service

Report Date : 01/30/2013

Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL OPERATORS WAGES		585,498	598,200	444,868	612,000	845,500	247,300	41.34
OTHER WAGES								
OTH SAL&WAGE ADM TRANS OPERTNS	501-02-01-011-000	105,596	110,112	78,927	109,500	119,731	9,619	8.74
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	5,025	7,904	3,939	7,904	4,954	-2,950	-37.32
TOTAL OTHER WAGES		110,621	118,016	82,866	117,404	124,685	6,669	5.65
FRINGE BENEFITS								
FICA	502-01-01-000-000	57,319	59,272	44,485	60,551	79,298	20,026	33.79
PENSION PROVISION NON UNION	502-02-01-000-000	11,441	12,173	21,402	21,402	21,402	9,229	75.82
BLUE CROSS/BLUE SHIELD	502-03-01-000-000	62,986	68,039	45,095	60,500	80,475	12,436	18.28
HRA-HEALTH	502-03-06-000-000	15,519	15,135	8,059	11,029	11,200	-3,935	-26.00
REIMBURSEMENT ACCOUNT EXPENSE								
DENTAL PLANS	502-04-01-000-000	3,829	5,000	6,558	8,000	11,300	6,300	126.00
GROUP LIFE INSURANCE	502-05-02-169-000	1,115	1,150	559	750	750	-400	-34.78
SHORT TERM DBL INS PLAN	502-06-01-169-000	8,560	6,000	380	1,500	5,913	-87	-1.45
STATE UNEMPLOYMENT INS	502-07-02-169-000	3,802	7,000		1,000	4,000	-3,000	-42.86
WORKERS COMPENSATION	502-08-01-000-000	2,571	5,908	961	4,550	4,927	-981	-16.60
WORKERS COMPENSATION MEDICAL	502-08-02-000-000	754	2,220	1,282	1,835	2,580	360	16.22
WORKERS COMPENSATION INDEMNITY	502-08-04-000-000		10,140		2,500	12,480	2,340	23.08
HOLIDAY	502-10-01-000-000	13,962	13,874	12,448	13,897	18,958	5,084	36.64
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000	384	336	485	422		-336	-100.00
UNIFORM&WORK CLOTHING ALLOW	502-13-01-000-000	2,389	4,858	1,960	4,858	4,500	-358	-7.37
PAID TIME OFF	502-15-01-000-000	50,841	44,367	39,415	47,794	47,435	3,068	6.92
TOTAL FRINGE BENEFITS		235,473	255,472	183,091	240,588	305,218	49,746	19.47
SERVICES								
MANAGEMENT SERVICE FEES-RGRTA	503-01-01-000-000	28,958	28,864	15,322	19,835	14,756	-14,108	-48.88
MANAGE SERV FEES - RTS	503-01-02-000-000	82,250	118,348	90,724	123,820	146,270	27,922	23.59
MANAGEMENT SERVICE FEES-LIFLINE	503-01-03-000-000	8,509	8,231	6,159	8,212	8,416	185	2.25
PROF AND TECH SER INJ LAWYERS	503-03-01-165-000	45,159	36,000	33,701	42,800	25,000	-11,000	-30.56
PROF AND TECH SER GEN LAW EXP	503-03-01-168-000		2,000		2,000	1,500	-500	-25.00
PROF AND TECH SERV OUTSIDE AUD	503-03-01-171-000	2,180	1,842	899	1,842	2,413	571	31.00
OTHER PROF SERVICES	503-03-01-174-000	510	400	232	400	445	45	11.25
CONTRACT SERVICE - REVENUE VEH	503-05-01-051-000	89,340	121,000	76,822	110,000	126,500	5,500	4.55
MEDICAL SERVICES	503-99-01-000-000	464	500	213	500	1,000	500	100.00
TOTAL SERVICES		257,370	317,185	224,073	309,409	326,300	9,115	2.87



OPERATING BUDGET DETAIL – WATS

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Wayne Area Transportation Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
FUEL & LUBRICANTS								
M&S FUEL CONSUMED DIESEL NO 1	504-01-01-051-000	281,874	269,000	187,263	254,107	156,824	-112,176	-41.70
FUEL FOR REVENUE VEHICLES GAS	504-01-02-051-000	15,790	15,500	42,823	60,173	212,635	197,135	1,271.84
TOTAL FUEL & LUBRICANTS		297,665	284,500	230,086	314,280	369,459	84,959	29.86
PARTS & REPAIRS								
M&S CONSUMED TIRES AND TUBES	504-02-01-051-000	10,799	21,500	9,855	14,000	17,000	-4,500	-20.93
OTH M&S INSP&MAINT REV VEHICLE	504-99-04-061-000	10,771	12,556	4,675	7,000	8,575	-3,981	-31.71
TOTAL PARTS & REPAIRS		21,570	34,056	14,530	21,000	25,575	-8,481	-24.90
OTHER MATERIALS & SUPPLIES								
OTH M&S PRNTNG TICKETS&PASSES	504-99-10-151-000	2,311	1,500	2,542	3,000	3,000	1,500	100.00
OTHER M&S OFFICE SUPPLIES	504-99-13-000-000	4,545	4,785	2,774	4,200	4,300	-485	-10.14
OTHER M&S PRNTNG PUBLIC SCHDLS	504-99-14-000-000	2,272	4,500	2,078	3,500	3,500	-1,000	-22.22
OTHER M&S - EQUIPMENT	504-99-22-000-000					2,340	2,340	100.00
OTHER M&S NON-CAPITALIZABLE EQUIPMENT	504-99-27-000-000	6,439				0	0	0.00
TOTAL OTHER MATERIALS & SUPPLIES		15,566	10,785	7,394	10,700	13,140	2,355	21.84
UTILITIES								
UTILITIES ELECTRIC	505-02-01-000-000	929	1,000	505	1,000	1,000	0	0.00
UTILITIES - TELEPHONE	505-02-05-000-000	1,632	1,620	1,087	1,500	1,560	-60	-3.70
TOTAL UTILITIES		2,562	2,620	1,592	2,500	2,560	-60	-2.29
CASUALTY AND LIABILITY COSTS								
PREMIUM PHYSICAL DAMAGE INS.	506-01-01-000-000	48,663	45,808	35,300	43,751	44,610	-1,198	-2.62
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000	119,200	31,000	15,154	34,400	35,000	4,000	12.90
TOTAL CASUALTY AND LIABILITY COSTS		167,863	76,808	50,454	78,151	79,610	2,802	3.65
MISC EXPENSES								
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	1,069	1,112	810	1,112	1,200	88	7.91
TRAVEL & TRAINING	509-02-01-000-000	2,580	2,485	2,248	3,200	4,900	2,415	97.18
MISC EXP BAD DEBT	509-07-01-000-000	4,070		2,469	3,900	0	0	0.00
MISC. ADVERTISING & PROMOTION	509-08-01-164-000	3,255	5,725	1,344	2,500	5,500	-225	-3.93
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	2,873	1,735	1,087	1,735	500	-1,235	-71.18
LOSS ON SALE	509-99-98-000-000					0	0	0.00

2013-2014 OPERATING BUDGET DETAIL
Wayne Area Transportation Service

Report Date : 01/30/2013

Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL MISC EXPENSES		13,847	11,057	7,959	12,447	12,100	1,043	9.43
LEASES AND RENTALS								
LEASES&RENTALS COPIER	512-12-02-000-000	1,821	5,400	3,845	4,930	4,960	-440	-8.15
TOTAL LEASES AND RENTALS		1,821	5,400	3,845	4,930	4,960	-440	-8.15
LOCAL DEPRECIATION								
DEP/AMOR LOCAL PROJECT	513-00-01-000-000	5,821	19,500	4,840	6,500	20,800	1,300	6.67
TOTAL LOCAL DEPRECIATION		5,821	19,500	4,840	6,500	20,800	1,300	6.67
TOTAL EXPENSES		1,715,677	1,733,599	1,255,597	1,729,909	2,129,907	396,308	22.86

