

MTA

2009 Adopted Budget

February Financial Plan

2009 – 2012



February 2009



Metropolitan Transportation Authority

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I. Introduction

Introduction

This document includes the 2009 Adopted Budget approved by the Board in December and the 2009-2012 Financial Plan. The purpose of the February Plan is to fully incorporate Board-approved actions on a detailed basis into Agency budgets and forecasts.

In the event that external actions, such as implementation of the Ravitch Recommendations, in whole or material part, significantly affect the projections contained herein, the Board will be presented with a modification to the Adopted Budget for its consideration.

The approved Updated Forecast and Gap Closing actions that were presented below-the-baseline in December are now incorporated into the baseline. Adjustments that were only included on a consolidated basis, such as pension and fuel re-forecasts, are now properly allocated to the Agencies. Revised Subsidy projections are also now captured within the baseline. Gap Closing Actions including PEGs, the Business Service Center and Additional Actions for Budget Balance (AABBs) are now being captured within Agency baseline projections. The baseline has also been updated to include the 2009 23% Fare/Toll yield increase.

This process also gives the Agencies the chance to make minor technical adjustments to their budgets and forecasts which will result in improved reporting. These adjustments are minor and result in small changes to the bottom line. In some cases Agencies also made minor technical adjustments to PEGs and AABBs. Unlike the July and November Plans, the February Plan does not include any new proposals. As such, the detailed explanations of the programs and assumptions supporting this Plan can be found in the November 2008 Financial Plan, which is posted on the MTA web site (www.mta.info).

This document includes all relevant financial tables and reconciliations with the December Plan. It also contains schedules detailing the 12-month allocation of the 2009 Adopted Budget. These monthly allocations of the budget will be compared with monthly actuals and monthly variances will be analyzed and reported to the Board committees.

This report contains summary Agency information regarding budgeted positions, scheduled 2009 PEG programs and Additional Actions for Budget Balance, which are now captured within Agency forecasts. The post-2009 PEGs and the proposed 2011 fare/toll increase, which have yet to be acted on by the Board, remain below the line. As the 2010 budget process proceeds, these proposals and associated Agency targeted spending levels will be reassessed. The preliminary 2010 Budget is scheduled for presentation to the Board at the July 2009 meeting. The Final Proposed Budget for 2010 will be presented to the Board in November and submitted for adoption in December 2009. This process provides enough time so that public and elected officials can comment on the proposals before the anticipated Board action in December.

The February Plan includes closing cash balances of \$265 million in 2008 and \$49 million in 2009. Cash deficits for the years 2010-2012 are \$(290) million, \$(457) million and \$(612) million respectively. When compared with the December Plan, cash was worsened by \$3 million in 2008 and a net \$13 million in 2009. The projected cash deficit will increase by \$8 million in 2010, \$3 million in 2011 and \$4 million in 2012. These increases to the deficit are the result of technical adjustments, including their impacts on subsidies.

The incorporation of the 2009 PEGs, technical adjustments and AABBs into the baseline decreased positions by 3,137 in 2009, 3,344 in 2010, 3,383 in 2011, and 3,617 in 2012.

BASELINE CHANGES

The following items were approved by the Board in December.

Updated Forecasts Incorporated into the Baseline

These updated forecasts were approved by the Board in December as below-the-line items and are now captured within the February Baseline Financial Plan:

- Real Estate Related Taxes – To reflect actual receipts through November as well as tax receipt forecasts in the November 2008 City of New York’s Financial Plan Update, Mortgage Recording and Urban tax receipts were revised downward by \$76 million in 2008, \$66 million in 2009, \$80 million in 2010, \$72 million in 2011 and \$29 million in 2012.
- State Dedicated Taxes – In order to reflect the State’s October Mid-Year Financial Plan Update, MMTOA and PBT tax receipts were revised downward by \$15 million in 2008, \$175 million in 2009, \$133 million in 2010, \$133 million in 2011, and \$123 million in 2012.
- Pension Valuations – A provision was established for the expected losses in the equities of the MTA’s pension plans (not including NYCERS or NYSLERS). The Plan assumes the following losses will be amortized over a five year period beginning in 2009: \$35 million in 2009; \$70 million in 2010; \$105 million in 2011; and \$140 million in 2012. These losses are now allocated to the impacted Agencies.
- Fuel – Fuel Expense adjustments reflecting hedges and significant reductions in the average annual price of Ultra Low Sulfur Diesel were shown below-the-line in the November Plan. These net savings, included in the February Plan baseline are: \$6 million in 2008, \$31 million in 2009, \$45 million in 2010, \$32 million in 2011, and \$39 million in 2012.

Gap Closing Actions

These internal actions were approved by the Board in December as below-the-line items and are now captured within the February Baseline:

- 2009 Agency Program to Eliminate the Gap - The distribution of the 2009 PEGs into the baseline resulted in changes to each Agency's financials, but had virtually no effect on MTA Consolidated cash. Projected savings from these PEGs are \$19 million in 2008, \$89 million in 2009, \$87 million in 2010, \$95 million in 2011 and \$85 million in 2012. Each Agency's section contains PEG Summaries of the 2009 and Post-2009 PEG Programs.
- Business Service Center – The February Plan baseline reflects the inclusion of projected implementation costs that were shown below-the-line in the December Plan. These operating budget changes include spending increases of \$8 million in 2009, \$10 million in 2010 and \$15 million in 2011, and spending decreases of \$29 million in 2012. The February Plan also includes a transfer of costs from the Agencies to MTAHQ.
- MTA Reorganization – In addition to the Business Service Center, MTA expects to review other back-office operations to generate additional administrative cost savings. Savings of \$1 million in 2009 and \$3 million thereafter are now captured within MTA HQ expenses.
- Reduce Subsidy to Long Island Bus – MTA is reducing LI Bus' subsidy by \$4 million in every year of the Plan beginning in 2009. It is anticipated that other government entities also responsible for funding LI Bus will provide sufficient aid so that the Agency achieves a balanced budget. Absent such funding, additional fare increases and/or service cuts may be necessary.
- LIBus Deficit Reduction – The February Plan baseline reflects additional deficit-reduction measures on the part of LI Bus of \$5 million in 2009, \$3 million in 2010, and \$2 million in 2011 and 2012 in order to achieve budget balance in the absence of additional funding from Nassau County. These reductions were shown below-the-line in the December Plan and are now captured within the LI Bus financial tables.
- 2006 Surplus Recovery – In 2006, MTA used a portion of the 2006 surplus to fund Capital Security and other non-recurring expenses. Some \$120 million of these funds, that are yet-to-be-committed, were transferred back to the operating budget in 2008 to be used for future gap-closing. Funding for most of the Capital Security projects is expected to be part of the MTA's Capital Plan; however, \$40 million is slated for those security projects that may need to be started earlier than the approval of the 2010 through 2014 Capital Program.
- Eliminate E-ZPass Forgiveness – The February Plan baseline reflects a projected increase in revenues of \$10 million annually from charging official city, state and county vehicles for Bridge and Tunnel crossings. This increase was

shown below-the-line in the December Plan. It is now assumed that these additional revenues will not be realized until 2009.

- Inter-Agency Loan - The MTA will be borrowing \$135 million in 2009 and 2010 and paying these Inter-Agency Loans back in 2011 and 2012.

Additional Actions for Budget Balance

The February Plan baseline reflects Additional Actions for Budget Balance which were adopted by the Board in December (pending an environmental review) in response to reduced dedicated tax forecasts and declining state and local aid. These additional actions, shown below-the-line in December, are expected to generate savings of \$18 million in 2008, \$261 million in 2009, \$401 million in 2010, \$384 million in 2011 and \$389 million in 2012. Each Agencies section includes a summary of these actions.

Fare and Toll Changes

In December 2008, the MTA Board approved the assumption that fares and tolls could be raised in 2009 to yield an annualized 23% increase in farebox and toll revenues. The Board did not approve the fare/toll increase, which will be brought separately to the Board in the first quarter of 2009 after the conclusion of public hearings and environmental reviews. This timetable also allows time for the State to consider alternative revenue sources such as those included in the Ravitch report which if adopted by the State Legislature could reduce the magnitude of the fare/toll increases and/or the proposed service reductions. The fare changes are expected to generate additional farebox revenue of \$528 million in 2009, \$893 million in 2010, \$906 million in 2011 and \$920 million in 2012, while the toll changes are projected to generate \$173 million in 2009, \$291 million in 2010, \$292 million in 2011, and \$293 million in 2012.

Technical Adjustments

These adjustments are relatively minor and for the most part only involve changes between accounts with a small impact to the bottom line. These adjustments, which are highlighted in the Reconciliation to the December Plan, worsen MTA's cash position by \$16 million over the 2008-2009 period. They also involve changes in the categorization and number of headcount which are captured in the Positions section of this Plan. The anticipated impacts of additional technical adjustments are detailed in Agency reconciliations. The most significant technical adjustment was the impact on subsidies from rolling below-the-line forecast changes and gap closing programs into the baseline. Also, the B&T submission was changed to recognize higher credit card fees for E-ZPass purchases due to the higher toll structure.

OTHER GAP-CLOSING ACTIONS

The following actions continue to be shown below the line:

Internal Actions:

Post-2009 Agency Program to Eliminate the Gap - MTA Agencies are expected to achieve targeted savings equivalent to a 1.5% reduction in controllable expenses in each of the Plan years (6% cumulative by the end of 2012). Agencies will identify PEGs beginning in 2010 during next year's budget cycle. Therefore, the vast majority of the Post-2009 PEG program remains unspecified at this time. On an MTA-wide basis, the value of these "unspecified" PEGs is \$97 million in 2010, \$175 million in 2011, and \$276 million in 2012. The LIRR has identified a very small portion of its Post-PEG program (\$1 million per year). These savings exclude MTA Bus' PEGs which would serve to reduce the City subsidy to MTA Bus.

New Contracts Labor Contribution – MTA is proposing that upon the expiration of labor contracts in 2009 and 2010, the net value of new contract costs would enable a reduction to baseline assumptions for one year which would help close future-year budget gaps. Savings would occur in the year of the reduction and in the out-years as well since the base for future growth would be reduced. Savings are projected at \$53 million in 2009, \$82 million in 2010, \$85 million in 2011 and \$86 million in 2012.

External Actions:

Federal Legislative Actions - The MTA is proposing changes in federal legislation that would eliminate certain federal mandates for commuter rail employees without impacting employee benefits.

State Legislative Actions – Tax Statute Revisions - Discussions with State Budget have already begun to develop legislative proposals which would be introduced in the 2009 Legislative session to tighten up the tax codes relating to MTA real estate taxes. These statutory changes are expected to generate \$50 million annually of additional revenue earmarked for MTA.

Fare/Toll:

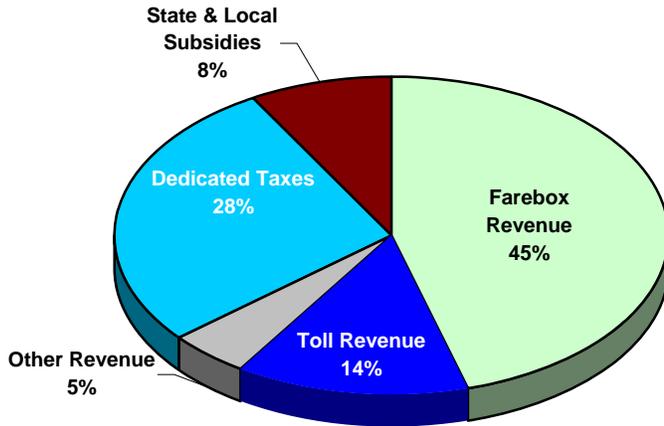
2011 Increased Fare and Toll Yields – A 5% consolidated farebox and toll revenue yield increase is also proposed for implementation on January 1, 2011, and is estimated to yield an additional \$307 million in 2011 and \$319 million in 2012, excluding yield increases for MTA Bus. The 5% farebox yield increase at MTA Bus is expected to generate additional revenue of \$10 million in 2011 and in 2012, and will be used to hold down NYC subsidy to MTA Bus. This action reflects MTA policy to implement small alternate year fare and toll increases to cover inflation.

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II. MTA Consolidated 2009-2012 Financial Plan

MTA 2009 Adopted Budget After Policy and Gap Closing Actions

Where the Dollars Come From ...

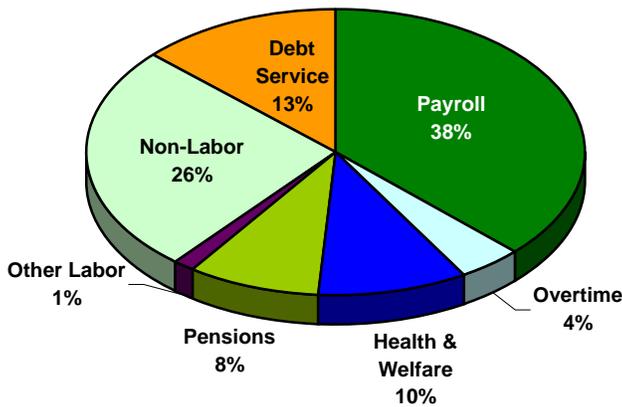


By Revenue Source (\$ in millions)	
Farebox Revenue	\$4,768
Toll Revenue	1,447
Other Revenue	481
Dedicated Taxes	2,923
State & Local Subsidies	878
Total	\$10,498

Does not include \$5 million in reduced farebox revenue associated with Additional Actions for Budget Balance.

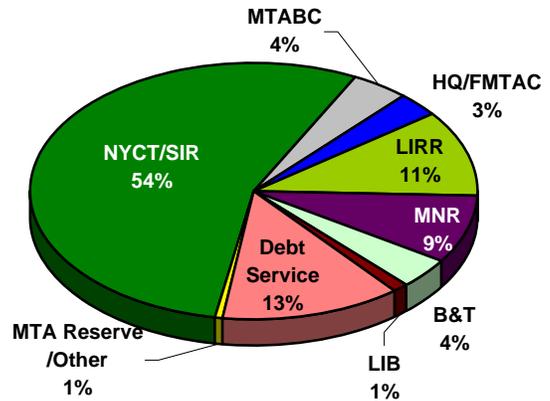
Where the Dollars Go ...

By Expense Category



By Expense Category (\$ in millions)	
Payroll	\$4,217
Overtime	473
Health & Welfare	1,099
Pensions	948
Other Labor	160
Non-Labor	2,933
Debt Service	1,474
Total	\$11,304

By MTA Agency



By MTA Agency (\$ in millions)	
NYCT/SIR	\$6,195
MTABC	459
HQ/FMTAC	347
LIRR	1,211
MNR	974
B&T	438
LIB	131
Debt Service	1,474
MTA Reserve/Other	75
Total	\$11,304

Expenses exclude Depreciation, OPEB obligation and Environmental Remediation.

Does not include \$268 million in net expense savings associated with Additional Actions for Budget Balance.

The difference between revenues and expenses is (\$806) million. This is offset by cash flow timing adjustments, use of prior year cash balances, Additional Actions for Budget Balance and below-the-line Gap Closing actions, resulting in a closing cash balance of \$49 million.

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METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.	2007 Actual	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012	
7	Non-Reimbursable						
10	Operating Revenue						
11	Farebox Revenue	\$3,995	\$4,246	\$4,237	\$4,262	\$4,328	\$4,399
12	Fare Increase 6/1/09	-	-	526	889	902	916
13	LI Bus Deficit Reduction (Revenue Enhancement)	-	-	5	3	2	2
14	Additional Actions for Budget Balance: Revenue Impact	-	2	5	7	7	7
15	Toll Revenue	1,251	1,273	1,264	1,264	1,268	1,275
16	Toll Increase 6/1/09	-	-	173	291	292	293
17	Eliminate E-Z Pass Forgiveness	-	-	10	10	10	10
18	Other Revenue	480	459	481	503	529	561
19	Total Operating Revenue	\$5,726	\$5,981	\$6,701	\$7,227	\$7,337	\$7,464
21	Operating Expense						
22	Labor Expenses:						
23	Payroll	\$3,861	\$4,086	\$4,217	\$4,336	\$4,430	\$4,498
24	Overtime	482	490	473	479	489	499
25	Health & Welfare	617	685	744	809	874	944
26	OPEB Current Payment	270	327	355	386	423	462
27	Pensions	851	889	948	965	974	1,013
28	Other-Fringe Benefits	445	477	485	501	514	521
29	Reimbursable Overhead	(274)	(310)	(324)	(318)	(316)	(321)
30	Sub-total Labor Expenses	\$6,252	\$6,643	\$6,897	\$7,158	\$7,388	\$7,615
32	Non-Labor Expenses:						
33	Traction and Propulsion Power	294	314	349	399	426	456
34	Fuel for Buses and Trains	193	305	266	262	267	282
35	Insurance	54	33	48	58	69	81
36	Claims	164	175	156	165	172	175
37	Paratransit Service Contracts	233	284	367	423	482	561
38	Maintenance and Other Operating Contracts	533	627	676	689	693	717
39	Professional Service Contracts	181	188	229	218	219	220
40	Materials & Supplies	516	537	589	633	664	639
41	Other Business Expenses	152	179	185	182	189	195
42	Sub-total Non-Labor Expenses	\$2,320	\$2,643	\$2,866	\$3,030	\$3,181	\$3,327
44	Other Expense Adjustments:						
45	Other	(\$18)	(\$10)	(\$6)	(\$1)	(\$1)	(\$2)
46	General Reserve	0	0	75	75	75	75
47	Sub-total Other Expense Adjustments	(\$18)	(\$10)	\$69	\$74	\$74	\$73
49	Gap Closing Expenses:						
50	Fare Increase 6/1/09 (West of Hudson Subsidy Change)	-	-	(\$2)	(\$3)	(\$4)	(\$4)
51	Additional Actions for Budget Balance: Expense Impact	-	(10)	(268)	(420)	(401)	(407)
52	Total Operating Expense before Non-Cash Liability Adjs.	\$8,554	\$9,265	\$9,563	\$9,838	\$10,239	\$10,604
54	Depreciation	\$1,687	\$1,755	\$1,905	\$2,015	\$2,082	\$2,144
55	OPEB Obligation	1,291	1,313	1,379	1,436	1,495	1,556
56	Environmental Remediation	0	38	8	8	8	9
58	Total Operating Expense	\$11,533	\$12,371	\$12,854	\$13,296	\$13,825	\$14,313
60	Net Operating Deficit Before Subsidies and Debt Service	(\$5,807)	(\$6,390)	(\$6,153)	(\$6,069)	(\$6,488)	(\$6,850)
62	Dedicated Taxes and State/Local Subsidies	\$4,559	\$4,154	\$3,801	\$3,830	\$3,947	\$4,131
63	Debt Service (excludes Service Contract Bonds)	(1,712)	(1,504)	(1,474)	(1,912)	(2,050)	(2,266)
65	Net Deficit After Subsidies and Debt Service	(\$2,959)	(\$3,741)	(\$3,825)	(\$4,151)	(\$4,591)	(\$4,985)
67	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$2,978	\$3,105	\$3,292	\$3,458	\$3,585	\$3,709
68	Conversion to Cash Basis: GASB Account	(77)	(57)	(60)	(63)	(66)	(69)
69	Conversion to Cash Basis: All Other	(384)	463	260	127	(64)	(63)
71	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	(\$442)	(\$230)	(\$334)	(\$629)	(\$1,136)	(\$1,408)
72	MTA GAP CLOSING PROGRAMS	0	0	118	290	679	796
73	PRIOR-YEAR CARRY-OVER	937	495	265	49	0	0
74	NET CASH BALANCE	\$495	\$265	\$49	(\$290)	(\$457)	(\$612)

METROPOLITAN TRANSPORTATION AUTHORITY

February Financial Plan 2009 - 2012

Gap Closing Programs

(\$ in millions)

Line No.		2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
11	February Cash Balance Before Prior-Year Carry-Over	(\$230)	(\$334)	(\$629)	(\$1,136)	(\$1,408)
13	GAP CLOSING					
15	Internal Actions:					
16	Post-2009 Agency Program to Eliminate the Gap	0	0	97	175	276
17	New Contracts Labor Contribution	0	53	82	85	86
18	<i>Sub-Total</i>	<u>0</u>	<u>53</u>	<u>178</u>	<u>259</u>	<u>362</u>
20	External Actions:					
21	Federal Legislative Actions	-	15	62	63	66
22	State Legislative Actions - Tax Statute Revisions	-	50	50	50	50
23	<i>Sub-Total</i>	<u>-</u>	<u>65</u>	<u>112</u>	<u>113</u>	<u>116</u>
25	Fare/Toll:					
26	Fare/Toll Yields on 1/1/11: 5.0%	-	-	-	307	319
28	TOTAL GAP CLOSING	0	118	290	679	796
30	<i>Prior-Year Carry-Over</i>	495	265	49	0	0
32	Net Cash Surplus/(Deficit)	\$265	\$49	(\$290)	(\$457)	(\$612)

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
MTA Consolidated Accrued Statement of Operations By Agency
(\$ in millions)

Line No	Non-Reimbursable	2008		2009	2010	2011	2012
		2007	Final	Adopted			
		Actual	Estimate	Budget			
9	Total Operating Revenue						
10	New York City Transit	\$3,159	\$3,327	\$3,718	\$4,026	\$4,102	\$4,189
11	Bridges and Tunnels	1,263	1,285	1,459	1,576	1,582	1,591
12	Metro-North Railroad	511	541	597	634	653	673
13	Long Island Rail Road	513	545	616	665	672	679
14	MTA Bus Company	162	177	191	203	204	206
15	MTA Headquarters	51	51	52	53	54	56
16	Long Island Bus	42	44	55	57	56	56
17	Staten Island Railway	6	6	7	8	8	8
18	First Mutual Transportation Assurance Company	19	5	5	5	5	5
19	Total	\$5,726	\$5,981	\$6,701	\$7,227	\$7,337	\$7,464
21	Total Operating Expenses before Non-Cash Liability Adjs.¹						
22	New York City Transit	\$5,397	\$5,887	\$6,002	\$6,178	\$6,413	\$6,656
23	Bridges and Tunnels	369	425	423	450	470	482
24	Metro-North Railroad	836	904	939	983	1,028	1,072
25	Long Island Rail Road	1,046	1,130	1,177	1,188	1,231	1,281
26	MTA Bus Company	418	461	444	447	461	475
27	MTA Headquarters	298	300	335	339	378	377
28	Long Island Bus	123	127	125	131	133	136
29	Staten Island Railway	31	37	42	38	39	41
30	First Mutual Transportation Assurance Company	9	5	7	9	12	10
31	Other	27	(9)	69	74	74	73
32	Total	\$8,554	\$9,265	\$9,563	\$9,838	\$10,239	\$10,604
34	Depreciation						
35	New York City Transit	\$1,061	\$1,109	\$1,185	\$1,267	\$1,322	\$1,377
36	Bridges and Tunnels	70	73	78	83	89	95
37	Metro-North Railroad	214	223	266	276	286	296
38	Long Island Rail Road	276	283	298	311	308	303
39	MTA Bus Company	30	30	37	40	42	42
40	MTA Headquarters	30	26	31	28	26	21
41	Long Island Bus	0	0	0	0	0	0
42	Staten Island Railway	7	10	10	10	10	10
43	First Mutual Transportation Assurance Company	0	0	0	0	0	0
44	Total	\$1,687	\$1,755	\$1,905	\$2,015	\$2,082	\$2,144
46	Other Post Employment Benefits						
47	New York City Transit	\$991	\$1,010	\$1,055	\$1,099	\$1,145	\$1,192
48	Bridges and Tunnels	61	61	66	69	72	76
49	Metro-North Railroad	49	51	53	55	56	58
50	Long Island Rail Road	78	76	79	82	86	89
51	MTA Bus Company	46	45	52	54	56	58
52	MTA Headquarters	58	61	64	67	70	73
53	Long Island Bus	6	6	6	7	7	8
54	Staten Island Railway	2	3	3	3	3	3
55	Total	\$1,291	\$1,313	\$1,379	\$1,436	\$1,495	\$1,556
57	Environmental Remediation						
58	New York City Transit	\$0	\$18	\$0	\$0	\$0	\$0
59	Metro-North Railroad	0	7	7	7	7	7
60	Long Island Rail Road	0	13	2	2	2	2
61	Total	\$0	\$38	\$8	\$8	\$8	\$9
63	Net Operating Income/(Deficit)						
64	New York City Transit	(\$4,291)	(\$4,697)	(\$4,524)	(\$4,517)	(\$4,777)	(\$5,035)
65	Bridges and Tunnels	763	726	892	973	950	938
66	Metro-North Railroad	(587)	(644)	(667)	(686)	(724)	(760)
67	Long Island Rail Road	(887)	(958)	(940)	(918)	(954)	(996)
68	MTA Bus Company	(331)	(359)	(341)	(338)	(354)	(370)
69	MTA Headquarters	(336)	(336)	(378)	(381)	(419)	(416)
70	Long Island Bus	(87)	(88)	(77)	(81)	(85)	(88)
71	Staten Island Railway	(34)	(43)	(48)	(43)	(43)	(46)
72	First Mutual Transportation Assurance Company	11	(0)	(2)	(4)	(7)	(5)
73	Other	(27)	9	(69)	(74)	(74)	(73)
74	Total	(\$5,807)	(\$6,390)	(\$6,153)	(\$6,069)	(\$6,488)	(\$6,850)

Note: ¹ Excludes Debt Service

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
MTA Consolidated Cash Receipts and Expenditures
(\$ in millions)

Line Number	CASH RECEIPTS AND EXPENDITURES			2008	2009		
	2007	2008	2009	2010	2011	2012	
	<u>Actual</u>	<u>Final Estimate</u>	<u>Adopted Budget</u>				
9							
10							
11	Receipts						
12	Farebox Revenue	\$4,048	\$4,293	\$4,278	\$4,299	\$4,365	\$4,437
13	Fare Increase 6/1/09	-	-	526	889	902	916
14	LI Bus Deficit Reduction (Revenue Enhancement)	-	-	5	3	2	2
15	Additional Actions for Budget Balance: Revenue Impact	-	2	4	6	6	6
16	Other Operating Revenue	502	564	511	535	561	593
17	Capital and Other Reimbursements	1,224	1,350	1,578	1,455	1,420	1,424
18	Total Receipts	\$5,774	\$6,210	\$6,901	\$7,187	\$7,256	\$7,378
19							
20	Expenditures						
21	Labor:						
22	Payroll	\$4,170	\$4,456	\$4,609	\$4,709	\$4,790	\$4,856
23	Overtime	551	570	534	539	550	560
24	Health and Welfare	631	731	780	848	916	988
25	OPEB Current Payment	257	311	334	363	397	435
26	Pensions	899	709	956	995	1,000	1,032
27	Other Fringe Benefits	508	547	559	573	583	593
28	Contribution to GASB Fund	77	57	60	63	66	69
29	Total Labor Expenditures	\$7,093	\$7,381	\$7,833	\$8,090	\$8,303	\$8,533
30							
31	Non-Labor:						
32	Traction and Propulsion Power	\$304	\$351	\$358	\$408	\$435	\$465
33	Fuel for Buses and Trains	192	306	266	262	267	281
34	Insurance	49	49	50	59	74	81
35	Claims	143	150	137	143	152	156
36	Paratransit Service Contracts	231	280	362	418	477	556
37	Maintenance and Other Operating Contracts	488	575	657	631	627	637
38	Professional Service Contracts	192	219	246	245	247	247
39	Materials & Supplies	700	669	722	752	744	736
40	Other Business Expenditures	248	179	187	186	197	196
41	Total Non-Labor Expenditures	\$2,547	\$2,777	\$2,985	\$3,105	\$3,220	\$3,357
42							
43	Other Expenditure Adjustments:						
44	Other	\$47	\$34	\$56	\$53	\$46	\$48
45	General Reserve	0	0	75	75	75	75
46	Total Other Expenditure Adjustments	\$47	\$34	\$131	\$128	\$121	\$123
47							
48	Gap Closing Expenses:						
49	Fare Increase 6/1/09 (West of Hudson Subsidy Change)	-	-	(\$2)	(\$3)	(\$4)	(\$4)
50	Additional Actions for Budget Balance: Expense Impact	-	(10,318)	(254,342)	(403,405)	(402,138)	(404,556)
51	Total Expenditures	\$9,687	\$10,183	\$10,692	\$10,916	\$11,239	\$11,604
52							
53	Net Cash Deficit Before Subsidies and Debt Service	(\$3,912)	(\$3,973)	(\$3,791)	(\$3,730)	(\$3,983)	(4,226)
54							
55	Dedicated Taxes and State/Local Subsidies	\$4,618	\$4,729	\$4,403	\$4,386	\$4,258	\$4,427
56	Debt Service (excludes Service Contract Bonds)	(1,147)	(987)	(946)	(1,286)	(1,411)	(1,609)
57							
58	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	(\$442)	(\$230)	(\$334)	(\$629)	(\$1,136)	(\$1,408)
59	MTA GAP CLOSING PROGRAMS	0	0	118	290	679	796
60	PRIOR-YEAR CARRY-OVER	937	495	265	49	0	0
61	NET CASH BALANCE	\$495	\$265	\$49	(\$290)	(\$457)	(\$612)

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
MTA Consolidated Cash Statement of Operations By Agency
(\$ in millions)

Line Number	2007 <u>Actual</u>	2008 Final <u>Estimate</u>	2009 Adopted <u>Budget</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	
8							
9	<u>Total Receipts</u>						
10	New York City Transit	\$3,987	\$4,200	\$4,730	\$4,917	\$4,965	\$5,056
11	Metro-North Railroad	709	777	798	842	851	872
12	Long Island Rail Road	734	856	918	958	962	965
13	MTA Bus Company	160	177	224	226	227	229
14	MTA Headquarters	88	105	119	130	139	142
15	Long Island Bus	51	50	62	64	62	63
16	Staten Island Railway	6	8	9	10	10	10
17	Capital Construction Company	19	33	36	36	35	36
18	First Mutual Transportation Assurance Company	19	5	5	5	5	5
19	Total	\$5,774	\$6,210	\$6,901	\$7,187	\$7,256	\$7,378
20							
21	<u>Total Expenditures</u>						
22	New York City Transit	\$6,285	\$6,601	\$6,857	\$7,024	\$7,231	\$7,469
23	Metro-North Railroad	1,115	1,138	1,162	1,208	1,252	1,297
24	Long Island Rail Road	1,273	1,423	1,488	1,493	1,507	1,568
25	MTA Bus Company	405	452	479	475	488	503
26	MTA Headquarters	414	365	413	423	466	466
27	Long Island Bus	133	137	133	137	139	143
28	Staten Island Railway	31	36	44	40	41	43
29	Capital Construction Company	19	33	36	36	35	36
30	First Mutual Transportation Assurance Company	19	5	5	5	5	5
31	Other	(8)	(7)	75	75	75	75
32	Total	\$9,687	\$10,183	\$10,692	\$10,916	\$11,239	\$11,604
33							
34	<u>Net Operating Surplus/(Deficit)</u>						
35	New York City Transit	(2,297)	(2,401)	(2,127)	(2,107)	(2,266)	(2,413)
36	Metro-North Railroad	(405)	(362)	(364)	(367)	(401)	(424)
37	Long Island Rail Road	(539)	(567)	(570)	(535)	(545)	(603)
38	MTA Bus Company	(245)	(275)	(256)	(248)	(260)	(274)
39	MTA Headquarters	(326)	(261)	(294)	(294)	(327)	(325)
40	Long Island Bus	(82)	(87)	(71)	(74)	(77)	(80)
41	Staten Island Railway	(25)	(28)	(35)	(30)	(31)	(33)
42	Capital Construction Company	(0)	0	0	0	0	0
43	First Mutual Transportation Assurance Company	0	0	0	0	0	0
44	Other	8	7	(75)	(75)	(75)	(75)
45	Total	(\$3,912)	(\$3,973)	(\$3,791)	(\$3,730)	(\$3,983)	(\$4,226)

Metropolitan Transportation Authority
February Financial Plan 2009 - 2012
MTA Consolidated February Financial Plan Compared with December Financial Plan
Cash Reconciliation
(\$ in millions)

	Favorable/(Unfavorable)				
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
DECEMBER PLAN NET CASH SURPLUS/(DEFICIT)	\$268	\$65	(\$266)	(\$454)	(\$608)
Technical Changes:					
Agency Adjustments:					
<i>New York City Transit</i>	(1)	(0)	1	3	4
<i>Bridges and Tunnels</i>	(1)	(3)	(5)	(5)	(5)
<i>MTA Headquarters</i>	0	1	1	0	(0)
Subsidies					
<i>Impact of Updated Forecast / Gap Closing Programs</i>	(1)	(10)	(4)	(1)	(3)
Total Technical Changes	(3)	(13)	(8)	(3)	(4)
Adjusted Net Cash Balance from Previous Year	0	(3)	(15)	0	0
FEBRUARY PLAN NET CASH SURPLUS/(DEFICIT)	\$265	\$49	(\$290)	(\$457)	(\$612)

METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN 2009-2012
BASELINE FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS
 INCLUDES PEG's¹, TECHNICAL ADJUSTMENTS, AABB², FARE/TOLL INCREASES

FAREBOX RECOVERY RATIOS

	2008 Final Estimate	2009 Adopted Budget	2010 Forecast	2011 Forecast	2012 Forecast
New York City Transit	36.2%	39.6%	40.7%	39.5%	38.7%
Staten Island Railway	10.4%	11.0%	13.1%	13.1%	12.7%
Long Island Rail Road	30.0%	33.3%	34.4%	33.8%	33.2%
Metro-North Railroad	38.2%	39.7%	39.5%	38.6%	38.1%
Long Island Bus	31.3%	38.5%	38.5%	37.2%	36.4%
Bus Company	<u>30.8%</u>	<u>33.6%</u>	<u>35.1%</u>	<u>34.3%</u>	<u>33.6%</u>
MTA Total Agency Average	35.2%	38.3%	39.3%	38.3%	37.5%

FAREBOX OPERATING RATIOS

	2008 Final Estimate	2009 Adopted Budget	2009 Adopted Budget	2011 Forecast	2012 Forecast
New York City Transit	53.3%	58.5%	61.6%	60.2%	58.9%
Staten Island Railway	16.2%	16.3%	20.2%	20.2%	19.4%
Long Island Rail Road	44.3%	47.1%	50.3%	49.2%	47.8%
Metro-North Railroad	55.5%	59.2%	60.1%	59.1%	58.4%
Long Island Bus	33.3%	41.2%	9.1%	40.0%	39.2%
Bus Company	<u>36.3%</u>	<u>41.0%</u>	<u>43.2%</u>	<u>42.3%</u>	<u>41.4%</u>
MTA Total Agency Average	50.9%	55.7%	58.0%	57.2%	56.0%

Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years. Those costs include depreciation, OPEB and Environmental Remediation adjustments, and interest on long-term debt. Approximately 10% (and sometimes more) of MTA costs are not recovered in the current year from farebox revenues, other operating revenues or subsidies. That is why MTA operating statements generally show deficits. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management and Legal.

Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by MTA.

¹ 2009 Agency Programs to Eliminate the Gap; ² Additional Actions for Budget Balance.

METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN 2009-2012
BASELINE FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS
 INCLUDES PEG's¹ & TECHNICAL ADJUSTMENTS, EXCLUDES AAB², FARE/TOLL INCREASES

FAREBOX RECOVERY RATIOS

	2008 Final Estimate	2009 Adopted Budget	2010 Forecast	2011 Forecast	2012 Forecast
New York City Transit	36.2%	34.5%	32.5%	31.6%	31.0%
Staten Island Railway	10.4%	9.9%	11.1%	11.1%	10.7%
Long Island Rail Road	30.0%	28.6%	27.1%	26.7%	26.2%
Metro-North Railroad	38.2%	35.9%	34.2%	33.4%	33.0%
Long Island Bus	31.3%	29.9%	28.7%	28.2%	27.6%
Bus Company	<u>30.8%</u>	<u>29.9%</u>	<u>29.3%</u>	<u>28.6%</u>	<u>28.1%</u>
MTA Total Agency Average	35.2%	33.5%	31.7%	30.9%	30.3%

FAREBOX OPERATING RATIOS

	2008 Final Estimate	2009 Adopted Budget	2009 Adopted Budget	2011 Forecast	2012 Forecast
New York City Transit	53.1%	50.6%	48.5%	47.5%	46.5%
Staten Island Railway	16.2%	14.7%	17.0%	17.1%	16.4%
Long Island Rail Road	44.3%	41.3%	40.8%	39.9%	38.8%
Metro-North Railroad	55.5%	53.1%	51.5%	50.8%	50.2%
Long Island Bus	33.3%	32.0%	30.6%	30.2%	29.6%
Bus Company	<u>36.3%</u>	<u>36.3%</u>	<u>35.7%</u>	<u>35.1%</u>	<u>34.3%</u>
MTA Total Agency Average	50.8%	48.4%	46.8%	45.9%	44.9%

Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years. Those costs include depreciation, OPEB and Environmental Remediation adjustments, and interest on long-term debt. Approximately 10% (and sometimes more) of MTA costs are not recovered in the current year from farebox revenues, other operating revenues or subsidies. That is why MTA operating statements generally show deficits. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management and Legal.

Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by MTA.

¹ 2009 Agency Programs to Eliminate the Gap; ² Additional Actions for Budget Balance.