Operating Budget Detail – WYTS

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Wyoming Transit Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
CUSTOMER FARES								
ADULT CASH	401-01-01-000-100	31,898	33,000	21,604	29,000	29,000	-4,000	-12.12
ADULT COMM TICKETS	401-01-05-000-300	24,182	21,000	16,988	23,000	23,000	2,000	9.52
TOTAL CUSTOMER FARES		56,081	54,000	38,592	52,000	52,000	-2,000	-3.70
SPECIAL TRANSIT FARES								
GUAR REV-OTHER	402-03-03-000-000	293,698	268,000	228,830	293,655	291,969	23,969	8.94
TOTAL SPECIAL TRANSIT FARES		293,698	268,000	228,830	293,655	291,969	23,969	8.94
NON-TRANSPORTATION REVENUE								
OTHER REVENUE	407-99-01-000-600	449		0			0	0.00
INSURANCE RECOVERY - REV. VEH.	407-99-02-000-700	2,039					0	0.00
TOTAL NON-TRANSPORTATION REVENUE		2,488		0			0	0.00
LOCAL CASH GRANTS AND REIMB								
LOCAL OPERATING REV. - 18B MATCH	409-01-01-000-000	20,120	20,120	15,090	20,120	20,120	0	0.00
TOTAL LOCAL CASH GRANTS AND REIMB		20,120	20,120	15,090	20,120	20,120	0	0.00
STATE CASH GRANTS AND REIMB								
STATE OPERATING REV	411-01-01-000-000	172,120	20,120	15,090	20,120	20,120	0	0.00
STATE OTHER REV - WTW PASS	411-99-01-000-000	3,744					0	0.00
TOTAL STATE CASH GRANTS AND REIMB		175,864	20,120	15,090	20,120	20,120	0	0.00
FEDERAL CASH GRANTS AND REIMB								
FEDERAL OTHER REV - SEC. 5311	413-99-02-000-000	81,700	77,800	57,375	77,800	84,200	6,400	8.23
TOTAL FEDERAL CASH GRANTS AND REIMB		81,700	77,800	57,375	77,800	84,200	6,400	8.23
SUBSIDIES FROM APPROPRIATION								
RGRTA SUBSIDY	440-99-07-000-000	734,584	970,676	605,670	875,118	881,541	-89,135	-9.18
TOTAL SUBSIDIES FROM APPROPRIATION		734,584	970,676	605,670	875,118	881,541	-89,135	-9.18
TOTAL REVENUE		1,364,536	1,410,716	960,647	1,338,813	1,349,950	-60,766	-4.31
OPERATOR WAGES								
OPERATORS WAGES REGULAR	501-01-01-010-000	435,280	454,900	312,457	420,000	444,000	-10,900	-2.40

2013-2014 OPERATING BUDGET DETAIL

Report Date : 01/30/2013

Fiscal Period Ending : December 2012

Wyoming Transit Service

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL OPERATOR WAGES		435,280	454,900	312,457	420,000	444,000	-10,900	-2.40
OTHER WAGES								
OTH SAL&WAGE ADM TRANS OPERTNS	501-02-01-011-000	56,849	70,874	49,283	65,200	67,320	-3,554	-5.01
STAFF PERFORMANCE INCENTIVE	501-02-01-181-000	3,150	6,304	2,000	6,304	3,951	-2,353	-37.33
TOTAL OTHER WAGES		59,999	77,178	51,283	71,504	71,271	-5,907	-7.65
FRINGE BENEFITS								
FICA	502-01-01-000-000	40,760	43,873	30,549	40,748	42,575	-1,298	-2.96
PENSION PROVISION NON UNION	502-02-01-000-000	9,752	12,393	18,243	18,243	18,243	5,850	47.20
PENSION ADM EXP ACTUARY	502-02-03-000-000	450					0	0.00
BLUE CROSS/BLUE SHIELD	502-03-01-000-000	62,246	63,610	53,079	70,875	73,862	10,252	16.12
HRA-HEALTH	502-03-06-000-000	10,728	10,590	5,551	6,600	5,908	-4,682	-44.21
REIMBURSEMENT ACCOUNT EXPENSE								
DENTAL PLANS	502-04-01-000-000	7,714	8,000	4,145	8,000	7,475	-525	-6.56
GROUP LIFE INSURANCE	502-05-02-169-000	1,073	1,150	559	750	750	-400	-34.78
SHORT TERM DBL INS PLAN	502-06-01-169-000	3,421	3,500	7,256	10,150	3,652	152	4.34
STATE UNEMPLOYMENT INS	502-07-02-169-000	5,756	3,000	4,082	4,100	4,000	1,000	33.33
WORKERS COMPENSATION	502-08-01-000-000	-3,886	7,862	441	3,000	3,282	-4,580	-58.25
WORKERS COMP. MEDICAL ONLY	502-08-02-000-000	17,208	6,660	3,143	4,250	2,580	-4,080	-61.26
WORKERS COMPENSATION INDEMNITY	502-08-04-000-000	12,921	30,420		15,000	12,480	-17,940	-58.97
HOLIDAY	502-10-01-000-000	11,233	12,615	10,516	12,487	12,775	160	1.27
OTHER PAID ABSENCE BEREAV ETC	502-12-01-000-000	213		529	309		0	0.00
UNIFORM&WORK CLOTHING ALLOW	502-13-01-000-000	3,287	4,316	2,359	4,316	4,200	-116	-2.69
PAID TIME OFF	502-15-01-000-000	39,860	28,819	20,792	28,357	28,494	-325	-1.13
TOTAL FRINGE BENEFITS		222,735	236,808	161,244	227,185	220,276	-16,532	-6.98
SERVICES								
MANAGEMENT SERVICE FEES-RGRTA	503-01-01-000-000	67,115	67,265	38,350	50,540	53,904	-13,361	-19.86
MANAGE SERV FEES - RTS	503-01-02-000-000	83,584	119,748	92,133	125,700	148,187	28,439	23.75
MANAGEMENT SERVICE FEES-LIFLINE	503-01-03-000-000	8,509	8,231	6,159	8,212	8,416	185	2.25
PROF AND TECH SER INJ LAWYERS	503-03-01-165-000	1,073	1,000		1,000	3,500	2,500	250.00
PROF AND TECH SER GEN LAW EXP	503-03-01-168-000		2,000		2,000	1,500	-500	-25.00
PROF AND TECH SERV OUTSIDE AUD	503-03-01-171-000	1,808	1,484	726	1,484	2,004	520	35.04
OTHER PROF SERVICES	503-03-01-174-000	486	400	232	400	430	30	7.50
CONTRACT SERVICE - REVENUE VEH	503-05-01-051-000	138,896	156,200	115,598	161,000	153,000	-3,200	-2.05
CUSTODIAL SERVICES	503-06-01-043-000		1,500		500	1,500	0	0.00
MEDICAL SERVICES	503-99-01-000-000	457	600	102	600	840	240	40.00



OPERATING BUDGET DETAIL - WYTS

2013-2014 OPERATING BUDGET DETAIL							Report Date : 01/30/2013	
Wyoming Transit Service							Fiscal Period Ending : December 2012	
Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
TOTAL SERVICES		301,928	358,428	253,301	351,436	373,281	14,853	4.14
FUEL & LUBRICANTS								
M&S FUEL CONSUMED DIESEL NO 1	504-01-01-051-000	155,780	150,000	111,490	151,223	65,705	-84,295	-56.20
FUEL FOR REVENUE VEHICLES GAS	504-01-02-051-000	10,555	10,300	19,299	26,624	101,503	91,203	885.47
TOTAL FUEL & LUBRICANTS		166,335	160,300	130,789	177,847	167,208	6,908	4.31
PARTS & REPAIRS								
M&S CONSUMED TIRES AND TUBES	504-02-01-051-000	11,906	14,700	4,673	9,000	13,900	-800	-5.44
OTH M&S INSP&MAINT REV VEHICLE	504-99-04-061-000	6,431	5,203	2,371	4,000	5,200	-3	-0.06
TOTAL PARTS & REPAIRS		18,337	19,903	7,044	13,000	19,100	-803	-4.03
OTHER MATERIALS & SUPPLIES								
OTH M&S PRNTNG TICKETS&PASSES	504-99-10-151-000	1,652		1,529	1,529	2,500	2,500	100.00
OTHER M&S OFFICE SUPPLIES	504-99-13-000-000	7,929	4,500	6,032	8,200	4,500	0	0.00
OTHER M&S PRNTNG PUBLIC SCHDLS	504-99-14-000-000		850	872	1,000	1,500	650	76.47
OTHER M&S - EQUIPMENT	504-99-22-000-000					2,340	2,340	100.00
TOTAL OTHER MATERIALS & SUPPLIES		9,581	5,350	8,433	10,729	10,840	5,490	102.62
UTILITIES								
UTILITIES ELECTRIC	505-02-01-000-000	1,605	1,800	841	2,000	2,000	200	11.11
UTILITIES GAS	505-02-02-000-000	703	1,500	218	1,500	1,500	0	0.00
UTILITIES WATER	505-02-03-000-000		800				-800	-100.00
UTILITIES - TELEPHONE	505-02-05-000-000	1,105	1,260	590	900	1,200	-60	-4.76
TOTAL UTILITIES		3,413	5,360	1,649	4,400	4,700	-660	-12.31
CASUALTY AND LIABILITY COSTS								
PREMIUM PHYSICAL DAMAGE INS.	506-01-01-000-000	23,466	25,429	18,859	23,637	25,702	273	1.07
PAYOUTS UNINSURED PL&PD PUBLIC	506-04-01-000-000	-4,532	10,000	-398	10,000	8,000	-2,000	-20.00
TOTAL CASUALTY AND LIABILITY COSTS		18,934	35,429	18,461	33,637	33,702	-1,727	-4.87
MISC EXPENSES								
MISC EXP SUBSCRIPTS MEMBERSHIP	509-01-01-000-000	1,479	1,500	1,067	1,500	1,500	0	0.00
TRAVEL & TRAINING	509-02-01-000-000	716	3,000	692	1,200	2,500	-500	-16.67
MISC EXP FINES AND PENALTIES	509-06-01-000-000	22				0	0	0.00
MISC EXP BAD DEBT	509-07-01-000-000	87,548		-10,585	-10,585	0	0	0.00
ADVERTISING & PROMOTION	509-08-01-164-000	4,636	5,500	867	2,000	5,000	-500	-9.09
OTHER MISCELLANEOUS EXPENSE	509-99-04-000-000	174	1,000	107	1,000	1,000	0	0.00

2013-2014 OPERATING BUDGET DETAIL
Wyoming Transit Service

Report Date : 01/30/2013

Fiscal Period Ending : December 2012

Account Description	Account	2011-12 Actual	2012-13 Budget	12-13 Actual Thru 12/12	Projected 2012-13	2013-2014 Budget	Budget Change	% Change
PRODUCTIVITY & EFFICIENCY IMPROVEMENTS	509-99-99-001-000					-50,000	-50,000	0.00
TOTAL MISC EXPENSES			11,000	-7,851	-4,885	-40,000	-51,000	-463.64
LEASES AND RENTALS		94,575						
LEASES&RENTALS COPIER	512-12-02-000-000	6,786	7,900	4,240	7,600	7,890	-10	-0.13
OFFICE LEASE	512-12-03-000-000	23,398	23,860	17,880	23,860	23,982	122	0.51
TOTAL LEASES AND RENTALS		30,183	31,760	22,120	31,460	31,872	112	0.35
LOCAL DEPRECIATION								
DEP/AMOR LOCAL PROJECT	513-00-01-000-000	3,235	14,300	1,717	2,500	13,700	-600	-4.20
TOTAL LOCAL DEPRECIATION		3,235	14,300	1,717	2,500	13,700	-600	-4.20
TOTAL EXPENSES		1,364,536	1,410,716	960,647	1,338,813	1,349,950	-60,766	-4.31



ORGANIZATIONAL DETAILS

Demographics

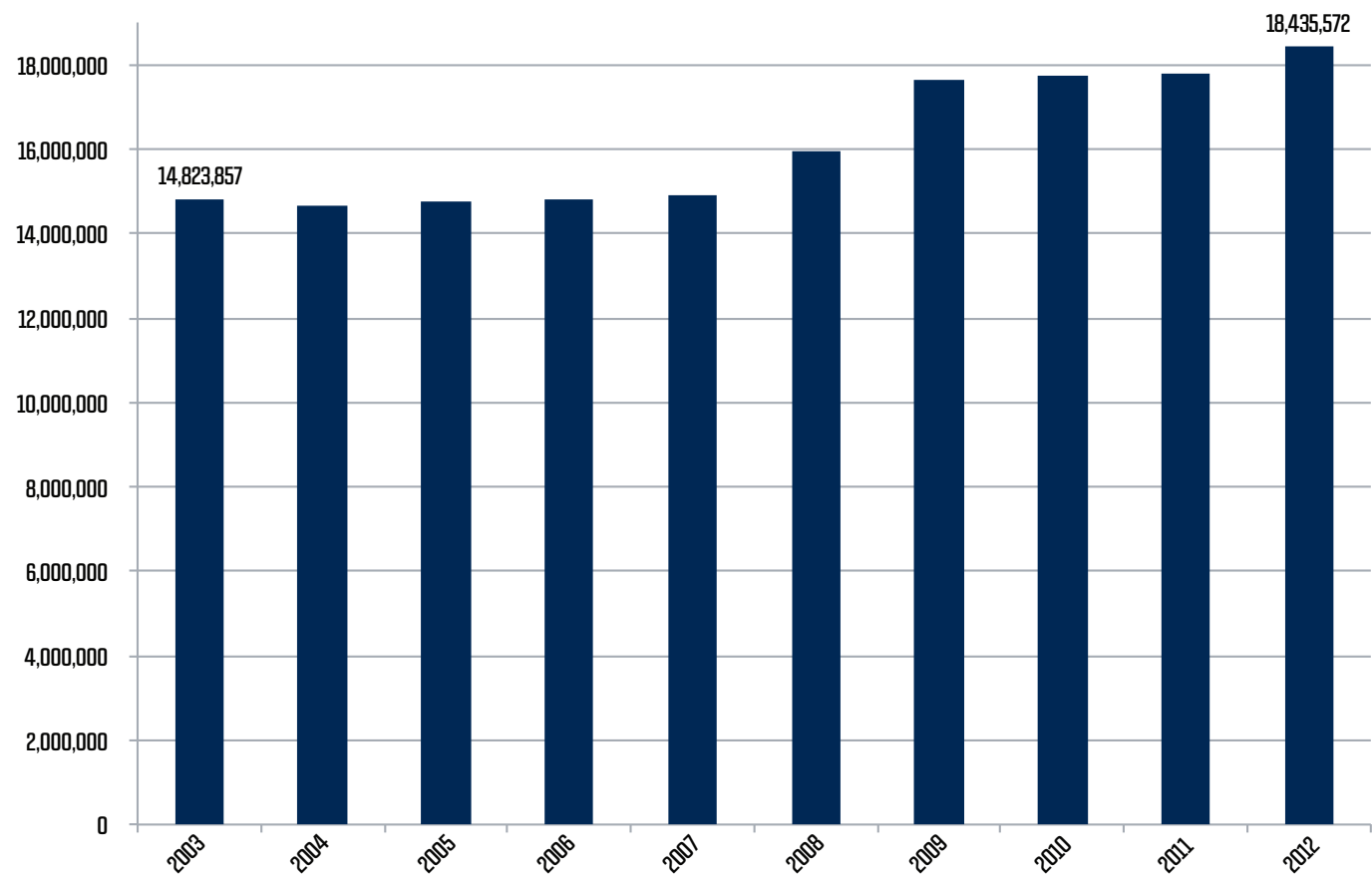
RGRTA Profile¹

Date the Authority Began Operation	1969
Form of Government	Public Benefit Corporation – Public Authority
Number of Commissioners	13
Taxes Dedicated to Transit	Mortgage Recording Tax
Member Counties	Monroe, Genesee, Livingston, Orleans, Seneca, Wayne, and Wyoming
Service Area in Square Miles ²	3,702
Population ²	1,083,877
Annual Customers	18,435,572
Annual Miles	10,201,646
Annual Hours	716,156
Employees (FTE)	673
Wheel Chair Equipped Standard Buses	407