III. Major Assumptions 2008-2012 Projections

MTA Consolidated Utilization

MTA Agency Fare and Toll Revenue Projections, in millions

Including the Impact of 2009 Fare & Toll Yield Increases, 2009 PEGs and Additional Actions for Budget Balance

		2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Fare Revenue						
Long Island Bus ¹	- November Baseline	\$41.002	\$40.735	\$40.858	\$40.939	\$41.062
	- 6/1/09 Fare Yield	0.000	5.484	9.397	9.416	9.444
	- Add'l Actions for Budget Balance	0.000	(0.196)	(0.258)	(0.263)	(0.269)
	- LIB Deficit Reduction	0.000	4.500	2.800	2.000	2.000
		\$41.002	\$50.523	\$52.797	\$52.092	\$52.237
Long Island Rail Road	- November Baseline ²	\$508.486	\$506.816	\$505.850	\$510.389	\$514.976
	- 6/1/09 Fare Yield	0.000	70.034	116.346	117.389	118.445
	- 2009 PEGs	0.000	0.400	0.800	0.800	0.800
	- Add'l Actions for Budget Balance	0.000	1.500	3.000	3.000	3.000
		\$508.486	\$578.750	\$625.996	\$631.578	\$637.221
Metro-North Railroad ³	- November Baseline	\$507.229	\$512.005	\$519.188	\$533.717	\$549.503
	- 6/1/09 Fare Yield ⁴	0.000	41.882	70.920	73.206	75.571
	- 2009 PEGs ⁵	0.000	8.478	8.548	8.600	8.656
	- Add'l Actions for Budget Balance	0.000	(1.244)	(1.244)	(1.244)	(1.244)
		\$507.229	\$561.121	\$597.412	\$614.279	\$632.486
MTA Bus Company	- November Baseline	\$153.812	\$153.043	\$153.655	\$155.038	\$156.588
	- 6/1/09 Fare Yield ⁶	0.000	14.588	24.700	24.923	25.172
	- Add'l Actions for Budget Balance	0.000	0.673	1.153	1.163	1.175
		\$153.812	\$168.304	\$179.508	\$181.124	\$182.935
New York City Transit ¹	- November Baseline	\$2,974.848	\$2,949.781	\$2,963.662	\$3,006.537	\$3,052.846
	- 6/1/09 Fare Yield	0.000	395.744	670.002	679.699	690.174
	- Add'l Actions for Budget Balance	2.400	3.213	3.052	3.052	3.052
		\$2,977.248	\$3,348.738	\$3,636.716	\$3,689.288	\$3,746.072
Staten Island Railway	- November Baseline	\$4.402	\$4.707	\$5.047	\$5.112	\$5.176
	- 6/1/09 Fare Yield	0.000	0.644	1.161	1.176	1.190
	- Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		\$4.402	\$5.351	\$6.208	\$6.288	\$6.366
Total Farebox Revenue	- November Baseline	\$4,189.779	\$4,167.087	\$4,188.260	\$4,251.731	\$4,320.151
	- 6/1/09 Fare Yield	0.000	528.376	892.525	905.809	919.996
	- 2009 PEGs	0.000	8.878	9.348	9.400	9.456
	- Add'l Actions for Budget Balance	2.400	3.946	5.703	5.708	5.714
	- LIB Deficit Reduction	0.000	4.500	2.800	2.000	2.000
		\$4,192.179	\$4,712.787	\$5,098.636	\$5,174.648	\$5,257.317
Toll Revenue						
Bridges & Tunnels	- November Baseline	\$1,273.180	\$1,263.730	\$1,263.592	\$1,267.946	\$1,275.080
	- 6/1/09 Toll Yield ⁷	0.000	156.129	278.911	291.527	293.104
	- Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		\$1,273.180	\$1,419.859	\$1,542.503	\$1,559.473	\$1,568.184
TOTAL FARE & TOLL REVENUE ³						
	- November Baseline	\$5,462.959	\$5,430.817	\$5,451.852	\$5,519.677	\$5,595.231
	- 6/1/09 Fare/Toll Yield	0.000	684.505	1,171.437	1,197.337	1,213.100
	- 2009 PEGs	0.000	8.878	9.348	9.400	9.456
	- Add'l Actions for Budget Balance	2.400	3.946	5.703	5.708	5.714
	- LIB Deficit Reduction	0.000	4.500	2.800	2.000	2.000
		\$5,465.359	\$6,132.646	\$6,641.139	\$6,734.122	\$6,825.501

¹ Excludes Paratransit Operations.

² LIRR baseline ridership reflects a technical adjustment to reflect a more accurate methodology for counting trips. Farebox revenue is not affected by this adjustment.

³ MNR baseline utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

⁴ MNR utilization changes from the 6/1/09 fare yield increase reflect impacts to both East-of-Hudson and West-of-Hudson utilization.

⁵ MNR 2009 PEGs have been adjusted. Additional advertising revenue is no longer reflected in utilization and has been recategorized as Other Revenue. This has no impact on ridership.

⁶ MTA Bus revenue from Fare Yield will be used to reduce NYC subsidy to MTA Bus.

⁷ Reflects 10% delay in the distribution of surplus toll revenues per MTA Board resolution. This has no impact on ridership.

MTA Consolidated Utilization

MTA Agency Ridership and Traffic, in millions

Including the Impact of 2009 Fare & Toll Yield Increases, 2009 PEGs and Additional Actions for Budget Balance

		2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Ridership						
Long Island Bus ¹	- November Baseline	32.811	32.565	32.663	32.728	32.826
	- 6/1/09 Fare Yield	0.000	(0.592)	(1.012)	(1.014)	(1.017)
	- Add'l Actions for Budget Balance	0.000	(0.157)	(0.206)	(0.206)	(0.206)
	- LIB Deficit Reduction	0.000	(0.324)	(0.651)	(0.653)	(0.655)
		32.811	31.492	30.794	30.855	30.948
Long Island Rail Road	- November Baseline ²	88.770	86.581	86.423	87.029	87.986
	- 6/1/09 Fare Yield	0.000	(1.266)	(2.032)	(2.052)	(2.074)
	- 2009 PEGs	0.000	0.078	0.156	0.156	0.156
	- Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		88.770	85.392	84.547	85.133	86.068
Metro-North Railroad ³	- November Baseline	82.036	82.479	83.643	85.914	88.349
	- 6/1/09 Fare Yield ⁴	0.000	(0.782)	(1.349)	(1.394)	(1.435)
	- 2009 PEGs ⁵	0.000	1.098	1.109	1.119	1.131
	- Add'l Actions for Budget Balance	0.000	(0.195)	(0.195)	(0.195)	(0.195)
		82.036	82.600	83.208	85.444	87.850
MTA Bus Company	- November Baseline	119.789	118.591	118.947	119.066	120.256
	- 6/1/09 Fare Yield ⁶	0.000	(1.617)	(3.861)	(3.866)	(3.885)
	- Add'l Actions for Budget Balance	0.000	(0.588)	(1.176)	(1.176)	(1.176)
		119.789	116.386	113.910	114.024	115.195
New York City Transit ¹	- November Baseline	2,370.647	2,333.349	2,342.308	2,374.201	2,408.672
	- 6/1/09 Fare Yield	0.000	(21.639)	(36.641)	(37.174)	(37.752)
	- Add'l Actions for Budget Balance	0.000	(5.386)	(10.604)	(10.604)	(10.604)
		2,370.647	2,306.324	2,295.063	2,326.423	2,360.316
Staten Island Railway	- November Baseline	4.412	4.598	4.856	4.910	4.964
	- 6/1/09 Fare Yield	0.000	(0.038)	(0.068)	(0.069)	(0.070)
	- Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		4.412	4.560	4.788	4.841	4.894
Total Ridership						
	- November Baseline	2,698.466	2,658.163	2,668.841	2,703.848	2,743.053
	- 6/1/09 Fare Yield	0.000	(25.934)	(44.963)	(45.569)	(46.233)
	- 2009 PEGs	0.000	1.176	1.265	1.275	1.287
	- Add'l Actions for Budget Balance	0.000	(6.326)	(12.181)	(12.181)	(12.181)
	- LIB Deficit Reduction	0.000	(0.324)	(0.651)	(0.653)	(0.655)
		2,698.466	2,626.754	2,612.310	2,646.720	2,685.271
Traffic						
Bridges & Tunnels	- November Baseline	295.215	290.780	291.214	292.686	294.805
	- 6/1/09 Toll Yield ⁷	0.000	(6.267)	(13.508)	(15.672)	(15.785)
	- Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		295.215	284.513	277.706	277.014	279.020

¹ Excludes Paratransit Operations.

² LIRR baseline ridership reflects a technical adjustment to reflect a more accurate methodology for counting trips. Farebox revenue is not affected by this adjustment.

³ MNR baseline utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

⁴ MNR utilization changes from the 6/1/09 fare yield increase reflect impacts to both East-of-Hudson and West-of-Hudson utilization.

⁵ MNR 2009 PEGs have been adjusted. Additional advertising revenue is no longer reflected in utilization and has been recategorized as Other Revenue. This has no impact on ridership.

⁶ MTA Bus revenue from Fare Yield will be used to reduce NYC subsidy to MTA Bus.

⁷ Reflects 10% delay in the distribution of surplus toll revenues per MTA Board resolution. This has no impact on ridership

MTA Consolidated Subsidies
February Financial Plan 2009 - 2012
Accrual Basis
(\$ in millions)

Subsidies	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Dedicated Taxes					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$1,706.2	\$1,423.3	\$1,474.6	\$1,519.6	\$1,592.6
Petroleum Business Tax (PBT) Receipts	612.7	625.9	630.6	632.7	635.2
Mortgage Recording Tax (MRT)	416.1	378.3	363.8	385.1	392.7
MRT Transfer to Suburban Counties	(8.3)	(7.6)	(7.5)	(7.8)	(8.1)
Use of MRT Balances	45.0	10.0	0.0	0.0	0.0
Carryover Balances	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Interest	8.2	8.2	8.3	8.3	8.3
Urban Tax	504.7	499.5	487.4	503.8	578.3
Investment Income	<u>2.0</u>	<u>2.0</u>	<u>2.1</u>	<u>2.1</u>	<u>2.2</u>
	\$3,269.9	\$2,923.2	\$2,942.7	\$3,027.3	\$3,184.7
State and Local Subsidies					
State Operating Assistance	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy	10.5	10.5	10.5	10.5	10.5
CDOT Subsidy	72.0	82.9	96.6	112.9	122.9
Station Maintenance	<u>147.0</u>	<u>150.1</u>	<u>153.3</u>	<u>156.7</u>	<u>159.9</u>
	\$608.3	\$622.4	\$639.2	\$658.9	\$672.1
Sub-total Dedicated Taxes & State and Local Subsidies	\$3,878.3	\$3,545.6	\$3,581.9	\$3,686.3	\$3,856.7
City Subsidy for MTA Bus	\$275.3	\$255.7	\$248.1	\$260.4	\$273.8
Total Dedicated Taxes & State and Local Subsidies	\$4,153.5	\$3,801.3	\$3,830.1	\$3,946.7	\$4,130.6
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	\$323.4	\$397.2	\$481.1	\$454.9	\$438.1
MTA Subsidy to Subsidiaries	<u>37.1</u>	<u>41.1</u>	<u>36.4</u>	<u>36.4</u>	<u>38.3</u>
	\$360.5	\$438.3	\$517.4	\$491.3	\$476.4
GROSS SUBSIDIES	\$4,514.1	\$4,239.6	\$4,347.5	\$4,438.0	\$4,607.0

MTA Consolidated Subsidies
February Financial Plan 2009 - 2012
Cash Basis
(\$ in millions)

<u>Subsidies</u>	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
<i>Dedicated Taxes</i>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$1,706.2	\$1,423.3	\$1,474.6	\$1,519.6	\$1,592.6
Petroleum Business Tax (PBT) Receipts	611.5	625.5	630.4	632.5	634.9
Mortgage Recording Tax (MRT)	427.4	379.8	361.9	384.5	391.9
MRT Transfer to Suburban Counties	(12.2)	(8.3)	(7.6)	(7.5)	(7.8)
Use of MRT Balances	10.0	10.0	0.0	0.0	0.0
Carry Over/Adjustments	19.2	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Downsizing	0.0	(40.5)	(40.5)	0.0	0.0
Enhanced Security Training	(6.2)	(6.2)	(6.2)	0.0	0.0
Service Marketing Campaign	5.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(24.6)	(23.2)	(24.9)	(24.9)	(24.9)
No. 1 Train - Port Authority Contribution	(50.0)	0.0	0.0	0.0	0.0
Cash Defeasance Loan for TBTA	0.0	90.8	0.0	0.0	0.0
Interest	8.2	8.2	8.2	8.3	8.3
Urban Tax	542.1	500.7	486.5	497.5	572.7
Investment Income	<u>2.0</u>	<u>2.0</u>	<u>2.1</u>	<u>2.1</u>	<u>2.2</u>
	\$3,222.1	\$2,945.6	\$2,868.0	\$2,995.7	\$3,153.5
<i>State and Local Subsidies</i>					
State Operating Assistance	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9
Local Operating Assistance (18-b)	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy (includes 18-b local match)	10.5	10.5	10.5	10.5	10.5
CDOT Subsidy	72.0	82.9	96.6	112.9	122.9
Station Maintenance	143.8	148.1	150.8	154.2	157.6
AMTAP	<u>19.6</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$624.8	\$620.3	\$636.7	\$656.4	\$669.8
<i>Other Subsidy Adjustments</i>					
55/25 Pension Funding	118.0	0.0	0.0	0.0	0.0
Fulton Street/# 1 Train - Port Authority	0.0	(50.0)	0.0	0.0	0.0
2006 Surplus Recovery	120.0	(40.0)	0.0	0.0	0.0
Inter-Agency Loan	0.0	134.5	134.5	(134.5)	(134.5)
NYCT Charge Back of MTA Bus Debt Service	(12.0)	(11.5)	(11.5)	(11.5)	(11.5)
Energy Hedging Strategy	<u>(7.4)</u>	<u>114.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$218.7	\$147.3	\$123.0	(\$146.0)	(\$146.0)
Sub-total Dedicated Taxes & State and Local Subsidies	\$4,065.5	\$3,713.2	\$3,627.7	\$3,506.1	\$3,677.2
City Subsidy for MTA Bus	\$289.4	\$259.0	\$249.4	\$258.4	\$271.6
Total Dedicated Taxes & State and Local Subsidies	\$4,354.9	\$3,972.2	\$3,877.1	\$3,764.4	\$3,948.8
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	\$337.4	\$389.8	\$472.7	\$457.5	\$439.8
MTA Subsidy to Subsidiaries	<u>37.1</u>	<u>41.1</u>	<u>36.4</u>	<u>36.4</u>	<u>38.3</u>
	\$374.5	\$430.9	\$509.0	\$494.0	\$478.1
GROSS SUBSIDIES	\$4,729.4	\$4,403.1	\$4,386.1	\$4,258.4	\$4,426.9

Note:

To maintain funding balance, the funding source of the \$50 million assumed for the #1 train underpinning project has been transferred to MRT-2.

MTA New York City Transit Subsidy Allocation
February Financial Plan 2009 - 2012
Cash Basis
(\$ in millions)

<u>Subsidies</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assist. (MMTOA)	\$1,098.6	\$910.7	\$944.7	\$974.6	\$1,023.2
Petroleum Business Tax (PBT) Receipts	519.8	531.6	535.8	537.6	539.7
Mortgage Recording Tax (MRT)	14.8	0.0	0.0	0.0	0.0
Urban Tax	<u>542.1</u>	<u>500.7</u>	<u>486.5</u>	<u>497.5</u>	<u>572.7</u>
	\$2,175.4	\$1,943.0	\$1,967.0	\$2,009.8	\$2,135.6
<i>State and Local Subsidies</i>					
State Operating Assistance	\$158.2	\$158.2	\$158.2	\$158.2	\$158.2
Local Operating Assistance	<u>158.2</u>	<u>158.2</u>	<u>158.2</u>	<u>158.2</u>	<u>158.2</u>
	\$316.4	\$316.4	\$316.4	\$316.4	\$316.4
2006 Surplus Recovery	\$72.6	\$0.0	\$0.0	\$0.0	\$0.0
Inter-Agency Loan	0.0	134.5	134.5	(134.5)	(134.5)
55/25 Pension Funding	118.0	0.0	0.0	0.0	0.0
Fulton Street / #1 Train - Port Authority	0.0	(50.0)	0.0	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	(12.0)	(11.5)	(11.5)	(11.5)	(11.5)
Energy Hedging Strategy	<u>(4.8)</u>	<u>94.4</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$173.9	\$167.4	\$123.0	(\$146.0)	(\$146.0)
Total Dedicated Taxes & State and Local Subsidies	\$2,665.6	\$2,426.7	\$2,406.3	\$2,180.1	\$2,305.9
<i>Inter-agency Subsidy Transactions</i>					
Bridges and Tunnels Operating Surplus Transfer	\$111.9	\$130.5	\$171.7	\$164.4	\$155.5
GROSS SUBSIDIES	\$2,777.5	\$2,557.3	\$2,578.1	\$2,344.6	\$2,461.5

MTA Commuter Railroad Subsidy Allocation
February Financial Plan 2009 - 2012
Cash Basis
(\$ in millions)

<u>Subsidies</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$549.2	\$463.5	\$479.0	\$492.7	\$514.8
Petroleum Business Tax (PBT) Receipts	91.7	93.8	94.6	94.9	95.2
Mortgage Recording Tax (MRT)	11.8	0.0	0.0	0.0	0.0
Investment Income	<u>2.0</u>	<u>2.0</u>	<u>2.1</u>	<u>2.1</u>	<u>2.2</u>
	\$654.7	\$559.3	\$575.6	\$589.7	\$612.2
<i>State and Local Subsidies</i>					
State Operating Assistance	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance	29.3	29.3	29.3	29.3	29.3
CDOT Subsidy	72.0	82.9	96.6	112.9	122.9
Station Maintenance	143.8	148.1	150.8	154.2	157.6
AMTAP	<u>19.6</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$294.0	\$289.5	\$305.9	\$325.6	\$338.9
2006 Surplus Recovery	\$47.4	(\$40.0)	\$0.0	\$0.0	\$0.0
Energy Hedging Strategy	<u>(2.6)</u>	<u>19.9</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$44.8	(\$20.1)	\$0.0	\$0.0	\$0.0
Total Dedicated Taxes & State and Local Subsidies	\$993.5	\$828.7	\$881.6	\$915.3	\$951.1
<i>Inter-agency Subsidy Transactions</i>					
Bridges and Tunnels Operating Surplus Transfer	\$225.5	\$259.3	\$300.9	\$293.1	\$284.2
GROSS SUBSIDIES	\$1,219.0	\$1,088.0	\$1,182.5	\$1,208.3	\$1,235.4

MTA Long Island Bus Subsidy Allocation
February Financial Plan 2009 - 2012
Cash Basis
(\$ in millions)

	2008	2009	2010	2011	2012
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
MMTOA Allocation	\$54.8	\$46.3	\$47.8	\$49.2	\$51.4
<i>State and Local Subsidies</i>					
State Operating Assistance	\$2.9	\$3.0	\$3.0	\$3.0	\$3.0
Nassau County Subsidy	<u>10.5</u>	<u>10.5</u>	<u>10.5</u>	<u>10.5</u>	<u>10.5</u>
	\$13.4	\$13.5	\$13.5	13.5	13.5
Total Dedicated Taxes & State and Local Subsidies	\$68.3	\$59.7	\$61.3	\$62.7	\$64.9
<i>Inter-agency Subsidy Transactions</i>					
MTA Subsidy to Subsidiaries	\$14.0	\$10.0	\$10.0	\$10.0	\$10.0
GROSS SUBSIDIES	\$82.3	\$69.7	\$71.3	\$72.7	\$74.9

MTA Staten Island Railway Subsidy Allocation
February Financial Plan 2009 - 2012
Cash Basis
(\$ in millions)

<u>Subsidies</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$3.5	\$2.9	\$3.0	\$3.1	\$3.3
Mortgage Recording Tax (MRT)	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$3.5	\$2.9	\$3.0	\$3.1	\$3.3
<i>State and Local Subsidies</i>					
State Operating Assistance	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5
Local Operating Assistance	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>
	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
Total Dedicated Taxes & State and Local Subsidies	\$4.5	\$3.9	\$4.0	\$4.1	\$4.3
<i>Inter-agency Subsidy Transactions</i>					
MTA Subsidy to Subsidiaries	\$23.1	\$31.1	\$26.4	\$26.4	\$28.3
GROSS SUBSIDIES	\$27.6	\$35.0	\$30.4	\$30.6	\$32.6

MTA Headquarters Subsidy Allocation
February Financial Plan 2009 - 2012
Cash Basis
(\$ in millions)

Subsidies	2008	2009	2010	2011	2012
<i>Dedicated Taxes</i>					
<u>Mortgage Recording Tax-1</u>					
Net Receipts After Agency Transfers	\$275.2	\$251.2	\$239.8	\$253.4	\$258.6
<u>Adjustments</u>					
Diversion of MRT to Suburban Counties	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Carryover/Opening Balances/Interest	0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	0.0	62.9	73.8	95.9	83.7
<i>Total Adjustments</i>	<i>\$0.0</i>	<i>\$62.9</i>	<i>\$73.8</i>	<i>\$95.9</i>	<i>\$83.7</i>
Net Funding of MTA Headquarters	\$275.2	\$314.1	\$313.6	\$349.3	\$342.3
<u>Mortgage Recording Tax - 2</u>					
Net Receipts	\$154.7	\$138.6	\$122.1	\$131.1	\$133.3
<u>Adjustments</u>					
Funding of General Reserve	\$0.0	(\$75.0)	(\$75.0)	(\$75.0)	(\$75.0)
Diversion of MRT to Suburban Counties	(12.2)	(8.3)	(7.6)	(7.5)	(7.8)
Carryover/Opening Balances/Interest	8.2	8.2	8.2	8.3	8.3
OPEB Cash Adjustment	0.0	0.0	0.0	0.0	0.0
Agency Security Costs from MRT	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Transfer to MRT-1	0.0	(62.9)	(73.8)	(95.9)	(83.7)
Downsizing	0.0	(40.5)	(40.5)	0.0	0.0
Enhanced Security Training	(6.2)	(6.2)	(6.2)	0.0	0.0
Service Marketing Campaign	5.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(24.6)	(23.2)	(24.9)	(24.9)	(24.9)
No. 1 Train - Port Authority Contribution	(50.0)	0.0	0.0	0.0	0.0
Outstanding 2006 Loans	0.0	0.0	0.0	0.0	0.0
Cash Defeasance Loan for TBTA	0.0	90.8	0.0	0.0	0.0
<i>Total Adjustments</i>	<i>(\$96.3)</i>	<i>(\$133.6)</i>	<i>(\$236.2)</i>	<i>(\$211.5)</i>	<i>(\$199.6)</i>
Unallocated MRT-2 Receipts	\$58.4	\$5.0	(\$114.1)	(\$80.4)	(\$66.3)

MTA Bus Company Subsidy Allocation
February Financial Plan 2009 - 2012
Cash Basis
(\$ in millions)

	2008	2009	2010	2011	2012
<u>Subsidies</u>					
City Subsidy to MTA Bus Company	\$289.4	\$259.0	\$249.4	\$258.4	\$271.6

MMTOA STATE DEDICATED TAXES
February Financial Plan 2009 - 2012
Tax Yield Distribution 2008 - 2012
(\$ in millions)

	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
<u>Forecast of MMTOA Gross Receipts (SFY):</u>					
Sales Tax	\$782.5	\$795.5	\$812.4	\$836.0	\$867.6
PBT	137.3	142.4	142.7	143.3	143.8
Corporate Franchise	68.0	68.0	68.0	68.0	68.0
Corporate Surcharge	842.0	803.0	877.0	903.0	952.0
Investment Income	0.0	0.0	0.0	0.0	0.0
Total Gross Receipts Available for Allocation	\$1,829.8	\$1,808.9	\$1,900.1	\$1,950.3	\$2,031.4

Allocation of Total Gross Receipts to DownState:

Total Gross Receipts	\$1,829.8	\$1,808.9	\$1,900.1	\$1,950.3	\$2,031.4
Less: Upstate Share of PBT	(61.8)	(64.1)	(64.2)	(64.5)	(64.7)
Upstate Percent Share of Investment Income	3.38%	3.54%	3.38%	3.31%	3.19%
Less: Upstate Share of Investment Income	0.0	0.0	0.0	0.0	0.0
Total Net DownState Share Available for Allocation	\$1,768.0	\$1,744.8	\$1,835.9	\$1,885.8	\$1,966.7
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
Adjusted Total Net DownState Share for Allocation	\$1,578.5	\$1,555.3	\$1,646.4	\$1,696.3	\$1,777.2

Allocation of Total Net DownState Share to NYCT/SIR:

NYCT/SIR Share	60.01%	60.01%	60.01%	60.01%	60.01%
From Total Net DownState Share	\$1,256.0	\$1,067.4	\$1,101.6	\$1,131.6	\$1,180.3
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Adjusted Total Net DownState Share	\$1,102.2	\$913.6	\$947.7	\$977.7	\$1,026.5
From Carryover	0.0	0.0	0.0	0.0	0.0
Total NYCT/SIR Share of Net DownState Share	\$1,102.2	\$913.6	\$947.7	\$977.7	\$1,026.5
Total SIR Share	3.5	2.9	3.0	3.1	3.3
Total NYCT Share of Net DownState Share	\$1,098.6	\$910.7	\$944.7	\$974.6	\$1,023.2

Allocation of Total Net DownState Share to MTA:

MTA Share	27.25%	27.25%	27.25%	27.25%	27.25%
From Total Net DownState Share	\$570.4	\$484.7	\$500.2	\$513.9	\$536.0
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Adjusted Total Net DownState Share	\$549.2	\$463.5	\$479.0	\$492.7	\$514.8
From Carryover	0.0	0.0	0.0	0.0	0.0
Total MTA Share of Net DownState Share	\$549.2	\$463.5	\$479.0	\$492.7	\$514.8

Allocation of Total Net DownState Share to LIB:

LI Bus Share	2.72%	2.72%	2.72%	2.72%	2.72%
From Total Net DownState Share	\$57.0	\$48.4	\$50.0	\$51.3	\$53.5
Less: Used for 18-B/other	(2.1)	(2.1)	(2.1)	(2.1)	(2.1)
Adjusted Total Net DownState Share	\$54.8	\$46.3	\$47.8	\$49.2	\$51.4
From Carryover	0.0	0.0	0.0	0.0	0.0
Total LIB Share of Net DownState Share	\$54.8	\$46.3	\$47.8	\$49.2	\$51.4

PETROLEUM BUSINESS TAX PROJECTIONS
February Financial Plan 2009 - 2012
Tax Yield Distribution 2008 -2012
(\$ in millions)

	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Total Net PBT Collections Available for Distribution	\$1,798.6	\$1,839.6	\$1,854.2	\$1,860.3	\$1,867.4

Distribution Shares:

MTA Total	34.0%	34.0%	34.0%	34.0%	34.0%
Other Transit	3.0%	3.0%	3.0%	3.0%	3.0%
Highway Trust Fund	63.0%	63.0%	63.0%	63.0%	63.0%
General Fund	0.0%	0.0%	0.0%	0.0%	0.0%
Share Total	100.0%	100.0%	100.0%	100.0%	100.0%

Amount of Total Net Collections Available for the MTA:

MTA Total	\$611.5	\$625.5	\$630.4	\$632.5	\$634.9
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Accrued

NYCT/SIR Share of MTA Total	\$520.8	\$532.0	\$536.0	\$537.8	\$539.9
Commuter Railroad Share of MTA Total	91.9	93.9	94.6	94.9	95.3
MTA Total of Net Collections	\$612.7	\$625.9	\$630.6	\$632.7	\$635.2

Cash

NYCT/SIR Share of MTA Total	\$519.8	\$531.6	\$535.8	\$537.6	\$539.7
Commuter Railroad Share of MTA Total	91.7	93.8	94.6	94.9	95.2
MTA Total of Net Collections	\$611.5	\$625.5	\$630.4	\$632.5	\$634.9

Summary of Mortgage Recording Tax Projections
February Financial Plan 2009 - 2012
Tax Yield Distribution 2008 - 2012
(\$ in millions)

	FORECAST				
	2008	2009	2010	2011	2012

MORTGAGE RECORDING TAX #261-1

Receipts Available for Transfer to NYCT and CRs:

Total Gross Receipts	\$282.7	\$251.2	\$239.8	\$253.4	\$258.6
Carryover	0.0	0.0	0.0	0.0	0.0
OPEB Offset	61.2	64.2	67.1	70.2	73.2
Less: MTAHQ Operating Deficit	(336.427)	(378.325)	(380.695)	(419.497)	(415.514)
Receipts Available for Transfer	\$7.4	(\$62.9)	(\$73.8)	(\$95.9)	(\$83.7)
Adjustments	(20.0)	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	0.0	62.9	73.8	95.9	83.7
Adjusted Receipts Available for Transfer	(\$12.6)	\$0.0	\$0.0	\$0.0	\$0.0

Allocation of Net Receipts to NYCT/SIR Account:

Opening Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYCT/SIR Share	55%	55%	55%	55%	55%
From Current Year Net Receipts	(6.9)	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Carryover from Prior-Year Accrual	0.0	0.0	0.0	0.0	0.0
Carryover from MTAHQ Post-Close Adjustment	21.7	0.0	0.0	0.0	0.0
Total NYCT/SIR Net Cash Share	\$14.8	\$0.0	\$0.0	\$0.0	\$0.0
Total SIR Net Cash Share	0.0	0.0	0.0	0.0	0.0
Total NYCT Net Cash Share	\$14.8	\$0.0	\$0.0	\$0.0	\$0.0

Allocation of Net Receipts to Commuter Railroad Account:

Opening Balance - CR/SHF	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Commuter Railroad Share	45%	45%	45%	45%	45%
From Net Receipts	(5.6)	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Carryover	0.0	0.0	0.0	0.0	0.0
Carryover from MTAHQ Post-Close Adjustment	17.5	0.0	0.0	0.0	0.0
Less: Suburban Highway Fund	0.0	0.0	0.0	0.0	0.0
OPEB	0.0	0.0	0.0	0.0	0.0
Transfers from MRT-2	0.0	0.0	0.0	0.0	0.0
Total Commuter Railroad Net Cash Share	\$11.8	\$0.0	\$0.0	\$0.0	\$0.0

MORTGAGE RECORDING TAX #261-2

Receipts Available

Total Receipts to Corporate Account	\$144.7	\$128.6	\$122.1	\$131.1	\$133.3
Opening Fund Balance	20.0	10.0	0.0	0.0	0.0
OPEB Cash Adjustment	0.0	0.0	0.0	0.0	0.0
All Agency Security Pool	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Downsizing	0.0	(40.5)	(40.5)	0.0	0.0
Enhanced Security Training	(6.2)	(6.2)	(6.2)	0.0	0.0
Service Marketing Campaign	5.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(24.6)	(23.2)	(24.9)	(24.9)	(24.9)
Outstanding 2006 Loans	0.0	0.0	0.0	0.0	0.0
No. 1 Train - Port Authority Contribution	(50.0)	0.0	0.0	0.0	0.0
Cash Defeasance Loan for TBTA	0.0	90.8	0.0	0.0	0.0
Reserve for Following Year/Cash Flow Provision	(10.0)	0.0	0.0	0.0	0.0
General Reserve	0.0	(75.0)	(75.0)	(75.0)	(75.0)
Investment Income	8.2	8.2	8.2	8.3	8.3
Total Receipts Available for Transfer	\$70.6	\$76.3	(\$32.8)	\$23.0	\$25.2

Use of Total Receipts:

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(16.7)	(12.8)	(12.0)	(11.9)	(12.3)
Less: Transfer to MTAHQ Funds	0.0	(62.9)	(73.8)	(95.9)	(83.7)
Net Receipts Available	\$58.4	\$5.0	(\$114.1)	(\$80.4)	(\$66.3)

MTA BRIDGES & TUNNELS
SURPLUS TRANSFER
February Financial Plan 2009 -2012
(\$ in millions)

NON-REIMBURSABLE	ACTUAL		FORECAST			
	2007	2008	2009	2010	2011	2012

Deductions from Net Operating Income:

Investment Income	\$5.558	\$2.558	\$2.321	\$4.099	\$4.458	\$4.458
Total Debt Service	463.748	506.616	603.878	609.285	620.770	634.429
Reserves	16.156	13.667	13.953	14.261	14.531	14.809
Capitalized Assets	6.314	14.508	18.854	18.854	18.854	18.854
GASB Reserves	1.670	1.980	2.210	2.431	2.479	2.529
Total Deductions from Net Operating Income	\$493.446	\$539.329	\$641.216	\$648.930	\$661.091	\$675.079
Net Income Available for Transfer to MTA and NYCT	\$406.443	\$323.403	\$397.227	\$481.058	\$454.897	\$438.090

Distribution of Funds to MTA:

Investment Income in Current Year	\$5.558	\$2.558	\$2.321	\$4.099	\$4.458	\$4.458
Accrued Current Year Allocation	249.968	215.802	264.141	305.018	291.735	283.402
Total Accrued Amount Distributed to MTA	\$255.526	\$218.360	\$266.462	\$309.117	\$296.193	\$287.860

Distribution of Funds to NYCT:

First \$24 million of Surplus reserved for NYCT	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Additional Accrued Current Year Allocation	132.474	83.601	109.086	152.040	139.162	130.688
Total Accrued Amount Distributed to NYCT	\$156.474	\$107.601	\$133.086	\$176.040	\$163.162	\$154.688

Actual Cash Transfer to MTA and NYCT:

From Current Year Surplus	\$249.945	\$225.466	\$259.307	\$300.931	\$293.063	\$284.235
Investment Income in Prior Year	8.637	5.558	2.558	2.321	4.099	4.458
Total Cash Amount Distributed to MTA	\$258.581	\$231.024	\$261.865	\$303.252	\$297.162	\$288.693
Total Cash Amount Distributed to NYCT	\$156.397	\$111.940	\$130.538	\$171.744	\$164.449	\$155.535

	ACTUAL		FORECAST			
	2007	2008	2009	2010	2011	2012

Debt Service Detail by Agency:

B&T Own Purpose DS	\$140.544	\$159.060	\$186.541	\$194.597	\$207.181	\$220.489
NYCT Transportation DS	220.349	239.878	286.196	283.833	283.081	283.327
MTA Transportation DS	102.855	107.677	131.141	130.854	130.508	130.613
Total Debt Service by Agency	\$463.748	\$506.616	\$603.878	\$609.285	\$620.770	\$634.429

Total Accrued Amount for Transfer to MTA and NYCT:

Total Adjusted Net Income Available for Transfer	\$870.191	\$830.018	\$1,001.106	\$1,090.343	\$1,075.666	\$1,072.519
Less: B&T Total Debt Service	(140.544)	(159.060)	(186.541)	(194.597)	(207.181)	(220.489)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
Remainder of Total Accrued Amount for Transfer	\$705.647	\$646.958	\$790.564	\$871.746	\$844.486	\$828.030

Calculation of Actual Cash Transfer to MTA:

Distribution of Remainder to MTA						
Fifty Percent of Total Accrued Amount for Transfer	\$352.823	\$323.479	\$395.282	\$435.873	\$422.243	\$414.015
Less: MTA Total Debt Service	(102.855)	(107.677)	(131.141)	(130.854)	(130.508)	(130.613)
MTA's Accrued Current Year Allocation	\$249.968	\$215.802	\$264.141	\$305.018	\$291.735	\$283.402
Cash Conversion of MTA's Accrued Amount						
Current Year Amount	\$218.724	\$194.222	\$237.727	\$274.517	\$262.562	\$255.062
Balance of Prior Year	31.221	31.245	21.580	26.414	30.502	29.174
Cash Transfer to MTA	\$249.945	\$225.466	\$259.307	\$300.931	\$293.063	\$284.235

Calculation of Actual Cash Transfer to NYCT:

Distribution of Remainder to NYCT						
Fifty Percent of Total Accrued Amount for Transfer	\$352.823	\$323.479	\$395.282	\$435.873	\$422.243	\$414.015
Less: NYCT Total Debt Service	(220.349)	(239.878)	(286.196)	(283.833)	(283.081)	(283.327)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
NYCT's Accrued Current Year Allocation	\$156.474	\$107.601	\$133.086	\$176.040	\$163.162	\$154.688
Cash Conversion of NYCT's Accrued Amount						
Current Year Amount	\$141.375	\$96.841	\$119.777	\$158.436	\$146.845	\$139.219
Balance of Prior Year	15.023	15.100	10.760	13.309	17.604	16.316
Cash Transfer to NYCT	\$156.397	\$111.940	\$130.538	\$171.744	\$164.449	\$155.535

B & T Charged Debt Service Detail by Type:

Project Debt Service						
B & T Own Purpose Debt Service	\$140.544	\$159.060	\$186.541	\$194.597	\$207.181	\$220.489
NYCT Transportation Project Debt Service	220.349	239.878	286.196	283.833	283.081	283.327
MTA Transportation Project Debt Service	102.855	107.677	131.141	130.854	130.508	130.613
Total Project Debt Service	\$463.748	\$506.616	\$603.878	\$609.285	\$620.770	\$634.429

SUMMARY
MTA LONG ISLAND BUS
MULTI-YEAR FINANCIAL PLAN
2009 - 2012
(\$ in millions)

Line Number	ACTUAL	FORECAST					
	2007	2008	2009	2010	2011	2012	
8							
9	Revenue Summary:						
10							
11	Farebox Revenue	\$40.3	\$42.1	\$41.9	\$42.0	\$42.1	\$42.2
12	Fare Increase 6/1/09	-	-	5.5	9.4	9.4	9.4
13	LI Bus Deficit Reduction	-	-	4.5	2.8	2.0	2.0
14	Additional Actions for Budget Balance: Revenue Impact	-	-	(0.2)	(0.3)	(0.3)	(0.3)
15	Other Revenue	1.4	2.3	3.3	3.1	2.5	2.6
16	State/Local Subsidies	58.7	68.3	59.7	61.3	62.7	64.9
17							
18	Total Revenue Before MTA Subsidy	\$100.5	\$112.7	\$114.6	\$118.3	\$118.3	\$120.8
19							
20	Non-Reimbursable Expense Summary:						
21							
22	Labor Expenses	\$89.7	\$94.4	\$97.6	\$100.4	\$101.9	\$105.0
23	Non-Labor Expenses	33.0	32.1	33.4	36.8	37.4	37.5
24	Additional Actions for Budget Balance: Expense Impact	-	-	(5.6)	(6.2)	(6.2)	(6.2)
25	Depreciation	0.0	0.0	0.0	0.0	0.0	0.0
26	OPEB Obligation	5.7	6.0	6.5	6.9	7.3	7.7
27	Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0
28							
29	Total Non-Reimbursable Expenses	\$128.4	\$132.5	\$131.8	\$137.9	\$140.5	\$144.0
30							
31	Total Net Revenue	(\$27.9)	(\$19.8)	(\$17.2)	(\$19.6)	(\$22.1)	(\$23.2)
32							
33	Cash Adjustment Summary:						
34							
35	Operating Cash Adjustments	\$4.7	\$1.2	\$5.8	\$7.4	\$7.9	\$8.2
36	Subsidy Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
37							
38	Total Cash Adjustment	\$4.7	\$1.2	\$5.8	\$7.4	\$7.9	\$8.2
39							
40	Gross Cash Balance	(\$23.2)	(\$18.6)	(\$11.4)	(\$12.2)	(\$14.2)	(\$15.0)
41							
42	MTA Internal Subsidy	20.3	14.0	10.0	10.0	10.0	10.0
43							
44	Net Cash Balance from Previous Year	\$7.8	\$4.8	\$0.2	\$0.0	\$0.0	\$0.0
45							
46							
47	Baseline Net Cash Surplus/(Deficit)	\$4.8	\$0.2	(\$1.2)	(\$2.2)	(\$4.2)	(\$5.0)
48							
49	GAP CLOSING ACTIONS 2008 - 2009:						
50							
51	Internal Actions:						
52	2009 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
53	Post-2009 Program to Eliminate the Gap	0.0	0.0	0.0	1.5	3.0	4.5
54	New Contracts Labor Contribution	0.0	0.0	1.2	1.2	1.2	1.3
55	Sub-Total	0.0	0.0	1.2	2.7	4.2	5.7
56							
57	Fare/Toll:						
58	Fare/Toll Yields on 6/1/09: 23.0%	-	-	-	-	-	-
59	Fare/Toll Yields on 1/1/11: 5.0%	-	-	-	-	2.5	2.5
60		0.0	0.0	0.0	0.0	2.5	2.5
61							
62	TOTAL GAP CLOSING						
63							
64	Net Cash Balance from Previous Year	0.0	0.0	0.0	0.0	0.5	3.0
65							
66	Net Cash Balance	\$4.8	\$0.2	\$0.0	\$0.5	\$3.0	\$6.3

SUMMARY
MTA STATEN ISLAND RAILWAY
MULTI-YEAR FINANCIAL PLAN
2009 - 2012
(\$ in millions)

Line Number	ACTUAL	FORECAST					
		2007	2008	2009	2010	2011	2012
9							
10	Revenue Summary:						
11							
12	Farebox Revenue	\$3.9	\$4.4	\$4.7	\$5.0	\$5.1	\$5.2
13	Fare Increase 6/1/09	-	-	0.6	1.2	1.2	1.2
14	Other Revenue	2.1	2.1	2.1	2.1	2.1	2.1
15	State/City Subsidies	4.2	4.6	3.9	4.0	4.1	4.3
16							
17	Total Revenue Before MTA Subsidy	\$10.2	\$11.1	\$11.3	\$12.3	\$12.5	\$12.7
18							
19	Non-Reimbursable Expense Summary:						
20							
21	Labor Expenses	\$23.9	\$25.1	\$26.8	\$28.6	\$29.9	\$31.7
22	Non-Labor Expenses	6.7	11.4	15.6	9.9	8.9	9.2
23	Additional Actions for Budget Balance: Expense Impact	-	-	(0.2)	(0.2)	(0.2)	(0.2)
24	Depreciation	7.1	10.3	10.3	10.3	10.3	10.3
25	OPEB Obligation	2.4	2.6	2.7	2.8	2.8	3.0
26	Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0
27							
28	Total Non-Reimbursable Expenses	\$40.1	\$49.5	\$55.2	\$51.5	\$51.7	\$54.0
29							
30							
31	Total Net Revenue	(\$29.9)	(\$38.4)	(\$43.9)	(\$39.2)	(\$39.3)	(\$41.3)
32							
33	Cash Adjustment Summary:						
34							
35	Operating Cash Adjustments	\$9.0	\$15.4	\$12.8	\$12.8	\$12.8	\$13.0
36	Subsidy Cash Adjustments	(0.2)	(0.1)	0.0	0.0	0.0	0.0
37							
38	Total Cash Adjustment	\$8.7	\$15.3	\$12.8	\$12.8	\$12.8	\$13.0
39							
40	Gross Cash Balance	(\$21.2)	(\$23.1)	(\$31.1)	(\$26.4)	(\$26.4)	(\$28.3)
41							
42	MTA Internal Subsidy before PEGs	21.5	23.1	31.1	26.4	26.4	28.3
43							
44	Net Cash Balance from Previous Year	\$0.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2
45							
46							
47	Baseline Net Cash Surplus/(Deficit)	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2
48							
49	GAP CLOSING						
50							
51							
52	Internal Actions:						
53	2009 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
54	Post-2009 Program to Eliminate the Gap	0.0	0.0	0.0	0.4	0.8	1.3
55	New Contracts Labor Contribution	0.0	0.0	0.0	0.4	0.4	0.5
56							
57	<i>Sub-Total</i>	0.0	0.0	0.0	0.9	1.3	1.7
58							
59	Fare/Toll:						
60	Fare/Toll Yields on 6/1/09: 23.0%	-	-	-	-	-	-
61	Fare/Toll Yields on 1/1/11: 5.0%	-	-	-	-	0.3	0.3
62		0.0	0.0	0.0	0.0	0.3	0.3
63							
64							
65	TOTAL GAP CLOSING						
66							
67	Net Cash Balance from Previous Year (Gap Actions only)	0.0	0.0	0.0	0.0	0.9	2.5
68							
69	Net Cash Surplus/(Deficit)	\$0.2	\$0.2	\$0.2	\$1.1	\$2.7	\$4.7

SUMMARY
MTA BUS COMPANY
MULTI-YEAR FINANCIAL PLAN
2009 - 2012
(\$ in millions)

Line Number		ACTUAL						FORECAST					
		2007		2008		2009		2010		2011		2012	
9													
10	Revenue Summary:												
11													
12	Farebox Revenue	\$139.8	\$153.8	\$153.0	\$153.7	\$155.0	\$156.6						
13	Fare Increase 6/1/09	-	-	14.588	24.700	24.923	25.172						
14	Additional Actions for Budget Balance: Revenue Impact	-	-	0.673	1.153	1.163	1.175						
15	Other Revenue	21.9	23.0	23.0	23.0	23.0	23.0						
16													
17													
18	Total Revenue Before MTA Subsidy	\$161.7	\$176.8	\$191.3	\$202.5	\$204.1	\$205.9						
19													
20	Non-Reimbursable Expense Summary:												
21													
22	Labor Expenses	\$297.7	\$324.4	\$338.1	\$348.6	\$358.0	\$370.0						
23	Non-Labor Expenses	119.9	136.5	121.1	120.1	122.8	126.4						
24	Additional Actions for Budget Balance: Expense Impact	-	-	(15.5)	(21.7)	(20.2)	(20.9)						
25	Depreciation	30.0	29.5	37.1	40.2	42.2	42.2						
26	OPEB Obligation	45.7	45.4	51.7	53.6	55.5	57.8						
27													
28	Total Non-Reimbursable Expenses	\$493.2	\$535.8	\$532.5	\$540.9	\$558.3	\$575.5						
29													
30													
31	Total Net Revenue	(\$331.5)	(\$358.9)	(\$341.2)	(\$338.4)	(\$354.2)	(\$369.5)						
32													
33	Cash Adjustments	\$86.5	\$83.7	\$85.5	\$90.2	\$93.8	\$95.7						
34													
35	Total Cash Adjustment	\$86.5	\$83.7	\$85.5	\$90.2	\$93.8	\$95.7						
36													
37	Gross Cash Balance	(\$245.0)	(\$275.3)	(\$255.7)	(\$248.1)	(\$260.4)	(\$273.8)						
38													
39	City Subsidy												
40	Accrued	245.0	275.3	255.7	248.1	260.4	273.8						
41	Cash	185.0	289.4	259.0	249.4	258.4	271.6						
42	CFA	(60.0)	14.1	3.3	1.3	(2.0)	(2.2)						
43													
44	Net Cash Balance from Previous Year	\$0.0	\$0.0	\$14.1	\$17.4	\$18.6	\$16.6						
45													
46													
47	Baseline Net Cash Surplus/(Deficit)	(\$60.0)	\$14.1	\$17.4	\$18.6	\$16.6	\$14.3						
48													
49	GAP CLOSING												
50													
51	Internal Actions:												
52	2009 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0						
53	Post-2009 Program to Eliminate the Gap	0.0	0.0	0.0	5.0	9.9	14.9						
54	Sub-Total	0.0	0.0	0.0	5.0	9.9	14.9						
55													
56	Fare/Toll:												
57	Fare/Toll Yields on 6/1/09: 23.0%	-	-	-	-	-	-						
58	Fare/Toll Yields on 1/1/11: 5.0%	-	-	-	-	9.5	9.6						
59	Sub-Total	-	-	-	-	9.5	9.6						
60													
61	Net Cash Balance from Previous Year (Gap Actions only)	0.0	0.0	0.0	0.0	5.0	14.9						
62													
63	Net Cash Surplus/(Deficit)	(\$60.0)	\$14.1	\$17.4	\$23.6	\$31.5	\$44.1						

Debt Service in the Financial Plan

- The following table reflects debt service projections for 2009 through 2012 associated with *approved* Capital Programs. The table summarizes all MTA and TBTA debt service for this February 2009 Financial Plan (excluding State Service Contract and Convention Center debt service which is fully paid by New York State).

Debt Service Forecast (in millions) ⁽¹⁾	
Year	February Plan Debt Service
2009	1,474
2010	1,912
2011	2,050
2012	<u>2,266</u>
Total:	\$7,702

(1) The above table includes the effect of the 2007 cash defeasance in 2009.

- A preliminary estimate of debt service has been included in the detailed table below for borrowing for expenditures associated with a 2010-2014 Capital Program. For forecasting purposes, it was assumed that the core Capital Program would inflate at CPI and be funded in a similar fashion as the 2005-2009 Capital Program and the remainder of the local share of Second Avenue Subway Phase 1 and East Side Access projects would be financed. Debt service impact during the Financial Plan period would be minimal at about \$8 million in 2010, \$38 million in 2011 and \$112 million in 2012. These estimates are based on a borrowing forecast of \$210 million in 2010, \$593 million in 2011 and \$1.378 billion in 2012.
- The effects of the cash defeasance transaction completed in September 2007 have been incorporated into the debt service budget. \$299.3 million of cash and \$4.3 million existing set-asides in the debt service accounts were used to create the requisite escrow. Savings are calculated to be \$2.1 million in 2007, \$37.5 million in 2008 and \$283.3 million in 2009. In order to defease TBTA's debt, \$90.8 million of excess MRT receipts were used in 2007 as an interagency loan. TBTA will need to repay this to the MRT accounts. The \$90.8 million repayment has no effect on consolidated debt service listed on the table below. However, TBTA's debt service listed in the TBTA's section of this Financial Plan has been increased by that amount.

- Debt service does not include a \$50 million short-term maturity in 2009 issued as part of The MTA Transportation Revenue Bonds Series 2008C which was structured as an interim note financing that will be refinanced with long term bonds in 2009.
- Debt service does not reflect the impact of the refunding of the Triborough Bridge and Tunnel Authority General Revenue Variable Rate Refunding Bonds Series 2002C in December 2008.

The following is a summary of the key assumptions used to determine the debt service projections included in the financial plan.

Debt Issuance Assumptions:

Forecasted Borrowing Schedule	2009	2010	2011	2012
New Money Bonds *(\$ in millions)	2,289	2,204	1,911	2,602
Assumed Fixed-Rates				
Transportation Revenue Bonds	6.39%	6.55%	6.74%	6.78%
Dedicated Tax Fund Bonds	5.88%	6.02%	6.20%	6.24%
Triborough Bridge & Tunnel Authority	5.88%	6.02%	6.20%	6.24%
Assumed Variable Rates	4.00%	4.00%	4.00%	4.00%
Weighted Average Interest Rates **				
Transportation Revenue Bonds	6.03%	6.16%	6.33%	6.36%
Dedicated Tax Fund Bonds	5.60%	5.72%	5.87%	5.90%
Triborough Bridge & Tunnel Authority	5.60%	5.72%	5.87%	5.90%

* Years 2010 to 2012 include assumed borrowing for existing approved Capital Programs as well as for the 2010-2014 Capital Programs as described earlier.

** Weighted Average of fixed and variable forecasted rates (see below for explanation).

- All debt is assumed to be issued as 30-year level debt, principal amortized over the life of the bonds.
- Current fixed-rate estimates derived from prevailing Fair Market Yield Curves for A- and AA- Transportation issuers using Bloomberg Information Service. Financial Plan years 2009– 2012 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of October 31, 2008).
- Split of fixed-rate debt versus variable rate debt each year is 85% fixed and 15% variable.
- New bond issues calculated interest rate at time of issuance use weighted average of fixed and variable assumptions (actual fixed-rates in table above assumed for fixed-rate bonds).

- Cost of issuance is 2% of gross bonding amount.
- New money bonds for currently approved transit and commuter projects assumed issued 25% under the DTF credit and 75% under the Transportation credit.
- All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
- No reserve funds.

Metropolitan Transportation Authority
February Financial Plan 2009 - 2012
Summary of Total Budgeted Debt Service
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2007	2008	2009	2010	2011	2012
9	<u>New York City Transit:</u>						
10							
11	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$324.504	\$449.409	\$374.427	\$427.648	\$421.025	\$429.935
12	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	46.016	129.630	199.763	262.913
13	2 Broadway Certificates of Participation - NYCT Share	21.205	18.233	21.888	21.894	21.898	21.904
15	Transportation Resolution Commercial Paper	11.801	11.780	19.168	19.168	19.168	38.118
16	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	207.226	216.657	174.513	212.589	212.655	212.743
17	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>0.000</u>	<u>0.000</u>	<u>14.635</u>	<u>41.218</u>	<u>63.496</u>	<u>83.545</u>
19	<i>Sub-Total MTA Paid Debt Service</i>	\$564.736	\$696.079	\$650.645	\$852.146	\$938.006	\$1,049.158
20							
21	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$139.430	\$158.162	\$166.754	\$200.946	\$200.425	\$200.354
22	<u>Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds</u>	<u>83.691</u>	<u>82.068</u>	<u>79.086</u>	<u>83.588</u>	<u>83.368</u>	<u>83.693</u>
23	<i>Sub-Total B&T Paid Debt Service</i>	\$223.121	\$240.230	\$245.841	\$284.534	\$283.793	\$284.047
24							
25	Total NYCT Debt Service	\$787.856	\$936.309	\$896.486	\$1,136.679	\$1,221.798	\$1,333.206
26							
27	<u>Commuter Railroads:</u>						
28							
29	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$323.719	\$242.807	\$290.774	\$332.105	\$326.961	\$333.881
30	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	9.585	31.352	43.533	43.533
31	Transportation Resolution Commercial Paper	7.932	6.250	8.215	8.215	8.215	16.336
32	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	40.699	40.390	33.089	40.308	40.321	40.337
33	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>0.000</u>	<u>0.000</u>	<u>3.048</u>	<u>9.968</u>	<u>13.839</u>	<u>13.839</u>
35	<i>Sub-Total MTA Paid Debt Service</i>	\$372.350	\$289.446	\$344.710	\$421.947	\$432.869	\$447.927
36							
37	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$62.409	\$71.776	\$78.381	\$94.453	\$94.208	\$94.175
38	<u>Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds</u>	<u>36.474</u>	<u>36.057</u>	<u>34.747</u>	<u>36.725</u>	<u>36.628</u>	<u>36.771</u>
39	<i>Sub-Total B&T Paid Debt Service</i>	\$98.882	\$107.833	\$113.128	\$131.178	\$130.836	\$130.946
40							
41	Total CRR Debt Service	\$471.233	\$397.279	\$457.839	\$553.125	\$563.705	\$578.873
42							
43	<u>Bridges and Tunnels:</u>						
44							
45	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$107.724	\$124.243	\$113.001	\$136.171	\$135.817	\$135.770
46	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	33.356	32.418	31.240	33.019	32.932	33.060
47	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	7.943	22.573	34.723	45.312
48	2 Broadway Certificates of Participation - TBTA Share	2.753	2.578	3.095	3.096	3.097	3.098
50							
51	Total B&T Debt Service	\$143.832	\$159.240	\$155.280	\$194.858	\$206.568	\$217.239
52							
53	<u>MTA Bus:</u>						
54							
55	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$5.865	\$8.217	\$9.214	\$10.524	\$10.361	\$10.580
56	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	1.000	2.344	3.128	3.872
57	Transportation Resolution Commercial Paper	2.944	2.747	4.193	4.193	4.193	8.338
58							
59	Total MTA Bus Debt Service	\$8.809	\$10.964	\$14.407	\$17.061	\$17.682	\$22.790
60							
61	Total MTA HQ Debt Service for 2 Broadway Certificates of Participation	\$2.898	\$2.502	\$3.003	\$3.004	\$3.004	\$3.005

Metropolitan Transportation Authority
February Financial Plan 2009 - 2012
Summary of Total Budgeted Debt Service
(\$ in millions)

Line Number	ACTUAL	FORECAST					
		2007	2008	2009	2010	2011	2012
62							
63	<u>MTA Total:</u>						
64							
65	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$654.088	\$700.433	\$674.414	\$770.277	\$758.347	\$774.396
66	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	247.925	257.047	207.602	252.897	252.976	253.080
67	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	309.562	354.181	358.136	431.569	430.450	430.299
68	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	153.521	150.543	145.074	153.331	152.928	153.524
69	2 Broadway Certificates of Participation	26.856	23.313	27.986	27.994	27.999	28.006
70	Transportation Resolution Commercial Paper	22.678	20.777	31.575	31.575	31.575	62.792
71	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	56.601	163.326	246.425	310.319
72	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	17.683	51.186	77.336	97.384
73	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	7.943	22.573	34.723	45.312
75							
76	Total Debt Service	\$1,414.628	\$1,506.294	\$1,527.014	\$1,904.727	\$2,012.758	\$2,155.113
77							
78	<u>MTA Investment Income by Resolution</u>						
79							
80	Investment Income from Transportation Debt Service Fund	\$0.000	(\$0.404)	(\$1.736)	(\$2.217)	(\$2.386)	(\$2.576)
81	Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	(0.746)	(\$0.535)	(\$0.722)	(\$0.784)	(\$0.832)
82	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	(0.232)	(\$0.869)	(\$1.079)	(\$1.105)	(\$1.130)
83	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	(0.455)	(\$0.345)	(\$0.364)	(\$0.363)	(\$0.365)
84	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
85							
86	Total MTA Wide Investment Income	\$0.000	(\$1.836)	(\$3.485)	(\$4.382)	(\$4.639)	(\$4.903)
87							
88	<u>MTA Wide Net Total</u>						
89							
90	Net Transportation Revenue Bonds Debt Service	\$654.088	\$700.030	\$729.279	\$931.385	\$1,002.386	\$1,082.139
91	Transportation Resolution Commercial Paper	22.678	20.777	31.575	31.575	31.575	62.792
92	Net Dedicated Tax Fund Bonds Debt Service	247.925	256.301	224.750	303.360	329.527	349.632
93	Net TBTA (B&T) General Revenue Bonds Debt Service	309.562	353.949	365.210	453.064	464.068	474.481
94	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	153.521	150.088	144.729	152.967	152.564	153.160
95	Net 2 Broadway Certificates of Participation Debt Service	26.856	23.313	27.986	27.994	27.999	28.006
96	Planned Long-term Refinancing of \$50 million note due 11/15/2009	0.000	0.000	(50.000)	3.899	3.899	3.899
97							
98	Total MTA Wide Net Debt Service for Approved Capital Programs	\$1,414.628	\$1,504.458	\$1,473.529	\$1,904.244	\$2,012.018	\$2,154.110
99							
100	MTA Wide Debt Service Associated with 2010-2014 Capital Programs	\$0.000	\$0.000	\$0.000	\$7.752	\$37.788	\$111.972
101							
102	Total MTA Wide Net Debt Service including 2010-2014 Capital Programs	\$1,711.816	\$1,504.458	\$1,473.529	\$1,911.995	\$2,049.806	\$2,266.082

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MTA 2009 - 2012 Financial Plan
Debt Affordability Statement

\$ in millions

Forecasted Debt Service and Borrowing Schedule	Notes	2007	2008	2009	2010	2011	2012
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3	1,685.0	1,481.1	1,445.5	1,884.0	2,021.8	2,238.1
Forecasted New Money Bonds Issued	4	1,978.7	1,912.0	2,289.3	2,204.4	1,910.8	2,601.6

Forecasted Debt Service by Credit	Notes	2007	2008	2009	2010	2011	2012
Transportation Revenue Bonds							
Pledged Revenues	5	\$8,569.9	\$8,538.5	\$8,706.7	\$8,978.0	\$9,122.0	\$9,370.2
Debt Service	9	832.6	720.8	710.9	974.5	1,074.6	1,257.1
Debt Service as a % of Pledged Revenues		10%	8%	8%	11%	12%	13%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	\$611.1	\$611.5	\$625.5	\$630.4	\$632.5	\$634.9
Debt Service	9	299.2	256.3	224.7	303.4	329.5	349.6
Debt Service as a % of Pledged Revenues		49%	42%	36%	48%	52%	55%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	7	\$899.9	\$862.7	\$1,038.4	\$1,130.0	\$1,116.0	\$1,113.2
Debt Service	9	390.2	353.9	365.2	453.2	465.1	478.2
Debt Service as a % of Total Pledged Revenues		43%	41%	35%	40%	42%	43%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	8	\$509.6	\$508.8	\$673.2	\$676.8	\$650.9	\$635.0
Debt Service	9	163.0	150.1	144.7	153.0	152.6	153.2
Debt Service as a % of Total Pledged Revenues		32%	29%	21%	23%	23%	24%

Cumulative Debt Service (Excluding State Service Contract Bonds)	Notes	2007	2008	2009	2010	2011	2012
Total Debt Service		\$1,685.0	\$1,481.1	\$1,445.5	\$1,884.0	\$2,021.8	\$2,238.1
Operating Revenues and Subsidies		10,285.1	10,134.2	10,502.4	11,057.2	11,283.5	11,594.2
Total Debt Service as a % of Operating Revenues and Subsidies		16%	15%	14%	17%	18%	19%
Fare and Toll Revenues		5,245.9	5,522.0	6,220.5	6,724.6	6,808.4	6,902.4
Total Debt Service as a % of Fare and Toll Revenue		32%	27%	23%	28%	30%	32%
Non-reimbursable expenses		11,532.6	12,370.7	12,854.2	13,296.3	13,824.8	14,313.4
Total Debt Service as % of Non-reimbursable expenses		15%	12%	11%	14%	15%	16%

Notes on the following page are integral to this table.

Notes

- 1** Unhedged tax-exempt variable rate debt forecast at 4.00%.
- 2** Synthetic fixed-rate debt assumed at swap rate.
- 3** Total debt service excludes COPS lease payments. All debt service numbers reduced by expected investment income.
- 4** New money bonds amortized as 30-year level debt. New debt issued assumed 75% fixed-rate and 25% variable rate. Actual 2008 issuance to date is included with the forecast.
- 5** Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central Terminal and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.
- 6** Dedicated Tax Fund pledged revenues consist generally of the following: petroleum business tax, motor fuel tax and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; and the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Mass Transportation Operating Assistance Account for the benefit of the MTA. Thereafter, such payments are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRTOA.
- 7** Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.
- 8** Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.
- 9** Debt service schedules for each credit are attached as addendum hereto.

Special Notes

- (1) Debt service associated with the 2010-2014 Capital Programs is included in the table above.
- (2) Includes effect of cash defeasance implemented in September 2007.

Revenue numbers do not include those items listed as part of the below-the-line Gap Closing Programs on the financial schedules.

Metropolitan Transportation Authority (including Triborough Bridge and Tunnel Authority)
Total Budgeted Annual Debt Service
All Issuance to October 23, 2008 (\$ in millions)

Fiscal Year	Transportation Revenue Resolution			Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service		
	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined
2008	736.3	-	736.3	227.1	-	227.1	366.1	-	366.1	137.6	-	137.6	1,467.1	-	1,467.1
2009	706.0	56.6	762.6	207.6	17.7	225.3	358.1	7.9	366.1	145.1	-	145.1	1,416.8	82.2	1,499.0
2010	801.9	170.9	972.8	252.9	51.2	304.1	431.6	22.7	454.3	153.3	-	153.3	1,639.6	244.8	1,884.5
2011	789.9	283.2	1,073.1	253.0	77.3	330.3	430.5	35.8	466.2	152.9	-	152.9	1,626.3	396.3	2,022.5
2012	834.9	418.6	1,253.5	253.1	97.4	350.5	430.3	49.0	479.3	153.5	-	153.5	1,671.8	565.0	2,236.8
2013	828.4	611.1	1,439.5	255.0	113.7	368.7	431.2	64.1	495.2	152.8	-	152.8	1,667.3	788.9	2,456.2
2014	835.4	834.1	1,669.5	253.1	121.0	374.1	430.2	80.7	510.9	153.7	-	153.7	1,672.3	1,035.8	2,708.2
2015	836.2	1,054.1	1,890.2	253.4	121.8	375.1	430.3	97.6	527.9	152.9	-	152.9	1,672.7	1,273.4	2,946.1
2016	835.6	1,253.3	2,088.9	253.5	121.8	375.2	429.9	112.3	542.2	153.7	-	153.7	1,672.7	1,487.3	3,160.1
2017	835.4	1,397.4	2,232.8	253.6	121.8	375.4	430.4	122.6	553.0	156.0	-	156.0	1,675.5	1,641.8	3,317.3
2018	835.5	1,476.0	2,311.5	254.0	121.8	375.7	430.1	128.2	558.4	149.8	-	149.8	1,669.3	1,726.0	3,395.3
2019	833.9	1,510.3	2,344.2	248.2	121.8	369.9	430.0	130.7	560.7	145.8	-	145.8	1,657.9	1,762.8	3,420.7
2020	832.8	1,521.0	2,353.7	250.2	121.8	371.9	430.4	131.5	561.9	145.2	-	145.2	1,658.4	1,774.2	3,432.7
2021	833.0	1,522.4	2,355.4	248.7	121.8	370.4	427.5	131.6	559.1	145.9	-	145.9	1,655.1	1,775.8	3,430.8
2022	831.7	1,522.4	2,354.1	245.4	121.8	367.1	430.2	131.6	561.8	145.4	-	145.4	1,652.6	1,775.8	3,428.4
2023	843.7	1,522.4	2,366.1	248.0	121.8	369.8	426.0	131.6	557.6	146.1	-	146.1	1,663.8	1,775.8	3,439.6
2024	859.4	1,522.4	2,381.8	247.2	121.8	369.0	430.2	131.6	561.8	146.0	-	146.0	1,682.7	1,775.8	3,458.5
2025	860.2	1,522.4	2,382.6	246.8	121.8	368.6	430.0	131.6	561.6	146.0	-	146.0	1,683.0	1,775.8	3,458.7
2026	869.3	1,522.4	2,391.7	244.2	121.8	365.9	428.7	131.6	560.3	146.2	-	146.2	1,688.3	1,775.8	3,464.1
2027	879.9	1,522.4	2,402.3	237.4	121.8	359.2	428.5	131.6	560.1	146.2	-	146.2	1,692.0	1,775.8	3,467.8
2028	871.9	1,522.4	2,394.3	245.7	121.8	367.5	430.2	131.6	561.8	146.5	-	146.5	1,694.4	1,775.8	3,470.2
2029	815.8	1,522.4	2,338.2	244.7	121.8	366.4	428.2	131.6	559.8	146.4	-	146.4	1,635.1	1,775.8	3,410.9
2030	816.1	1,522.4	2,338.5	243.1	121.8	364.9	430.3	131.6	561.9	146.7	-	146.7	1,636.2	1,775.8	3,412.0
2031	813.6	1,522.4	2,336.0	239.3	121.8	361.0	452.6	131.6	584.2	140.8	-	140.8	1,646.3	1,775.8	3,422.0
2032	716.9	1,522.4	2,239.3	217.2	121.8	338.9	371.3	131.6	502.9	86.4	-	86.4	1,391.7	1,775.8	3,167.5
2033	412.9	1,522.4	1,935.3	90.6	121.8	212.3	149.7	131.6	281.3	-	-	-	653.2	1,775.8	2,428.9
2034	413.1	1,522.4	1,935.5	52.8	121.8	174.6	149.7	131.6	281.3	-	-	-	615.6	1,775.8	2,391.4
2035	385.7	1,522.4	1,908.1	45.5	121.8	167.3	148.2	131.6	279.8	-	-	-	579.4	1,775.8	2,355.2
2036	201.8	1,522.4	1,724.2	22.3	121.8	144.1	141.0	131.6	272.6	-	-	-	365.0	1,775.8	2,140.8
2037	170.8	1,522.4	1,693.2	-	121.8	121.8	140.8	131.6	272.4	-	-	-	311.6	1,775.8	2,087.4
2038	115.8	1,522.4	1,638.2	-	121.8	121.8	122.3	131.6	253.9	-	-	-	238.1	1,775.8	2,013.9
2039	60.5	1,465.8	1,526.3	-	104.1	104.1	-	123.7	123.7	-	-	-	60.5	1,693.5	1,754.0
2040	60.5	1,351.5	1,412.0	-	70.6	70.6	-	108.9	108.9	-	-	-	60.5	1,530.9	1,591.4
2041	-	1,239.2	1,239.2	-	44.4	44.4	-	95.8	95.8	-	-	-	-	1,379.5	1,379.5
2042	-	1,103.8	1,103.8	-	24.4	24.4	-	82.6	82.6	-	-	-	-	1,210.8	1,210.8
2043	-	911.3	911.3	-	8.1	8.1	-	67.6	67.6	-	-	-	-	986.9	986.9
2044	-	688.3	688.3	-	0.8	0.8	-	50.9	50.9	-	-	-	-	739.9	739.9
2045	-	468.3	468.3	-	-	-	-	34.0	34.0	-	-	-	-	502.3	502.3
2046	-	269.1	269.1	-	-	-	-	19.3	19.3	-	-	-	-	288.4	288.4
2047	-	125.0	125.0	-	-	-	-	9.0	9.0	-	-	-	-	134.0	134.0
2048	-	46.4	46.4	-	-	-	-	3.4	3.4	-	-	-	-	49.7	49.7
2049	-	12.1	12.1	-	-	-	-	0.9	0.9	-	-	-	-	12.9	12.9
2050	-	1.4	1.4	-	-	-	-	0.1	0.1	-	-	-	-	1.5	1.5

Notes:

Does not include debt service for State Service Contract Bonds and Convention Center Bonds, which is paid by NY State. Also excludes COPS lease payments.
Includes interest budgeted for Transportation Revenue Commercial Paper and debt service on bonds that will defease the CP in 2012
Forecasted Investment Income is not included above.
Debt service associated with the 2010-2014 Capital programs is included in the table above
Includes effect of cash defeasance implemented in September 2007.

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METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
Baseline Total Non-Reimbursable/Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency

Category	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Baseline Total Positions	70,615	67,934	67,884	67,753	67,124
NYC Transit	49,177	46,839	46,629	46,375	45,770
Long Island Rail Road	6,950	6,728	6,806	6,747	6,741
Metro-North Railroad	6,030	6,070	6,149	6,142	6,190
Bridges & Tunnels	1,832	1,801	1,801	1,792	1,767
Headquarters	1,535	1,565	1,568	1,820	1,779
Long Island Bus	1,153	1,131	1,131	1,116	1,116
Staten Island Railway	277	277	277	274	274
Capital Construction Company	150	150	150	147	147
Bus Company	3,511	3,373	3,373	3,340	3,340
Total Non-Reimbursable	63,280	60,763	60,809	60,938	60,354
NYC Transit	43,528	41,343	41,425	41,414	40,855
Long Island Rail Road	6,125	5,952	5,845	5,802	5,796
Metro-North Railroad	5,449	5,448	5,527	5,520	5,568
Bridges & Tunnels	1,779	1,756	1,748	1,739	1,714
Headquarters	1,491	1,517	1,517	1,767	1,725
Long Island Bus	1,139	1,116	1,116	1,101	1,101
Staten Island Railway	274	274	274	271	271
Capital Construction Company	-	-	-	-	-
Bus Company	3,495	3,357	3,357	3,324	3,324
Total Reimbursable	7,335	7,171	7,075	6,815	6,770
NYC Transit	5,649	5,496	5,204	4,961	4,915
Long Island Rail Road	825	776	961	945	945
Metro-North Railroad	581	622	622	622	622
Bridges & Tunnels	53	45	53	53	53
Headquarters	44	48	51	53	54
Long Island Bus	14	15	15	15	15
Staten Island Railway	3	3	3	3	3
Capital Construction Company	150	150	150	147	147
Bus Company	16	16	16	16	16
Total Full-Time	70,301	67,655	67,627	67,496	66,867
NYC Transit	48,973	46,670	46,482	46,228	45,623
Long Island Rail Road	6,950	6,728	6,806	6,747	6,741
Metro-North Railroad	6,025	6,065	6,144	6,137	6,185
Bridges & Tunnels	1,832	1,801	1,801	1,792	1,767
Headquarters	1,535	1,565	1,568	1,820	1,779
Long Island Bus	1,048	1,026	1,026	1,011	1,011
Staten Island Railway	277	277	277	274	274
Capital Construction Company	150	150	150	147	147
Bus Company	3,511	3,373	3,373	3,340	3,340
Total Full-Time-Equivalents	314	279	257	257	257
NYC Transit	204	169	147	147	147
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	105	105	105	105	105
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

NOTE: It is assumed Program to Eliminate the Gap and Business Service Center positions are Non-Reimbursable and Full-Time.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency

Function	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration	5,171	5,251	5,263	5,241	4,952
NYC Transit	2,499	2,517	2,512	2,424	2,195
Long Island Rail Road	753	764	758	697	697
Metro-North Railroad	735	720	740	681	682
Bridges & Tunnels	144	141	141	125	105
Headquarters	751	797	800	1,052	1,011
Long Island Bus	87	87	87	72	72
Staten Island Railway	28	26	26	24	24
Capital Construction Company	30	30	30	30	30
Bus Company	144	169	169	136	136
Operations	31,171	31,061	31,006	31,018	31,029
NYC Transit	23,196	23,038	22,963	22,955	22,948
Long Island Rail Road	2,108	2,079	2,078	2,078	2,078
Metro-North Railroad	1,864	1,891	1,912	1,933	1,951
Bridges & Tunnels	800	800	800	800	800
Headquarters	0	0	0	0	0
Long Island Bus	791	785	785	785	785
Staten Island Railway	94	99	99	98	98
Capital Construction Company	0	0	0	0	0
Bus Company	2,318	2,369	2,369	2,369	2,369
Maintenance	30,627	30,743	30,900	30,760	30,409
NYC Transit	21,513	21,603	21,484	21,329	20,960
Long Island Rail Road	3,950	3,908	4,146	4,123	4,117
Metro-North Railroad	3,326	3,440	3,478	3,509	3,538
Bridges & Tunnels	400	400	400	407	402
Headquarters	0	0	0	0	0
Long Island Bus	258	263	263	263	263
Staten Island Railway	155	154	154	154	154
Capital Construction Company	0	0	0	0	0
Bus Company	1,025	975	975	975	975
Engineering/Capital	2,052	2,026	2,026	2,023	2,023
NYC Transit	1,470	1,438	1,438	1,438	1,438
Long Island Rail Road	139	142	142	142	142
Metro-North Railroad	105	107	107	107	107
Bridges & Tunnels	190	190	190	190	190
Headquarters	0	0	0	0	0
Long Island Bus	14	15	15	15	15
Staten Island Railway	0	0	0	0	0
Capital Construction Company	120	120	120	117	117
Bus Company	14	14	14	14	14
Public Safety	1,594	1,618	1,617	1,614	1,614
NYC Transit	499	515	514	511	511
Long Island Rail Road	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0
Bridges & Tunnels	298	298	298	298	298
Headquarters	784	789	789	789	789
Long Island Bus	3	2	2	2	2
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	10	14	14	14	14
Additional Actions for Budget Balance (AABB)	0	(2,765)	(2,928)	(2,903)	(2,903)
NYC Transit	0	(2,272)	(2,282)	(2,282)	(2,282)
Long Island Rail Road	0	(165)	(318)	(293)	(293)
Metro-North Railroad	0	(88)	(88)	(88)	(88)
Bridges & Tunnels	0	(28)	(28)	(28)	(28)
Headquarters	0	(21)	(21)	(21)	(21)
Long Island Bus	0	(21)	(21)	(21)	(21)
Staten Island Railway	0	(2)	(2)	(2)	(2)
Capital Construction Company	0	0	0	0	0
Bus Company	0	(168)	(168)	(168)	(168)

Metropolitan Transportation Authority
February Financial Plan 2009 - 2012
Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Managers/Supervisors	1,842	1,922	1,918	2,010	1,927
Professional, Technical, Clerical	3,257	3,259	3,268	3,154	2,948
Operational Hourlies	72	70	77	77	77
Total Administration	5,171	5,251	5,263	5,241	4,952
Operations					
Managers/Supervisors	3,340	3,253	3,249	3,241	3,239
Professional, Technical, Clerical	1,075	1,069	1,064	1,064	1,064
Operational Hourlies	26,756	26,739	26,693	26,713	26,726
Total Operations	31,171	31,061	31,006	31,018	31,029
Maintenance					
Managers/Supervisors	4,901	4,986	4,943	4,916	4,873
Professional, Technical, Clerical	2,664	2,680	2,644	2,611	2,590
Operational Hourlies	23,062	23,077	23,313	23,233	22,946
Total Maintenance	30,627	30,743	30,900	30,760	30,409
Engineering/Capital					
Managers/Supervisors	530	535	535	535	535
Professional, Technical, Clerical	1,520	1,489	1,489	1,486	1,486
Operational Hourlies	2	2	2	2	2
Total Engineering/Capital	2,052	2,026	2,026	2,023	2,023
Public Safety					
Managers/Supervisors	147	150	150	150	150
Professional, Technical, Clerical	146	161	161	158	158
Operational Hourlies	1,301	1,307	1,306	1,306	1,306
Total Public Safety	1,594	1,618	1,617	1,614	1,614
Additional Actions for Budget Balance (AABB)					
<i>Add'l. Actions for Budget Balance</i>					
Managers/Supervisors	-	(314)	(315)	(315)	(315)
Professional, Technical, Clerical	-	(231)	(212)	(212)	(212)
Operational Hourlies	-	(2,220)	(2,401)	(2,376)	(2,376)
Add'l Actions for Budget Balance	-	(2,765)	(2,928)	(2,903)	(2,903)
Baseline Total Positions					
Managers/Supervisors	10,760	10,532	10,480	10,537	10,409
Professional, Technical, Clerical	8,662	8,427	8,414	8,261	8,034
Operational Hourlies	51,193	48,975	48,990	48,955	48,681
Baseline Total Positions	70,615	67,934	67,884	67,753	67,124

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
Year to Year Changes for Baseline Positions by Function and Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents

Function	Change			
	2009-2008	2010-2009	2011-2010	2012-2011
Baseline Total Positions	2,681	50	131	629
NYC Transit	2,338	210	254	605
Long Island Rail Road	222	(78)	59	6
Metro-North Railroad	(40)	(79)	7	(48)
Bridges & Tunnels	31	0	9	25
Headquarters	(30)	(3)	(252)	41
Long Island Bus	22	0	15	0
Staten Island Railway	0	0	3	0
Capital Construction Company	0	0	3	0
Bus Company	138	0	33	0
Non-Reimbursable	2,517	(46)	(129)	584
NYC Transit	2,185	(82)	11	559
Long Island Rail Road	173	107	43	6
Metro-North Railroad	1	(79)	7	(48)
Bridges & Tunnels	23	8	9	25
Headquarters	(26)	0	(250)	42
Long Island Bus	23	0	15	0
Staten Island Railway	0	0	3	0
Capital Construction Company	0	0	0	0
Bus Company	138	0	33	0
Reimbursable	164	96	260	45
NYC Transit	153	292	243	46
Long Island Rail Road	49	(185)	16	0
Metro-North Railroad	(41)	0	0	0
Bridges & Tunnels	8	(8)	0	0
Headquarters	(4)	(3)	(2)	(1)
Long Island Bus	(1)	0	0	0
Staten Island Railway	0	0	0	0
Capital Construction Company	0	0	3	0
Bus Company	0	0	0	0
Total Full-Time	2,646	28	131	629
NYC Transit	2,303	188	254	605
Long Island Rail Road	222	(78)	59	6
Metro-North Railroad	(40)	(79)	7	(48)
Bridges & Tunnels	31	0	9	25
Headquarters	(30)	(3)	(252)	41
Long Island Bus	22	0	15	0
Staten Island Railway	0	0	3	0
Capital Construction Company	0	0	3	0
Bus Company	138	0	33	0
Total Full-Time-Equivalents	35	22	0	0
NYC Transit	35	22	0	0
Long Island Rail Road	0	0	0	0
Metro-North Railroad	0	0	0	0
Bridges & Tunnels	0	0	0	0
Headquarters	0	0	0	0
Long Island Bus	0	0	0	0
Staten Island Railway	0	0	0	0
Capital Construction Company	0	0	0	0
Bus Company	0	0	0	0