¹ Data as of 3/31/12

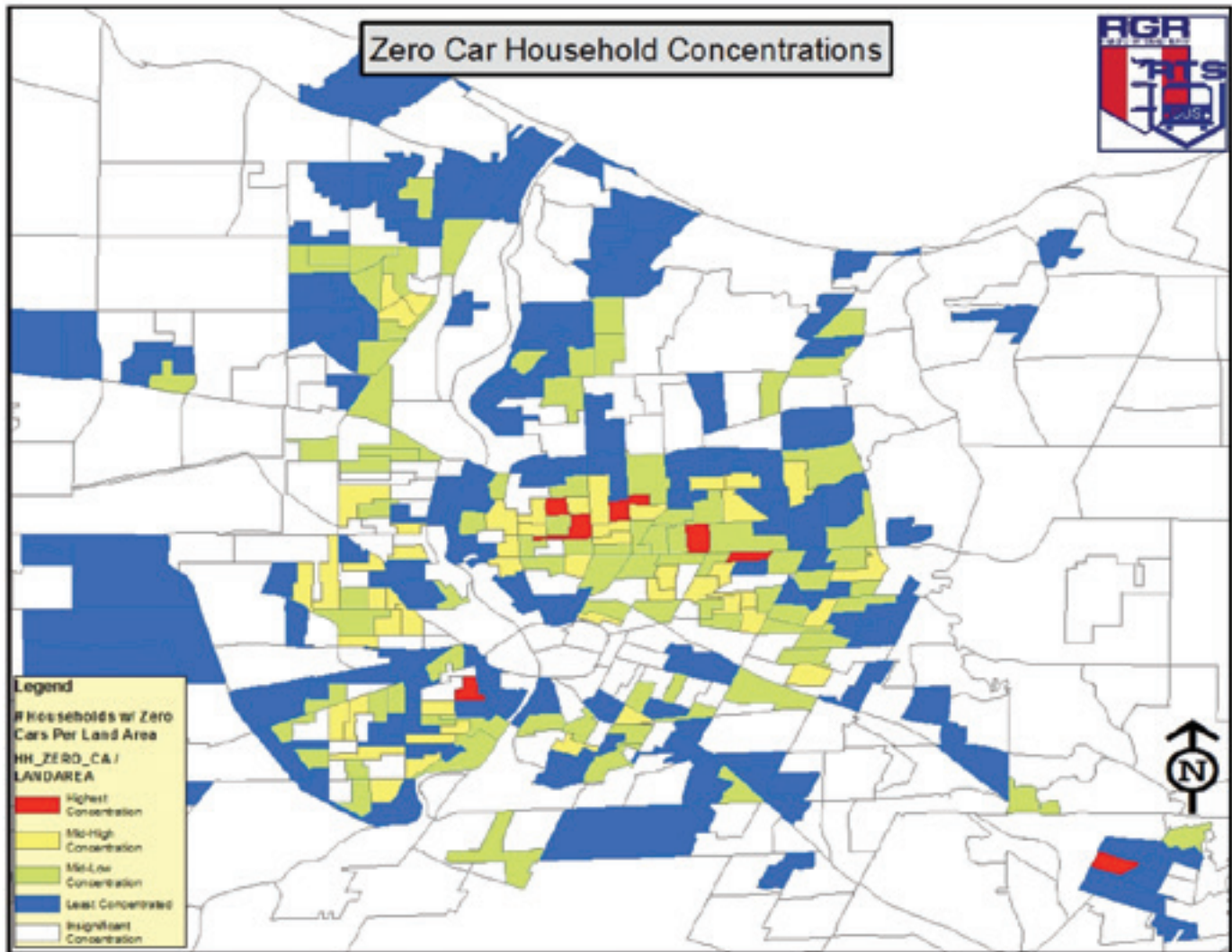
² Source: U.S. Census

Annual Ridership





Greater Rochester Zero Vehicle Households



RGRTA Service Area¹ Population & Income Data

Fiscal Year	Population ²	Total Personal Income (in thousands) ²	Per Capita Income ²	Median Household Income ³
2003	1,074,409	\$32,729,076	\$30,462	\$40,918
2004	1,071,538	\$34,367,979	\$32,074	\$42,381
2005	1,065,444	\$35,555,195	\$33,371	\$44,233
2006	1,078,516	\$37,207,325	\$34,499	\$46,006
2007	1,079,504	\$39,375,801	\$36,476	\$47,978
2008	1,081,194	\$41,858,995	\$38,716	\$49,985
2009	1,082,878	\$40,608,771	\$37,501	\$47,871
2010	1,084,052	\$42,209,108	\$38,936	\$50,021
2011 ³	1,083,877	*	*	*
2012	*	*	*	*

City of Rochester³

Fiscal Year	Population	Total Personal Income (in thousands) ⁴	Per Capita Income	Median Household Income
2003	214,058	*	*	*
2004	212,297	*	*	*
2005	209,781	\$3,357,964	\$16,007	\$26,650
2006	208,205	\$3,443,086	\$16,537	\$27,407
2007	207,481	\$3,570,126	\$17,207	\$30,927
2008	207,348	\$3,764,196	\$18,154	\$29,975
2009	207,294	\$3,914,954	\$18,886	\$30,553
2010	210,565	\$3,761,744	\$17,865	\$30,138
2011	210,855	*	*	*
2012	*	*	*	*

* Data not available

¹ RGRTA Service Area: Monroe, Genesee, Livingston, Orleans, Seneca, Wayne, and Wyoming Counties

⁴ Total personal income is a calculation of per capita income multiplied by population

Source:

² Bureau of Economic Analysis

³ U.S. Census Bureau



RGRTA Service Area Employment¹

Employment Annual
Average²

	2003	2004	2005	2006*	2007*	2008*	2009*	2010*	2011*	2012**
Total Civilian Labor Force	546,506	547,353	550,617	547,731	544,097	548,469	544,053	540,070	534,171	536,400
Total Employed	515,482	517,955	524,500	522,571	518,912	517,634	500,007	495,624	492,902	492,654
Total Unemployed	31,024	29,398	26,117	25,160	25,185	30,835	44,046	44,446	41,269	43,746
Unemployment Rate	5.7%	5.4%	4.7%	4.6%	4.6%	5.6%	8.1%	8.2%	7.7%	8.2%

*Data reflects revised inputs, re-estimation, and new statewide controls.

**Data reflects revised inputs, re-estimation, and new statewide controls. Data is reported on the months of January-November.



Employment by Industry³ NAICS (\$ 000s)

Year	Manufacturing			Construction			Wholesale Retail Trade			Service			Government			Finance Insurance			Information			Other ⁴			Total		
	#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%	
2003	82.8	17.0%		15.6	3.2%		70.9	14.5%		196.6	40.3%		81.2	16.7%		14.1	2.9%		12.7	2.6%		13.5	2.8%		487.4	100.0%	
2004	79.2	16.3%		16.2	3.3%		70.1	14.4%		200.0	41.1%		80.9	16.6%		14.4	3.0%		11.7	2.4%		14.4	3.0%		486.9	100.0%	
2005	77.7	15.9%		16.4	3.4%		70.8	14.5%		203.1	41.5%		81.0	16.6%		14.2	2.9%		11.1	2.3%		14.5	3.0%		488.8	100.0%	
2006	76.5	15.7%		16.1	3.3%		69.9	14.4%		204.1	42.0%		79.7	16.4%		14.6	3.0%		10.6	2.2%		15.0	3.1%		486.4	100.0%	
2007	74.4	15.1%		17.0	3.5%		70.7	14.3%		208.6	42.3%		83.8	17.0%		14.5	2.9%		10.0	2.0%		14.2	2.9%		493.2	100.0%	
2008	70.0	15.2%		16.9	3.7%		70.8	15.3%		183.4	39.7%		80.8	17.5%		14.2	3.1%		9.6	2.1%		16.2	3.5%		461.8	100.0%	
2009	62.9	13.1%		15.6	3.3%		68.2	14.3%		212.0	44.3%		80.9	16.9%		13.6	2.8%		9.0	1.9%		16.0	3.3%		478.3	100.0%	
2010	60.1	12.6%		15.3	3.2%		68.3	14.3%		214.1	44.9%		80.6	16.9%		13.6	2.8%		8.6	1.8%		15.9	3.3%		476.5	100.0%	
2011	60.5	12.6%		15.6	3.3%		68.6	14.3%		217.3	45.4%		78.8	16.4%		13.9	2.9%		8.3	1.7%		16.1	3.4%		479.2	100.0%	
2012	*	*		*	*		*	*		*	*		*	*		*	*		*	*		*	*		*	*	

* Data Not Currently Available

¹ RPTA Service Area; Monroe, Genesee, Livingston, Orleans, Seneca, Wayne, and Wyoming Counties.

⁴ Includes Mining, Agriculture/Forestry, Utilities, Transportation/Warehousing, and unclassified.

Source:

² U.S. Department of Labor

³ NY Department of Labor



Personnel Changes

Personnel Change Summary

	2011-12 Budget	2012-13 Budget	2012-13 Changes During Fiscal Year	2013-14 Changes	2013-14 Budget
RGRTA & RTS					
Executive Management	9	7	2	0	9
Business Development & Marketing	2	3	0	0	3
Communications	4	4	0	0	4
Customer Service	18	18	3	0	21
Engineering & Facilities Management	20	21	-17	0	4
Finance	10	11	1	0	12
Information Technology	11	8	0	2	10
Legal Affairs	5	4	-1	0	3
Maintenance (RTS)	123	114	18	2	134
People	15	19	-1	-1	17
Planning	4	5	-1	0	4
Procurement & Grants Administration	6	7	0	1	8
Project Management Office	3	4	1	-1	4
Research & Development/Performance Measurement	4	6	1	0	7
Scheduling	7	10	0	0	10
System Safety and Security	0	0	20	0	20
Transit Operations (RTS)	370	371	-19	-1	351
TOTAL RGRTA & RTS	611	612	7	2	621
Paratransit & Regional Operations					
Lift Line ¹	94	93	-1	0	92
Batavia Bus Service	15	15	0	0	15
Livingston Area Transportation Service	29	28	1	0	29
Orleans Transit Service	16	16	0	0	16
Seneca Transit Service	13	13	0	0	13
Wayne Area Transportation Service	31	31	1	0	32
Wyoming Transit Service	23	23	0	0	23
TOTAL Paratransit & Regional Operations	221	219	1	0	220
TOTAL	832	831	8	2	841

¹ LL Call Center Supervisor and Schedulers are included in Customer Service.