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
Year to Year Changes for Baseline Positions by Function and Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalent

Function	Change			
	2009-2008	2010-2009	2011-2010	2012-2011
Administration	(80)	(12)	22	289
NYC Transit	(18)	5	88	229
Long Island Rail Road	(11)	6	61	0
Metro-North Railroad	15	(20)	59	(1)
Bridges & Tunnels	3	0	16	20
Headquarters	(46)	(3)	(252)	41
Long Island Bus	0	0	15	0
Staten Island Railway	2	0	2	0
Capital Construction Company	0	0	0	0
Bus Company	(25)	0	33	0
Operations	110	55	(12)	(11)
NYC Transit	158	75	8	7
Long Island Rail Road	29	1	0	0
Metro-North Railroad	(27)	(21)	(21)	(18)
Bridges & Tunnels	0	0	0	0
Headquarters	0	0	0	0
Long Island Bus	6	0	0	0
Staten Island Railway	(5)	0	1	0
Capital Construction Company	0	0	0	0
Bus Company	(51)	0	0	0
Maintenance	(116)	(157)	140	351
NYC Transit	(90)	119	155	369
Long Island Rail Road	42	(238)	23	6
Metro-North Railroad	(114)	(38)	(31)	(29)
Bridges & Tunnels	0	0	(7)	5
Headquarters	0	0	0	0
Long Island Bus	(5)	0	0	0
Staten Island Railway	1	0	0	0
Capital Construction Company	0	0	0	0
Bus Company	50	0	0	0
Engineering/Capital	26	0	3	0
NYC Transit	32	0	0	0
Long Island Rail Road	(3)	0	0	0
Metro-North Railroad	(2)	0	0	0
Bridges & Tunnels	0	0	0	0
Headquarters	0	0	0	0
Long Island Bus	(1)	0	0	0
Staten Island Railway	0	0	0	0
Capital Construction Company	0	0	3	0
Bus Company	0	0	0	0
Public Safety	(24)	1	3	0
NYC Transit	(16)	1	3	0
Long Island Rail Road	0	0	0	0
Metro-North Railroad	0	0	0	0
Bridges & Tunnels	0	0	0	0
Headquarters	(5)	0	0	0
Long Island Bus	1	0	0	0
Staten Island Railway	0	0	0	0
Capital Construction Company	0	0	0	0
Bus Company	(4)	0	0	0
Additional Actions for Budget Balance (AABB)	2,765	163	(25)	0
NYC Transit	2,272	10	0	0
Long Island Rail Road	165	153	(25)	0
Metro-North Railroad	88	0	0	0
Bridges & Tunnels	28	0	0	0
Headquarters	21	0	0	0
Long Island Bus	21	0	0	0
Staten Island Railway	2	0	0	0
Capital Construction Company	0	0	0	0
Bus Company	168	0	0	0

Metropolitan Transportation Authority
February Financial Plan 2009 - 2012
Year to Year Changes for Positions by Function and Occupational Group
Baseline Total Full-time Positions and Full-time Equivalents

FUNCTION/OCCUPATIONAL GROUP	2008	2009	Change 2009-2008	2010	Change 2010-2009	2011	Change 2011-2010	2012	Change 2012-2011
Administration									
Managers/Supervisors	1,842	1,922	(80)	1,918	4	2,010	(92)	1,927	83
Professional, Technical, Clerical	3,257	3,259	(2)	3,268	(9)	3,154	114	2,948	206
Operational Hourlies	72	70	2	77	(7)	77	-	77	-
Total Administration	5,171	5,251	(80)	5,263	(12)	5,241	22	4,952	289
Operations									
Managers/Supervisors	3,340	3,253	87	3,249	4	3,241	8	3,239	2
Professional, Technical, Clerical	1,075	1,069	6	1,064	5	1,064	-	1,064	-
Operational Hourlies	26,756	26,739	17	26,693	46	26,713	(20)	26,726	(13)
Total Operations	31,171	31,061	110	31,006	55	31,018	(12)	31,029	(11)
Maintenance									
Managers/Supervisors	4,901	4,986	(85)	4,943	43	4,916	27	4,873	43
Professional, Technical, Clerical	2,664	2,680	(16)	2,644	36	2,611	33	2,590	21
Operational Hourlies	23,062	23,077	(15)	23,313	(236)	23,233	80	22,946	287
Total Maintenance	30,627	30,743	(116)	30,900	(157)	30,760	140	30,409	351
Engineering/Capital									
Managers/Supervisors	530	535	(5)	535	-	535	-	535	-
Professional, Technical, Clerical	1,520	1,489	31	1,489	-	1,486	3	1,486	-
Operational Hourlies	2	2	-	2	-	2	-	2	-
Total Engineering/Capital	2,052	2,026	26	2,026	-	2,023	3	2,023	-
Public Safety									
Managers/Supervisors	147	150	(3)	150	-	150	-	150	-
Professional, Technical, Clerical	146	161	(15)	161	-	158	3	158	-
Operational Hourlies	1,301	1,307	(6)	1,306	1	1,306	-	1,306	-
Total Public Safety	1,594	1,618	(24)	1,617	1	1,614	3	1,614	-
Additional Actions for Budget Balance (AABB)									
<i>Add'l. Actions for Budget Balance</i>									
Managers/Supervisors	-	(314)	314	(315)	1	(315)	-	(315)	-
Professional, Technical, Clerical	-	(231)	231	(212)	(19)	(212)	-	(212)	-
Operational Hourlies	-	(2,220)	2,220	(2,401)	181	(2,376)	(25)	(2,376)	-
Add'l Actions for Budget Balance	-	(2,765)	2,765	(2,928)	163	(2,903)	(25)	(2,903)	-
Baseline Total Positions									
Managers/Supervisors	10,760	10,532	228	10,480	52	10,537	(57)	10,409	128
Professional, Technical, Clerical	8,662	8,427	235	8,414	13	8,261	153	8,034	227
Operational Hourlies	51,193	48,975	2,218	48,990	(15)	48,955	35	48,681	274
Baseline Total Positions	70,615	67,934	2,681	67,884	50	67,753	131	67,124	629

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
Baseline Change Between 2008 November Financial Plan vs. 2009 February Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency

Category	Change				
	2008	2009	2010	2011	2012
Baseline Total Positions	103	3,137	3,344	3,383	3,617
NYC Transit	113	2,705	2,767	2,891	3,058
Long Island Rail Road	11	182	337	373	373
Metro-North Railroad	24	70	60	120	120
Bridges & Tunnels	0	31	31	47	72
Headquarters	(46)	(71)	(71)	(321)	(279)
Long Island Bus	0	22	22	37	37
Staten Island Railway	1	6	6	8	8
Capital Construction Company	0	0	0	3	3
Bus Company	0	192	192	225	225
Non-Reimbursable	92	3,196	3,387	3,398	3,630
NYC Transit	109	2,770	2,817	2,921	3,086
Long Island Rail Road	11	182	336	367	367
Metro-North Railroad	17	63	53	113	113
Bridges & Tunnels	0	31	31	47	72
Headquarters	(46)	(71)	(71)	(321)	(279)
Long Island Bus	0	23	23	38	38
Staten Island Railway	1	6	6	8	8
Capital Construction Company	0	0	0	0	0
Bus Company	0	192	192	225	225
Reimbursable	11	(59)	(43)	(15)	(13)
NYC Transit	4	(65)	(50)	(30)	(28)
Long Island Rail Road	0	0	1	6	6
Metro-North Railroad	7	7	7	7	7
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	0	(1)	(1)	(1)	(1)
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	3	3
Bus Company	0	0	0	0	0
Total Full-Time	93	3,110	3,295	3,334	3,568
NYC Transit	107	2,682	2,722	2,846	3,013
Long Island Rail Road	11	182	337	373	373
Metro-North Railroad	24	70	60	120	120
Bridges & Tunnels	0	31	31	47	72
Headquarters	(46)	(71)	(71)	(321)	(279)
Long Island Bus	(4)	18	18	33	33
Staten Island Railway	1	6	6	8	8
Capital Construction Company	0	0	0	3	3
Bus Company	0	192	192	225	225
Total Full-Time-Equivalents	10	27	49	49	49
NYC Transit	6	23	45	45	45
Long Island Rail Road	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	4	4	4	4	4
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
Baseline Change Between 2008 November Financial Plan vs. 2009 February Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency

Function Category	Change				
	2008	2009	2010	2011	2012
Administration	(6)	(64)	(75)	(57)	233
NYC Transit	6	11	10	91	319
Long Island Rail Road	0	(1)	(1)	60	60
Metro-North Railroad	24	26	16	76	76
Bridges & Tunnels	0	3	3	19	39
Headquarters	(46)	(87)	(87)	(337)	(295)
Long Island Bus	9	6	6	21	21
Staten Island Railway	1	3	3	5	5
Capital Construction Company	0	0	0	0	0
Bus Company	0	(25)	(25)	8	8
Operations	23	18	99	99	99
NYC Transit	37	69	150	150	150
Long Island Rail Road	0	2	2	2	2
Metro-North Railroad	0	(51)	(51)	(51)	(51)
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	(14)	(4)	(4)	(4)	(4)
Staten Island Railway	0	1	1	1	1
Capital Construction Company	0	0	0	0	0
Bus Company	0	1	1	1	1
Maintenance	84	414	388	431	375
NYC Transit	70	340	312	355	294
Long Island Rail Road	11	15	17	17	17
Metro-North Railroad	0	7	7	7	7
Bridges & Tunnels	0	0	0	0	5
Headquarters	0	0	0	0	0
Long Island Bus	3	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	52	52	52	52
Engineering/Capital	2	0	0	3	3
NYC Transit	0	0	0	0	0
Long Island Rail Road	0	1	1	1	1
Metro-North Railroad	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	2	(1)	(1)	(1)	(1)
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	3	3
Bus Company	0	0	0	0	0
Public Safety	0	4	4	4	4
NYC Transit	0	13	13	13	13
Long Island Rail Road	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	(5)	(5)	(5)	(5)
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	(4)	(4)	(4)	(4)
Additional Actions for Budget Balance (AABB)	0	2,765	2,928	2,903	2,903
NYC Transit	0	2,272	2,282	2,282	2,282
Long Island Rail Road	0	165	318	293	293
Metro-North Railroad	0	88	88	88	88
Bridges & Tunnels	0	28	28	28	28
Headquarters	0	21	21	21	21
Long Island Bus	0	21	21	21	21
Staten Island Railway	0	2	2	2	2
Capital Construction Company	0	0	0	0	0
Bus Company	0	168	168	168	168
Baseline Total Positions	103	3,137	3,344	3,383	3,617
NYC Transit	113	2,705	2,767	2,891	3,058
Long Island Rail Road	11	182	337	373	373
Metro-North Railroad	24	70	60	120	120
Bridges & Tunnels	0	31	31	47	72
Headquarters	(46)	(71)	(71)	(321)	(279)
Long Island Bus	0	22	22	37	37
Staten Island Railway	1	6	6	8	8
Capital Construction Company	0	0	0	3	3
Bus Company	0	192	192	225	225

Metropolitan Transportation Authority
February Financial Plan 2009 - 2012
Baseline Change Between 2008 November Financial Plan vs. 2009 February Financial Plan
Full-time Positions and Full-time Equivalents by Occupational Group and Agency

Favorable/(Unfavorable) Variance					
FUNCTION/OCCUPATIONAL GROUP	2008	2009	2010	2011	2012
Administration					
Managers/Supervisors	(5)	(78)	(79)	(173)	(91)
Professional, Technical, Clerical	1	20	9	121	329
Operational Hourlies	(2)	(6)	(5)	(5)	(5)
Total Administration	(6)	(64)	(75)	(57)	233
Operations					
Managers/Supervisors	(8)	29	30	30	30
Professional, Technical, Clerical	11	27	31	31	31
Operational Hourlies	20	(38)	38	38	38
Total Operations	23	18	99	99	99
Maintenance					
Managers/Supervisors	6	18	23	21	21
Professional, Technical, Clerical	7	30	32	32	37
Operational Hourlies	71	366	333	378	317
Total Maintenance	84	414	388	431	375
Engineering/Capital					
Managers/Supervisors	-	(1)	(1)	(1)	(1)
Professional, Technical, Clerical	2	1	1	4	4
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	2	-	-	3	3
Public Safety					
Managers/Supervisors	-	(3)	(3)	(3)	(3)
Professional, Technical, Clerical	-	(3)	(3)	(3)	(3)
Operational Hourlies	-	10	10	10	10
Total Public Safety	-	4	4	4	4
Additional Actions for Budget Balance (AABB)					
<i>Addtl. Actions for Budget Balance</i>					
Managers/Supervisors	-	314	315	315	315
Professional, Technical, Clerical	-	231	212	212	212
Operational Hourlies	-	2,220	2,401	2,376	2,376
Add'l Actions for Budget Balance	-	2,765	2,928	2,903	2,903
Baseline Total Positions					
Managers/Supervisors	(7)	279	285	189	271
Professional, Technical, Clerical	21	306	282	397	610
Operational Hourlies	89	2,552	2,777	2,797	2,736
Baseline Total Positions	103	3,137	3,344	3,383	3,617

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2009-2012
Consolidated Positions Including Impact of Gap Closing Program
(Favorable/Unfavorable)

Category	2008	2009	2010	2011	2012
November Plan Baseline Total Positions	70,718	71,071	71,228	71,136	70,741
NYC Transit	49,290	49,544	49,396	49,266	48,828
Long Island Rail Road	6,961	6,910	7,143	7,120	7,114
Metro-North Railroad	6,054	6,140	6,209	6,262	6,310
Bridges & Tunnels	1,832	1,832	1,832	1,839	1,839
Headquarters	1,489	1,494	1,497	1,499	1,500
Long Island Bus	1,153	1,153	1,153	1,153	1,153
Staten Island Railway	278	283	283	282	282
Capital Construction Company	150	150	150	150	150
Bus Company	3,511	3,565	3,565	3,565	3,565
Technical Adjustments	4	(49)	(38)	(30)	(28)
NYC Transit/Staten Island Railway	4	(67)	(46)	(38)	(36)
Long Island Rail Road	-	2	2	2	2
Metro-North Railroad	-	10	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	(1)	(1)	(1)	(1)
Long Island Bus	-	(1)	(1)	(1)	(1)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	8	8	8	8
2009 Agency Program to Eliminate the Gap	121	478	509	544	481
NYC Transit/Staten Island Railway	110	516	547	582	519
Long Island Rail Road	11	15	15	15	15
Metro-North Railroad	-	(52)	(52)	(52)	(52)
Bridges & Tunnels	-	3	3	3	3
Headquarters	-	-	-	-	-
Long Island Bus	-	2	2	2	2
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	0	(6)	(6)	(6)	(6)
Additional Actions for Budget Balance (AABB)	-	2,775	2,940	2,915	2,915
NYC Transit/Staten Island Railway	-	2,262	2,272	2,272	2,272
Long Island Rail Road	-	165	320	295	295
Metro-North Railroad	-	88	88	88	88
Bridges & Tunnels	-	28	28	28	28
Headquarters	-	21	21	21	21
Long Island Bus	-	21	21	21	21
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	0	190	190	190	190
Business Service Center	(22)	(67)	(67)	(46)	249
NYC Transit/Staten Island Railway	0	0	0	83	311
Long Island Rail Road	0	0	0	61	61
Metro-North Railroad	24	24	24	84	84
Bridges & Tunnels	0	0	0	16	41
Headquarters	(46)	(91)	(91)	(341)	(299)
Long Island Bus	0	0	0	15	15
Staten Island Railway	-	-	-	-	-
Capital Construction Company	0	0	0	3	3
Bus Company	0	0	0	33	33
February Plan Baseline Total Positions	70,615	67,934	67,884	67,753	67,124
NYC Transit/Staten Island Railway	49,454	47,116	46,906	46,649	46,044
Long Island Rail Road	6,950	6,728	6,806	6,747	6,741
Metro-North Railroad	6,030	6,070	6,149	6,142	6,190
Bridges & Tunnels	1,832	1,801	1,801	1,792	1,767
Headquarters	1,535	1,565	1,568	1,820	1,779
Long Island Bus	1,153	1,131	1,131	1,116	1,116
Staten Island Railway	278	283	283	282	282
Capital Construction Company	150	150	150	147	147
Bus Company	3,511	3,373	3,373	3,340	3,340

February Plan Baseline Total Positions	70,615	67,934	67,884	67,753	67,124
NYC Transit/Staten Island Railway	49,454	47,116	46,906	46,649	46,044
Long Island Rail Road	6,950	6,728	6,806	6,747	6,741
Metro-North Railroad	6,030	6,070	6,149	6,142	6,190
Bridges & Tunnels	1,832	1,801	1,801	1,792	1,767
Headquarters	1,535	1,565	1,568	1,820	1,779
Long Island Bus	1,153	1,131	1,131	1,116	1,116
Staten Island Railway	278	283	283	282	282
Capital Construction Company	150	150	150	147	147
Bus Company	3,511	3,373	3,373	3,340	3,340
Post-2009 Agency Program to Eliminate the Gap	0	0	10	10	10
NYC Transit/Staten Island Railway	0	0	0	0	0
Long Island Rail Road	0	0	10	10	10
Metro-North Railroad	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
February Plan Total Positions	70,615	67,934	67,874	67,743	67,114
NYC Transit/Staten Island Railway	49,454	47,116	46,906	46,649	46,044
Long Island Rail Road	6,950	6,728	6,796	6,737	6,731
Metro-North Railroad	6,030	6,070	6,149	6,142	6,190
Bridges & Tunnels	1,832	1,801	1,801	1,792	1,767
Headquarters	1,535	1,565	1,568	1,820	1,779
Long Island Bus	1,153	1,131	1,131	1,116	1,116
Staten Island Railway	278	283	283	282	282
Capital Construction Company	150	150	150	147	147
Bus Company	3,511	3,373	3,373	3,340	3,340

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METROPOLITAN TRANSPORTATION AUTHORITY
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>								
MTA-Wide										
MTA METRO-NORTH RAILROAD	0	0.000	(52)	9.226	(52)	9.274	(52)	9.258	(52)	9.174
MTA LONG ISLAND RAIL ROAD	11	5.094	17	7.872	17	5.702	17	5.256	17	5.359
MTA BRIDGES AND TUNNELS	0	0.000	3	0.264	3	0.313	3	0.323	3	0.334
MTA HEADQUARTERS	0	1.044	0	2.446	0	2.498	0	2.557	0	2.609
MTA STATEN ISLAND RAILWAY	1	0.225	4	0.743	4	0.428	4	0.428	4	0.428
MTA NEW YORK CITY TRANSIT	103	9.929	501	60.973	510	61.939	545	69.303	482	59.114
MTA BUS COMPANY	0	2.563	(6)	6.555	(6)	6.291	(6)	7.307	(6)	7.964
MTA LONG ISLAND BUS	0	0.000	2	0.640	2	0.540	2	0.400	2	0.340
Total MTA-Wide	115	\$ 18.855	469	\$ 88.719	478	\$ 86.985	513	\$ 94.832	450	\$ 85.322
MTA-Wide by Category										
Administration	16	5.386	59	17.883	62	19.030	62	19.834	62	20.278
Customer Convenience/Amenities	0	0.000	0	5.354	0	0.000	0	0.000	0	0.000
Maintenance	78	12.026	351	46.873	355	41.340	390	48.037	327	37.941
Other	0	0.000	15	4.708	15	10.385	15	10.499	15	10.550
Revenue Enhancement	0	0.000	(62)	1.150	(62)	1.509	(62)	1.308	(62)	1.109
Safety	0	0.000	0	0.478	0	0.650	0	0.839	0	1.047
Security	0	0.000	0	0.639	0	0.669	0	0.695	0	0.712
Service	0	0.000	3	1.259	3	2.046	3	2.112	3	2.174
Service Support	21	1.443	103	10.375	105	11.356	105	11.508	105	11.511
Total MTA-Wide by Category	115	\$ 18.855	469	\$ 88.719	478	\$ 86.985	513	\$ 94.832	450	\$ 85.322

METROPOLITAN TRANSPORTATION AUTHORITY
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>								
LIST of AGENCY PROGRAMS										
Administration										
MTA NEW YORK CITY TRANSIT	15	1.766	58	9.567	61	12.445	61	12.428	61	12.428
MTA STATEN ISLAND RAILWAY	1	0.225	3	0.666	3	0.351	3	0.351	3	0.351
MTA LONG ISLAND RAIL ROAD	0	0.500	1	2.081	1	1.083	1	1.086	1	1.090
MTA HEADQUARTERS	0	1.044	0	1.807	0	1.829	0	1.862	0	1.897
MTA BRIDGES AND TUNNELS	0	0.000	3	0.264	3	0.313	3	0.323	3	0.334
MTA BUS COMPANY	0	1.851	(6)	3.498	(6)	3.009	(6)	3.784	(6)	4.178
Sub-Total: Administration	16	\$ 5.386	59	\$ 17.883	62	\$ 19.030	62	\$ 19.834	62	\$ 20.278
Customer Convenience/Amenities										
MTA METRO-NORTH RAILROAD	0	0.000	0	5.354	0	0.000	0	0.000	0	0.000
Sub-Total: Customer Convenience/Amenities	0	\$ 0.000	0	\$ 5.354	0	\$ 0.000	0	\$ 0.000	0	\$ 0.000
Maintenance										
MTA NEW YORK CITY TRANSIT	67	6.720	328	39.351	332	36.467	367	43.698	304	33.509
MTA LONG ISLAND RAIL ROAD	11	4.594	13	3.776	13	1.155	13	0.635	13	0.665
MTA METRO-NORTH RAILROAD	0	0.000	8	0.797	8	0.816	8	0.840	8	0.868
MTA BUS COMPANY	0	0.712	0	2.579	0	2.632	0	2.684	0	2.739
MTA LONG ISLAND BUS	0	0.000	2	0.370	2	0.270	2	0.180	2	0.160
Sub-Total: Maintenance	78	\$ 12.026	351	\$ 46.873	355	\$ 41.340	390	\$ 48.037	327	\$ 37.941
Other										
MTA METRO-NORTH RAILROAD	0	0.000	2	2.036	2	7.063	2	7.227	2	7.318
MTA NEW YORK CITY TRANSIT	0	0.000	13	1.752	13	1.752	13	1.752	13	1.752
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.650	0	1.300	0	1.300	0	1.300
MTA LONG ISLAND BUS	0	0.000	0	0.270	0	0.270	0	0.220	0	0.180
Sub-Total: Other	0	\$ 0.000	15	\$ 4.708	15	\$ 10.385	15	\$ 10.499	15	\$ 10.550
Revenue Enhancement										
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.111	0	0.114	0	0.117	0	0.121

METROPOLITAN TRANSPORTATION AUTHORITY
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>								
LIST of AGENCY PROGRAMS										
MTA METRO-NORTH RAILROAD	0	0.000	(62)	1.039	(62)	1.395	(62)	1.191	(62)	0.988
Sub-Total: Revenue Enhancement	0	\$ 0.000	(62)	\$ 1.150	(62)	\$ 1.509	(62)	\$ 1.308	(62)	\$ 1.109
Safety										
MTA BUS COMPANY	0	0.000	0	0.478	0	0.650	0	0.839	0	1.047
Sub-Total: Safety	0	\$ 0.000	0	\$ 0.478	0	\$ 0.650	0	\$ 0.839	0	\$ 1.047
Security										
MTA HEADQUARTERS	0	0.000	0	0.639	0	0.669	0	0.695	0	0.712
Sub-Total: Security	0	\$ 0.000	0	\$ 0.639	0	\$ 0.669	0	\$ 0.695	0	\$ 0.712
Service										
MTA LONG ISLAND RAIL ROAD	0	0.000	2	1.182	2	1.969	2	2.035	2	2.097
MTA STATEN ISLAND RAILWAY	0	0.000	1	0.077	1	0.077	1	0.077	1	0.077
Sub-Total: Service	0	\$ 0.000	3	\$ 1.259	3	\$ 2.046	3	\$ 2.112	3	\$ 2.174
Service Support										
MTA NEW YORK CITY TRANSIT	21	1.443	102	10.303	104	11.275	104	11.425	104	11.425
MTA LONG ISLAND RAIL ROAD	0	0.000	1	0.072	1	0.081	1	0.083	1	0.086
Sub-Total: Service Support	21	\$ 1.443	103	\$ 10.375	105	\$ 11.356	105	\$ 11.508	105	\$ 11.511
Total Agency PEGs	<u>115</u>	<u>\$ 18.855</u>	<u>469</u>	<u>\$ 88.719</u>	<u>478</u>	<u>\$ 86.985</u>	<u>513</u>	<u>\$ 94.832</u>	<u>450</u>	<u>\$ 85.322</u>

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**Metropolitan Transportation Authority
February Financial Plan 2009-2012
Additional Actions for Budget Balance by Agency
(\$ in millions)**

	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
New York City Transit/Staten Island Railway	0	\$12.7	2,274	\$154.5	2,284	\$279.8	2,284	\$279.8	2,284	\$279.8
Bridges & Tunnels	0	0	28	14.9	28	20.6	28	3.8	28	7.1
Long Island Rail Road	0	0	165	36.2	318	52.8	293	52.6	293	54.0
Metro North Railroad	0	0	88	35.0	88	35.0	88	35.0	88	35.0
MTA Headquarters	0	0	21	10.8	21	12.6	21	12.9	21	13.2
Long Island Bus	0	0	21	5.4	21	5.9	21	5.9	21	5.9
Other Administrative Reductions	0	5.0	0	10.0	0	0	0	0	0	0
Reimbursement Offset	0	0	0	(5.8)	0	(5.8)	0	(5.8)	0	(5.8)
Total MTA-Wide	0	\$17.7	2,597	\$261.0	2,760	\$400.9	2,735	\$384.3	2,735	\$389.2
MTA Bus			168	\$16.2	168	\$22.8	168	\$21.3	168	\$22.1

Note: MTA Bus impact from Additional Actions for Budget Balance will be used to reduce NYC subsidy. MTACC is contributing an administrative reduction of 5% (\$1.1M). There are no position reductions.

Metropolitan Transportation Authority
February Financial Plan 2009-2012
Additional Actions for Budget Balance by Agency Programs
(\$ in millions)

	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration										
New York City Transit/Staten Island Railway	0.3		352	31.1	331	37.0	331	37.2	331	37.2
Bridges & Tunnels			14	4.8	14	3.0	14	3.0	14	3.0
Long Island Rail Road			27	4.7	32	4.8	32	5.1	32	5.2
Metro North Railroad			18	13.8	18	18.9	18	18.9	18	18.9
MTA Headquarters			21	10.8	21	12.6	21	12.9	21	13.2
Long Island Bus			6	1.7	6	1.6	6	1.7	6	1.7
Sub-Total: Administration	0	\$0.3	438	\$66.9	422	\$77.9	422	\$78.8	422	\$79.3
Customer Convenience & Amenities										
New York City Transit/Staten Island Railway			808	25.1	808	52.0	808	52.0	808	52.0
Bridges & Tunnels				0.7		0.9		0.9		0.9
Long Island Rail Road			12	2.5	43	4.5	43	4.6	43	4.7
Metro North Railroad			34	3.4	34	3.2	34	3.2	34	3.2
Sub-Total: Customer Convenience & Amenities	0	\$0.0	854	\$31.7	885	\$60.5	885	\$60.6	885	\$60.8
Maintenance										
New York City Transit/ Staten Island Railway			153	14.7	153	20.8	153	20.5	153	20.5
Bridges & Tunnels				6.1		13.1		(3.7)		(0.4)
Long Island Rail Road			56	12.1	105	21.0	100	21.9	100	22.4
Metro North Railroad			10	9.2	10	4.2	10	4.2	10	4.2
Sub-Total: Maintenance	0	\$0.0	219	\$42.1	268	\$59.1	263	\$42.9	263	\$46.7
Service										
New York City Transit/Staten Island Railway			961	56.3	992	113.6	992	113.6	992	113.6
Bridges & Tunnels				0.6		0.8		0.8		0.8
Long Island Rail Road			49	6.7	94	14.8	74	13.2	74	13.6
Metro North Railroad			16	7.6	16	7.7	16	7.7	16	7.7
Long Island Bus			15	1.3	15	1.8	15	1.8	15	1.8
Sub-Total: Service	0	\$0.0	1,041	\$72.4	1,117	\$138.6	1,097	\$137.1	1,097	\$137.6
Service Support										
Bridges & Tunnels				0.3		0.3		0.3		0.3
Long Island Rail Road			19	2.5	42	4.5	42	4.6	42	4.7
Sub-Total: Service Support	0	\$0.0	19	\$2.7	42	\$4.7	42	\$4.8	42	\$5.0

	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Safety/Security										
Long Island Rail Road			2	6.2	2	0.2	2	0.2	2	0.2
Metro North Railroad			10	1.0	10	1.0	10	1.0	10	1.0
Sub-Total: Safety/Security	0	\$0.0	12	\$7.2	12	\$1.2	12	\$1.2	12	\$1.2
Revenue										
New York City Transit/Staten Island Railway		2.4								
MTA HQ				0.0		0.0		0.0		0.0
Long Island Rail Road				1.5		3.0		3.0		3.0
Sub-Total: Revenue	0	\$2.4	0	\$1.5	0	\$3.0	0	\$3.0	0	\$3.0
Paratransit										
New York City Transit/Staten Island Railway				27.3	0	56.5	0	56.5	0	56.5
Sub-Total: Paratransit	0	\$0.0	0	\$27.3	0	\$56.5	0	\$56.5	0	\$56.5
Other										
New York City Transit/Staten Island Railway		10.0								
Bridges & Tunnels			14	2.5	14	2.5	14	2.5	14	2.5
Long Island Bus				2.4		2.5		2.4		2.4
Sub-Total: Other	0	\$10.0	14	\$4.9	14	\$5.0	14	\$4.9	14	\$4.9
Other Administrative Reductions	0	\$5.0	0	\$10.0						
Reimbursement Offset				(\$5.8)		(\$5.8)		(\$5.8)		(\$5.8)
Total MTA-Wide by Category	0	\$17.7	2,597	\$261.0	2,760	\$400.9	2,735	\$384.3	2,735	\$389.2
MTA Bus										
Administration			18	2.4	18	2.4	18	2.5	18	2.6
Maintenance			22	2.1	22	1.5	22	1.6	22	1.6
Service			128	10.0	128	17.1	128	17.3	128	17.9
Other				1.7		1.7		0.0		0.0
Total MTA Bus	0	\$0.0	168	\$16.2	168	\$22.8	168	\$21.3	168	\$22.1

Note: MTA Bus impact from Additional Actions for Budget Balance will be used to reduce NYC subsidy. MTACC is contributing an administrative reduction of 5% (\$1.1M). There are no position reductions.

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METROPOLITAN TRANSPORTATION AUTHORITY
 February Plan 2009-2012
 Summary of Post 2009 PEGs
 (\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
MTA-Wide										
MTA BRIDGES AND TUNNELS	0	0.000	0	0.000	0	2.010	0	11.308	0	16.962
MTA HEADQUARTERS	0	0.000	0	0.000	0	2.162	0	4.431	0	6.707
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.000	10	21.973	10	18.247	10	40.271
MTA LONG ISLAND BUS	0	0.000	0	0.000	0	1.491	0	2.982	0	4.473
MTA NEW YORK CITY TRANSIT	0	0.000	0	0.000	0	59.613	0	119.226	0	178.839
MTA STATEN ISLAND RAILWAY	0	0.000	0	0.000	0	0.420	0	0.840	0	1.260
MTA METRO-NORTH RAILROAD	0	0.000	0	0.000	0	9.251	0	18.502	0	27.753
MTA BUS COMPANY	0	0.000	0	0.000	0	4.965	0	9.930	0	14.895
Total MTA-Wide	0	\$ 0.000	0	\$ 0.000	10	\$ 101.885	10	\$ 185.466	10	\$ 291.160
 MTA-Wide by Category										
Administration	0	0.000	0	0.000	4	0.400	4	0.412	4	0.424
Other	0	0.000	0	0.000	5	101.403	5	184.969	5	290.649
Service Support	0	0.000	0	0.000	1	0.082	1	0.085	1	0.087
Total MTA-Wide by Category	0	\$ 0.000	0	\$ 0.000	10	\$ 101.885	10	\$ 185.466	10	\$ 291.160

METROPOLITAN TRANSPORTATION AUTHORITY
February Plan 2009-2012
Summary of Post 2009 PEGs
(\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>								
LIST of AGENCY PROGRAMS										
Administration										
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.000	4	0.400	4	0.412	4	0.424
Sub-Total: Administration	0	\$ 0.000	0	\$ 0.000	4	\$ 0.400	4	\$ 0.412	4	\$ 0.424
Other										
MTA BRIDGES AND TUNNELS	0	0.000	0	0.000	0	2.010	0	11.308	0	16.962
MTA HEADQUARTERS	0	0.000	0	0.000	0	2.162	0	4.431	0	6.707
MTA BUS COMPANY	0	0.000	0	0.000	0	4.965	0	9.930	0	14.895
MTA STATEN ISLAND RAILWAY	0	0.000	0	0.000	0	0.420	0	0.840	0	1.260
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.000	5	21.491	5	17.750	5	39.760
MTA NEW YORK CITY TRANSIT	0	0.000	0	0.000	0	59.613	0	119.226	0	178.839
MTA METRO-NORTH RAILROAD	0	0.000	0	0.000	0	9.251	0	18.502	0	27.753
MTA LONG ISLAND BUS	0	0.000	0	0.000	0	1.491	0	2.982	0	4.473
Sub-Total: Other	0	\$ 0.000	0	\$ 0.000	5	\$ 101.403	5	\$ 184.969	5	\$ 290.649
Service Support										
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.000	1	0.082	1	0.085	1	0.087
Sub-Total: Service Support	0	\$ 0.000	0	\$ 0.000	1	\$ 0.082	1	\$ 0.085	1	\$ 0.087
Total Agency PEGs	0	\$ 0.000	0	\$ 0.000	10	\$ 101.885	10	\$ 185.466	10	\$ 291.160

IV. Other MTA Consolidated Materials

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.	2007 Actual	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012	
7	Non-Reimbursable						
10	Operating Revenue						
11	Farebox Revenue	\$3,995	\$4,246	\$4,237	\$4,262	\$4,328	\$4,399
12	Fare Increase 6/1/09	-	-	526	889	902	916
13	LI Bus Deficit Reduction (Revenue Enhancement)	-	-	5	3	2	2
14	Additional Actions for Budget Balance: Revenue Impact	-	2	5	7	7	7
15	Toll Revenue	1,251	1,273	1,264	1,264	1,268	1,275
16	Toll Increase 6/1/09	-	-	173	291	292	293
17	Eliminate E-Z Pass Forgiveness	-	-	10	10	10	10
18	Other Revenue	480	459	481	503	529	561
19	Total Operating Revenue	\$5,726	\$5,981	\$6,701	\$7,227	\$7,337	\$7,464
21	Operating Expense						
22	Labor Expenses:						
23	Payroll	\$3,861	\$4,086	\$4,217	\$4,336	\$4,430	\$4,498
24	Overtime	482	490	473	479	489	499
25	Health & Welfare	617	685	744	809	874	944
26	OPEB Current Payment	270	327	355	386	423	462
27	Pensions	851	889	948	965	974	1,013
28	Other-Fringe Benefits	445	477	485	501	514	521
29	Reimbursable Overhead	(274)	(310)	(324)	(318)	(316)	(321)
30	Sub-total Labor Expenses	\$6,252	\$6,643	\$6,897	\$7,158	\$7,388	\$7,615
32	Non-Labor Expenses:						
33	Traction and Propulsion Power	294	314	349	399	426	456
34	Fuel for Buses and Trains	193	305	266	262	267	282
35	Insurance	54	33	48	58	69	81
36	Claims	164	175	156	165	172	175
37	Paratransit Service Contracts	233	284	367	423	482	561
38	Maintenance and Other Operating Contracts	533	627	676	689	693	717
39	Professional Service Contracts	181	188	229	218	219	220
40	Materials & Supplies	516	537	589	633	664	639
41	Other Business Expenses	152	179	185	182	189	195
42	Sub-total Non-Labor Expenses	\$2,320	\$2,643	\$2,866	\$3,030	\$3,181	\$3,327
44	Other Expense Adjustments:						
45	Other	(\$18)	(\$10)	(\$6)	(\$1)	(\$1)	(\$2)
46	General Reserve	0	0	75	75	75	75
47	Sub-total Other Expense Adjustments	(\$18)	(\$10)	\$69	\$74	\$74	\$73
49	Gap Closing Expenses:						
50	Fare Increase 6/1/09 (West of Hudson Subsidy Change)	-	-	(\$2)	(\$3)	(\$4)	(\$4)
51	Additional Actions for Budget Balance: Expense Impact	-	(10)	(268)	(420)	(401)	(407)
52	Total Operating Expense before Non-Cash Liability Adjs.	\$8,554	\$9,265	\$9,563	\$9,838	\$10,239	\$10,604
54	Depreciation	\$1,687	\$1,755	\$1,905	\$2,015	\$2,082	\$2,144
55	OPEB Obligation	1,291	1,313	1,379	1,436	1,495	1,556
56	Environmental Remediation	0	38	8	8	8	9
58	Total Operating Expense	\$11,533	\$12,371	\$12,854	\$13,296	\$13,825	\$14,313
60	Net Operating Deficit Before Subsidies and Debt Service	(\$5,807)	(\$6,390)	(\$6,153)	(\$6,069)	(\$6,488)	(\$6,850)
62	Dedicated Taxes and State/Local Subsidies	\$4,559	\$4,154	\$3,801	\$3,830	\$3,947	\$4,131
63	Debt Service (excludes Service Contract Bonds)	(1,712)	(1,504)	(1,474)	(1,912)	(2,050)	(2,266)
65	Net Deficit After Subsidies and Debt Service	(\$2,959)	(\$3,741)	(\$3,825)	(\$4,151)	(\$4,591)	(\$4,985)
67	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$2,978	\$3,105	\$3,292	\$3,458	\$3,585	\$3,709
68	Conversion to Cash Basis: GASB Account	(77)	(57)	(60)	(63)	(66)	(69)
69	Conversion to Cash Basis: All Other	(384)	463	260	127	(64)	(63)
71	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	(\$442)	(\$230)	(\$334)	(\$629)	(\$1,136)	(\$1,408)
72	MTA GAP CLOSING PROGRAMS	0	0	118	290	679	796
73	PRIOR-YEAR CARRY-OVER	937	495	265	49	0	0
74	NET CASH BALANCE	\$495	\$265	\$49	(\$290)	(\$457)	(\$612)

METROPOLITAN TRANSPORTATION AUTHORITY

February Financial Plan 2009 - 2012

Gap Closing Programs

(\$ in millions)

Line No.		2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
11	February Cash Balance Before Prior-Year Carry-Over	(\$230)	(\$334)	(\$629)	(\$1,136)	(\$1,408)
13	GAP CLOSING					
15	Internal Actions:					
16	Post-2009 Agency Program to Eliminate the Gap	0	0	97	175	276
17	New Contracts Labor Contribution	0	53	82	85	86
18	<i>Sub-Total</i>	<u>0</u>	<u>53</u>	<u>178</u>	<u>259</u>	<u>362</u>
20	External Actions:					
21	Federal Legislative Actions	-	15	62	63	66
22	State Legislative Actions - Tax Statute Revisions	-	50	50	50	50
23	<i>Sub-Total</i>	<u>-</u>	<u>65</u>	<u>112</u>	<u>113</u>	<u>116</u>
25	Fare/Toll:					
26	Fare/Toll Yields on 1/1/11: 5.0%	-	-	-	307	319
28	TOTAL GAP CLOSING	0	118	290	679	796
30	<i>Prior-Year Carry-Over</i>	495	265	49	0	0
32	Net Cash Surplus/(Deficit)	\$265	\$49	(\$290)	(\$457)	(\$612)

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line Number	Non-Reimbursable / Reimbursable	2007 Actual	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
7							
8							
9							
10	Operating Revenue						
11	Farebox Revenue	\$3,995	\$4,246	\$4,237	\$4,262	\$4,328	\$4,399
12	Fare Increase 6/1/09	-	-	526	889	902	916
13	LI Bus Deficit Reduction (Revenue Enhancement)	-	-	5	3	2	2
14	Additional Actions for Budget Balance: Revenue Impact	-	2	4	6	6	6
15	Toll Revenue	1,251	1,273	1,264	1,264	1,268	1,275
16	Toll Increase 6/1/09	-	-	173	291	292	293
17	Eliminate E-Z Pass Forgiveness	-	-	10	10	10	10
18	Other Revenue	480	459	481	503	529	561
19	Capital and Other Reimbursements	1,251	1,390	1,474	1,442	1,386	1,417
20	Total Operating Revenue	\$6,977	\$7,371	\$8,174	\$8,668	\$8,722	\$8,879
21							
22	Operating Expense						
23	Labor Expenses:						
24	Payroll	\$4,327	\$4,594	\$4,769	\$4,879	\$4,964	\$5,039
25	Overtime	586	596	562	568	579	590
26	Health & Welfare	659	732	795	864	933	1,006
27	OPEB Current Payment	271	329	357	388	424	464
28	Pensions	897	943	994	1,009	1,019	1,058
29	Other-Fringe Benefits	562	606	622	635	646	655
30	Reimbursable Overhead	1	(1)	(2)	(0)	(0)	(0)
31	Sub-total Labor Expenses	\$7,304	\$7,797	\$8,096	\$8,342	\$8,564	\$8,812
32							
33	Non-Labor Expenses:						
34	Traction and Propulsion Power	\$294	\$314	\$349	\$399	\$426	\$456
35	Fuel for Buses and Trains	193	305	266	262	267	282
36	Insurance	61	39	53	63	74	86
37	Claims	164	175	156	165	172	175
38	Paratransit Service Contracts	233	284	367	423	482	561
39	Maintenance and Other Operating Contracts	598	708	772	770	761	785
40	Professional Service Contracts	207	227	273	270	272	274
41	Materials & Supplies	616	647	719	751	746	731
42	Other Business Expenses	152	180	187	184	191	197
43	Sub-total Non-Labor Expenses	\$2,518	\$2,879	\$3,142	\$3,287	\$3,391	\$3,547
44							
45	Other Expense Adjustments:						
46	Other	(\$18)	(\$10)	(\$6)	(\$1)	(\$1)	(\$2)
47	General Reserve	0	0	75	75	75	75
48	Sub-total Other Expense Adjustments	(\$18)	(\$10)	\$69	\$74	\$74	\$73
49							
50	Gap Closing Expenses:						
51	Fare Increase 6/1/09 (West of Hudson Subsidy Change)	-	-	(\$2)	(\$3)	(\$4)	(\$4)
52	Additional Actions for Budget Balance: Expense Impact	-	(10,318)	(268,755)	(421,464)	(402,416)	(408,185)
53	Total Operating Expense before Non-Cash Liability Adjs.	\$9,805	\$10,655	\$11,036	\$11,278	\$11,624	\$12,020
54							
55	Depreciation	\$1,687	\$1,755	\$1,905	\$2,015	\$2,082	\$2,144
56	OPEB Obligation	1,291	1,313	1,379	1,436	1,495	1,556
57	Environmental Remediation	0	38	8	8	8	9
58							
59	Total Operating Expense	\$12,783	\$13,761	\$14,328	\$14,737	\$15,210	\$15,729
60							
61	Net Operating Deficit Before Subsidies and Debt Service	(\$5,807)	(\$6,390)	(\$6,153)	(\$6,069)	(\$6,488)	(\$6,850)
62							
63	Dedicated Taxes and State/Local Subsidies	\$4,559	\$4,154	\$3,801	\$3,830	\$3,947	\$4,131
64	Debt Service (excludes Service Contract Bonds)	(1,712)	(1,504)	(1,474)	(1,912)	(2,050)	(2,266)
65							
66	Net Deficit After Subsidies and Debt Service	(\$2,959)	(\$3,741)	(\$3,825)	(\$4,151)	(\$4,591)	(\$4,985)
67							
68	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$2,978	\$3,105	\$3,292	\$3,458	\$3,585	\$3,709
69	Conversion to Cash Basis: GASB Account	(77)	(57)	(60)	(63)	(66)	(69)
70	Conversion to Cash Basis: All Other	(384)	463	260	127	(64)	(63)
71							
72	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	(\$442)	(\$230)	(\$334)	(\$629)	(\$1,136)	(\$1,408)
73	MTA GAP CLOSING PROGRAMS	0	0	118	290	679	796
74	PRIOR-YEAR CARRY-OVER	937	495	265	49	0	0
75	NET CASH BALANCE	\$495	\$265	\$49	(\$290)	(\$457)	(\$612)

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
MTA Consolidated Cash Receipts and Expenditures
(\$ in millions)

Line Number	CASH RECEIPTS AND EXPENDITURES			2008	2009		
	2007	2008	2009	2010	2011	2012	
	<u>Actual</u>	<u>Final Estimate</u>	<u>Adopted Budget</u>				
9							
10							
11	Receipts						
12	Farebox Revenue	\$4,048	\$4,293	\$4,278	\$4,299	\$4,365	\$4,437
13	Fare Increase 6/1/09	-	-	526	889	902	916
14	LI Bus Deficit Reduction (Revenue Enhancement)	-	-	5	3	2	2
15	Additional Actions for Budget Balance: Revenue Impact	-	2	4	6	6	6
16	Other Operating Revenue	502	564	511	535	561	593
17	Capital and Other Reimbursements	1,224	1,350	1,578	1,455	1,420	1,424
18	Total Receipts	\$5,774	\$6,210	\$6,901	\$7,187	\$7,256	\$7,378
19							
20	Expenditures						
21	Labor:						
22	Payroll	\$4,170	\$4,456	\$4,609	\$4,709	\$4,790	\$4,856
23	Overtime	551	570	534	539	550	560
24	Health and Welfare	631	731	780	848	916	988
25	OPEB Current Payment	257	311	334	363	397	435
26	Pensions	899	709	956	995	1,000	1,032
27	Other Fringe Benefits	508	547	559	573	583	593
28	Contribution to GASB Fund	77	57	60	63	66	69
29	Total Labor Expenditures	\$7,093	\$7,381	\$7,833	\$8,090	\$8,303	\$8,533
30							
31	Non-Labor:						
32	Traction and Propulsion Power	\$304	\$351	\$358	\$408	\$435	\$465
33	Fuel for Buses and Trains	192	306	266	262	267	281
34	Insurance	49	49	50	59	74	81
35	Claims	143	150	137	143	152	156
36	Paratransit Service Contracts	231	280	362	418	477	556
37	Maintenance and Other Operating Contracts	488	575	657	631	627	637
38	Professional Service Contracts	192	219	246	245	247	247
39	Materials & Supplies	700	669	722	752	744	736
40	Other Business Expenditures	248	179	187	186	197	196
41	Total Non-Labor Expenditures	\$2,547	\$2,777	\$2,985	\$3,105	\$3,220	\$3,357
42							
43	Other Expenditure Adjustments:						
44	Other	\$47	\$34	\$56	\$53	\$46	\$48
45	General Reserve	0	0	75	75	75	75
46	Total Other Expenditure Adjustments	\$47	\$34	\$131	\$128	\$121	\$123
47							
48	Gap Closing Expenses:						
49	Fare Increase 6/1/09 (West of Hudson Subsidy Change)	-	-	(\$2)	(\$3)	(\$4)	(\$4)
50	Additional Actions for Budget Balance: Expense Impact	-	(10,318)	(254,342)	(403,405)	(402,138)	(404,556)
51	Total Expenditures	\$9,687	\$10,183	\$10,692	\$10,916	\$11,239	\$11,604
52							
53	Net Cash Deficit Before Subsidies and Debt Service	(\$3,912)	(\$3,973)	(\$3,791)	(\$3,730)	(\$3,983)	(4,226)
54							
55	Dedicated Taxes and State/Local Subsidies	\$4,618	\$4,729	\$4,403	\$4,386	\$4,258	\$4,427
56	Debt Service (excludes Service Contract Bonds)	(1,147)	(987)	(946)	(1,286)	(1,411)	(1,609)
57							
58	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	(\$442)	(\$230)	(\$334)	(\$629)	(\$1,136)	(\$1,408)
59	MTA GAP CLOSING PROGRAMS	0	0	118	290	679	796
60	PRIOR-YEAR CARRY-OVER	937	495	265	49	0	0
61	NET CASH BALANCE	\$495	\$265	\$49	(\$290)	(\$457)	(\$612)

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
Cash Conversion Detail
(\$ in millions)

	<u>2007</u> <u>Actual</u>	<u>2008</u> <u>Final</u> <u>Estimate</u>	<u>2009</u> <u>Adopted</u> <u>Budget</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
<u>Depreciation</u>						
New York City Transit	\$1,061	\$1,109	\$1,185	\$1,267	\$1,322	\$1,377
Metro-North Railroad	214	223	266	276	286	296
Long Island Rail Road	276	283	298	311	308	303
MTA Bus Company	30	30	37	40	42	42
MTA Headquarters	30	26	31	28	26	21
Staten Island Railway	7	10	10	10	10	10
Bridges & Tunnels	70	73	78	83	89	95
<i>Sub-Total</i>	<i>1,687</i>	<i>1,755</i>	<i>1,905</i>	<i>2,015</i>	<i>2,082</i>	<i>2,144</i>
<u>Other Post Employment Benefits</u>						
New York City Transit	\$991	\$1,010	\$1,055	\$1,099	\$1,145	\$1,192
Metro-North Railroad	49	51	53	55	56	58
Long Island Rail Road	78	76	79	82	86	89
MTA Bus Company	46	45	52	54	56	58
MTA Headquarters	58	61	64	67	70	73
Bridges & Tunnels	61	61	66	69	72	76
Long Island Bus	6	6	6	7	7	8
Staten Island Railway	2	3	3	3	3	3
<i>Sub-Total</i>	<i>1,291</i>	<i>1,313</i>	<i>1,379</i>	<i>1,436</i>	<i>1,495</i>	<i>1,556</i>
<u>Environmental Remediation</u>						
New York City Transit	0	18	0	0	0	0
Metro-North Railroad	0	7	7	7	7	7
Long Island Rail Road	0	13	2	2	2	2
<i>Sub-Total</i>	<i>0</i>	<i>38</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>9</i>
<u>Operating</u>						
New York City Transit	(59)	159	156	45	45	54
Metro-North Railroad	(80)	1	(22)	(18)	(26)	(26)
Long Island Rail Road	(6)	18	(9)	(12)	14	(1)
MTA Bus Company	11	9	(3)	(4)	(4)	(4)
MTA Headquarters	(78)	(12)	(11)	(8)	(4)	(3)
Long Island Bus	(1)	(5)	(1)	1	1	1
Staten Island Railway	(1)	2	(0)	(0)	(0)	(0)
First Mutual Transportation Assurance Company	(11)	0	2	4	7	5
Other	53	11	14	17	18	23
<i>Sub-Total</i>	<i>(171)</i>	<i>185</i>	<i>126</i>	<i>25</i>	<i>49</i>	<i>48</i>
<u>Subsidies</u>						
New York City Transit	(229)	195	166	118	(151)	(151)
Commuter Railroads	(170)	83	(27)	(7)	(1)	(2)
Headquarters	161	(76)	(69)	(74)	(25)	(25)
MTA Bus Company	(60)	14	3	1	(2)	(2)
Long Island Bus	8	5	0	0	0	0
Staten Island Railway	2	0	0	0	0	0
<i>Sub-Total</i>	<i>(289)</i>	<i>220</i>	<i>73</i>	<i>39</i>	<i>(179)</i>	<i>(180)</i>
Total Cash Conversion	\$2,518	\$3,511	\$3,491	\$3,522	\$3,455	\$3,577

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2009 - 2012
Changes Year-to-Year By Category

Favorable/(Unfavorable)

Line Number	2008 Final Estimate	Change 2008 - 2007	2009 Adopted Budget	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010	2012	Change 2012 - 2011	
7	Non-Reimbursable										
10	Operating Revenue										
11	Farebox Revenue	\$4,246	\$251	\$4,237	(\$9)	\$4,262	\$24	\$4,328	\$66	\$4,399	\$71
12	Fare Increase 6/1/09	0	0	526	526	889	363	902	13	916	14
13	LI Bus Deficit Reduction (Revenue Enhancement)	0	0	5	5	3	(2)	2	(1)	2	0
14	Additional Actions for Budget Balance: Revenue Impact	2	2	5	2	7	2	7	0	7	0
15	Toll Revenue	1,273	23	1,264	(9)	1,264	(0)	1,268	4	1,275	7
16	Toll Increase 6/1/09	0	0	173	173	291	117	292	1	293	2
17	Eliminate E-Z Pass Forgiveness	0	0	10	10	10	0	10	0	10	0
18	Other Revenue	459	(21)	481	22	503	22	529	26	561	33
19	Capital and Other Reimbursements	0	0	0	0	0	0	0	0	0	0
20	Total Operating Revenue	\$5,981	\$255	\$6,701	\$720	\$7,227	\$526	\$7,337	\$110	\$7,464	\$127
22	Operating Expense										
23	Labor Expenses:										
24	Payroll	\$4,086	(\$224)	\$4,217	(\$132)	\$4,336	(\$119)	\$4,430	(\$94)	\$4,498	(\$68)
25	Overtime	490	(8)	473	17	479	(6)	489	(11)	499	(10)
26	Health & Welfare	685	(68)	744	(59)	809	(65)	874	(66)	944	(69)
27	OPEB Current Payment	327	(57)	355	(28)	386	(31)	423	(36)	462	(40)
28	Pensions	889	(38)	948	(59)	965	(17)	974	(10)	1,013	(38)
29	Other-Fringe Benefits	477	(32)	485	(8)	501	(16)	514	(13)	521	(7)
30	Reimbursable Overhead	(310)	35	(324)	14	(318)	(6)	(316)	(2)	(321)	5
31	Sub-total Labor Expenses	\$6,643	(\$391)	\$6,897	(\$254)	\$7,158	(\$260)	\$7,388	(\$231)	\$7,615	(\$227)
32	Non-Labor Expenses:										
34	Traction and Propulsion Power	\$314	(\$20)	\$349	(\$35)	\$399	(\$50)	\$426	(\$27)	\$456	(\$30)
35	Fuel for Buses and Trains	305	(112)	266	39	262	4	267	(5)	282	(14)
36	Insurance	33	21	48	(15)	58	(10)	69	(11)	81	(12)
37	Claims	175	(11)	156	19	165	(8)	172	(7)	175	(3)
38	Paratransit Service Contracts	284	(51)	367	(82)	423	(56)	482	(58)	561	(80)
39	Maintenance and Other Operating Contracts	627	(94)	676	(49)	689	(13)	693	(4)	717	(24)
40	Professional Service Contracts	188	(8)	229	(41)	218	11	219	(1)	220	(1)
41	Materials & Supplies	537	(21)	589	(52)	633	(44)	664	(31)	639	25
42	Other Business Expenses	179	(27)	185	(6)	182	3	189	(7)	195	(6)
43	Sub-total Non-Labor Expenses	\$2,643	(\$323)	\$2,866	(\$223)	\$3,030	(\$164)	\$3,181	(\$152)	\$3,327	(\$145)
44	Other Expense Adjustments:										
45	Other	(\$10)	7	(\$6)	4	(\$1)	5	(\$1)	0	(\$2)	(2)
46	General Reserve	0	0	75	(75)	75	0	75	0	75	0
47	Sub-total Other Expense Adjustments	(\$10)	\$7	\$69	(\$71)	\$74	\$5	\$74	\$0	\$73	(\$2)
49	Gap Closing Expenses:										
51	Fare Increase 6/1/09 (West of Hudson Subsidy Change)	\$0	0	(\$2)	(2)	(\$3)	(1)	(\$4)	(0)	(\$4)	(0)
52	Additional Actions for Budget Balance: Expense Impact	(10)	10	(268)	257	(420)	153	(401)	(19)	(407)	6
53	Total Operating Expense before Non-Cash Liability Adjs.	\$9,265	(\$711)	\$9,563	(\$297)	\$9,838	(\$275)	\$10,239	(\$401)	\$10,604	(\$365)
54	Depreciation										
55	Depreciation	1,755	(68)	1,905	(150)	2,015	(110)	2,082	(67)	2,144	(62)
56	OPEB Obligation	1,313	(22)	1,379	(65)	1,436	(57)	1,495	(59)	1,556	(61)
57	Environmental Remediation	38	(38)	8	29	8	(0)	8	(0)	9	(0)
58	Total Operating Expense	\$12,371	(\$838)	\$12,854	(\$484)	\$13,296	(\$442)	\$13,825	(\$528)	\$14,313	(\$489)
60	Net Operating Deficit Before Subsidies and Debt Service	(\$6,390)	(\$583)	(\$6,153)	\$237	(\$6,069)	\$84	(\$6,488)	(\$419)	(\$6,850)	(\$362)
62	Dedicated Taxes and State/Local Subsidies										
63	Dedicated Taxes and State/Local Subsidies	\$4,154	(\$406)	\$3,801	(\$352)	\$3,830	\$29	\$3,947	\$117	\$4,131	\$184
64	Debt Service (excludes Service Contract Bonds)	(1,504)	207	(1,474)	31	(1,912)	(438)	(2,050)	(138)	(2,266)	(216)
65	Net Deficit After Subsidies and Debt Service	(\$3,741)	(\$782)	(\$3,825)	(\$84)	(\$4,151)	(\$326)	(\$4,591)	(\$440)	(\$4,985)	(\$394)
66	Conversion to Cash Basis: Non-Cash Liability Adjs.										
67	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,105	\$127	\$3,292	\$186	\$3,458	\$167	\$3,585	\$127	\$3,709	\$124
68	Conversion to Cash Basis: GASB Account	(57)	19	(60)	(3)	(63)	(3)	(66)	(3)	(69)	(3)
69	Conversion to Cash Basis: All Other	463	846	260	(203)	127	(133)	(64)	(191)	(63)	1
70	Net Cash Balance from Previous Year	495	(442)	265	(230)	0	(265)	0	0	0	0
71	Baseline Net Cash Balance	\$265	(\$230)	(\$69)	(\$334)	(\$629)	(\$560)	(\$1,136)	(\$507)	(\$1,408)	(\$272)

METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN 2009-2012
NON-RECURRING REVENUES AND SAVINGS - BASELINE
(\$ in millions)

Non-recurring revenues and savings with a value of \$1 million or more in calendar years 2008 through 2012.

Agency	2008 Final Estimate	2009 Adopted Budget	2010 Plan	2011 Plan	2012 Plan
Bridges & Tunnels	\$ 1.1 E-ZPass Customer Service Center	\$ 0.6 E-ZPass Customer Service Center	\$ - None	\$ - None	\$ - None
Subtotal	<u>\$ 1.1</u>	<u>\$ 0.6</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Long Island Bus	\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
Subtotal	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Long Island Rail Road	\$ 74.5 Prepayment of 2008 Pension by MTA in 2007	\$ - None	\$ - None	\$ - None	\$ - None
Subtotal	<u>\$ 74.5</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Metro-North Railroad	\$ 18.3 Prepayment of 2008 Pension by MTA in 2007	\$ 5.4 Prepayment of 2008 Pension by MTA in 2007	\$ - None	\$ - None	\$ - None
Subtotal	<u>\$ 18.3</u>	<u>\$ 5.4</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Staten Island Railway	\$ 2.0 Prepayment of 2008 Pension by MTA in 2007	\$ - None	\$ - None	\$ - None	\$ - None
Subtotal	<u>\$ 2.0</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
MTA Capital Construction Company	\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
Subtotal	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
MTA Headquarters	\$ 7.6 Prepayment of 2008 Pension by MTA in 2007	\$ - None	\$ - None	\$ - None	\$ - None
Subtotal	<u>\$ 7.6</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

NOTE: Positive cash balances are carried into the following year.

METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN 2009-2012
NON-RECURRING REVENUES AND SAVINGS - BASELINE
(\$ in millions)

Non-recurring revenues and savings with a value of \$1 million or more in calendar years 2008 through 2012.

Agency	2008 Final Estimate	2009 Adopted Budget	2010 Plan	2011 Plan	2012 Plan
New York City Transit					
TAB Fund Drawdown	\$ 38.7 Accumulated Transit Adjudication Bureau Fund Drawdown	\$ - None	\$ - None	\$ - None	\$ - None
2007 Pension Prepayment	\$ 108.0 2008 Cash Savings from 2007 Prepayment				
Subtotal	\$ 146.7	\$ -	\$ -	\$ -	\$ -
MTA Bus					
	\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
MTA Transactions	\$ -	\$ -	\$ - None	\$ - None	\$ - None
Debt Service Defeasance	\$ 37.5	\$ 283.3			
Transfers from GASB	\$ 118.0	\$ -			
Subtotal	\$ 155.5	\$ 366.3	\$ -	\$ -	\$ -
Total Non-Recurring Resources (>or = \$1million)	\$ 405.7	\$ 372.4	\$ -	\$ -	\$ -

NOTE: Positive cash balances are carried into the following year.

METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN 2009-2012
MTA OPERATING BUDGET RESERVES - BASELINE
(\$ in millions)

	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
<u>MTA Consolidated:</u>					
<i>MTA General Reserve</i>	\$0	\$75	\$75	\$75	\$75

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$331.9	\$318.0	\$357.1	\$349.8	\$355.4	\$364.9	\$366.5	\$355.7	\$356.5	\$371.6	\$348.2	\$361.7	\$4,237.4
Toll Revenue	94.3	92.3	106.4	104.9	111.6	110.7	110.9	113.4	104.9	107.7	102.3	104.4	1,263.7
Fare Increase 6/1/09	-	-	-	-	-	75.7	76.7	74.5	74.3	77.2	72.3	75.8	526.5
LI Bus Reduction (Revenue Enhancement)	-	-	-	-	-	0.6	0.7	0.7	0.7	0.7	0.6	0.6	4.5
Toll Increase 6/1/09	-	-	-	-	-	25.5	25.3	25.8	24.1	24.8	23.7	24.2	173.5
Additional Actions for Budget Balance: Revenue Impact	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	0.6	0.8	0.8	0.8	0.9	0.8	0.7	4.8
Eliminate E-Z Pass Forgiveness	0.7	0.7	0.8	0.8	0.9	0.9	0.9	0.9	0.8	0.9	0.8	0.8	10.0
Other Operating Revenue	40.7	39.2	45.2	40.6	43.4	40.0	35.0	33.5	38.7	42.7	41.6	40.1	480.7
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$467.6	\$450.1	\$509.4	\$496.0	\$511.2	\$618.8	\$616.8	\$605.3	\$600.7	\$626.3	\$590.5	\$608.4	\$6,701.1
Operating Expenses													
Labor:													
Payroll	\$355.1	\$327.6	\$358.8	\$347.0	\$341.3	\$354.9	\$355.0	\$358.1	\$351.6	\$342.0	\$360.9	\$364.7	\$4,217.1
Overtime	39.8	39.5	38.8	39.1	40.1	38.5	40.1	38.0	38.7	40.1	38.5	41.4	472.7
Health and Welfare	61.7	60.3	61.0	61.2	61.1	61.3	63.5	62.9	62.9	62.9	62.4	62.6	743.8
OPEB Current Payment	29.3	28.9	29.0	29.0	29.1	29.2	29.9	30.1	29.9	29.9	29.9	31.1	355.4
Pensions	35.9	35.2	35.1	35.3	35.2	44.7	548.4	35.1	35.6	35.7	35.3	36.3	947.9
Other Fringe Benefits	41.1	38.8	43.5	40.5	39.0	43.0	42.5	41.1	40.9	36.5	39.8	38.0	484.7
Reimbursable Overhead	(28.5)	(24.2)	(26.3)	(26.4)	(29.6)	(26.9)	(26.4)	(29.5)	(25.4)	(29.7)	(25.6)	(25.8)	(324.3)
Total Labor Expenses	\$534.5	\$506.2	\$539.9	\$525.7	\$516.2	\$544.7	\$1,053.1	\$535.8	\$534.3	\$517.4	\$541.2	\$548.3	\$6,897.3
Non-Labor:													
Traction and Propulsion Power	\$28.7	\$30.4	\$30.4	\$27.7	\$26.9	\$27.9	\$30.5	\$30.1	\$30.1	\$29.6	\$26.7	\$30.2	\$349.1
Fuel for Buses and Trains	22.9	21.6	21.9	22.6	23.1	21.5	22.9	23.1	20.6	22.8	22.1	21.1	266.1
Insurance	3.4	3.0	4.6	3.8	3.9	4.1	3.9	3.9	4.1	4.2	4.4	4.6	48.0
Claims	13.1	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	12.9	156.1
Paratransit Service Contracts	29.4	29.1	32.4	29.1	29.4	30.0	29.8	29.2	29.1	33.0	32.8	33.5	366.7
Maintenance and Other Operating Contracts	48.5	52.3	58.4	51.3	51.0	64.4	49.8	55.5	60.1	56.8	59.4	68.8	676.2
Professional Service Contracts	19.4	16.3	20.3	17.0	16.4	20.4	19.1	16.9	20.7	18.1	16.2	28.5	229.2
Materials & Supplies	44.7	45.9	53.3	47.1	47.7	52.5	49.6	50.5	50.9	48.0	48.3	51.0	589.4
Other Business Expenses	22.6	21.0	23.4	19.3	9.1	14.0	18.5	15.6	5.6	13.8	8.8	13.5	185.1
Total Non-Labor Expenses	\$232.7	\$232.6	\$257.7	\$230.9	\$220.4	\$247.7	\$237.2	\$237.7	\$234.2	\$239.4	\$231.5	\$263.9	\$2,865.9
Other Expenses Adjustments:													
B&T Capital Transfer	\$1.6	\$1.7	\$2.7	\$2.7	\$2.2	\$2.5	\$2.7	\$2.9	\$3.1	\$2.8	\$3.4	\$4.3	\$32.8
GASB Reserve	-	-	0.6	-	-	0.6	-	-	0.6	-	-	0.6	2.2
Interagency Subsidy	(7.5)	(9.3)	(10.7)	(8.1)	2.0	(2.4)	(7.3)	(4.3)	5.9	(2.5)	2.5	0.5	(41.1)
Agency Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	(5.9)	(7.6)	(7.4)	(5.3)	4.2	0.7	(4.6)	(1.4)	9.6	0.3	5.9	5.4	(6.1)
General Reserve	-	-	-	-	-	-	-	-	-	-	-	75.0	75.0
Total Other Expense Adjustments	(\$5.9)	(\$7.6)	(\$7.4)	(\$5.3)	\$4.2	\$0.7	(\$4.6)	(\$1.4)	\$9.6	\$0.3	\$5.9	\$80.4	\$68.9
Gap Closing Expenses:													
Fare Increase 6/1/09 (West of Hudson Subsidy Change)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$1.9)
Additional Actions for Budget Balance: Expense Impact	(7.9)	(8.0)	(8.8)	(8.8)	(17.2)	(27.2)	(33.3)	(26.5)	(30.7)	(28.8)	(33.1)	(37.4)	(267.7)
Total Gap Closing Expenses	(\$7.9)	(\$8.0)	(\$8.8)	(\$8.8)	(\$17.2)	(\$27.5)	(\$33.6)	(\$26.8)	(\$30.9)	(\$29.0)	(\$33.4)	(\$37.6)	(\$269.5)
Total Expenses/Expenditures before Non-Cash Liability Adjs.	\$753.4	\$723.3	\$781.3	\$742.5	\$723.7	\$765.7	\$1,252.2	\$745.2	\$747.1	\$728.1	\$745.2	\$855.0	\$9,562.7
Depreciation	152.9	153.8	154.5	156.3	156.9	157.4	158.6	159.7	160.8	163.2	164.3	166.5	1,905.0
OPEB Obligation	21.4	21.4	301.8	21.4	21.4	301.8	21.4	21.4	301.8	21.4	21.4	301.8	1,378.6
Environmental Remediation	0.5	0.5	0.9	0.5	0.5	0.9	0.5	0.5	0.9	0.5	0.5	0.9	8.0
Net Operating Expenses	\$928.3	\$899.0	\$1,238.6	\$920.8	\$902.6	\$1,225.8	\$1,432.7	\$926.9	\$1,210.6	\$913.3	\$931.5	\$1,324.2	\$12,854.2
Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service	(\$460.8)	(\$449.0)	(\$729.2)	(\$424.8)	(\$391.4)	(\$606.9)	(\$815.9)	(\$321.6)	(\$609.9)	(\$287.0)	(\$341.0)	(\$715.7)	(\$6,153.1)
Subsidies	\$169.7	\$180.7	\$167.8	\$1,809.9	\$171.2	\$162.8	\$322.7	\$163.9	\$162.3	\$162.4	\$164.5	\$163.5	\$3,801.3
Debt Service	119.8	119.5	119.7	114.1	114.4	119.7	133.5	133.4	131.2	74.3	137.8	156.1	1,473.5

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$331.9	\$318.0	\$357.1	\$349.8	\$355.4	\$364.9	\$366.5	\$355.7	\$356.5	\$371.6	\$348.2	\$361.7	\$4,237.4
Toll Revenue	94.3	92.3	106.4	104.9	111.6	110.7	110.9	113.4	104.9	107.7	102.3	104.4	1,263.7
Fare Increase 6/1/09	-	-	-	-	-	75.7	76.7	74.5	74.3	77.2	72.3	75.8	526.5
LI Bus Reduction (Revenue Enhancement)	-	-	-	-	-	0.6	0.7	0.7	0.7	0.7	0.6	0.6	4.5
Toll Increase 6/1/09	-	-	-	-	-	25.5	25.3	25.8	24.1	24.8	23.7	24.2	173.5
Additional Actions for Budget Balance: Revenue Impact	(0.2)	(0.2)	(0.2)	(0.2)	(0.2)	0.5	0.7	0.7	0.7	0.8	0.7	0.7	3.7
Eliminate E-Z Pass Forgiveness	0.7	0.7	0.8	0.8	0.9	0.9	0.9	0.9	0.8	0.9	0.8	0.8	10.0
Other Operating Revenue	40.7	39.2	45.2	40.6	43.4	40.0	35.0	33.5	38.7	42.7	41.6	40.1	480.7
Capital and Other Reimbursements	116.4	106.7	118.1	116.5	124.9	121.9	140.2	132.3	122.4	132.3	120.5	122.2	1,474.4
Total Revenue	\$583.9	\$556.7	\$627.4	\$612.5	\$636.1	\$740.7	\$756.9	\$737.5	\$723.0	\$758.5	\$710.9	\$730.5	\$8,174.5
Expenses													
Labor:													
Payroll	\$401.4	\$369.1	\$405.9	\$392.3	\$390.1	\$401.9	\$400.4	\$406.7	\$395.6	\$391.0	\$405.3	\$409.2	\$4,768.9
Overtime	47.1	45.8	45.8	46.3	48.4	45.8	47.5	46.4	46.0	48.4	45.7	48.7	562.1
Health and Welfare	65.6	64.1	65.4	65.5	65.3	65.9	67.8	67.4	67.3	67.3	66.8	66.8	795.2
OPEB Current Payment	29.4	29.0	29.2	29.1	29.2	29.3	30.1	30.2	30.0	30.0	30.0	31.2	356.8
Pensions	37.9	37.1	37.9	37.9	37.7	47.5	568.0	37.9	37.9	38.0	37.8	38.3	993.8
Other Fringe Benefits	52.9	49.1	54.8	51.6	51.5	54.4	53.5	53.4	51.7	49.0	50.6	48.8	621.5
Reimbursable Overhead	(0.2)	(0.1)	(0.3)	(0.4)	(0.4)	(0.4)	(0.2)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(2.4)
Total Labor Expenses	\$634.2	\$594.2	\$638.7	\$622.3	\$621.9	\$644.4	\$1,167.2	\$641.8	\$628.4	\$623.6	\$636.2	\$643.1	\$8,095.9
Non-Labor:													
Traction and Propulsion Power	\$28.7	\$30.4	\$30.4	\$27.7	\$26.9	\$27.9	\$30.5	\$30.1	\$30.1	\$29.6	\$26.7	\$30.2	\$349.1
Fuel for Buses and Trains	22.9	21.6	21.9	22.6	23.1	21.5	22.9	23.1	20.6	22.8	22.1	21.1	266.1
Insurance	3.8	3.4	5.0	4.2	4.3	4.5	4.4	4.4	4.6	4.7	4.8	5.0	53.2
Claims	13.1	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	12.9	156.1
Paratransit Service Contracts	29.4	29.1	32.4	29.1	29.4	30.0	29.8	29.2	29.1	33.0	32.8	33.5	366.7
Maintenance and Other Operating Contracts	52.7	56.7	63.4	56.3	56.1	70.4	60.4	66.3	70.8	68.1	70.3	80.0	771.6
Professional Service Contracts	22.3	19.4	23.8	20.7	19.7	24.1	22.7	20.4	24.7	22.1	20.0	33.1	273.2
Materials & Supplies	53.6	57.1	64.1	57.5	57.7	64.2	60.7	61.5	63.5	57.9	58.1	62.6	718.6
Other Business Expenses	22.9	20.7	22.8	19.7	9.5	14.3	18.9	15.9	6.0	14.3	9.2	12.9	187.1
Total Non-Labor Expenses	\$249.4	\$251.4	\$276.9	\$250.9	\$239.7	\$269.9	\$263.3	\$263.9	\$262.5	\$265.5	\$256.9	\$291.3	\$3,141.8
Other Expenses Adjustments:													
B&T Capital Transfer	\$1.6	\$1.7	\$2.7	\$2.7	\$2.2	\$2.5	\$2.7	\$2.9	\$3.1	\$2.8	\$3.4	\$4.3	\$32.8
GASB Reserve	-	-	0.6	-	-	0.6	-	-	0.6	-	-	0.6	2.2
Interagency Subsidy	(7.5)	(9.3)	(10.7)	(8.1)	2.0	(2.4)	(7.3)	(4.3)	5.9	(2.5)	2.5	0.5	(41.1)
Agency Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	(5.9)	(7.6)	(7.4)	(5.3)	4.2	0.7	(4.6)	(1.4)	9.6	0.3	5.9	5.4	(6.1)
General Reserve	-	-	-	-	-	-	-	-	-	-	-	75.0	75.0
Total Other Expense Adjustments	(\$5.9)	(\$7.6)	(\$7.4)	(\$5.3)	\$4.2	\$0.7	(\$4.6)	(\$1.4)	\$9.6	\$0.3	\$5.9	\$80.4	\$68.9
Gap Closing Expenses:													
Fare Increase 6/1/09 (West of Hudson Subsidy Change)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$1.9)
Additional Actions for Budget Balance: Expense Impact	(7.9)	(8.0)	(8.8)	(8.8)	(17.2)	(27.2)	(33.3)	(26.5)	(30.7)	(28.8)	(33.1)	(37.4)	(267.7)
Total Gap Closing Expenses	(\$7.9)	(\$8.0)	(\$8.8)	(\$8.8)	(\$17.2)	(\$27.5)	(\$33.6)	(\$26.8)	(\$30.9)	(\$29.0)	(\$33.4)	(\$37.6)	(\$269.5)
Total Expenses/Expenditures before Depreciation & Other	\$869.8	\$830.0	\$899.4	\$859.0	\$848.7	\$887.6	\$1,392.4	\$877.5	\$869.5	\$860.4	\$865.7	\$977.1	\$11,037.1
Post Employment Benefits													
Depreciation	152.9	153.8	154.5	156.3	156.9	157.4	158.6	159.7	160.8	163.2	164.3	166.5	1,905.0
OPEB Obligation	21.4	21.4	301.8	21.4	21.4	301.8	21.4	21.4	301.8	21.4	21.4	301.8	1,378.6
Environmental Remediation	0	0.5	0.9	0.5	0.5	0.9	0.5	0.5	0.9	0.5	0.5	0.9	8.0
Net Operating Expenses	\$1,044.7	\$1,005.8	\$1,356.6	\$1,037.4	\$1,027.6	\$1,347.7	\$1,572.9	\$1,059.1	\$1,333.0	\$1,045.6	\$1,052.0	\$1,446.3	\$14,328.7
Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service	(\$460.8)	(\$449.1)	(\$729.3)	(\$424.9)	(\$391.5)	(\$607.0)	(\$816.0)	(\$321.7)	(\$610.0)	(\$287.1)	(\$341.1)	(\$715.8)	(\$6,154.2)
Subsidies	\$169.7	\$180.7	\$167.8	\$1,809.9	\$171.2	\$162.8	\$322.7	\$163.9	\$162.3	\$162.4	\$164.5	\$163.5	\$3,801.3
Debt Service	119.8	119.5	119.7	114.1	114.4	119.7	133.5	133.4	131.2	74.3	137.8	156.1	1,473.5