Personnel Change Detail

FISCAL YEAR 2012-13 BUDGET				831
2012-13 Personnel Changes During The Fiscal Year				
Department	Additions		Deletions	Change
Executive Management	<ul style="list-style-type: none"> In-House Counsel Chief Marketing Officer Chief People Officer 		<ul style="list-style-type: none"> General Counsel & Chief Administrative Officer 	2
Business Development	<ul style="list-style-type: none"> RSCD Account Manager Account Executive 		<ul style="list-style-type: none"> Brand Advocate Senior Account Executive 	0
Communications & Marketing	<ul style="list-style-type: none"> Marketing Communications Specialist Communication Assistant Marketing Manager Director of Communications and Marketing 		<ul style="list-style-type: none"> VP of Marketing & Communications Regional Marketing Manager Internal Communications Coordinator Marketing Specialist 	0
Customer Service	<ul style="list-style-type: none"> Customer Service Rep (2) Senior Customer Service Rep Manager of Customer Service 		<ul style="list-style-type: none"> RTS Call Center Supervisor 	3
Engineering & Facilities Management	<ul style="list-style-type: none"> Engineering and Facilities Management Coordinator Engineering and Facilities Manager 		<ul style="list-style-type: none"> Associate Engineer Truck Driver (8) Stationary Engineer Laborer (2) B&G Mechanical (5) Garage Supervisor (2) 	-17
Finance	<ul style="list-style-type: none"> Senior Budget Analyst Accountant Capital Budget Analyst VP of Finance Accounts Payable Clerk 		<ul style="list-style-type: none"> Accounting Technician Manager of Capital Budgets Budget Analyst Director of Finance 	1
Information Technology	–			0
Legal Affairs	–		<ul style="list-style-type: none"> Associate Attorney 	-1
Maintenance (RTS)	<ul style="list-style-type: none"> Maintenance Quality Assurance Specialist Truck Driver (8) Laborer (2) 	<ul style="list-style-type: none"> B&G Mechanical (5) Garage Supervisor (2) Farebox Technician 	<ul style="list-style-type: none"> Overhaul Technician 	18
People	<ul style="list-style-type: none"> Occupational Health Manager People Department Coordinator The People Department Support Representative Workforce Development Specialist Payroll Specialist (2) 		<ul style="list-style-type: none"> Worker's Compensation & Disability Manager Payroll Clerk (2) Receptionist Senior Vice President for People Trainer Administrative Assistant 	-1
Planning	<ul style="list-style-type: none"> Transportation Planner II (2) Director of Planning 		<ul style="list-style-type: none"> Transportation Planner I (2) Data Quality Technician Manager of Transportation Analysis 	-1
Procurement & Grants Administration	–		–	0
Project Management Office	<ul style="list-style-type: none"> Senior Project Manager (2) 		<ul style="list-style-type: none"> Project Manager 	1
Research & Development/ Performance Measurement	<ul style="list-style-type: none"> Quality Assurance Specialist 		–	1
Scheduling (RTS)	–		–	0
System Safety and Security	<ul style="list-style-type: none"> Road Supervisors (13) Casual Road Supervisor Field Ops Manager 	<ul style="list-style-type: none"> PT Road Supervisor (4) Director of System Safety and Security 	–	20
Transit Operations (RTS)	–		<ul style="list-style-type: none"> Road Supervisors (13) Casual Road Supervisor Field Ops Manager PT Road Supervisor (4) 	-19

continued on next page



ORGANIZATIONAL DETAILS

Personnel Change Detail *continued*

2012-13 Personnel Changes During The Fiscal Year			
Lift Line	–	• ADA Certification Coordinator (PT)	-1
Batavia Bus Service	–	–	0
Livingston Area Transportation Service	• Office Assistant/Dispatcher PT (2)	• Office Assistant/Dispatcher FT	1
Orleans Transit Service	–	–	0
Seneca Transit Service	–	–	0
Wayne Area Transportation Service	• Office Assistant PT	–	1
Wyoming Transit Service	–	–	0
TOTAL CHANGES DURING FISCAL YEAR 2012-13			839
FISCAL YEAR 2012-13 AT 2/15/13			839
2013-14 Budget Personnel Changes			
Department	Additions	Deletions	Change
Executive Management	–	–	0
Business Development	–	–	0
Communications	–	–	0
Customer Service	–	–	0
Engineering & Facilities Management	–	–	0
Finance	–	–	0
Information Technology	• Director of IT • Junior Systems Administrator	–	2
Legal Affairs	–	–	0
Maintenance (RTS)	• Fleet Engineer • B&G Mechanical Tech 1 • Farebox Technician	• Body Shop Technician	2
People	–	• EEO Officer	-1
Planning	–	–	0
Procurement & Grants Administration	• Senior Buyer	–	1
Project Management Office	–	• Senior Project Manager	-1
Research & Development/ Performance Measurement	–	–	0
Scheduling (RTS)	–	–	0
System Safety and Security	–	–	0
Transit Operations (RTS)	• Operator Development Coach (2) • Bus Operator PT (8)	• Transit Operations Manager • Bus Operator FT (10)	-1
Lift Line	–	–	0
Batavia Bus Service	–	–	0
Livingston Area Transportation Service	–	–	0
Orleans Transit Service	–	–	0
Seneca Transit Service	–	–	0
Wayne Area Transportation Service	–	–	0
Wyoming Transit Service	–	–	0
TOTAL CHANGES FOR FISCAL YEAR 2013-14			2
FISCAL YEAR 2013-14 BUDGET			841

Wage Schedules

RTS Bus Operator Wage Schedule

(Amalgamated Transit Union, Local 282) Hired prior to March 7, 2013

Time in Service	1/1/11	1/1/12	1/1/13	1/1/14
0-12 months	\$17.97	\$18.37	\$18.83	\$19.39
13-24 months	\$19.24	\$19.67	\$20.16	\$20.76
25-36 months	\$20.53	\$20.99	\$21.51	\$22.16
37-48 months	\$21.80	\$22.29	\$22.85	\$23.54
49-60 months	\$24.37	\$24.92	\$25.54	\$26.31
Over 60 months	\$25.65	\$26.23	\$26.89	\$27.70

(Formulas rounded to the penny)

RTS Bus Operator Wage Schedule

(Amalgamated Transit Union, Local 282) Hired on or after March 7, 2013

Time in Service	3/7/13	1/1/14
0-12 months	\$16.94	\$17.45
13-24 months	\$17.48	\$18.01
25-36 months	\$18.02	\$18.56
37-48 months	\$18.82	\$19.39
49-60 months	\$20.17	\$20.78
61-72 month	\$21.51	\$22.16
73-84 month	\$22.86	\$23.55
85-96 month	\$24.20	\$24.93
Over 96 months	\$26.89	\$27.70

RTS Mechanics Wage Schedule

(Amalgamated Transit Union, Local 282) Hired prior to March 7, 2013

Job Title	1/1/11	1/1/12	1/1/13	1/1/14
Technician I	\$26.94	\$27.55	\$28.24	\$29.09
Technician II	\$26.31	\$26.90	\$27.57	\$28.40
Technician III	\$25.88	\$26.46	\$27.12	\$27.93
Tire Technician	\$25.27	\$25.84	\$26.49	\$27.28

RTS Mechanics Wage Schedule

(Amalgamated Transit Union, Local 282) Hired on or after March 7, 2013

Time in Service	3/7/13	1/1/14
TECHNICIAN I		
0-12 months	\$17.79	\$18.33
13-24 months	\$19.77	\$20.36
25-36 months	\$22.59	\$23.27
37-48 months	\$25.42	\$26.18
Over 48 months	\$28.24	\$29.09
TECHNICIAN II		
0-12 months	\$17.37	\$17.89
13-24 months	\$19.30	\$19.88
25-36 months	\$22.06	\$22.72
37-48 months	\$24.81	\$25.56
Over 48 months	\$27.57	\$28.40
TECHNICIAN III		
0-12 months	\$17.09	\$17.60
13-24 months	\$18.98	\$19.55
25-36 months	\$21.70	\$22.34
37-48 months	\$24.41	\$25.14
Over 48 months	\$27.12	\$27.93
TIRE TECHNICIAN		
0-12 months	\$16.69	\$17.19
13-24 months	\$18.54	\$19.10
25-36 months	\$21.19	\$21.82
37-48 months	\$23.84	\$24.55
Over 48 months	\$26.49	\$27.28

RTS Washers, Placers, Laborers

(Amalgamated Transit Union, Local 282) Hired prior to November 1, 1979

Job Title	1/1/11	1/1/12	1/1/13	1/1/14
Washer	\$25.53	\$26.30	\$27.15	\$28.17
Placer	\$25.82	\$26.59	\$27.45	\$28.48
Laborer	\$25.39	\$26.15	\$27.00	\$28.01



ORGANIZATIONAL DETAILS

RTS Washers, Placers, Laborers

(Amalgamated Transit Union, Local 282)

Hired on or after November 1, 1979 and before May 1, 1994

Job Title	1/1/11	1/1/12	1/1/13	1/1/14
Washer	\$22.41	\$23.08	\$23.83	\$24.72
Placer	\$22.41	\$23.08	\$23.83	\$24.72
Laborer	\$22.41	\$23.08	\$23.83	\$24.72

RTS Washers, Placers, Laborers

(Amalgamated Transit Union, Local 282)

Hired on or after May 1, 1994 through March 6, 2013

	1/1/11	1/1/12	1/1/13	1/1/14
Hired at	\$13.30	\$13.70	\$14.15	\$14.68
After 12 months	\$15.29	\$15.75	\$16.26	\$16.87
After 5 years	\$16.02	\$16.50	\$17.04	\$17.68

RTS Washers, Placers, Laborers

(Amalgamated Transit Union, Local 282) Hired on or after March 7, 2013

	3/7/13	1/1/14
Hired at	\$12.50	\$12.50
After 12 months	\$16.26	\$16.87
After 5 years	\$17.04	\$17.68

RTS Non-Mechanical Wage Schedule

(Amalgamated Transit Union, Local 282)

HIRED PRIOR TO 11/1/1979

Job Title	1/1/11	1/1/12	1/1/13	1/1/14
Janitor	\$25.60	\$26.18	\$26.83	\$27.63
Watchman	\$25.46	\$26.03	\$26.68	\$27.48
Truck Driver	\$25.65	\$26.23	\$26.89	\$27.70

HIRED ON OR AFTER 11/1/1979 AND BEFORE 5/1/1994

Job Title	1/1/11	1/1/12	1/1/13	1/1/14
Janitor	\$22.00	\$22.50	\$23.06	\$23.75
Watchman	\$22.00	\$22.50	\$23.06	\$23.75
Truck Driver	\$22.84	\$23.35	\$23.93	\$24.65

HIRED ON OR AFTER 5/1/1994

Job Title	1/1/11	1/1/12	1/1/13	1/1/14
Janitor	\$13.79	\$14.10	\$14.45	\$14.88
Watchman	\$13.79	\$14.10	\$14.45	\$14.88
Truck Driver	\$22.84	\$23.35	\$23.93	\$24.65

RTS Non-Mechanical Wage Schedule

(Amalgamated Transit Union, Local 282) Hired on or after March 7, 2013

Time in Service	3/7/13	1/1/14
TRUCK DRIVER		
0-12 months	\$15.08	\$15.53
13-24 months	\$16.75	\$17.26
25-36 months	\$19.14	\$19.72
37-48 months	\$21.54	\$22.19
Over 48 months	\$23.93	\$24.65
JANITOR		
0-12 months	\$9.10	\$9.37
13-24 months	\$10.12	\$10.42
25-36 months	\$11.56	\$11.90
37-48 months	\$13.01	\$13.39
Over 48 months	\$14.45	\$14.88
WATCHMAN		
0-12 months	\$9.10	\$9.37
13-24 months	\$10.12	\$10.42
25-36 months	\$11.56	\$11.90
37-48 months	\$13.01	\$13.39
Over 48 months	\$14.45	\$14.88

Clerical & Transportation Services

(Amalgamated Transit Union, Local 282) Hired before March 7, 2013

Job Title	1/1/11	1/1/12	1/1/13	1/1/14
Secretary of Maintenance	\$19.04	\$19.47	\$19.96	\$20.56
Secretary of Transportation	\$20.20	\$20.65	\$21.17	\$21.81
Data Entry Clerk-Maint	\$15.64	\$15.99	\$16.39	\$16.88
Secretary Scheduling	\$21.40	\$21.88	\$22.43	\$23.10
Senior Scheduler	\$20.63	\$21.09	\$21.62	\$22.27
Fixed Route Scheduler	\$17.10	\$17.48	\$17.92	\$18.46
Schedule Maker	\$27.25	\$27.86	\$28.56	\$29.42
Checker	\$13.98	\$14.29	\$14.65	\$15.09
Manager of Transportation Services	\$27.65	\$28.27	\$28.98	\$29.85

Clerical and Transportation Services

(Amalgamated Transit Union, Local 282) Hired on or after March 7, 2013

Time in Service	3/7/13	1/1/14
SECRETARY OF MAINTENANCE		
0-12 months	\$12.57	\$12.95
13-24 months	\$13.97	\$14.39
25-36 months	\$15.97	\$16.45
37-48 months	\$17.96	\$18.50
Over 48 months	\$19.96	\$20.56
SECRETARY OF TRANSPORTATION		
0-12 months	\$13.34	\$13.74
13-24 months	\$14.82	\$15.27
25-36 months	\$16.94	\$17.45
37-48 months	\$19.05	\$19.63
Over 48 months	\$21.17	\$21.81
DATA ENTRY CLERK-MAINT		
0-12 months	\$10.33	\$10.63
13-24 months	\$11.47	\$11.82
25-36 months	\$13.11	\$13.50
37-48 months	\$14.75	\$15.19
Over 48 months	\$16.39	\$16.88
SECRETARY SCHEDULING		
0-12 months	\$14.13	\$14.55
13-24 months	\$15.70	\$16.17
25-36 months	\$17.94	\$18.48
37-48 months	\$20.19	\$20.79
Over 48 months	\$22.43	\$23.10
SENIOR SCHEDULER		
0-12 months	\$13.62	\$14.03
13-24 months	\$15.13	\$15.59
25-36 months	\$17.30	\$17.82
37-48 months	\$19.46	\$20.04
Over 48 months	\$21.62	\$22.27
FIXED ROUTE SCHEDULER		
0-12 months	\$11.29	\$11.63
13-24 months	\$12.54	\$12.92
25-36 months	\$14.34	\$14.77
37-48 months	\$16.13	\$16.61
Over 48 months	\$17.92	\$18.46

Time in Service	3/7/13	1/1/14
SCHEDULE MAKER		
0-12 months	\$17.99	\$18.53
13-24 months	\$19.99	\$20.59
25-36 months	\$22.85	\$23.54
37-48 months	\$25.70	\$26.48
Over 48 months	\$28.56	\$29.42
CHECKER		
0-12 months	\$9.23	\$9.51
13-24 months	\$10.26	\$10.56
25-36 months	\$11.72	\$12.07
37-48 months	\$13.19	\$13.58
Over 48 months	\$14.65	\$15.09
MANAGER OF TRANSPORTATION SERVICES		
0-12 months	\$18.26	\$18.81
13-24 months	\$20.29	\$20.90
25-36 months	\$23.18	\$23.88
37-48 months	\$26.08	\$26.87
Over 48 months	\$28.98	\$29.85



ORGANIZATIONAL DETAILS

RTS Teamsters Local 118 Wage Schedule

Category	Jan. 1, 2007	Jan. 1, 2008	Jan. 1, 2009	Jan. 1, 2010	Jan. 1, 2011
Employees currently in progression paid an hourly rate of \$26.24/hour or less will receive a 5% annual increase not to exceed values stated	\$27.15	\$28.00	\$28.84	\$29.71	\$30.60
Employees currently in progression paid an hourly rate above \$26.24/hour will receive a \$.40 increase/hour not to exceed values stated	\$27.15	\$28.00	\$28.84	\$29.71	\$30.60
Employees hired after January 1, 2007 will have a starting rate of no less than \$21.50/hour increased by 3%/year	\$21.50	\$22.15	\$22.81	\$23.49	\$24.20

(Contract expired December 31, 2011)

LL Bus Operator Wage Schedule

(Amalgamated Transit Union, Local 282) Hired prior to December 1, 1996

Time in Service	Jan. 1, 2008	Jan. 1, 2009	Jan. 1, 2010	Jan. 1, 2011	Jan. 1, 2012
25-36 Months	\$15.62	\$16.01	\$16.41	\$16.86	\$17.37
Over 36 Months	\$16.44	\$16.85	\$17.27	\$17.75	\$18.28

(Contract expired March 31, 2012)