Metropolitan Transportation Authority
February Financial Plan - 2009 Adopted Budget
Consolidated Subsidies - Accrued Basis
(\$ in millions)

Accrued Subsidies:

Dedicated Taxes

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$1,423.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	1,423.3
Petroleum Business Tax	52.2	52.2	52.2	52.2	52.2	52.2	52.2	52.2	52.2	52.2	52.2	52.2	625.9
MRT ^(b) 1 (Gross)	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	250.3
MRT ^(b) 2 (Gross)	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	128.1
Other MRT ^(b) Adjustments	-	-	-	(1.3)	-	(1.3)	-	-	(1.3)	-	-	(2.1)	(5.9)
Urban Tax	41.6	41.6	41.6	41.6	41.6	41.6	41.6	41.6	41.6	41.6	41.6	41.6	499.5
Investment Income	-	-	0.5	-	-	0.5	-	-	0.5	-	-	0.5	2.0
	\$125.3	\$125.3	\$125.8	\$1,547.4	\$125.3	\$124.6	\$125.3	\$125.3	\$124.6	\$125.3	\$125.3	\$123.7	\$2,923.2

State and Local Subsidies

NYS Operating Assistance	-	-	-	190.9	-	-	-	-	-	-	-	-	190.9
NYC and Local 18b:													
New York City	-	-	-	1.9	-	-	158.7	-	-	-	-	-	160.5
Nassau County	-	-	-	11.6	-	-	-	-	-	-	-	-	11.6
Suffolk County	-	-	-	7.5	-	-	-	-	-	-	-	-	7.5
Westchester County	-	-	-	7.3	-	-	-	-	-	-	-	-	7.3
Putnam County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Dutchess County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Orange County	-	-	-	0.1	-	-	-	-	-	-	-	-	0.1
Rockland County	-	-	-	0.0	-	-	-	-	-	-	-	-	0.0
Nassau County Subsidy to LIB	-	10.5	-	-	-	-	-	-	-	-	-	-	10.5
CDOT Subsidies	7.8	7.0	6.1	6.0	10.6	5.9	6.3	6.1	6.1	6.6	7.0	7.5	82.9
Station Maintenance	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	150.1
	\$20.3	\$30.0	\$18.6	\$238.7	\$23.1	\$18.4	\$177.5	\$18.6	\$18.6	\$19.2	\$19.5	\$20.0	\$622.4

Sub-total Dedicated Taxes & State and Local Subsidies

	\$145.6	\$155.4	\$144.4	\$1,786.1	\$148.4	\$143.0	\$302.8	\$143.9	\$143.2	\$144.5	\$144.8	\$143.7	\$3,545.6
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City Subsidy for MTA Bus

	24.1	25.3	23.4	23.8	22.8	19.9	19.9	20.0	19.1	17.9	19.7	19.8	255.7
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Total Dedicated Taxes & State and Local Subsidies

	\$169.7	\$180.7	\$167.8	\$1,809.9	\$171.2	\$162.8	\$322.7	\$163.9	\$162.3	\$162.4	\$164.5	\$163.5	\$3,801.3
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MTA Subsidy to Subsidiaries

	7.5	9.3	10.7	8.1	(2.0)	2.4	7.3	4.3	(5.9)	2.5	(2.5)	(0.5)	41.1
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B&T Operating Surplus Transfer

	15.0	19.5	15.8	26.5	28.6	43.7	53.9	53.5	39.2	46.1	37.4	17.9	397.2
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Total Subsidies	\$192.2	\$209.5	\$194.3	\$1,844.5	\$197.8	\$208.9	\$383.9	\$221.8	\$195.5	\$210.9	\$199.4	\$180.8	\$4,239.6
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Notes

(a) Metropolitan Mass Transportation Operating Assistance

(b) Mortgage Recording Tax

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2009 Adopted Budget
Debt Service
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Debt Service:													
MTA Transportation Revenue													
<i>Transit</i>	30.500	30.478	30.456	30.434	30.518	30.496	38.143	38.121	38.099	10.318	40.800	43.362	391.727
<i>Commuter</i>	23.686	23.669	23.652	23.635	23.700	23.683	25.263	25.246	25.229	3.655	27.326	29.316	278.059
<i>Bus Company</i>	0.751	0.750	0.749	0.749	0.751	0.750	0.917	0.916	0.916	0.232	0.982	1.045	9.508
	54.937	54.897	54.858	54.818	54.969	54.929	64.323	64.284	64.244	14.205	69.108	73.723	679.294
Commercial Paper													
<i>Transit</i>	1.628	1.470	1.628	1.575	1.628	1.575	1.628	1.628	1.575	1.628	1.575	1.628	19.168
<i>Commuter</i>	0.698	0.630	0.698	0.675	0.698	0.675	0.698	0.698	0.675	0.698	0.675	0.698	8.215
<i>Bus Company</i>	0.356	0.322	0.356	0.345	0.356	0.345	0.356	0.356	0.345	0.356	0.345	0.356	4.193
	2.682	2.422	2.682	2.595	2.682	2.595	2.682	2.682	2.595	2.682	2.595	2.682	31.575
TBTA General Resolution													
<i>Transit</i>	13.459	13.452	13.444	13.436	13.464	13.456	13.475	13.467	13.459	13.452	15.128	16.771	166.463
<i>Commuter</i>	6.326	6.323	6.319	6.316	6.329	6.325	6.334	6.330	6.326	6.323	7.111	7.883	78.244
<i>TBTA</i>	9.121	9.115	9.110	9.105	9.124	9.119	10.455	10.450	10.445	10.439	11.575	12.689	120.746
	28.907	28.890	28.873	28.857	28.916	28.900	30.264	30.247	30.230	30.214	33.813	37.343	365.454
TBTA Subordinate													
<i>Transit</i>	6.528	6.525	6.521	6.518	6.533	6.529	6.526	6.522	6.519	6.516	6.750	6.962	78.949
<i>Commuter</i>	2.868	2.867	2.865	2.864	2.870	2.869	2.867	2.866	2.864	2.863	2.966	3.059	34.687
<i>TBTA</i>	2.579	2.577	2.576	2.575	2.580	2.579	2.578	2.576	2.575	2.574	2.666	2.750	31.186
	11.975	11.969	11.963	11.956	11.983	11.977	11.971	11.965	11.958	11.952	12.382	12.771	144.822
Dedicated Tax Fund													
<i>Transit</i>	15.973	15.964	15.954	11.404	11.398	15.933	18.363	18.354	16.676	10.783	14.707	22.829	188.337
<i>Commuter</i>	3.029	3.027	3.025	2.162	2.161	3.021	3.527	3.526	3.207	2.090	2.834	4.374	35.983
	19.001	18.990	18.979	13.566	13.559	18.955	21.891	21.880	19.883	12.873	17.541	27.203	224.321
2 Broadway COPs													
<i>Transit</i>	1.824	1.824	1.824	1.824	1.824	1.824	1.824	1.824	1.824	1.824	1.824	1.824	21.888
<i>TBTA</i>	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	3.095
<i>Headquarters</i>	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	3.003
	2.332	2.332	2.332	2.332	27.986								
Total Debt Service	119.834	119.501	119.687	114.125	114.441	119.688	133.462	133.389	131.243	74.258	137.771	156.053	1,473.452

Notes:

- (1) Budgeted debt service is calculated as resolution required funding from available pledged revenues into debt service accounts. Actual Payments to bondholders are made when due and do not conform to this schedule.
- (2) Debt service is allocated between Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects.
Allocation of 2 Broadway COPs is based on occupancy.
- (3) Totals may not add due to rounding.

Metropolitan Transportation Authority
February Financial Plan - 2009 Adopted Budget
Consolidated Subsidies - Cash Basis

(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Subsidies:													
Dedicated Taxes													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$154.8	\$275.1	\$218.5	\$134.4	\$179.9	\$135.4	\$134.3	\$190.9	1,423.3
Petroleum Business Tax	50.0	49.2	52.6	52.6	52.6	52.6	52.6	52.6	52.6	52.6	52.6	52.6	625.5
MRT ^(b) 1 (Gross)	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	251.2
MRT ^(b) 2 (Gross)	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	128.6
Other MRT ^(b) Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	18.1	14.3
Urban Tax	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	500.7
Investment Income	-	-	0.5	-	-	0.5	-	-	0.5	-	-	0.5	2.0
	\$123.4	\$122.6	\$125.2	\$126.0	\$280.8	\$400.3	\$344.5	\$260.4	\$305.1	\$261.4	\$260.3	\$335.4	\$2,945.6
State and Local Subsidies													
NYS Operating Assistance	-	-	-	-	47.7	-	-	47.7	-	-	47.7	47.7	190.9
NYC and Local 18b:													
New York City	-	-	0.5	-	-	0.5	123.7	-	0.5	-	-	35.5	160.5
Nassau County	-	-	2.9	-	-	2.9	-	-	2.9	-	-	2.9	11.6
Suffolk County	-	-	1.9	-	-	1.9	-	-	1.9	-	-	1.9	7.5
Westchester County	-	-	1.8	-	-	1.8	-	-	1.8	-	-	1.8	7.3
Putnam County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Dutchess County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Orange County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.1
Rockland County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Nassau County Subsidy to LIB	-	2.6	-	2.6	-	2.6	-	-	-	2.6	-	-	10.5
CDOT Subsidies	7.5	7.8	7.0	6.1	6.0	10.6	5.9	6.3	6.1	6.1	6.6	7.0	82.9
Station Maintenance	-	-	-	-	-	71.6	-	-	76.5	-	-	-	148.1
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$7.5	\$10.4	\$14.3	\$8.7	\$53.7	\$92.1	\$129.5	\$54.0	\$89.8	\$8.8	\$54.4	\$97.1	\$620.3
Other Subsidy Adjustments													
55/25 Pension Funding	-	-	-	-	-	-	-	-	-	-	-	(50.0)	(50.0)
Fulton Street/#1 Train -Port Authority	-	-	-	-	-	-	-	-	-	-	-	(40.0)	(40.0)
2006 Surplus Recovery	-	-	-	-	-	-	-	-	-	-	-	134.5	134.5
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	(11.5)	(11.5)
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	-	-	-	114.3	114.3
Energy Hedging Strategy	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$147.3	\$147.3										
Sub-total Dedicated Taxes & State and Local Subsidies	\$130.9	\$133.0	\$139.6	\$134.7	\$334.5	\$492.4	\$474.1	\$314.4	\$395.0	\$270.2	\$314.7	\$579.7	\$3,713.2
City Subsidy to MTA Bus	24.1	25.3	23.4	23.8	22.8	19.9	19.9	20.0	19.1	17.9	19.7	23.1	259.0
Total Dedicated Taxes & State and Local Subsidies	\$155.0	\$158.3	\$163.0	\$158.6	\$357.4	\$512.3	\$494.0	\$334.5	\$414.0	\$288.1	\$334.4	\$602.8	\$3,972.2
Inter-agency Subsidy Transactions													
MTA Subsidy to Subsidiaries	7.5	9.3	10.7	8.1	(2.0)	2.4	7.3	4.3	(5.9)	2.5	(2.5)	(0.5)	41.1
B&T Operating Surplus Transfer	-	45.8	17.5	14.3	23.9	25.8	39.3	48.5	48.2	35.3	41.5	49.8	389.8
Total Subsidies (excluding City Subsidy to MTA Bus Company)	\$162.5	\$213.5	\$191.2	\$180.9	\$379.2	\$540.4	\$540.6	\$387.3	\$456.3	\$325.9	\$373.3	\$652.1	4,403.1

Notes

- (a) Metropolitan Mass Transportation Operating Assistance
(b) Mortgage Recording Tax

Metropolitan Transportation Authority
February Financial Plan - 2009 Adopted Budget
New York City Transit Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

Dedicated Taxes

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$181.8	\$179.5	\$91.4	\$94.6	\$92.3	\$92.3	\$178.7	\$910.7
Petroleum Business Tax	42.5	41.8	44.7	44.7	44.7	44.7	44.7	44.7	44.7	44.7	44.7	44.7	531.6
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	41.7	500.7
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$84.3	\$83.6	\$86.4	\$86.4	\$86.4	\$268.2	\$265.9	\$177.8	\$181.1	\$178.8	\$178.8	\$265.2	\$1,943.0

State and Local Subsidies

NYS Operating Assistance	-	-	-	-	39.5	-	-	39.5	-	-	39.5	39.5	158.2
NYC and Local 18b:													
New York City	-	-	-	-	-	-	123.2	-	-	-	-	35.0	158.2
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
2006 Surplus Recovery	-	-	-	-	-	-	-	-	-	-	-	-	-
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	134.5	134.5
55/25 Pension Funding	-	-	-	-	-	-	-	-	-	-	-	-	-
Fulton Street #1 Train - Port Authority	-	-	-	-	-	-	-	-	-	-	-	(50.0)	(50.0)
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	-	-	-	(11.5)	(11.5)
Energy Hedging Strategy	-	-	-	-	-	-	-	-	-	-	-	94.4	94.4
	\$0.0	\$0.0	\$0.0	\$0.0	\$39.5	\$0.0	\$123.2	\$39.5	\$0.0	\$0.0	\$39.5	\$241.9	\$483.7

Total Dedicated Taxes & State and Local Subsidies

Inter-agency Subsidy Transactions

MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	-	-	-	-
B&T Operating Surplus Transfer	-	12.5	4.3	2.1	7.1	7.9	14.8	19.2	19.1	12.8	15.7	15.0	130.5
Total Subsidies	\$84.3	\$96.1	\$90.8	\$88.6	\$133.1	\$276.1	\$403.9	\$236.6	\$200.2	\$191.6	\$234.0	\$522.1	2,557.3

Notes

- (a) Metropolitan Mass Transportation Operating Assistance
(b) Mortgage Recording Tax

Metropolitan Transportation Authority
February Financial Plan - 2009 Adopted Budget
Commuter Railroads Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

Dedicated Taxes

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$143.2	\$92.7	\$38.5	\$42.8	\$73.4	\$42.8	\$30.1	\$0.0	\$463.5
Petroleum Business Tax	7.5	7.4	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	93.8
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	0.5	-	-	0.5	-	-	0.5	-	-	0.5	2.0
	\$7.5	\$7.4	\$8.4	\$7.9	\$151.1	\$101.1	\$46.4	\$50.7	\$81.8	\$50.7	\$38.0	\$8.4	\$559.3

State and Local Subsidies

NYS Operating Assistance	-	-	-	-	7.3	-	-	7.3	-	-	7.3	7.3	29.3
NYC and Local 18b:													
New York City	-	-	0.5	-	-	0.5	-	-	0.5	-	-	0.5	1.9
Nassau County	-	-	2.9	-	-	2.9	-	-	2.9	-	-	2.9	11.6
Suffolk County	-	-	1.9	-	-	1.9	-	-	1.9	-	-	1.9	7.5
Westchester County	-	-	1.8	-	-	1.8	-	-	1.8	-	-	1.8	7.3
Putnam County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Dutchess County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Orange County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.1
Rockland County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	7.5	7.8	7.0	6.1	6.0	10.6	5.9	6.3	6.1	6.1	6.6	7.0	82.9
Station Maintenance	-	-	-	-	-	71.6	-	-	76.5	-	-	-	148.1
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
2006 Surplus Recovery	-	-	-	-	-	-	-	-	-	-	-	(40.0)	(40.0)
Energy Hedging Strategy	-	-	-	-	-	-	-	-	-	-	-	19.9	19.9
	\$7.5	\$7.8	\$14.3	\$6.1	\$13.3	\$89.5	\$5.9	\$13.6	\$89.8	\$6.1	\$14.0	\$1.5	\$269.4

Total Dedicated Taxes & State and Local Subsidies

	15.0	15.2	22.7	14.0	164.4	190.6	52.3	64.3	171.6	56.8	52.0	9.9	828.7
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Inter-agency Subsidy Transactions

MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	-	-	-	-
B&T Operating Surplus Transfer	-	33.4	13.2	12.2	16.8	17.9	24.5	29.3	29.1	22.5	25.8	34.8	259.3

Total Subsidies

	\$48.3	\$28.4	\$34.9	\$30.8	\$182.4	\$215.1	\$81.5	\$93.4	\$194.1	\$82.6	\$86.7	\$269.2	\$1,088.0
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Notes

- (a) Metropolitan Mass Transportation Operating Assistance
(b) Mortgage Recording Tax

Metropolitan Transportation Authority
February Financial Plan - 2009 Adopted Budget
Long Island Bus Subsidies - Cash Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Subsidies:													
Dedicated Taxes													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$11.6	\$0.0	\$0.0	\$0.0	\$11.6	\$0.0	\$11.6	\$11.6	\$46.3
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$0.0	\$0.0	\$0.0	\$11.6	\$0.0	\$0.0	\$0.0	\$11.6	\$0.0	\$11.6	\$11.6	\$46.3
State and Local Subsidies													
NYS Operating Assistance	-	-	-	-	0.7	-	-	-	0.7	-	0.7	0.7	3.0
NYC and Local 18b:													
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	2.6	-	2.6	-	2.6	-	-	-	2.6	-	-	10.5
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$2.6	\$0.0	\$2.6	\$0.7	\$2.6	\$0.0	\$0.0	\$0.7	\$2.6	\$0.7	\$0.7	\$13.5
Total Dedicated Taxes & State and Local Subsidies	\$0.0	\$2.6	\$0.0	\$2.6	\$12.3	\$2.6	\$0.0	\$0.0	\$12.3	\$2.6	\$12.3	\$12.3	\$59.7
MTA Subsidy to Subsidiaries	5.0	7.0	7.0	5.0	(5.0)	-	5.0	3.0	(9.0)	-	(5.0)	(3.0)	10.0
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Subsidies	\$5.0	\$9.6	\$7.0	\$7.6	\$7.3	\$2.6	\$5.0	\$3.0	\$3.3	\$2.6	\$7.3	\$9.3	\$69.7

Notes

- (a) Metropolitan Mass Transportation Operating Assistance
(b) Mortgage Recording Tax

Metropolitan Transportation Authority
February Financial Plan - 2009 Adopted Budget
Staten Island Railway Subsidies - Cash Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Subsidies:													
Dedicated Taxes													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6	\$0.6	\$0.3	\$0.3	\$0.3	\$0.3	\$0.6	\$2.9
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6	\$0.6	\$0.3	\$0.3	\$0.3	\$0.3	\$0.6	\$2.9
State and Local Subsidies													
NYS Operating Assistance		-	-	-	0.1	-	-	0.1	-	-	0.1	0.1	0.5
NYC and Local 18b:													
New York City	-	-	-	-	-	-	0.5	-	-	-	-	-	0.5
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.5	\$0.1	\$0.0	\$0.0	\$0.1	\$0.1	\$1.0
Total Dedicated Taxes & State and Local Subsidies	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.6	\$1.1	\$0.4	\$0.3	\$0.3	\$0.4	\$0.7	\$3.9
MTA Subsidy to Subsidiaries	2.5	2.3	3.7	3.1	3.0	2.4	2.3	1.3	3.1	2.5	2.5	2.5	\$31.1
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Subsidies	\$2.5	\$2.3	\$3.7	\$3.1	\$3.1	\$3.0	\$3.3	\$1.8	\$3.4	\$2.8	\$2.9	\$3.2	\$35.0

Notes

- (a) Metropolitan Mass Transportation Operating Assistance
- (b) Mortgage Recording Tax

Metropolitan Transportation Authority
February Financial Plan - 2009 Adopted Budget
MTA Bus Company
Subsidies - Cash Basis
(\$ in millions)

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$24.1	\$25.3	\$23.4	\$23.8	\$22.8	\$19.9	\$19.9	\$20.0	\$19.1	\$17.9	\$19.7	\$23.1	\$259.0

Metropolitan Transportation Authority
February Financial Plan - 2009 Adopted Budget
MTA Headquarters Subsidies - Cash Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Subsidies:													
Dedicated Taxes													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 1 (Gross)	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	251.2
MRT ^(b) 2 (Gross)	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	128.6
Other MRT ^(b) Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	18.1	14.3
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	31.7	\$31.7	\$30.4	\$31.7	\$31.7	\$30.4	\$31.7	\$31.7	\$30.4	\$31.7	\$31.7	\$49.7	\$394.1
State and Local Subsidies													
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC and Local 18b:													
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Dedicated Taxes & State and Local Subsidies	31.7	\$31.7	\$30.4	\$31.7	\$31.7	\$30.4	\$31.7	\$31.7	\$30.4	\$31.7	\$31.7	\$49.7	\$394.1
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	-	-	-	-
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Subsidies	31.7	\$31.7	\$30.4	\$31.7	\$31.7	\$30.4	\$31.7	\$31.7	\$30.4	\$31.7	\$31.7	\$49.7	\$394.1

Notes

- (a) Metropolitan Mass Transportation Operating Assistance
- (b) Mortgage Recording Tax

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2009 Adopted Budget Forecast
Total Positions by Function/Agency

FUNCTION/AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration	5,053	5,053	5,068	5,071	5,090	5,101	5,122	5,133	5,153	5,167	5,177	5,251
NYC Transit	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517
Long Island Rail Road	764	764	764	765	764	764	764	764	764	764	764	764
Metro-North Railroad	719	719	719	720	720	720	720	720	720	720	720	720
Bridges & Tunnels	142	142	142	142	142	142	142	142	142	141	141	141
Headquarters	667	667	682	683	703	714	736	747	767	782	792	797
Long Island Bus	17	17	17	17	17	17	17	17	17	17	17	87
Staten Island Railway	28	28	28	28	28	28	27	27	27	27	27	26
Capital Construction Company	30	30	30	30	30	30	30	30	30	30	30	30
Bus Company	169	169	169	169	169	169	169	169	169	169	169	169
Operations	31,038	31,029	31,049	31,089	31,072	31,104	31,131	31,110	31,117	31,107	31,063	31,061
NYC Transit	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038
Long Island Rail Road	2,064	2,055	2,075	2,112	2,096	2,126	2,148	2,128	2,136	2,129	2,082	2,079
Metro-North Railroad	1,889	1,889	1,889	1,891	1,890	1,891	1,894	1,892	1,891	1,888	1,891	1,891
Bridges & Tunnels	800	800	800	800	800	800	800	800	800	800	800	800
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Long Island Bus	785	785	785	785	785	785	785	785	785	785	785	785
Staten Island Railway	93	93	93	94	94	95	97	98	98	98	98	99
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	2,369	2,369	2,369	2,369	2,369	2,369	2,369	2,369	2,369	2,369	2,369	2,369
Maintenance	30,678	30,722	30,923	30,992	30,977	30,923	30,897	30,861	30,887	30,861	30,795	30,743
NYC Transit	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603
Long Island Rail Road	3,968	4,011	4,208	4,273	4,260	4,205	4,168	4,130	4,150	4,125	4,059	3,908
Metro-North Railroad	3,420	3,421	3,424	3,426	3,424	3,425	3,436	3,438	3,442	3,441	3,440	3,440
Bridges & Tunnels	400	400	400	400	400	400	400	400	400	400	400	400
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Long Island Bus	164	164	164	164	164	164	164	164	164	164	164	263
Staten Island Railway	148	148	149	151	151	151	151	151	153	153	154	154
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	975	975	975	975	975	975	975	975	975	975	975	975
Engineering/Capital	2,026	2,026	2,026	2,026	2,026	2,030	2,030	2,030	2,026	2,026	2,026	2,026
NYC Transit	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438
Long Island Rail Road	142	142	142	142	142	146	146	146	142	142	142	142
Metro-North Railroad	107	107	107	107	107	107	107	107	107	107	107	107
Bridges & Tunnels	190	190	190	190	190	190	190	190	190	190	190	190
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Long Island Bus	15	15	15	15	15	15	15	15	15	15	15	15
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	120	120	120	120	120	120	120	120	120	120	120	120
Bus Company	14	14	14	14	14	14	14	14	14	14	14	14
Public Safety	1,594	1,594	1,599	1,601	1,606	1,609	1,614	1,614	1,614	1,616	1,617	1,618
NYC Transit	515	515	515	515	515	515	515	515	515	515	515	515
Long Island Rail Road	-	-	-	-	-	-	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-	-	-	-	-	-	-
Bridges & Tunnels	298	298	298	298	298	298	298	298	298	298	298	298
Headquarters	765	765	770	772	777	780	785	785	785	787	788	789
Long Island Bus	2	2	2	2	2	2	2	2	2	2	2	2
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	14	14	14	14	14	14	14	14	14	14	14	14
Impact of Gap Closing Actions												
Adttl. Actions for Budget Balance												
NYC Transit	(197)	(203)	(205)	(212)	(1,847)	(2,155)	(2,171)	(2,171)	(2,182)	(2,183)	(2,244)	(2,272)
Long Island Rail Road	(99)	(99)	(99)	(99)	(99)	(99)	(148)	(148)	(148)	(148)	(148)	(165)
Metro-North Railroad	(88)	(88)	(88)	(88)	(88)	(88)	(88)	(88)	(88)	(88)	(88)	(88)
Bridges & Tunnels	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)
Headquarters	-	-	-	-	-	(21)	(21)	(21)	(21)	(21)	(21)	(21)
Long Island Bus	(6)	(6)	(6)	(6)	(6)	(21)	(21)	(21)	(21)	(21)	(21)	(21)
Staten Island Railway	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	(40)	(40)	(40)	(40)	(40)	(40)	(168)	(168)	(168)	(168)	(168)	(168)
Total Impact of Gap Closing Actions	(460)	(466)	(468)	(475)	(2,110)	(2,454)	(2,647)	(2,647)	(2,658)	(2,659)	(2,720)	(2,765)

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2009 Adopted Budget Forecast
Total Positions by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration	5,123	5,123	5,138	5,141	5,160	5,171	5,192	5,203	5,223	5,237	5,247	5,251
Managers/Supervisors	1,834	1,834	1,844	1,844	1,859	1,867	1,882	1,889	1,904	1,914	1,920	1,922
Professional, Technical, Clerical	3,219	3,219	3,224	3,227	3,231	3,234	3,240	3,244	3,249	3,253	3,257	3,259
Operational Hourlies	70	70	70	70	70	70	70	70	70	70	70	70
Operations	31,038	31,029	31,049	31,089	31,072	31,104	31,131	31,110	31,117	31,107	31,063	31,061
Managers/Supervisors	3,252	3,252	3,252	3,252	3,252	3,253	3,253	3,253	3,252	3,252	3,252	3,253
Professional, Technical, Clerical	1,070	1,070	1,070	1,071	1,076	1,083	1,083	1,084	1,076	1,070	1,069	1,069
Operational Hourlies	26,716	26,707	26,727	26,766	26,744	26,768	26,795	26,773	26,789	26,785	26,742	26,739
Maintenance	30,777	30,821	31,022	31,091	31,076	31,022	30,996	30,960	30,986	30,960	30,894	30,743
Managers/Supervisors	4,999	5,004	5,017	5,022	5,020	5,017	5,012	5,008	5,006	5,004	4,999	4,986
Professional, Technical, Clerical	2,677	2,678	2,678	2,679	2,678	2,678	2,679	2,679	2,679	2,680	2,680	2,680
Operational Hourlies	23,101	23,139	23,327	23,390	23,378	23,327	23,305	23,273	23,301	23,276	23,215	23,077
Engineering/Capital	2,026	2,026	2,026	2,026	2,026	2,030	2,030	2,030	2,026	2,026	2,026	2,026
Managers/Supervisors	535	535	535	535	535	535	535	535	535	535	535	535
Professional, Technical, Clerical	1,489	1,489	1,489	1,489	1,489	1,493	1,493	1,493	1,489	1,489	1,489	1,489
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Public Safety	1,594	1,594	1,599	1,601	1,606	1,609	1,614	1,614	1,614	1,616	1,617	1,618
Managers/Supervisors	148	148	148	148	148	148	149	149	149	150	150	150
Professional, Technical, Clerical	149	149	154	156	158	158	159	159	159	160	160	161
Operational Hourlies	1,297	1,297	1,297	1,297	1,300	1,303	1,306	1,306	1,306	1,306	1,307	1,307
Impact of Gap Closing Actions	(460)	(466)	(468)	(475)	(2,110)	(2,454)	(2,647)	(2,647)	(2,658)	(2,659)	(2,720)	(2,765)
Fare Increase & Addtl. Actions for Budget Balance												
Managers/Supervisors	(149)	(149)	(147)	(147)	(183)	(289)	(298)	(298)	(298)	(297)	(315)	(314)
Professional, Technical, Clerical	(75)	(81)	(85)	(86)	(86)	(247)	(247)	(247)	(247)	(246)	(240)	(231)
Operational Hourlies	(236)	(236)	(236)	(242)	(1,841)	(1,918)	(2,102)	(2,102)	(2,113)	(2,116)	(2,165)	(2,220)
Total Positions	70,098	70,127	70,366	70,473	68,830	68,482	68,316	68,270	68,308	68,287	68,127	67,934
Managers/Supervisors	10,619	10,624	10,649	10,654	10,631	10,531	10,533	10,536	10,548	10,558	10,541	10,532
Professional, Technical, Clerical	8,529	8,524	8,530	8,536	8,546	8,399	8,407	8,412	8,405	8,406	8,415	8,427
Operational Hourlies	50,950	50,979	51,187	51,283	49,653	49,552	49,376	49,322	49,355	49,323	49,171	48,975

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V. MTA Capital Program Information

New York City Transit
2008 Commitment Summary
\$ in millions

ACEP	Project Description	2008 Commitments	MTA Funding	Federal Funding	Local Funding
2000-2004					
T40404/M2	Fare Media Modernization Phase 1	0.50	0.50		
	Element Total	\$0.50	\$0.50	\$0.00	\$0.00
T40411/15	Employee Facilities: 125 Street/8 Av Completion Work	3.07	3.07		
T40411/2C	Station Rehab: Gun Hill Rd Stn Completion: Intermodal	6.13	6.13		
	Element Total	\$9.20	\$9.20	\$0.00	\$0.00
T40703/SB	Stillwell Av Terminal: Miscellaneous Work	0.79	0.79		
	Element Total	\$0.79	\$0.79	\$0.00	\$0.00
T40803/9C	Fixed Block Signals: Concourse Ln Wrap-up	1.54	1.54		
	Element Total	\$1.54	\$1.54	\$0.00	\$0.00
T41203/FG	Charleston Annex Depot In Staten Island	143.84	0.00	143.84	
	Element Total	\$143.84	\$0.00	\$143.84	\$0.00
T41604/I3	Raised Floor Livingston Plaza	0.22	0.22		
	Element Total	\$0.22	\$0.22	\$0.00	\$0.00
N40904/II	Station Improvements: Willets Pt - Shea Stadium/FLS	8.63	8.63		
	Element Total	\$8.63	\$8.63	\$0.00	\$0.00
2005-2009					
S50701/02	Sir: Station Structural Repairs 4 Locations	6.19	5.293		0.897
S50701/07	Station Construction. New Station - Arthur Kill	0.02	0.02		
S50701/08	Sir: Repair 6 Bridges And Viaduct	18.68	4.68		14.00
S50701/10	Sir: Tompkinsville Fare Collection	1.30	1.30		
	Element Total	\$26.19	\$11.29	\$0.00	\$14.90
T50101/03	Purchase 292 'B' Div Cars (R160 Option2)	566.58	326.48	240.1	
	Element Total	\$566.58	\$326.48	\$240.10	\$0.00
T50302/04	Repl Integrated Farebox Unit Components	5.00	5.00		
T50302/12	Purchase 190 Articulated Buses	69.35	69.35		
T50302/16	Purchase 179 Paratransit Vehicles - 2008	11.98	11.98		
T50302/17	Purchase 126 Over-the-road Express Buses (2007)	72.55	72.55		
	Element Total	\$158.88	\$158.88	\$0.00	\$0.00
T50404/01	Fare Control Modernization: Smart Card Implementation	43.9	43.9		
T50404/02	AFC Replacement Phase 2: Electric Boards	5.00	5.00		
T50404/03	Replace High Production Encoding Machines	6.47	6.47		
T50404/04	Fare Marketing/Distribution Equipment: Purchase 32 Heets	1.50	1.50		
	Element Total	\$56.87	\$56.87	\$0.00	\$0.00
T50407/05	Replace 2 Escalators Roosevelt Av /QBL	0.90	0.90		
	Element Total	\$0.90	\$0.90	\$0.00	\$0.00
T50411/03	Station Rehab: Avenue M - Brighton Line	22.98	22.98		
T50411/04	Station Rehab: Neck Road: Brighton Line - Brooklyn	21.75	21.75		
T50411/05	Station Rehab: Avenue H: Brighton Line	28.47	28.47		
T50411/06	Station Rehab: Avenue J/ Brighton Line	25.94	25.94		
T50411/07	Station Rehab: Avenue U: Brighton Line - Brooklyn	25.21	25.21		
T50411/08	Station Rehab: Bleecker Street - Lexington Av Line	15.02	0	15.02	
T50411/13	Station Structural Remediation: Kings Highway/ Brighton Line	23.37	23.37		
T50411/14	Station Structural Remediation: Newkirk Av Station Phase 2 - Brt	20.55	20.55		
T50411/17	Station Rehab: Fort Hamilton Parkway: West End Line	0.23	0.23		
T50411/18	Station Rehab: 71st Street: West End Line	0.16	0.16		
T50411/19	Station Rehab: 79th Street: West End Line	0.254	0.254		
T50411/20	Station Rehab: 18th Avenue: West End Line	0.41	0.41		
T50411/21	Station Rehab: 20th Avenue: West End Line	0.10	0.1		
T50411/24	Station Rehab: 62nd Street: West End Line	0.04	0.04		
T50411/25	Station Rehab: Bay Parkway: West End Line	0.13	0.13		

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New York City Transit
2008 Commitment Summary
\$ in millions

ACEP	Project Description	2008 Commitments	MTA Funding	Federal Funding	Local Funding
T50411/26	Station Rehab: 9th Avenue: West End Line	0.08	0.08		
T50411/28	Station Work: 50 St - West End Line	0.06	0.06		
T50411/29	Station Work: 55th St - West End Line	0.06	0.06		
T50411/31	Station Rehab: Bay 50th Street: West End Line	0.41	0.41		
T50411/32	Station Rehab: 25th Avenue: West End Line	0.41	0.41		
T50411/36	Station Rehab: Smith-9th Street - Prospect park Line	23.2	23.2		
T50411/37	Water Condition Remedy: 2008	3.94	3.94		
T50411/38	Station Rehab: Morrison-Sound View Avs: Pelham Ln - IRT	16.73	3.73	13.00	
T50411/43	Station Rehab: Buhre Avenue: Pelham Line - IRT	15.48	4.48	11.00	
T50411/44	Station Rehab: Middletown Road: Pelham Line - IRT	14.27	4.27	10.00	
T50411/45	Station Rehab: Zerega Avenue: Pelham Line - IRT	15.24	4.24	11.00	
T50411/46	Station Rehab: Castle Hill Avenue: Pelham Line - IRT	15.97	4.97	11.00	
T50411/47	Station Rehab: Parkchester/e 177th St: Pelham Line - IRT	18.83	4.83	14.00	
T50411/48	Station Rehab: St. Lawrence Av: Pelham Line - IRT	15.38	4.38	11.00	
T50411/49	Station Rehab: Elder Avenue: Pelham Line - IRT	14.84	4.84	10.00	
T50411/50	Station Rehab: Whitlock Avenue: Pelham Line - IRT	12.41	3.41	9.00	
T50411/55	Station Rehab: Beach 67 Street (Gaston)/Far Rockaway	6.26	6.26		
T50411/56	Station Rehab: Beach 60 Street / Far Rockaway	6.43	6.43		
T50411/57	Station Rehab: Beach 44 Street (Frank Ave)/Far Rock	6.33	6.33		
T50411/58	Station Rehab: Beach 36 St (Edgemere) - Far Rockaway	6.02	6.02		
T50411/59	Station Rehab: Beach 25 Street (Wavecrest) - Far Rockaway	5.98	5.98		
T50411/60	Station Rehab: Mott Avenue/ Far Rockaway	5.82	5.82		
T50411/61	Station Rehab: Beach 90 (Holland) - Rockaway Line	6.20	6.20		
T50411/62	Station Rehab: Beach 98 (Playland) - Rockaway Line	6.84	6.84		
T50411/63	Station Rehab: Beach 105 (Seaside) - Rockaway Line	7.04	7.04		
T50411/74	Station Rehab: E. 180th Street/ White Plains Road	29.600	6.10	23.50	
T50411/84	Station Rehab: 8th Avenue - Sea Beach Line	0.10	0.10		
T50411/85	Station Rehab: Fort Hamilton Parkway - Sea Beach Line	0.10	0.10		
T50411/86	Station Rehab: 18th Avenue - Sea Beach Line	0.10	0.10		
T50411/88	Station Rehab: New Utrecht - Sea Beach Line	0.10	0.10		
T50411/93	Station Normal Replacement: Pelham Bay Pkwy/Pelham	3.65	3.65		
	Element Total	\$442.49	\$303.97	\$138.52	\$0.00
T50413/02	ADA: Bway-Lafayette/Bleecker St Complex	12.59	0.97	11.62	
T50413/05	ADA: Kings Highway - Brighton Line	6.24	6.24		
T50413/10	ADA: Bay Parkway - West End Line	0.01	0.01		
T50413/17	ADA: Mott Avenue: Far Rockaway Line	9.67	9.67		
T50413/19	ADA: E. 180th Street - White Plains Road	6.51	1.30	5.21	
	Element Total	\$35.02	\$18.19	\$16.83	\$0.00
T50414/02	Intermodal/Transfer Facilities: Bleecker St/Bdway-Lafayette Transfer	36.79	7.48	29.31	
T50414/09	Station Signage	2.45	2.45		
T50414/10	Construct/Rehab 11 Scrubber Rms At 5 Locs	3.88	3.88		
T50414/11	Platform Rehab: 4 Locations - Pelham Line	4.60	4.6		
T50414/18	Station Rehab: 86 St - 4th Av Line	0.35	0.00	0.35	
	Element Total	\$48.07	\$18.41	\$29.66	\$0.00
T50502/10	Replace Mainline Track: 2008	146.66	34.2	97.46	15.00
T50502/11	Track Force Account: 2008	35.00	0.00		35.00
T50502/12	Welded Rail Program: 2008	11.35	3.36	7.99	
T50502/13	Mainline Track Rehabilitation: 2009	1.25	1.25		
	Element Total	\$194.26	\$38.81	\$105.45	\$50.00
T50503/04	I/H Track Reconstr: 30 Switches (2008)	37.41	9.61	27.80	
T50503/05	I/H Track Reconstr: 36 Switches: 2009	2.00	2.00		
	Element Total	\$39.41	\$11.61	\$27.80	\$0.00
T50602/08	Tunnel Lighting Rehabilitation: IND 6th Av LCL Trks: 34st- W4 St	0.45	0.45		
T50602/09	Tunnel Lighting Rehabilitation: Bergen Interlocking To W4 St/ 6 Av Line	39.54	8.54	31.00	
T50602/10	Tunnel Lighting Rehabilitation: Bklyn Bridge-City Hall To 33 St - Lex	51.54	51.54		
T50602/11	Tunnel Lighting Rehabilitation: Phase III - Wall Street To Chambers Street	8.59	8.59		
	Element Total	\$100.12	\$69.12	\$31.00	\$0.00
T50603/03	Vent Plant: Jackson Avenue/Queens	64.11	13.11	51.00	