LL Bus Operator Wage Schedule

(Amalgamated Transit Union, Local 282) Hired on or after December 1, 1996

Time in Service	Jan. 1, 2008	Jan. 1, 2009	Jan. 1, 2010	Jan. 1, 2011	Jan. 1, 2012
0-12 Months	\$13.14	\$13.47	\$13.81	\$14.19	\$14.61
13-24 Months	\$13.95	\$14.30	\$14.66	\$15.06	\$15.51
25-36 Months	\$14.79	\$15.16	\$15.54	\$15.97	\$16.45
37-48 Months	\$15.59	\$15.98	\$16.38	\$16.83	\$17.33
Over 48 Months	\$16.43	\$16.84	\$17.26	\$17.74	\$18.27

(Contract expired March 31, 2012)

LL Mechanic Wage Schedule

(Amalgamated Transit Union, Local 282)

Time in Service	Jan. 1, 2008	Jan. 1, 2009	Jan. 1, 2010	Jan. 1, 2011	Jan. 1, 2012
0-12 Months	\$17.25	\$17.68	\$18.12	\$18.62	\$19.18
13-24 Months	\$18.25	\$18.70	\$19.17	\$19.70	\$20.29
25-36 Months	\$19.27	\$19.75	\$20.25	\$20.80	\$21.43
Over 36 Months	\$20.33	\$20.83	\$21.35	\$21.94	\$22.60

(Contract expired March 31, 2012)

LL Purchasing Clerk Wage Schedule

(Amalgamated Transit Union, Local 282)

Time in Service	Jan. 1, 2008	Jan. 1, 2009	Jan. 1, 2010	Jan. 1, 2011	Jan. 1, 2012
0-12 Months	\$14.06	\$14.41	\$14.77	\$15.18	\$15.64
13-24 Months	\$14.87	\$15.24	\$15.63	\$16.06	\$16.54
25-36 Months	\$15.72	\$16.12	\$16.52	\$16.97	\$17.48
Over 48 Months	\$16.68	\$17.09	\$17.52	\$18.00	\$18.54

(Contract expired March 31, 2012)

LL Vehicle Service Wage Schedule

(Amalgamated Transit Union, Local 282)

Time in Service	Jan. 1, 2008	Jan. 1, 2009	Jan. 1, 2010	Jan. 1, 2011	Jan. 1, 2012
0-12 Months	\$11.83	\$12.12	\$12.43	\$12.77	\$13.15
13-24 Months	\$12.56	\$12.87	\$13.19	\$13.55	\$13.96
25-36 Months	\$13.31	\$13.65	\$13.99	\$14.37	\$14.80
37-48 Months	\$14.03	\$14.38	\$14.74	\$15.15	\$15.60
Over 48 Months	\$14.79	\$15.16	\$15.54	\$15.97	\$16.45

(Contract expired March 31, 2012)

RGRTA Administrative Salary Schedule 2013-2014

Grade	Min	Mid	Max
10	\$52.55	\$75.07	\$100.11
9	\$43.79	\$62.56	\$83.43
8	\$32.76	\$46.14	\$59.53
7	\$27.76	\$39.10	\$50.44
6	\$23.53	\$33.14	\$42.75
5	\$19.95	\$28.09	\$36.23
4	\$16.89	\$23.80	\$30.71
3	\$14.32	\$20.17	\$26.03
2	\$12.14	\$17.10	\$22.05
1	\$10.28	\$14.49	\$18.69

Regional Bus Operators Salary Schedule - 2013-2014

LATS	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Wage Rate	\$13.09	\$13.55	\$14.02	\$14.51	\$15.02	\$15.55

OTS	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Wage Rate	\$13.09	\$13.55	\$14.02	\$14.51	\$15.02	\$15.55

STS	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Wage Rate	\$13.09	\$13.55	\$14.02	\$14.51	\$15.02	\$15.55

WATS	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Wage Rate	\$14.57	\$15.08	\$15.61	\$16.16	\$16.72	\$17.31

WYTS	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Wage Rate	\$13.09	\$13.55	\$14.02	\$14.51	\$15.02	\$15.55

BBS Wage Schedule

(Service Employees International Local 200 United)

	October 1, 2011	October 1, 2012	October 1, 2013
Existing Employees	\$17.09	\$17.44	\$17.79
Employees hired on or after October 1, 2011	\$13.09	\$13.35	\$13.62

GLOSSARY OF TERMS

A

Accrual Basis Accounting

This method of accounting recognizes revenues when earned and expenses when the obligation is incurred regardless of when payment is made.

Accrued Expense

Expenses incurred and recorded during an accounting period for which payment will be made in the future.

Accrued Revenue

Revenue which has been earned and recorded during an accounting period that will be collected in the future.

Advanced Traveler Information System (ATIS)

Wireless based technology integrating real time bus location data derived from satellite based networks to determine bus arrival times at upcoming destinations. The arrival time information is continually displayed and updated on electronic signage at bus stops and may also be accessed via the internet. This information improves the effectiveness of transportation service by reducing customer wait times and “anxiety.”

Advertising Revenue

Income from the sales of display advertising on the interior or exterior of RTS vehicles.

American Public Transportation Association (APTA)

APTA is the international organization which represents over 1,500 transportation industry organizations.

Americans with Disabilities Act (ADA)

1990 Federal Law establishing the civil rights of people with disabilities. Prohibits discrimination against people with disabilities and requires common places used by the public to provide an equal opportunity for access.

Automatic Passenger Counter (APC)

Equipment installed on a transportation vehicle to count the number of people entering or exiting the vehicle.

Automatic Stop Annunciation and Bus Sign Controls

Wireless based technology integrating real time bus location data derived from satellite based networks with fixed route information to create automatic audio announcements of upcoming stops for customers on board the bus. For the hearing impaired and others, the on board electronic signage is also continually updated to display the next stop on the route.

Automatic Vehicle Locator System (AVL)

Wireless based technology derived from satellite based networks that continuously track the location of buses.

Available Unrestricted Net Assets (AUNA)

The remaining balance of unrestricted net assets after subtraction of reserve funds, inventory, notes receivable, and prepaid expenses, sometimes referred to as “working capital.”

B

Balanced Budget

A financial plan in which the total estimated or actual revenues in support of operations plus transfers of working capital, if necessary, equals the total estimated or actual expenses to conduct operations during a fiscal year.

Bus Operations and Yard Management

Operations management software that supports daily dispatch; bus pull out; incident/accident investigation and reporting; run picks for operators; time and attendance tracking; generation of payroll information; grievance management; control of bus locations within the yard and assignment of buses to operators.

C

Capital Budget

A financial plan which identifies the planned capital expenditures and supporting revenues, over a defined period of time.

Capital Expenditure

Expenditures of \$10,000 or greater for assets with a useful life of at least three years such as property, plant, or equipment. The item is expected to benefit future periods.

Capital Improvement Plan (CIP)

A multi-year financial plan of proposed capital investments to support an organizations' strategic and operating plans, identifying the related estimated costs and sources of funding.

Capital Reserve Fund

An asset established for the purpose of funding local capital expenditures.

Civilian Labor Force

Represents the number of persons 16 years of age or older employed or seeking employment. Civilian labor force statistics are developed by the Bureau of the Census U.S. Department of Commerce.

Comprehensive Plan

Document that outlines the Strategic, Operating, and Financial plans of the Authority.

Computer Aided Dispatch/Automatic Vehicle Location

Integrated system of hardware and software providing communications, vehicle tracking technology, and computerized dispatching services.

Congestion Mitigation and Air Quality (CMAQ)

A program of federal grants designed for the purpose of funding public projects that will mitigate traffic congestion and improve air quality.

Cost Recovery

The ratio of total customer fares, route subsidy agreements, and other revenues that have a corresponding expense to total expenses.

Customers Per Revenue Mile

A performance measurement calculated by dividing the total number of customers by total revenue miles for services.

Customer Satisfaction Index (CSI)

A key performance indicator to monitor the quality of customer service provided by Rochester Genesee Regional Transportation Authority subsidiaries.

D

Department Performance Indicators

Departmental indicators that assist department heads in monitoring frequently the progress of their team's actions in supporting the broader strategic goals of the Authority.

Distinguished Budget Presentation Award

An award given by the Government Finance Officers Association (GFOA) for exemplary budget documentation.

E

Encumbrance Accounting

A method of accounting which reserves budget authorizations for commitments that will subsequently become expenditures when the goods or services are received.

Enterprise Fund

A proprietary fund type used for any activity in which a fee is charged to external users for goods or services.

Equal Employment Opportunity (EEO)

Where all personnel activities are conducted so as to assure equal access in all phases of the employment process.

F

Fair Labor Standards Act (FLSA)

1938 Federal Law enforcing minimum standards that employers must abide by when hiring and compensating employees.

Family Medical Leave Act (FMLA)

1993 Federal Law that grants eligible employees up to a total of 12 work weeks of unpaid leave during any 12-month period for eligible reasons as defined in the regulations.

Fare

Fee paid by a customer for receipt of public transportation service.

Farebox

A device used to collect and classify cash and magnetically encoded pass transactions on board a bus.

Farebox Revenue

Income generated from customers using transportation service. This includes cash fares and income from the sales of tickets and passes.

Federal Section 5307 Assistance

Urbanized area formula grant administered by the Federal Transit Administration or FTA, to provide capital, operating, and planning assistance for mass transportation.

Federal Section 5311 Assistance

Non-urbanized area formula grant administered by the Federal Transit Administration or FTA, to provide capital, operating, and planning assistance for mass transportation.



Federal Transit Administration (FTA)

Provides oversight to transportation agencies in all 50 states, the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, Northern Mariana Islands, and American Samoa.

Financial Plan

A budgetary planning document reflecting the way an organization plans to use its financial and human resources to execute its strategic and operating plans.

Fiscal Year

The accounting year of an organization. RGRTA's fiscal year is April 1 through March 31.

Fixed Forward Pricing Contract

A contract between two parties to transact a fixed quantity at a specified future date at a fixed price.

Fixed Route Service

Transportation service that operates according to a fixed schedule and route.

Fleet Maintenance Information System

Assists in tracking, managing, reporting and analyzing many of the activities conducted in maintaining our fleet, which will help us forecast and control cost. Some of the system features include: work order administration, management of equipment warranty, recalls/campaigns, labor, parts inventory and forecasting of preventive maintenance.

Frontline Advisory Group (FLAG)

Employee group comprised of bus operators and customer service representatives who provide insight on customer service related issues.

Full Time Equivalent (FTE)

Numeric equivalent of one person occupying one employment position for the equivalent of 2,080 hours.

G

Generally Accepted Accounting Principles (GAAP)

Uniform Standards for financial accounting and reporting. They govern the form and content of an entity's financial statements.

Government Finance Officers Association of the U.S. and Canada (GFOA)

Professional Association of State, provincial and local finance officers whose purpose is to enhance and promote the professional management of governments for the public benefit by identifying and developing financial policies and practices and promoting them through education, training and leadership.

Governmental Accounting Standards Board (GASB)

A private, non-profit organization established in 1984; responsible for establishing accounting standards for governmental entities.

Governmental Subsidies

Monetary assistance provided by a government to support an enterprise engaged in serving the public's interest.

I

Investment Income

Interest earned from the investment of idle cash assets.

J

Job Access Reverse Commute Program (JARC)

Program administered by the FTA that provides grant money to communities to provide transportation to low-income families to access job opportunities, training opportunities, and child care.

L

Locally Generated Revenues

All self-generated revenues including both operating and non operating revenue.

M

Metropolitan Statistical Area (MSA)

A large population nucleus together with adjacent communities having a high degree of social and economic integration with that core.

Mortgage Recording Tax (MRT)

New York State tax that is levied on every mortgage transaction within the state. RGRTA receives a quarter of a percent of each mortgage recording tax levied in each of the seven member counties.

Multi-Year Budget

A forecast of estimated future operating revenues and expenses for three fiscal years beyond the current fiscal year.

N

Net Income

Income available after subtracting total expenses from total revenues.

New Freedoms

Federal Transit Administration grant program to fund the capital and operating cost of services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.

New York State Department of Transportation (NYSDOT)

State transportation agency responsible for highway construction and maintenance, assistance to local airports and transportation agencies, and transportation related safety programs.

New York State Mass Transportation Operating Assistance (STOA)

Provides financial subsidy to transportation authorities within the state.

O

On-Time Performance

Percentage of bus trips leaving their start point or arriving at a destination within specified time parameters.

Operating Budget

The planned amount of revenue and expenses for operations over a specified period of time, generally one year duration.

Operating Plan

The Authority's defined program of projects for a fiscal year that is structured to advance the objectives of its' Strategic Plan.

Other Post Employment Benefits (OPEB)

Represents non-pension retirement benefits offered to employees that the employer is obligated to pay for. For example, medical and dental insurance and life insurance.

P

Paratransit Service

Demand responsive flexible passenger transportation. Paratransit service does not follow fixed routes or schedules.

Park & Ride

RTS service option where bus customers drive their cars to a designated location, park, and board a bus.

Performance Measure

A quantitative measurement of activity normally used to judge success or effectiveness.

Procurement

The process of acquiring goods or services at the best possible total cost of ownership.

Public Benefit Corporation

A public corporation chartered by a state and designed to perform a public service.

Pullout

Scheduled departure of a vehicle from its garage into revenue service.

R

Revenue Service

The time that a revenue vehicle is available to pick up and discharge passengers.

Ridership

Total number of riders, passengers, or boardings.

Route

A designated, specified path to which a transit unit (vehicle) is assigned. Several routes may traverse a single portion of road or line.

S

Self-Insurance Reserve

An asset established for the purpose of funding significant losses resulting from personal injury claims that cannot be funded from the operating budget and are below the threshold of the Authority's excess insurance coverage.

Service Hours

Hours incurred by revenue vehicles from the time a vehicle leaves the garage until it returns.

Service Miles

Miles incurred by revenue vehicles from the time a vehicle leaves the garage until it returns.

Smart Traveler Plus

A web-based system that provides RTS customers with accurate real-time information on bus location, service changes, special announcements, and points of interest, all over the public internet in real-time.



Strategic Plan

The outcome of a strategic planning process which is used to define a strategy to achieve the vision and mission of the organization.

Subsidy Agreement

A contractual agreement between the authority and another party whereas the second party agrees to provide partial or full funding for a specified public fixed route service(s).

Surface Transportation Program/Flexible (STP/FLEX)

A federal funding program that issues funds to be used for highway or public transportation purposes.

Swap Agreement

Two parties agree to exchange periodic payments tied to the dynamic price of a commodity or interest rate.

T

Technology Initiatives for Driving Excellence (TIDE)

Represents multiple technology initiatives that have been combined into a single project to achieve efficiency. The projects include: Bus Operations and Yard Management System, Automatic Stop Annunciation and Bus sign Controls, Advanced Traveler Information System, Fare Collection System Upgrade, Computer Aided Dispatch, and Replacement of Automatic Vehicle Locator System.

Transportation Improvement Program (TIP)

A plan that identifies and schedules specific transportation improvements in a designated region that will receive federal funding over the next five years. The plan is created and managed by the Municipal Planning Organization (MPO) responsible for the region with input from member agencies.

Trip Planner

Software designed to assist in planning a route between two geographic locations.

Trip Scoring Index (TSI)

Internally developed analysis tool to evaluate financial performance of a trip that combines cost recovery and ridership results.

W

Welfare to Work (WTW)

A program of grant funding provided to the Authority through New York State that is used to provide transportation assistance to income eligible persons.

Working Capital

The remaining balance of unrestricted net assets after subtraction of reserve funds, inventory, notes receivable, and prepaid expenses, sometimes referred to as “available unrestricted net assets.”

Abbreviations

Term	Definition
ADA	Americans with Disabilities Act
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
ATIS	Advanced Traveler Information System
AUNA	Available Unrestricted Net Assets
AVL	Automatic Vehicle Locator
BBS	Batavia Bus Service, Inc.
CAD/AVL	Computer Aided Dispatch/Automatic Vehicle Location
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation and Air Quality
CSI	Customer Satisfaction Index
DPI	Department Performance Indicators
EEO	Equal Employment Opportunity
FLAG	Frontline Advisory Group
FLSA	Fair Labor Standards Act
FMLA	Family Medical Leave Act
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GAAP	Generally Accepted Accounting Principles
GASB	Governmental Accounting Standards Board
GFOA	Government Finance Officers Association
JARC	Job Access Reverse Commute
LATS	Livingston Area Transportation Service, Inc.
LL	Lift Line, Inc.
MSA	Metropolitan Statistical Area
MRT	Mortgage Recording Tax
NYSDOT	New York State Department of Transportation
OPEB	Other Post Employment Benefits
OTS	Orleans Transit Service, Inc.
PTO	Paid Time Off
RGRTA	Rochester Genesee Regional Transportation Authority
RTS	Regional Transit Service, Inc.

Term	Definition
STOA	New York State Mass Transportation Operating Assistance
STP/FLEX	Surface Transportation Program - Flexible
STS	Seneca Transit Service, Inc.
SWOT	Strengths, Weaknesses, Opportunities, Threats
TIDE	Technology Initiatives Driving Excellence
TIP	Transportation Improvement Program
TOPS	Transit Organization Performance Scorecard
TSI	Trip Scoring Index
WATS	Wayne Area Transportation Service, Inc.
WTW	Welfare To Work
WYTS	Wyoming Transit Service, Inc



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REGIONAL





NEW DAY. NEW DESTINATIONS.



ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY

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