New York City Transit
2008 Commitment Summary
\$ in millions

ACEP	Project Description	2008 Commitments	MTA Funding	Federal Funding	Local Funding
T50603/04	Ventilation Facilities: 55th St - 8th Ave Line	3.37	3.37		
T50603/05	New Fan Plant: N. of W 4th St, 8th Av Line	0.58	0.58		
T50603/06	New Fan Plant: Queens Blvd Line	35.98	35.98		
	Element Total	\$104.04	\$53.04	\$51.00	\$0.00
T50604/03	Pumping Facilities: Deep Wells Rehab : Fulton Line	10.87	10.87		
T50604/08	Lenox Well Points: Rehab/Replacement (ph II)	5.14	5.14		
	Element Total	\$16.01	\$16.01	\$0.00	\$0.00
T50703/03	Repaint Bronx Park East To 241 St - WPR	21.16	11.16	10.00	
T50703/07	Culver Viaduct Phase II	102.72	102.72		
T50703/12	Ocean Pkwy Viaduct- Brighton Ln Phase II	7.17	7.17		
T50703/18	Rockaway Viaduct, Phase 2 - Rockaway Line	29.98	29.98		
T50703/24	Line Structure Overcoating: 103 St Station To S. Main St. Portal: Fls	10.73	10.73		
T50703/26	Line Structure Rehabilitation: Rehab Retaining Walls - Sea Beach Line	0.28	0.28		
T50703/33	Flooding Mitigation - Various Locations	10.50	10.50		
	Element Total	\$182.54	\$172.54	\$10.00	\$0.00
T50803/03	Stop Cable Replacement: Phase 3	22.67	0.00	22.67	
T50803/07	Signal Key-by Circuit Mod: Phase II	27.75	27.75		
T50803/08	CBTC: Install CBTC: Flushing Line	250.67	250.67		
T50803/09	Station Time Signal Enhancement/lex Ln	4.00	0.00	4.00	
T50803/12	Signal Systems: Modernize 4th Av Interlocking/Culver Ln	66.60	66.6		
T50803/14	Modernize Interlockings: Lex Av, 5Av/ QBL	97.70	19.7	78.00	
T50803/17	Fire Suppression At 29 Signal Relay Room	11.22	11.22		
T50803/18	Signal Systems Mod: 71 Av & Union Tpke Intrclckngs/Qns Ln	128.60	128.6		
T50803/19	CBTC-Canarsie: Equip 64 R-160 Cars	12.00	12		
T50803/20	CBTC-Canarsie: Automatic Signal Removals	3.00	3		
T50803/23	CBTC Test Track: Culver Line	1.45	1.45		
	Element Total	\$625.66	\$520.99	\$104.67	\$0.00
T50806/04	Copper Cable Upgrade: Steinway Tube	8.39	8.39		
T50806/10	VHF Radio System Upgrade (Phase1)	122.14	122.14		
T50806/13	Stations Wireless Mobile Technology Ph1	2.45	2.45		
	Element Total	\$132.98	\$132.98	\$0.00	\$0.00
T50902/01	Repl Power Transformers at 2 Locs	9.23	9.23		
T50902/06	Rockwell Place Substation	20.52	20.52		
T50902/09	Rehab 3 IRT Substation Enclosures	6.52	6.52		
T50902/10	Substations: S. Railroad Ave Ind/Queens Line	19.95	4.65	15.30	
T50902/11	Meserole Av Substation: Ind/Crosstown Line	19.70	19.7		
T50902/12	Underground SS Hatchways (27 Locs)	0.05	0.05		
T50902/16	Modernize Greeley Substation	21.82	4.82	17.00	
T50902/17	Jay St Substation: Dc Feeders / CBH #579	5.45	5.45		
T50902/20	Substations: 10th Street Ind/Smith Street Line	1.21	1.21		
	Element Total	\$104.45	\$72.15	\$32.30	\$0.00
T50904/11	Traction Power Scada Upgrade IRT	2.00	2.00		
	Element Total	\$2.00	\$2.00	\$0.00	\$0.00
T51004/01	207th St - Ph1 Contract2: Heating System	10.66	0.66	10.00	
T51004/01	207th St O/H Shop - Central AC Shop	146.97	81.64	65.33	
	Element Total	\$157.63	\$82.30	\$75.33	\$0.00
T51102/02	Portal, Leads & Retaining Wall 38th St Yard	19.70	19.7		
T51102/04	Yard CCTV	6.30	6.3		
T51102/10	Yard Hydrants: Various Locations	15.07	15.07		
	Element Total	\$41.07	\$41.07	\$0.00	\$0.00
T51105/04	I/H Yard Track Rehabilitation : 2008	2.77	0.82	1.95	
T51105/05	Yard Track Rehabilitation: 2009	0.25	0.25		
	Element Total	\$3.02	\$1.07	\$1.95	\$0.00
T51106/04	Replace 17 Yard Switches: 2008	8.43	3.53	4.90	

New York City Transit
2008 Commitment Summary
\$ in millions

ACEP	Project Description	2008 Commitments	MTA Funding	Federal Funding	Local Funding
T51106/05	Replace 17 Yard Switches: 2009	0.67	0.67		
	Element Total	\$9.10	\$4.20	\$4.90	\$0.00
T51203/03	Ulmer Park Depot Rehabilitation	1.34	1.34		
	Element Total	\$1.34	\$1.34	\$0.00	\$0.00
T51204/05	AVL: Option 1: 3-4 Depots	17.36	0	17.36	
T51204/06	Replace Bus Radio System	1.66	1.66		
T51204/08	Bus Rapid Transit - Phase 1	21.95	17.95	4.00	
T51204/10	10 Bus Washers at KB, GH, MV, CS	0.92	0.92		
	Element Total	\$41.89	\$20.53	\$21.36	\$0.00
T51302/03	Work Train & Special Equipment: Purchase 2 New Ballast Regulators	7.20	7.20		
T51302/04	Replace Rubber Tire Vehicles 2008-2009	12.64	12.64		
	Element Total	\$19.84	\$19.84	\$0.00	\$0.00
T51602/02	Capital Revolving Fund: 2008	5.00	0.00		5.00
	Element Total	\$5.00	\$0.00	\$0.00	\$5.00
T51604/04	PBX Network Upgrade And IP Management	16.09	16.09		
T51604/06	Wide Token Ring Replacement/Ethernet Con	4.34	4.34		
	Element Total	\$20.43	\$20.43	\$0.00	\$0.00
T51605/15	Capital Accounting Sys Tech Conversion	2.03	2.03		
T51605/16	Signal Systems Mod Roosevelt Interlocking - DES	0.83	0.83		
T51605/16	Signal Systems Modernization: 42st 8th Av Interlocking - DES	0.84	0.84		
T51605/16	Escalator Repl. 3 Locations: Bowery, Whitehall & E. Bway - DES	1.09	1.09		
T51605/16	Signal Systems Modernization 30th St 8th Av Interlocking - DES	1.28	1.28		
T51605/16	Signal Systems Mod: 71st Av & Union Turnpike Interlock - DES	2.55	2.55		
T51605/18	Test Pits Service Contract (2007)	2.16	2.16		
T51605/19	Engineering Services (2008)	4.54	4.54		
T51605/20	Scope Development 2008	8.54	8.54		
T51605/21	Concrete Batch Plant Inspection (2008)	0.06	0.06		
	Element Total	\$23.92	\$23.92	\$0.00	\$0.00
T51606/04	Fire Alarms & Sprinklers 3 Dos Locations	13.23	13.23		
T51606/09	Groundwater And Soil Remediation: Consultant Srvcs: Ust & Remediation 2008	7.05	7.05		
T51606/10	Asbestos Waste Disposal I/Q	0.97	0.97		
	Element Total	\$21.25	\$21.25	\$0.00	\$0.00
T51607/15	Vehicle Locator For Revenue Fleet	0.36	0.36		
T51607/24	Employee Facilities: Parkchester/e 177 St - Pelham	5.38	1.38	4.00	
T51607/25	Employee Facilities: 207th Street Station/8th Av Line	8.05	8.05		
T51607/26	Employee Facilities: East 180th Street - WPR	4.10	1.1	3.00	
T51607/35	DOS Roof Replacement Phase 1	9.02	9.02		
T51607/44	Employee Facilities: West 4 Street (I/H)	11.54	11.54		
T51607/47	Consolidated Employee Facilities Church Ave /Culver	0.40	0.40		
	Element Total	\$38.85	\$31.85	\$7.00	\$0.00
NYC Transit and Staten Island Railway 2008 Commitment Total		\$3,384.54	\$2,272.93	\$1,041.71	\$69.90

Long Island Rail Road
2008 Commitment Summary
All \$ in Millions

ACEP	Project Description	2008 Commitments	MTA Funding	Federal Funding	Local Funding
2000-2004					
L404024R	East River Tunnel Rehab	2.37	2.37		
L404024Y	East River Tunnel Ventilation	0.23	0.23		
	Element Total	\$ 2.60	\$ 2.60	\$ -	\$ -
L40603Y9	EIS/Design Main Line Branch	3.70	3.70		
	Element Total	\$ 3.70	\$ 3.70	\$ -	\$ -
N40905FR	East Hampton Station	0.12	0.12		
	Element Total	\$ 0.12	\$ 0.12	\$ -	\$ -
2005-2009					
L50101M7	M7 Procurement - 158 Cars	4.14	4.14		
	Element Total	\$ 4.14	\$ 4.14	\$ -	\$ -
L5020425	Jamaica Fit-Out Phase 2	7.46	7.46		
L502042B	Broadway Platform Replacement	0.50	0.00	0.5	
L502042C	Seaford Platform Replacement	0.28	0.00	0.28	
L502042T	Escalator and Elevator Replacement	0.01	0.01		
L502042U	Elevator Replacement Program	0.26	0.26		
	Element Total	\$ 8.51	\$ 7.73	\$ 0.78	\$ -
L5020526	Ronkonkoma Parking Improvement	3.46	3.46		
	Element Total	\$ 3.46	\$ 3.46	\$ -	\$ -
L50301E9	ACL Direct Fixation	53.38	53.38		
L50301R2	Drainage Control	3.55	3.55		
L50301R3	Fencing	0.04	0.04		
L50301R4	Demolitions	0.09	0.09		
L50301R6	Track Stability/Retaining Wall	3.66	3.66		
L50301R7	Amott Culvert	2.76	2.76		
L50301T4	2008 Annual Track Program	51.52	28.32	23.2	
	Element Total	\$ 115.00	\$ 91.80	\$ 23.20	\$ -
L50401B1	Bridge Rehabilitation Program	2.05	2.05		
L50401B4	Atlantic Viaduct	75.11	3.38	71.73	
L50401B6	Shinnecock Canal/North Highway	1.21	1.21		
L50401B7	Broadway(PW)/150 St(Jamaica)	1.15	1.15		
L50401B8	Woodhaven/Queens Blvd Bridges	0.85	0.85		
L50401B9	DB Bridge - Design	0.20	0.20		
	Element Total	\$ 80.56	\$ 8.83	\$ 71.73	\$ -
L50402VA	ERT Fire & Life Safety	14.76	14.76		
	Element Total	\$ 14.76	\$ 14.76	\$ -	\$ -
L50501S6	Improved Radio Coverage/Infras	0.34	0.34		
L50501S8	Audio/Visual Paging System (AV	4.97	2.37	2.6	
L50501S9	Communications Pole Line Repla	0.20	0.00	0.2	
	Element Total	\$ 5.52	\$ 2.72	\$ 2.80	\$ -
L50502SA	Wayside Event Recorders	0.24	0.24		
L50502SB	Babylon Branch Signal Improvem	0.64	0.00	0.64	
L50502SL	Jay, Hall & Dunton Micropro	0.50	0.00	0.5	
L50502SV	Valley Interlocking - Phase II	0.70	0.00	0.7	
L50502SX	Babylon - Speonk Signalization	1.22	0.00	1.22	
	Element Total	\$ 3.30	\$ 0.24	\$ 3.06	\$ -
L5060161	Diesel Locomotive Shop Upgrade	5.14	5.14		
L506016C	Hillside Facility/Bldg Rehab	3.00	3.00		
L506016H	M of W Repair Facility	12.03	12.03		
L506016Y	LCM Shop Design And Construction	0.30	0.30		
L506016Y	LCM-Shop Design and Cnstruction	38.88	38.88		
	Element Total	\$ 59.34	\$ 59.34	\$ -	\$ -
L50701PC	Power System Upgrade	3.31	3.31		
L50701PG	Replace 3 Substations	4.32	0.00	4.32	
L50701PH	Demo/Const 5 Substations	0.04	0.00	0.04	
L50701PU	Signal Power Motor Generators	0.71	0.71		
	Element Total	\$ 8.39	\$ 4.03	\$ 4.36	\$ -
L509048A	Substations Environmental Reme	1.75	1.75		
L509048L	Program Administation	23.70	23.70		
L509048M	Independent Engineer	0.15	0.15		
L509048N	APPL Insurance	0.88	0.88		
L509048R	GP-38 Diesel Simulator	1.79	1.79		
L509048T	Jamaica Interlocking Study	5.40	5.40		
L50904OP	Program Development	0.02	0.02		
	Element Total	\$ 33.69	\$ 33.69	\$ -	\$ -
N50905HB	Bayshore Overpass	0.58	0.58		
N50905HG	River Avenue Bridge	0.20	0.20		
N50905HH	Lynbrook Taxi Stand	0.09	0.09		
	Element Total	\$ 0.86	\$ 0.86	\$ -	\$ -
Long Island Rail Road 2008 Commitment Total		343.94	238.01	105.93	0.00

Metro-North Railroad
2008 Commitment Summary
\$ in millions

ACEP	Project Description	2008 Commitments	MTA Funding	Federal Funding	Local Funding
2000-2004					
M402-02-08	Hudson Line Overpass Improvements	0.12	0.00		0.12
M402-02-16	Yankee Stadium Station	5.13	5.13		
	Element Total	\$ 5.25	\$ 5.13	\$ -	\$ 0.12
2005-2009					
M501-01-07	M-8 NHL Purchase - 210+90 Cars MN Share	0.08	0.08		
M501-01-09	End Door Coach Midlife Overhaul - 40 Cars	0.02	0.02		
M501-01-11	West of Hudson Locomotives	7.20	7.20		
	Element Total	\$ 7.30	\$ 7.30	\$ -	\$ -
M501-03-08	Replace Obsolete Work Equipment	0.80	0.80		
	Element Total	\$ 0.80	\$ 0.80	\$ -	\$ -
M502-01-02	GCT Leaks Remediation	1.77	1.77		
M502-01-05	GCT Elevator Rehabilitation Phase III	2.93	2.93		
M502-01-08	GCT Water Conveyance Utilities Improvements	0.88	0.88		
	Element Total	\$ 5.58	\$ 5.58	\$ -	\$ -
M502-02-01	Hudson Line Stations Improvements Phase II	1.13	0.00	1.13	
M502-02-02	Croton Harmon/Peekskill Station Improvements	0.13	0.13		
M502-02-03	Poughkeepsie Station Building	6.59	1.29	5.30	
M502-02-05	New Haven Line (NYS) Stations Improvements	29.72	0.00	29.72	
M502-02-06	Station Building Rehabilitation	6.92	1.92	5.00	
M502-02-07	Station and Platform Informational Signs	0.77	0.77		
	Element Total	\$ 45.26	\$ 4.11	\$ 41.14	\$ -
M502-03-01	Parking Rehabilitation	2.09	2.09		
M502-03-03	Cortlandt Parking & Access Improvements	5.79	0.00	1.75	4.04
	Element Total	\$ 7.88	\$ 2.09	\$ 1.75	\$ 4.04
M503-01-02	Turnouts Mainline/High Speed	7.18	0.00	7.18	
M503-01-03	GCT Turnout and Switch Renewal	2.94	1.44	1.50	
M503-01-04	Turnouts Yards	0.69	0.00	0.69	
M503-01-05	M of W Equipment	5.28	5.28		
M503-01-09	Drainage and Undercutting	0.75	0.75		
M503-01-13	2008 Cyclical Track Program	10.40	2.40	8.00	
	Element Total	\$ 27.24	\$ 9.87	\$ 17.37	\$ -
M503-02-01	Replace/Repair Undergrade Bridge Program	3.12	1.62	1.50	
M503-02-02	Rehabilitate Culverts/Railtop Culverts	1.30	1.30		
M503-02-03	D.C. Substation/Signal House	0.40	0.40		
M503-02-05	Replace Timbers Undergrade Bridges	0.73	0.73		
M503-02-08	Right-of-Way Fencing	0.70	0.70		
M503-02-09	Remove Obsolete Facilities	0.80	0.80		
M503-02-13	Bridge Walkways	0.30	0.30		
M503-02-15	Catenary Painting NHL (NYS)	1.87	1.87		
M503-02-16	Employee Welfare and Storage Facilities	2.16	2.16		
	Element Total	\$ 11.38	\$ 9.88	\$ 1.50	\$ -
M503-03-01	West of Hudson Track Program	10.47	5.47	5.00	
M503-03-02	West of Hudson Improvements	0.69	0.69		
M503-03-03	Moodna/Woodbury Viaducts	5.25	5.25		
M503-03-04	Otisville Tunnel	1.01	1.01		
M503-03-05	Undergrade Bridge Program West of Hudson	2.21	2.01	0.20	
	Element Total	\$ 19.62	\$ 14.42	\$ 5.20	\$ -
M504-01-05	Replace CTC Systems (OCC/ECC)	4.82	4.82		
M504-01-07	Signal System Replacement	0.05	0.05		
M504-01-11	C&S Cable Replacement GCT to Mott Haven	3.23	3.23		
M504-01-12	Vital Processor System (GCT)	3.70	3.70		
M504-01-16	Replace Interlocking/Siding -West of Hudson	0.86	0.00	0.86	
M504-01-17	PBX Replacement	1.75	1.75		
	Element Total	\$ 14.41	\$ 13.55	\$ 0.86	\$ -
M505-01-01	Substation Bridge 23	1.68	1.68		
M505-01-06	Replace Motor Alternators	4.75	4.75		
M505-01-08	Harlem and Hudson Lines Power Improvements	2.83	2.83		
M505-01-10	Install Sectionalizing Switches GCT	4.90	0.70	4.20	
	Element Total	\$ 14.15	\$ 9.95	\$ 4.20	\$ -
M506-01-03	Harmon Shop Replacement (Master Plan)	0.38	0.00	0.38	
M506-01-06	Poughkeepsie Yard Improvements	0.02	0.02		
M506-01-07	Shops and Yards Miscellaneous Environmental Improvements	0.34	0.34		
	Element Total	\$ 0.73	\$ 0.35	\$ 0.38	\$ -
M508-01-02	Systemwide Lead/Asbestos Abatement	1.10	1.10		
M508-01-03	Environmental Remediation	0.43	0.43		
M508-01-04	Railroad Protective Liability	0.10	0.10		
M508-01-06	Program Administration	7.94	7.94		
M508-01-07	Program Scope Development	1.28	1.28		
M508-01-09	Customer and Employee Communications Projects	0.35	0.35		
	Element Total	\$ 11.19	\$ 11.19	\$ -	\$ -
Metro North Railroad 2008 Commitment Total		\$ 170.79	\$ 94.23	\$ 72.40	\$ 4.16

MTA Capital Construction Company
2008 Commitment Summary
\$ in millions

ACEP	PROJECT DESCRIPTION	2008 Commitments	MTA Funding	Federal Funding	Local Funding
2000-2004					
G4090103	Project Management	5.10	1.97	3.13	
G4090113	Construction Management	6.00	6.00		
G4090143	Split from CM019	29.40	29.40		
	East Side Access Element Total	\$ 40.50	\$ 37.37	\$ 3.13	\$ -
G4100107	SAS Real Estate	63.96	63.96		
G4100108	SAS Owner Controlled Insurance	109.00	109.00		
	Second Avenue Subway Element Total	\$ 172.96	\$ 172.96	\$ -	\$ -
G4120107	FSTC Package IV Scope	362.59		362.59	
	FSTC Element Total	\$ 362.59	\$ -	\$362.59	\$ -
G4120202	SoFe Terminal Finishes/System	7.00	7.00		
G4120204	SoFe Landscaping	10.83			10.83
	South Ferry Element Total	\$ 17.83	\$ 7.00	\$ -	\$ 10.83
G4140201	LIRR Security Projs:Infra&Facs	12.46		12.46	
G4140203	Penn Stn LIRR/NYCT Sec/Harden	41.10	32.16	8.94	
G4140204	East River Tunnels - Security	7.72	5.21	2.52	
G4140301	MNR Security Projs:Infra&Facs	18.30	18.30		
G4140302	Grnd Cntrl Security/Hardening	4.47	2.78	1.68	
G4140307	MNR Emergency Control Center	9.40	9.40		
G4140309	525 N. Broadway, White Plains	26.17	26.17		
G4140401	NYCT Security Projs:Infra&Facs	30.84	26.87	3.96	
G4140406	Emer Gen Upgrade - Livingston Plaza	0.90	0.90		
G4140412	04ODP - RollUp Doors - Depots	1.31	0.94	0.36	
G4140501	MTA Security Program	5.27	5.13	0.14	
	Security Element Total	\$ 157.93	\$ 127.86	\$ 30.06	\$ -
2005-2009					
G5090101	Program Management	7.17	7.17		
G5090102	EIS & Engineering (GEC)	16.25	11.07	5.18	
G5090103	MTA Management	5.57	0.73	3.81	1.04
G5090104	EIS & Engrng (F/A Des Sup)	5.89	0.88	5.01	
G5090109	Real Estate	82.95		54.65	28.30
G5090111	OCIP	16.40	16.40		
G5090114	GCT Concrse Civil&Structural	57.84	43.83	14.01	
G5090115	50th St. Vent Plant Facility	123.00		123.00	
G5090116	General Conditions	41.51	41.51		
G5090117	Harold Structures (Part 1)	27.42	24.70	2.73	
G5090118	Harold Interlocking Stage 1	1.74	0.93	0.66	0.15
G5090119	Harold & Point CIL (incl HTSCS, Communication, HLCS)	48.46		48.46	
G5090121	Force Account Warehouse	7.56	7.56		
G5090122	Queens Bored Infrastructure	459.31		459.31	
G5090125	MNR MODs and Traction Power Relocations	19.98	9.35	10.63	
G5090127	F Interlocking CIL	17.09		17.09	
G5090128	Madison Yard Demolition	66.56	63.42	3.14	
	East Side Access Element Total	\$ 1,004.69	\$ 227.53	\$747.66	\$ 29.50
G5100101	96th Street Station Structural and Civil	293.81	76.21	217.61	
	Second Avenue Subway Element Total	\$ 293.81	\$ 76.21	\$217.61	\$ -
G5140102	B&T Throgs Neck Hardening	45.56	45.56		
G5140103	B&T Bronx Whitestone Hardening	41.40	41.40		
G5140303	GCT Emergency Generators	1.40	1.40		
G5140405	07TSG Access Cntrl/Detect Sys	0.80		0.80	
G5140701	05ODP-Perim Prot /Access Cntrl	1.41	0.30	1.11	
	Security Element Total	\$ 90.58	\$ 88.67	\$ 1.91	\$ -

MTA Capital Construction 2008 Commitment Total	2,140.88	737.60	1,362.96	40.32
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MTA Police Department
 2008 Commitment Summary

All \$ in Millions

**MTA Police Department
 2008 Commitment Summary
 \$ in millions**

ACEP	Project Description	2008 Commitments	MTA Funding	Federal Funding	Local Funding
2005-2009					
N5100101	Suffolk County Facility	6.10	6.10		
N5100104	K-9 Facility	7.06	7.06		
N5100106	Emergency Service Units	0.45	0.45		
N5100109	Public Safety Radio	36.96	36.96		
N5100110	Communications Center Back up	2.22	2.22		
N5100113	Access Control	1.20	1.20		
N5100115	Merrick Facility	0.75	0.75		
	Element Total	\$ 54.73	\$ 54.73	\$ -	\$ -
MTA Police Department 2008 Commitment Total		\$54.73	54.73	0.00	0.00

**MTA Bus Company
2008 Commitment Summary
\$ in millions**

ACEP	Project Description	2008 Commit ments	MTA Funding	Federal Funding	Local Funding
2000-2004					
U4030209	72 Articulated Buses	46.42	46.42		
	Element Total	\$46.42	\$46.42	\$0.00	\$0.00
2005-2009					
U5030203	New Roof and Ventilation System at LGA	25.27	5.27	20.00	
U5030204	Power Upgrades/Emergency Generators	13.86	2.77	11.09	
U5030207	Environmental Remediation	6.29	0.00		6.29
U5030208	New Bus/Employee Parking Lot at JFK	3.23	0.65	2.59	
U5030209	Upgrade Outdoor Parking Area at Baisley Park	6.93	1.39	5.54	
U5030210	Security and Alarms	2.83	0.35	2.48	
U5030298	Engineering Construction Management Services	5.00	1.00	4.00	
U5030299	Engineering Design Services	5.00	1.00	4.00	
	Element Total	\$68.41	\$12.43	\$49.70	\$6.29
MTA Bus Company 2008 Commitment Total		\$114.83	\$58.85	\$49.70	\$6.29

Bridges and Tunnels
2008 Commitment Summary
All \$ in Millions

Bridges and Tunnels
2008 Commitment Summary
\$ in millions

ACEP	Project Description	2008 Commitments	MTA Funding	Federal Funding	Local Funding
2000-2004					
D402BW89	Reconstr. all Approaches/Lower Garage Rehab	5.75	5.75		
	Element Total	\$ 5.75	\$ 5.75	\$ -	\$ -
2005-2009					
D501VN32	Structural Steel Repairs	10.95	10.95		
	Element Total	\$ 10.95	\$ 10.95	\$ -	\$ -
D502BW89	Elevated & On Grade (Bx) Appr.	175.23	175.23		
	Element Total	\$ 175.23	\$ 175.23	\$ -	\$ -
D502HH04	Replace Cross Drainage	2.36	2.36		
	Element Total	\$ 2.36	\$ 2.36	\$ -	\$ -
D502TN49	Suspended Span Deck Repl	2.77	2.77		
D502TN50	Replace Concrete Deck	72.44	72.44		
D502TN82	Rehab of Orthotropic Deck	1.79	1.79		
	Element Total	\$ 77.01	\$ 77.01	\$ -	\$ -
D502VN80	Rehab Decks on Suspended Spans	1.79	1.79		
D502VN80	Relocation of Utilities for Rehab Work on Upper Level Decks on Suspended Spans	43.29	43.29		
	Element Total	\$ 45.07	\$ 45.07	\$ -	\$ -
D503AW35	Weather Information Systems	0.10	0.10		
D503AW37	Operation Centers TS Systems	3.15	3.15		
D503AW48	2nd Generation E-Zpass In-Lane	0.92	0.92		
D503AW52	Adv. Automated Traffic Detect.	0.15	0.15		
	Element Total	\$ 4.33	\$ 4.33	\$ -	\$ -
D503VN03	New Toll Plaza - Design	5.50	5.50		
	Element Total	\$ 5.50	\$ 5.50	\$ -	\$ -
D504AW28	Scope Development	0.09	0.09		
D504AW80	Variable Message Signs	1.09	1.09		
D504AW97	Traffic Studies	2.00	2.00		
	Element Total	\$ 3.18	\$ 3.18	\$ -	\$ -
D504QM30	Electric Upgrade - Vent Bldgs	2.25	2.25		
	Element Total	\$ 2.25	\$ 2.25	\$ -	\$ -
D505AW12	Hazardous Material Abatement	0.21	0.21		
	Element Total	\$ 0.21	\$ 0.21	\$ -	\$ -
D505QM01	Service & FE Building Rehab	8.79	8.79		
	Element Total	\$ 8.79	\$ 8.79	\$ -	\$ -
D505TB59	Rehab of Building 104	66.93	66.93		
	Element Total	\$ 66.93	\$ 66.93	\$ -	\$ -
D506AW21	Program Administration	2.44	2.44		
D506AW28	Scope Development	1.11	1.11		
	Element Total	\$ 3.55	\$ 3.55	\$ -	\$ -
2008-2013					
D603AW46	Violations Enhancement System	7.09	7.09		
D603AW47	Digital Video Surveillance Sys	2.00	2.00		
D603AW48	2nd Generation E-Zpass In-Lane	0.40	0.40		
D603AW49	E-Zpass Systems Infrastructure	0.50	0.50		
D603AW52	Adv. Automated Traffic Detect.	2.50	2.50		
	Element Total	\$ 12.49	\$ 12.49	\$ -	\$ -
Bridges and Tunnels 2008 Commitment Total		\$ 423.61	\$ 423.61	\$ -	\$ -

New York City Transit
Completions: 2008-2011
(\$ millions)

Project ID	Project Description	Complete 08-11	Project Allocation
T51606/07	FIRE PROTECTION: FIRE ALARMS & SPRINKLERS 2 DOB LOCATIONS	Jan-09	\$5.20
T51203/02	DEPOT REHABILITATION: CASTLETON DEPOT	Jan-09	\$12.64
T51102/01	YARD LIGHTING: YARD LIGHTING: ENY, CANARSIE, PITKIN	Jan-09	\$18.21
T50404/04	FARE MARKETING/DISTRIBUTION EQUIPMENT: PURCHASE 32 HEETS	Jan-09	\$1.50
T40806/P2	PUBLIC ADDRESS/CUSTOMER INFO SYSTEMS: PA/CIS: 156 STATIONS-IRT	Jan-09	\$161.64
T50806/08	ANTENNA CABLE REPLACEMENT: ANTENNA CABLE REPLACEMENT PHASE II NR	Jan-09	\$45.11
T40413/CH	STATION ACCESSIBILITY (ADA): PHASE 1 PREP: 57 ST/ BWAY BMT(CARNEGIE)	Feb-09	\$1.31
T51204/05	MISC: DEPARTMENT OF BUSES: AVL: OPTION 1: 3-4 DEPOTS	Feb-09	\$17.36
T50604/07	WATER CONDITIONS REMEDY: XTOWN DEEP WELLS:CLEAN/INSPECT 6 (PH1)	Mar-09	\$1.91
T50604/04	WATER CONDITIONS REMEDY: NOSTRAND DEEP WELLS:CLEANING DESIGN PH I	Mar-09	\$2.74
T40703/SB	ELEVATED STRUCTURE REHABILITATION: STILLWELL AV TERMINAL:MISCELLANEOUS WORK	Mar-09	\$0.98
T50407/04	ESCALATOR REPLACEMENT: 5 ESCALATORS: VAN WYCK-ARCHER AVE LINE	Mar-09	\$19.84
T50703/09	SUBWAY TUNNEL REHABILITATION: WHITEHALL TO CANAL ST - BROADWAY LINE	Mar-09	\$32.50
S50701/10	SIR: PASSENGER STATIONS: TOMPKINSVILLE FARE COLLECTION	Mar-09	\$1.95
T40806/D2	COMMUNICATIONS CABLE AND EQUIPMENT: ATM NETWORK SYSTEM: B DIV-253 STATIONS	Mar-09	\$90.79
T50604/02	PUMPING FACILITIES: PUMPS: 3 LOCATIONS, 6TH AV LINE	Mar-09	\$21.67
T40404/M4	FARE CONTROL MODERNIZATION: AFC REPLACEMENT PH 1:STATION CONTROLLERS	Mar-09	\$10.00
T50806/01	COMMUNICATIONS CABLE AND EQUIPMENT: DATA NETWORK II-IND/BMT-ATM OPTN-253STNS	Mar-09	\$172.46
T50806/01	ASBESTOS ABATEMENT: ASBESTOS ABATEMENT:DATA NETWORK B OPTION	Mar-09	\$8.54
T50407/02	ESCALATOR REPLACEMENT: 10 ESCALATORS: PARSONS BLVD-ARCHER AV	Mar-09	\$35.06
T51602/02	CAPITAL REVOLVING FUND: CAPITAL REVOLVING FUND - 2006	Mar-09	\$5.00
T51102/06	YARD REHABILITATION: YARD FENCING UPGRADES	Mar-09	\$10.22
T50602/07	TUNNEL LIGHTING REHABILITATION: 207TH ST TO 168TH ST-8TH AV LINE	Apr-09	\$30.61
T50703/08	SUBWAY TUNNEL REHABILITATION: 168TH ST TO INWOOD-207TH ST - 8TH AV LN	Apr-09	\$43.31
T51605/06	MATERIEL: CONCRETE BATCH PLANT INSPECTION	Apr-09	\$1.05
T50902/08	SUBSTATIONS (IND): E 193RD STREET IND/CONCOURSE LINE	Apr-09	\$20.08
S50701/08	SIR: STRUCTURES: REPAIR 6 BRIDGES AND VIADUCT	Apr-09	\$19.72
T51204/07	DEPOT REHABILITATION: LIFTS: STENGEL/MANHATTANVILLE	Apr-09	\$8.53
T51605/01	CAPITAL PROGRAM MANAGEMENT: INDEP ENG'G CONSULTANT SVCES:4/07-3/09	Apr-09	\$9.61
T50602/11	TUNNEL LIGHTING REHABILITATION: PHASE III-WALL STREET TO CHAMBERS STREET	Apr-09	\$8.96
T51004/01	CAR MAINTENANCE SHOPS: 207ST OH PH1 CONTRACT2: HEATING SYSTEM	Apr-09	\$10.66
T50414/03	INTERMODAL/TRANSFER FACILITIES: MYRTLE-WYCKOFF INTERMODAL FACILITY	Apr-09	\$8.60
T51606/01	ASBESTOS ABATEMENT: ASBESTOS ABATEMENT I/Q (OSS): 2006	May-09	\$5.83
T50902/12	MISC: POWER: UNDERGROUND SS HATCHWAYS (5 LOCS)	May-09	\$5.97
T50703/04	LINE STRUCTURE OVERCOATING: 162 STREET TO 190 STREET: JEROME LINE	May-09	\$16.77
T51606/12	ASBESTOS ABATEMENT: ASBESTOS ABATE: PRIORITY VI	Jun-09	\$6.88
T51607/02	CONSOLIDATED EMPLOYEE FACILITIES:SUBWAYS: COLUMBUS CIRCLE, IND & IRT DIVISIONS	Jun-09	\$10.57
T50411/10	STATION REHABILITATION: 59TH STREET: 8TH AV LINE-IND	Jun-09	\$55.73
T50411/09	STATION REHABILITATION: 59TH STREET: BROADWAY/7TH AV LINE	Jun-09	\$37.81
T50413/03	STATION ACCESSIBILITY (ADA): COLUMBUS CIRCLE COMPLEX	Jun-09	\$2.92
T50411/12	STATION REHABILITATION: STN RAILINGS SUBWAY STN REHAB-2005-2006	Jun-09	\$2.12
T50806/02	COMMUNICATIONS CABLE AND EQUIPMENT: SAM-52 LOCATIONS	Jun-09	\$19.60
T31604/CP	CAPITAL PROGRAM MANAGEMENT SYSTEMS: CAPITAL SYSTEMS INTEGRATION	Jun-09	\$13.85
T51204/11	DEPOT REHABILITATION: BUS LIFTS AT VARIOUS LOCATIONS	Jun-09	\$8.80
T51204/13	DEPOT EQUIPMENT AND MACHINERY: DEPOT EQUIPMENT 2009	Jun-09	\$10.00
T41302/O4	WORK TRAIN & SPECIAL EQUIPMENT: 36 CWR FLATCARS & 18 FLATCARS	Jul-09	\$14.96
T51004/09	SHOP EQUIPMENT AND MACHINERY: REPLACE SHOP EQUIPMENT	Jul-09	\$7.00
T51607/04	CONSOLIDATED EMPLOYEE FACILITIES:SUBWAYS: JAMAICA YARD TOWER	Jul-09	\$4.38
T50414/10	STATION NORMAL REPLACEMENT: CONSTR/REHAB 11 SCRUBBER RMS AT 5 LOCS	Jul-09	\$4.20
T50604/01	PUMPING FACILITIES: 10 LOCATIONS, QUEENS BLVD LINE	Jul-09	\$44.25
T51604/07	INFORMATION TECHNOLOGY: KRONOS TIMEKEEPING: RTO FACILITIES	Jul-09	\$2.00
T40603/6B	VENTILATION FACILITIES: 2 VENT PLANTS:W53ST/6AV& PARK AV/53ST LN	Jul-09	\$80.00
T50101/02	NEW SUBWAY CARS: PURCHASE 620 'B' DIV CARS(R-160 OPTION1)	Aug-09	\$1,247.95
T50902/01	SUBSTATION EQUIPMENT (IND): REPL POWER TRANSFORMERS, 2 LOCS	Aug-09	\$13.34
T51607/25	CONSOLIDATED EMPLOYEE FACILITIES:SUBWAYS: 207TH STREET STATION /8TH AV LINE	Aug-09	\$8.18
T50803/09	RAPID TRANSIT OPERATIONS: STATION TIME SIGNAL ENHANCEMENT/LEX LN	Sep-09	\$4.83
S40701/15	SIR: PASSENGER STATIONS: STATION SECURITY INITIATIVES	Oct-09	\$18.38
T51605/08	CAPITAL PROGRAM MANAGEMENT: CONCRETE CYLINDER TESTING (2006)	Oct-09	\$0.33
T50602/06	TUNNEL LIGHTING REHABILITATION: 42ND-96TH ST: BROADWAY/7TH AV LINE	Nov-09	\$40.91
T50604/05	PUMPING FACILITIES: PUMPS: 3 LOCATIONS, PROSPECT PK LINE	Nov-09	\$23.19
S50701/06	SIR: MISCELLANEOUS PROJECTS: 4 DIESEL LOCOMOTIVES	Nov-09	\$8.32
S50701/02	SIR: PASSENGER STATIONS: STATION STRUCTURAL REPAIRS 4 LOCATIONS	Dec-09	\$7.46
T50902/07	SUBSTATIONS (IND): CATON AVENUE IND/PROSPECT PARK LINE	Dec-09	\$25.64
T31503/QP	ADDED CAPACITY: PROPERTY:63RD ST CONNECTION TO QBL	Dec-09	\$18.06
T50502/13	MAINLINE TRACK REHABILITATION: 2009: REPLACE MAINLINE TRACK	Dec-09	\$147.82
T50902/09	SUBSTATION ENCLOSURES (IRT-BMT): REHAB 3 IRT SUBSTN ENCLOSURES	Dec-09	\$7.99
T51105/05	YARD TRACK REHABILITATION: IN-HOUSE YARD TRACK REHABILITATION: 2009	Dec-09	\$3.12
T40302/E1	NEW BUSES: SUSPENSION UPGRADE OF 570 MCI BUSES	Dec-09	\$9.49
T50703/11	LINE STRUCTURE REHABILITATION: REHAB EMERG EXITS 2007-09: 75 LOCS	Dec-09	\$18.74
T51106/05	YARD TRACK SWITCHES: REPLACE 17 YARD SWITCHES: 2009	Dec-09	\$9.39
T51302/01	RUBBER-TIRED VEHICLES: REPLACE RUBBER TIRE VEHICLES 2006-2007	Dec-09	\$13.18
T51604/01	INFORMATION TECHNOLOGY: REHAB: 7 NODE SITE FACILITIES	Dec-09	\$10.63
T50503/05	MAINLINE TRACK SWITCHES: I/H TRACK RECONSTR: 36 SWITCHES (2009)	Dec-09	\$45.88
T41203/FG	NEW DEPOTS & FACILITIES: CHARLESTON ANNEX IN STATEN ISLAND	Jan-10	\$137.82
S40701/05	SIR: TRACK: REPAIR THRUSPANS:AMBOY RD,BAY ST BRIDGES	Jan-10	\$1.04
T50703/12	ELEVATED STRUCTURE REHABILITATION: OCEAN PKWY VIADUCT- BRIGHTON LN PHASE II	Jan-10	\$7.17
T51605/28	CAPITAL PROGRAM MANAGEMENT: CONSTRUCTION SUPP SERVICES RESERVE	Feb-10	\$2.19

New York City Transit
Completions: 2008-2011
(\$ millions)

Project ID	Project Description	Complete 08-11	Project Allocation
T51607/35	ROOFING REPAIR & REPLACEMENT: DOS ROOF REPLACEMENT PHASE 1	Feb-10	\$10.52
T51606/04	FIRE PROTECTION: FIRE ALARMS & SPRINKLERS 3 DOS LOCATIONS	Feb-10	\$14.11
T50904/08	POWER DISTRIBUTION FACILITIES: REHAB 2 CIRCUIT BREAKER HOUSES	Feb-10	\$11.07
T41302/P4	WORK TRAIN & SPECIAL EQUIPMENT: PURCHASE 9 DIESEL-ELECTRIC LOCOMOTIVES	Mar-10	\$32.11
T51302/05	WORK TRAIN & SPECIAL EQUIPMENT: PURCHASE 19 NEW LOCOMOTIVES	Mar-10	\$70.47
T50302/06	NEW BUSES: 745 HYBRID ELECTRIC BUSES	Mar-10	\$419.89
T51602/02	CAPITAL REVOLVING FUND: CAPITAL REVOLVING FUND - 2007	Mar-10	\$5.00
U40302/08	NEW BUSES: PURCHASE 105 HYBRID-ELECTRIC BUSES(2007)	Mar-10	\$60.85
T50604/08	WATER CONDITIONS REMEDY: LENOX WELL POINTS: REHAB/REPLCMT (PH II)	Apr-10	\$6.09
T50902/06	SUBSTATIONS (IND): ROCKWELL PLACE SUBSTATION:POWER EQUIPMNT	Apr-10	\$22.11
T50803/03	MAINTENANCE OF WAY: STOP CABLE REPLACEMENT(46 LOCS)-8 AV LN	Apr-10	\$2.21
T50803/16	SIGNAL SYSTEMS: MODERNIZE 3 INTERLOCKINGS, 8TH AVE. LINE	Apr-10	\$138.93
T50902/01	SUBSTATION EQUIPMENT (IND): REPL POWER TRANSFORMRS, 73 ST-CPW SUBSTN	Apr-10	\$2.99
T50902/05	SUBSTATIONS (IND): REHAB: DYCKMAN SUBSTATION	Apr-10	\$36.61
T50902/10	SUBSTATIONS (IND): SO RAILROAD AVE IND/QUEENS LINE	May-10	\$22.52
T51606/05	ASBESTOS ABATEMENT: ASBESTOS AIR MONITORING 2006	Jun-10	\$4.80
T50703/14	SUBWAY TUNNEL REHABILITATION: LEXINGTON TO 42ND ST: BROADWAY LINE-BMT	Jul-10	\$27.88
T50803/17	FIRE PROTECTION: FIRE SUPPRESSION AT 29 SIGNAL RELAY ROOM	Jul-10	\$12.08
T40803	MAINLINE TRACK REHABILITATION: I/H TRACK: CANARSIE LINE WRAP-UP	Jul-10	\$2.89
T50602/09	TUNNEL LIGHTING REHABILITATION: BERGEN INTERLOCKING TO W4 ST / 6 AV LINE	Jul-10	\$40.81
S50701/07	SIR: PASSENGER STATIONS: STATION CONST.NEW STA:ARTHUR KILL	Aug-10	\$8.85
T50902/11	SUBSTATIONS (IND): MESEROLE AV IND/CROSSTOWN LINE	Aug-10	\$21.22
T50803/19	COMMUNICATION-BASED TRAIN CONTROL: CBTC-CANARSIE: EQUIP 64 R-160 CARS	Aug-10	\$12.00
T50803/20	COMMUNICATION-BASED TRAIN CONTROL: CBTC-CANARSIE: AUTOMATIC SIGNAL REMOVALS	Aug-10	\$3.00
T51102/10	YARD REHABILITATION: YARD HYDRANTS: VARIOUS LOCATIONS	Aug-10	\$16.18
T50413/11	STATION ACCESSIBILITY (ADA): 96TH STREET: BROADWAY/7TH AV LINE	Sep-10	\$28.47
T50411/27	STATION REHABILITATION: 96TH STREET/BROADWAY-7TH AV LINE-MANH	Sep-10	\$62.76
T51607/08	CONSOLIDATED EMPLOYEE FACILITIES:SUBWAYS: 96TH STREET:BROADWAY-7TH AV LINE	Sep-10	\$5.06
T51102/03	SIGNAL SYSTEMS: YARD SIGNALS: CORONA-FLUSHING LINE	Sep-10	\$101.98
T41204/BC	NEW DEPOTS & FACILITIES: MANHATTANVILLE CNG - DESIGN ONLY	Sep-10	\$2.53
T50703/24	LINE STRUCTURE OVERCOATING: 103 ST STATION TO S.MAIN ST. PORTAL: FLS	Oct-10	\$10.93
T50604/03	PUMPING FACILITIES: DEEP WELLS REHAB : FULTON LINE	Oct-10	\$12.62
T50902/17	SUBSTATIONS (IND): JAY ST SUBSTATION: DC FEEDERS / CBH #579	Oct-10	\$7.83
T50603/01	VENTILATION FACILITIES: VENT PLANT:WEST 30TH STREET/6TH AVENUE	Oct-10	\$93.70
T50904/13	POWER DISTRIBUTION FACILITIES: NEW DUCT BANK: LENOX AV 141 ST - 148 ST	Oct-10	\$8.00
T50803/03	MAINTENANCE OF WAY: STOP CABLE REPLACEMENT: PHASE2	Nov-10	\$28.53
T50703/03	LINE STRUCTURE OVERCOATING: REPAIR BRONX PARK EAST TO 241 ST - WPR	Dec-10	\$21.68
T50904/03	CONTROL AND BATTERY CABLE: REPLACE CABLE:4 SUBSTATION CONTROL ZONES	Dec-10	\$48.09
T50414/09	STATION SIGNAGE: STATION SIGNAGE	Dec-10	\$2.70
T51607/44	CONSOLIDATED EMPLOYEE FACILITIES:SUBWAYS: WEST 4 STREET EFR (I/H)	Dec-10	\$11.54
T51606/02	GROUNDWATER AND SOIL REMEDIATION: GROUNDWATER AND SOIL REMEDIATION (2005)	Jan-11	\$6.23
T50411/16	STATION RECONSTRUCTION: REHAB: TIMES SQ, PHASE III-TSS	Jan-11	\$7.28
T51606/04	FIRE PROTECTION: FIRE ALARMS & SPRINKLERS 2 DOS LOCATIONS	Feb-11	\$0.97
T50413/12	STATION ACCESSIBILITY (ADA): JAY & LAWRENCE ST TRANSFERS	Mar-11	\$18.26
T50411/23	STATION REHABILITATION: JAY STREET: FULTON STREET LINE	Mar-11	\$64.14
T50414/06	INTERMODAL/TRANSFER FACILITIES: PASSENGER TRANSFER: JAY & LAWRENCE ST	Mar-11	\$65.29
T50413/09	STATION ACCESSIBILITY (ADA): JAY STREET: FULTON STREET LINE	Mar-11	\$16.46
T51602/02	CAPITAL REVOLVING FUND: CAPITAL REVOLVING FUND - 2008	Mar-11	\$5.00
T51605/18	CAPITAL PROGRAM MANAGEMENT: TEST PITS SERVICE CONTRACT (2007)	Apr-11	\$2.22
T51605/13	CAPITAL PROGRAM MANAGEMENT: BORING SERVICES: MANHATTAN, BRONX (2007)	Apr-11	\$1.58
T51605/12	CAPITAL PROGRAM MANAGEMENT: BORING SERVICES: BKLYN, QNS, SI (2007)	Apr-11	\$1.32
T50703/17	LINE STRUCTURE OVERCOATING: PORTAL TO EOL: PELHAM LINE	Apr-11	\$28.16
T50703/29	LINE STRUCTURE: STRIPPING AND REPAINTING: PORTAL TO 41 AV - ASTORIA LINE	Apr-11	\$17.57
T50902/18	SUBSTATION ENCLOSURES (IRT-BMT): SUBSTATION ENCLOSURES (5 LOCATIONS)	Apr-11	\$13.57
T51102/04	YARD REHABILITATION: YARD CCTV	May-11	\$8.13
T50602/10	TUNNEL LIGHTING REHABILITATION: BKLYN BRIDGE-CITY HALL TO 33 ST - LEX	May-11	\$52.63
T50603/02	VENTILATION FACILITIES: WRAP UP: 8 LOCATIONS/ARCHER AVENUE	Jun-11	\$75.06
T51606/09	GROUNDWATER AND SOIL REMEDIATION: CONSULTANT SRVCS: UST & REMEDIATION 2008	Jul-11	\$7.05
T40404/M6	FARE CONTROL MODERNIZATION: AFC SYSTEM WRAP-UP	Sep-11	\$10.50
T51607/36	ROOFING REPAIR & REPLACEMENT: DOS ROOF REPLACEMENT PHASE 2	Oct-11	\$15.48
T50703/06	ELEVATED STRUCTURE REHABILITATION: 9TH AVE TO BAY 50TH STREET/WEST END LINE	Oct-11	\$25.56
T50904/12	POWER DISTRIBUTION FACILITIES: E. 180TH STREET CIRCUIT BREAKER HOUSE	Nov-11	\$14.26
T50803/11	SIGNAL SYSTEMS: WHITE PLAINS RD PHS 3:E 180 ST INTRLCKNG	Nov-11	\$279.18
T50413/05	STATION ACCESSIBILITY (ADA): KINGS HIGHWAY-BRIGHTON LINE	Nov-11	\$6.84
T50411/05	STATION REHABILITATION: AVENUE H: BRIGHTON LINE-BROOKLYN	Nov-11	\$32.16
T50411/06	STATION REHABILITATION: AVENUE J: BRIGHTON LINE-BROOKLYN	Nov-11	\$28.05
T50411/07	STATION REHABILITATION: AVENUE U: BRIGHTON LINE-BROOKLYN	Nov-11	\$27.03
T50411/13	STATION STRUCTURAL REMEDIATION: KINGS HIGHWAY: BRIGHTON LINE-BKLYN	Nov-11	\$25.17
T50414/04	STATION STRUCTURAL REMEDIATION: PLATFORM REHAB-4 STATIONS-BRIGHTON LINE	Nov-11	\$0.48
T50411/14	STATION STRUCTURAL REMEDIATION: NEWKIRK AV STATION PHASE 2 - BRT	Nov-11	\$21.99
T50411/03	STATION REHABILITATION: AVENUE M: BRIGHTON LINE-BROOKLYN	Nov-11	\$25.01
T50411/04	STATION REHABILITATION: NECK ROAD: BRIGHTON LINE-BROOKLYN	Nov-11	\$23.85
T51302/03	WORK TRAIN & SPECIAL EQUIPMENT: PURCHASE 2 NEW BALLAST REGULATORS	Dec-11	\$7.79
T50803/14	SIGNAL SYSTEMS: MODERNIZE INTERLOCKINGS: LEX AV, 5AV/QBL	Dec-11	\$102.73
T50803/02	MAINTENANCE OF WAY: SIGNAL CONTROL MODS, PHASE III	Dec-11	\$43.25

Long Island Rail Road
Completions: 2008-2011
(\$ millions)

Project ID	Project Description	Complete 08-11	Project Allocation
L402042F	SHEA STADIUM -SHORT TERM IMPROVEMENTS	Jan-08	\$1.43
L50701P6	ELECTRICAL SYSTEMS - EMERGENCY GENERATOR	Jan-08	\$0.20
L4060339	RICHMOND HILL INVESTMENT	Feb-08	\$22.52
L506016M	BABYLON YARD RECONFIGURATION	Mar-08	\$12.16
L4020424	ATLANTIC TERMINAL	May-08	\$89.08
L5020423	ATLANTIC TERMINAL PHASE 2	May-08	\$11.00
L4020433	ROSEDALE STATION	May-08	\$3.90
L40502K5	JAMAICA INTERLOCKINGS	May-08	\$13.27
A401011L	M-3 OVERHAULS	Jun-08	\$26.00
L506016N	LONG ISLAND CITY - PHASE 2	Jul-08	\$17.65
L502042B	BROADWAY STATION PLATFORM REHABILITATION	Sep-08	\$14.42
L405025J	QUEENS INTERLOCKING	Sep-08	\$48.90
L4020434	VALLEY STREAM STATION REHABILITATION	Oct-08	\$5.48
L40703C1	"F" CIRCUIT BREAKER HOUSE	Dec-08	\$5.84
L50701P6	BRIDGE ELECTRICAL SYSTEM REPLACEMENT	Dec-08	\$0.69
L50301T4	2008 ANNUAL TRACK PROGRAM	Dec-08	\$51.52
L50502SX	BABYLON TO SPEONK SIGNALIZATION	Dec-08	\$16.30
L404024Y	East River Tunnel Ventilation	Feb-09	\$89.75
L50301R7	Amott Culvert	Feb-09	\$3.24
L407032I	Valley Strm/Isl Pk Subst Recon	Apr-09	\$25.25
L509048C	LIC Car Wash Environmental Rem	Apr-09	\$0.93
L50502SV	Valley Interlocking - Phase II	May-09	\$51.42
L502042C	Seaford Platform Replacement	Jun-09	\$14.00
L50502SL	Jay, Hall & Dunton Micropro	Aug-09	\$42.01
L50206VB	PS Third Rail & Signals	Sep-09	\$11.43
L5020526	Ronkonkoma Parking Improvement	Oct-09	\$3.91
L509048R	GP-38 Diesel Simulator	Oct-09	\$1.89
L502042G	Babylon Branch Stair Replaceme	Dec-09	\$4.50
L50301E1	Track Equipment	Dec-09	\$30.92
L50701P8	Signal Load Electrical System	Dec-09	\$1.42
L50701PA	Replace Substation DC Breakers	Dec-09	\$3.82
L50701PB	Replace Substation Batteries	Dec-09	\$1.36
L50701PG	Replace 3 Substations	Dec-09	\$37.04
L50701PJ	Third Rail System - Cable	Dec-09	\$5.05
L50701PK	Third Rail Protection Board	Dec-09	\$8.62
L50701PM	Composite Third Rail	Dec-09	\$20.39
L50701PS	Signal Power Line Replacement	Dec-09	\$3.90
L50701PT	Power Pole Line Replacement	Dec-09	\$2.57
L50701PU	Signal Power Motor Generators	Dec-09	\$2.08
L50301R1	Culverts	Dec-09	\$4.00
L50301R4	Demolitions	Dec-09	\$1.76
L50501S7	Fiber Optic Network	Dec-09	\$70.12
L50501S9	Communications Pole Line Repla	Dec-09	\$7.27
L50301T5	2009 Annual Track Program	Dec-09	\$41.50
L506016H	M of W Repair Facility	Jan-10	\$13.37
L50701PH	Demo/Const 5 Substations	Jan-10	\$49.71
L506016K	Rolling Stock Support Equipmnt	Mar-10	\$16.32
L50502SG	Signal Normal Replacement Prog	Mar-10	\$5.45
L5020425	Jamaica Fit-Out Phase 2	May-10	\$12.03
L50402VA	ERT Fire & Life Safety	May-10	\$105.30
L50401B4	Atlantic Viaduct	Jun-10	\$93.38
L50301R3	Fencing	Jul-10	\$2.53
L50401B8	Woodhaven/Queens Blvd Bridges	Aug-10	\$18.02
L50502SB	Babylon Branch Signal Improvem	Aug-10	\$30.60
L50401B1	Bridge Rehabilitation Program	Sep-10	\$5.90
L50401B3	Powell Creek & Hog Island Chan	Sep-10	\$9.77
L50401B5	Junction Blvd Abutment PW	Sep-10	\$20.26
L502042U	Elevator Replacement Program	Oct-10	\$3.30
L506016C	Hillside Facility/Bldg Rehab	Oct-10	\$3.30
L50401B6	Shinnecock Canal/North Highway	Oct-10	\$15.27
L50502SC	Centralized Train Control-Ph 1	Nov-10	\$16.00
L40502E5	DOT Grade Crossings	Dec-10	\$7.11
L50701PC	Power System Upgrade	Dec-10	\$12.32
L50301R6	Track Stability/Retaining Wall	Dec-10	\$4.06
L50501S6	Improved Radio Coverage/Infras	Dec-10	\$15.29
L50502SA	Wayside Event Recorders	Dec-10	\$6.30
L50401B7	Broadway(PW)/150 St(Jamaica)	Jan-11	\$11.17
L502042T	Escalator Replacement Program	Feb-11	\$4.08
L506016P	Babylon Car Wash	Feb-11	\$18.10
L506016Y	LCM-Shop Design and Cnstruction	Mar-11	\$34.92
L50206VC	PS Emp Fac Yards & Buildings	Mar-11	\$7.18
L50501S8	Audio/Visual Paging System (AV	Jun-11	\$34.94
L50301R2	Drainage Control	Sep-11	\$4.00
L50301E9	ACL Direct Fixation	Nov-11	\$61.47
L50502SW	Babylon to Patchogue	Dec-11	\$17.00

Metro-North Railroad
Completions: 2008-2011
(\$ millions)

Project ID	Project Description	Complete 08-11	Project Allocation
A4010107	West of Hudson Comet II Overhaul	Mar-08	\$7.56
M5030112	2007 Cyclical Track Program	Mar-08	\$12.49
M4020202	Automated Ticket Selling -Express TVM's	Jun-08	\$6.23
M5010101	Spec/Purch Diesel Locomotives (1unit)	Nov-08	\$8.50
M5030107	Rockslope Remediation	Sep-08	\$5.70
M3020517	GCT Leaks Remediation Design	Oct-08	\$1.95
M4020101	GCT Leaks Remediation	Oct-08	\$3.70
M5060105	Highbridge Yard Car Wash Facility	Nov-08	\$16.43
M5010109	End Door Remanufacture (First 22 units)	Dec-08	\$12.47
M5010308	Replace Obsolete Equipment	Dec-08	\$1.80
M5040105	Replace CTC Systems (OCC/ECC)	Feb-09	\$26.42
M4020313	North White Plains Parking - EIS	Mar-09	\$2.35
M5020101	GCT Trainshed Structural Repairs	Mar-09	\$18.01
M5020208	Ticket Selling Machines	Mar-09	\$3.47
M5030113	2008 Cyclical Track Program	Mar-09	\$10.40
M5040117	PBX Replacement	Mar-09	\$2.01
M5010110	M-9 Specification Development	May-09	\$1.00
M5010109	End Door Coach Midlife Overhaul - 18 Remaining Cars	Jun-09	\$10.17
M5030304	Otisville Tunnel	Jun-09	\$1.01
M5040110	Upgrade Grade Crossings	Jun-09	\$0.95
M5050110	Install Sectionalizing Switches GCT	Jul-09	\$5.10
M5060106	Poughkeepsie Yard Improvements	Jul-09	\$1.72
M5030302	West of Hudson Improvements	Oct-09	\$3.45
M5050105	Replace Substation Batteries	Oct-09	\$0.74
M5030213	Bridge Walkways	Nov-09	\$2.10
M5040112	Vital Processor System (GCT)	Nov-09	\$6.21
M5040114	Replace High Cycle Rate Relays	Nov-09	\$0.75
M5040115	Replace Track Relays	Nov-09	\$2.47
A4010102	M-2 Car Remanufacture	Dec-09	\$26.35
M4020216	Yankee Stadium Station	Dec-09	\$53.00
M4040107	Optimize Signal Relay Circuits	Dec-09	\$2.56
M5010102	M-2 Critical Systems - 241 Cars	Dec-09	\$8.82
M5020102	GCT Leaks Remediation	Dec-09	\$1.80
M5020108	GCT Water Conveyance Utilities Improvements	Dec-09	\$1.60
M5030104	Turnouts Yards	Dec-09	\$5.24
M5030106	Rebuild Retaining Walls	Dec-09	\$1.68
M5030202	Rehabilitate Culverts/Railtop Culverts	Dec-09	\$3.13
M5030203	D.C. Substation/Signal House	Dec-09	\$2.10
M5030205	Replace Timbers Undergrade Bridges	Dec-09	\$2.11
M5030212	Clearance Inventory and Video	Dec-09	\$0.88
M5030218	Systemwide Flood Control	Dec-09	\$0.50
M5030301	West of Hudson Track Program	Dec-09	\$36.60
M5040111	C&S Cable Replacement GCT to Mott Haven	Dec-09	\$3.80
M5040113	Refurbish/Replace Electric Switch Machines	Dec-09	\$0.95
M5040116	Replace Interlocking/Siding -West of Hudson	Dec-09	\$2.10
M5050104	Aluminum 3rd Rail and E-Rail GCT Lower Level	Dec-09	\$2.98
M5080107	Program Scope Development	Dec-09	\$11.10
M5010105	M-6 Midlife Remanufacture Spec Develop	Jan-10	\$0.60
M5020206	Station Building Rehabilitation	Jan-10	\$8.27
M5030208	Right-of-Way Fencing	Feb-10	\$2.11
M5030216	Employee Welfare and Storage Facilities	Feb-10	\$2.41
M5030114	2009 Cyclical Track Program	Mar-10	\$11.30
M5020105	GCT Elevator Rehabilitation Phase III	Apr-10	\$4.10
M5050102	Substation Retrofit - Harlem and Hudson Lines	Apr-10	\$12.68
M5030105	M of W Equipment	Jun-10	\$10.08
M5030305	Undergrade Bridge Program West of Hudson	Jun-10	\$6.44
M5080102	Systemwide Lead/Asbestos Abatement	Jun-10	\$5.50
M5080103	Environmental Remediation	Jun-10	\$2.20
M4020303	Parking Rehabilitation	Jul-10	\$0.46
M5020203	Poughkeepsie Station Building	Aug-10	\$7.50
M5020202	Croton Harmon/Peekskill Station Improvements	Sep-10	\$5.44
M5030107	Rock Slope Remediation - East of Hudson	Sep-10	\$5.64
M5030209	Remove Obsolete Facilities	Sep-10	\$4.27
M5030109	Drainage and Undercutting	Oct-10	\$7.70
M4030205	Rehab/Replace Overhead Bridges	Nov-10	\$2.41
M5020302	Parking Expansion	Dec-10	\$12.00
M5030102	Turnouts Mainline/High Speed	Dec-10	\$38.32
M5030103	GCT Turnout and Switch Renewal	Dec-10	\$11.86
M5030215	Catenary Painting NHL (NYS)	Dec-10	\$2.95
M5030303	Moodna/Woodbury Viaducts	Dec-10	\$5.40
M5050106	Replace Motor Alternators	Dec-10	\$6.00
M5050109	Rehab Harlem and Hudson Lines Substations	Dec-10	\$13.46
M5080109	Customer and Employee Communications Projects	Dec-10	\$8.73
M5020207	Station and Platform Informational Signs	Mar-11	\$0.95
M5050103	Replace Harlem River Lift Bridge Breaker Houses	Mar-11	\$3.98
M5020303	Cortlandt Parking & Access Improvements	Apr-11	\$28.77
M5020205	New Haven Line (NYS) Stations Improvements	Sep-11	\$31.63
M5010104	M-4 Midlife Remanufacture - 54 Cars	Dec-11	\$9.96
M5040107	Signal System Replacement	Dec-11	\$27.21

MTA Police Department
Completions: 2008-2011
(\$ millions)

Project ID	Project Description	Complete 08-11	Project Allocation
N5100106	Emergency Service Units	Nov-08	\$0.45
N5100115	Merrick Facility	Jan-09	\$0.75
N5100110	Communications Center Back up	Mar-09	\$2.22
N5100101	Suffolk County Facility	Jan-10	\$6.10
N5100104	K-9 Facility	Mar-10	\$7.06
N5100109	Public Safety Radio	Mar-11	\$36.96
N5100113	Access Control	Dec-11	\$1.20

MTA Bus Company
Completions: 2008-2011
(\$ millions)

Project ID	Project Description	Complete 08-11	Project Allocation
U4030299	Design/Consultant Services	Jun-08	\$ 8.71
U4030210	Service Vehicles	Sep-08	\$ 1.17
U5030207	Environmental Remediation	Dec-08	\$ 6.29
U5030208	New Bus/Employee Parking Lot at JFK	Aug-09	\$ 3.23
U50302BB	New Roof and Ventilation System at Eastchester Mtce Bldg	Oct-09	\$ 3.09
U50302AA	New Roof and Ventilation System at Baisley Park	Nov-09	\$ 7.28
U50302DD	New Roof and Ventilation System at Far Rockaway	Dec-09	\$ 4.70
U5030210	Security and Alarms	Dec-09	\$ 2.83
U5030209	Upgrade Outdoor Parking Area at Baisley Park	Mar-10	\$ 6.93
U4030108	105 Hybrid Buses	Apr-10	\$ 60.85
U5030299	Engineering Design Services	May-10	\$ 5.00
U5030298	Engineering Construction Management Services	May-10	\$ 5.00
U5030204	Power Upgrades/Emergency Generators	May-10	\$ 13.86
U5030203	New Roof and Ventilation System at La Guardia	May-10	\$ 10.19
U4030209	72 Articulated Buses	Jun-10	\$ 46.42

Bridges and Tunnels
Completions: 2008-2011
(\$ millions)

Project ID	Project Description	Complete 08-11
D404AW34	Installation of Security System	Jan-08
D403AW37	Operation Center @RI and Other Facilities	Jun-08
D404QM80	Replace and Rehab Exhaust and Supply Fans	Jun-08
D505BB47	New Sewer Connection-Governors Island	Jul-08
D505BB15	Expand and Upgrade Control Center	Dec-08
D402TB64	Replacement of Decks at Randall's Island and Ward's Island Viaduct and new Ramps	Jan-09
D401MP02	Structural Steel Repairs	Mar-09
D401TB66	Dehumidification of Anchorages and Additional Strand Re-Anchoring	May-09
D405BB80	BB80 - Manhattan, Brooklyn and Governors Island Vent Bldg at the Brooklyn Battery Tunnel	Jun-09
D502VN17	Rehabilitation of Lower level Approaches and Rehabilitation of Lily Pond Avenue	Aug-09
D501BW85	Critical Panel Unwrapping	Nov-09
D501BW86	Partial Replacement of Suspender Ropes	Nov-09
D504AW82	Installation of Alternative Fuel Storage Tanks VN & TN	Dec-09
D501CB08	Deck & Structural Rehabilitation	May-10
D502HH04	Replacement of Cross Drainage between NB/SB Parkway	Jun-10
D502HH80	Lower Level Deck Replacement at the Henry Hudson Bridge	Jun-10
D501VN32	Structural Steel Repairs	Jun-10
D503AW49	E-Zpass Systems Infrastructure Replacement	Jul-10
D503AW35	Weather Information Systems Upgrade	Aug-10
D501TN85	Suspension System Investigation, Steel Repairs, Painting and Catwalk Replacement	Oct-10
D503AW52	Advanced Automated Traffic Detection	Jan-11
D502TN50	Replacement of Concrete Deck and Rehabilitation Of the Abutment and Retaining Walls, Queens Approach	Jan-11
D503HH85	Upper Level Toll Plaza Deck Replacements	Mar-11
D504AW80	Variable Message Signs	May-11
D502TN82	Rehabilitation of Orthotropic Deck-Phase B	Jul-11
D501TN87	Anchorage and Tower Protection at TNB	Jul-11
D505QM01	QSB & FE Buildings Rehabilitation and Upgrade	Sep-11
D503AW48	2nd Generation E-Zpass	Nov-11
D502TB65	Deck Replacement Bronx: Toll Plaza, New Ramps	Nov-11
D505TB59	Rehabilitation of Building 104	Dec-11

**OPERATING IMPACTS EXCEEDING \$1 MILLION
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2008 – 2012**

NEW YORK CITY TRANSIT CAPITAL PROJECTS

Project: New South Ferry Station

This is a new subway station, replacing the operations of the previous South Ferry station. The new station is larger, has escalators, elevators, HVAC, and functions as a true terminal station. The station is scheduled to start service on December 19, 2008, but impacts in 2008 should be minimal due to late year timing. Full impacts begin in 2009 (\$3.7 million).

Project: Purchase 745 Hybrid Electric Buses

Hybrid Buses are more expensive to maintain than the standard diesel buses. An additional 110-172 positions per year are needed in this period; all the positions reflect maintainer positions, while the OTPS expenses are maintenance materials. However, some of the expense is offset by diesel fuel savings. The increased impacts begin in 2008 (\$.99 million), but full impacts begin in 2010 (\$27.6 million) as all buses enter their major maintenance cycles.

Project: Charleston Depot Annex

This is a new bus depot. 72 positions are added, reflecting the fixed overhead of operating a depot. Beginning in 2009, 10 of the positions include security guards, who will provide 24x7 coverage. Initial operating impacts begin in 2008 (\$1.2 million), but full impacts begin with completion of the project in December 2009, totaling about \$5.8 million annually.

Project: Grand Avenue Bus Maintenance Facility

This is a new bus depot and central maintenance facility. 108 new positions are reflected: 83 positions reflect the fixed overhead of operating a depot and central maintenance facility and the additional 25 positions reflect the fixed overhead for Supply Logistics (NYCT's distribution division). The OTPS costs include 24x7 security coverage. Full impacts begin in 2008 (\$11.2 million).

Project: Paratransit AVL

Maintain assets associated with Paratransit AVL, includes contract maintenance as well as in-house support. Impacts begin in 2008, with costs reaching \$1.2 million in 2010.

Project: Public Address/Customer Information Screens – 156 IRT Stations

Total impacts begin in 2009, reflecting 20 positions (\$2.6 million). Impacts appear in two areas. The TIS area includes vendor software maintenance and resources to support the active directory of the PA/CIS application (\$1.2 million). The Electronics Maintenance Division (EMD) includes \$1.4 million to maintain assets associated with the enhanced public address system.

LONG ISLAND RAIL ROAD CAPITAL PROJECTS

There are no capital projects entering beneficial use in 2008-2012 that have an impact on the LIRR's operating budget over \$1.0 million.

METRO-NORTH RAILROAD CAPITAL PROJECTS

Project: 525 North Broadway Security Monitoring & Emergency Control Center (ECC) (*New*)
This project constructs a C3 computer room and C3 theatre. A portion of the building occupied for Security Monitoring and Emergency Control Center. Impacts begin in 2009, reflecting Occupancy costs (\$0.2 million) and a third party contract for two 24x7 positions for system monitoring and operation (\$0.9million). Full impacts begin in 2010 (\$1.3 million).

Project: 525 North Broadway Renovation (*New*)
This project provides for the acquisition, renovation, and build out of a two-story commercial office building for Metro-North offices, Phone Center and Business Recovery. Full impacts begin in 2010, reflecting Occupancy costs (\$0.8 million), and communications labor and materials including four positions (\$0.6 million). Full impacts in 2010 (\$1.4 million).

MTA POLICE DEPARTMENT CAPITAL PROJECTS

There are no capital projects entering beneficial use in 2008-2012 that have an impact on the MTAPD's operating budget over \$1.0 million.

MTA BRIDGES AND TUNNELS CAPITAL PROJECTS

Project: Installation of Security Systems (*New*)
This project installs a state-of-the-art security system at the Verrazano Narrows bridge and the Queens Midtown Tunnel. Impacts begin in 2008 and include manpower (2 positions), utility and equipment costs (\$1.3 million).

Project: Rehabilitation of Building 104 at the Triborough Bridge (*New*)
This project renovates Building 104 on Randall's/Wards Island to house B&T engineering and other administrative staff who currently occupy the Robert Moses Building. Impacts begin in 2011, reflecting headcount (7 positions), operating and maintenance costs, including electrical power, heating and general maintenance (\$0.9 million). Full impacts in 2012 (\$1.6 million).

MTA BUS COMPANY CAPITAL PROJECTS

There are no capital projects entering beneficial use in 2008-2012 that have an impact on the MTA Bus Company's operating budget over \$1.0 million.

VI. Agency Financial Plans and 12-Month Allocations

Bridges and Tunnels

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009

In accordance with MTA approved Budget procedures, the following information presents Bridges and Tunnels' 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012.

The Adopted Budget incorporates the 2009 PEGs within the baseline, adjusts for any Technical Adjustments to the November Financial Plan, and includes Gap Closing Actions, Internal Actions and Other Administrative Reductions that were previously presented "below-the-line" in the MTA Consolidated Statements, adopted by the Board in December 2008.

These adjustments are itemized in the attached Reconciliation to the November Financial Plan and are described below:

- The 2009 toll increase results in additional revenue over the financial plan period in the amount of \$173.5 million in 2009, \$290.6 million in 2010, \$291.6 million in 2011, and \$293.3 million in 2012.
- The program to eliminate E-ZPass Forgiveness results in additional revenue of \$10.0 million per year beginning in 2009. A technical adjustment is being made in 2008 for \$1.0 million in revenue.
- The centralization of certain finance, technology and human resource services to the Business Service Center results in a savings of \$1.7 million in 2011 and \$4.0 million in 2012.
- The Additional Actions for Budget Balance (AABBs) proposed by B&T result in total reductions of \$17.1 million in 2009, \$24.2 million in 2010, \$7.4 million in 2011 and \$10.7 million in 2012. A total of 28 positions would be reduced through these actions.
- The AABBs are offset by a technical adjustment that has been made to reflect a transfer of an AABB program to MTAHQ where the savings will occur. The adjustment will reduce B&T's AABB savings by \$2.2M in 2009 and \$3.6M in each year from 2010-2012.
- The 2009 PEGs result in a savings of \$0.3 million per year over the financial plan period and have been redistributed within the appropriate generic expense categories.
- Other administrative expense reductions amount to a savings of \$0.5 million in 2009 and are the result of an MTA-wide effort to reduce travel expenses, subscriptions, and non-revenue vehicle usage.

The attached also includes modified schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BRIDGES AND TUNNELS
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan:										
Baseline Net Surplus/(Deficit)	1,832	\$862.541	1,832	\$842.120	1,832	\$813.487	1,839	\$813.686	1,839	\$803.627
Technical Adjustments:										
Eliminate E-Z Pass Forgiveness	-	(\$1.000)	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
2009 Expenses associated with Toll Increase	-	0.000	-	(2.871)	-	(4.997)	-	(5.117)	-	(5.239)
AABB*	-	\$0.000	-	(\$2.200)	-	(\$3.630)	-	(\$3.600)	-	(\$3.600)
Sub-Total Technical Adjustments	-	(\$1.000)	-	(\$5.071)	-	(\$8.627)	-	(\$8.717)	-	(\$8.839)
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline	-	\$0.000	-	\$173.476	-	\$290.626	-	\$291.628	-	\$293.268
2009 PEG Program in Baseline	-	0.000	3	0.264	3	0.313	3	0.323	3	0.334
Internal Actions:										
Business Service Center	-	0.000	-	0.000	-	0.000	16	1.691	41	4.049
Eliminate E-Z Pass Forgiveness	-	1.000	-	10.000	-	10.000	-	10.000	-	10.000
Additional Actions for Budget Balance:										
AABB Revenue	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
AABB Expense	-	<u>0.000</u>	<u>28</u>	<u>17.113</u>	<u>28</u>	<u>24.189</u>	<u>28</u>	<u>7.378</u>	<u>28</u>	<u>10.729</u>
Net AABB*	-	<u>0.000</u>	<u>28</u>	<u>17.113</u>	<u>28</u>	<u>24.189</u>	<u>28</u>	<u>7.378</u>	<u>28</u>	<u>10.729</u>
Other Administrative Reductions	-	0.190	-	0.540	-	0.000	-	0.000	-	0.000
Sub-Total Gap Closing Actions	-	\$1.190	31	\$201.393	31	\$325.128	47	\$311.019	72	\$318.380
Transfer Pension Valuations from HQ to Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Transfer Fuel into Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	1,832	\$ 862.731	1,801	\$ 1,038.443	1,801	\$ 1,129.988	1,792	\$ 1,115.989	1,767	\$ 1,113.168

* In the November Plan, the elimination of the Cross Bay Bridge Rebate Program was presented as part of B&T's AABBs. This AABB is now being reflected in MTAHQ's financials where the savings will actually occur. These savings total \$2.2M in 2009 and \$3.6M in each year from 2010-2012.

MTA BRIDGES AND TUNNELS
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)									
2008		2009		2010		2011		2012	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2008 November Financial Plan:										
Baseline Net Surplus/(Deficit)	0	\$0.000								

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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Gap Closing Actions:

Internal Actions:

Additional Actions for Budget Balance:

Sub-Total Gap Closing Actions	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2009 February Financial Plan: Baseline Net Surplus/(Deficit)	0	\$ -								
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MTA BRIDGES AND TUNNELS
February Financial Plan 2009-2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Operating Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,273.180	1,263.730	1,263.592	1,267.946	1,275.080
<i>Toll Increase 6/1/09</i>	0.000	173.476	290.626	291.628	293.268
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000
<i>Eliminate E-Z Pass Forgiveness</i>	0.000	10.000	10.000	10.000	10.000
Other Operating Revenue	11.515	11.981	12.151	12.358	12.570
Capital and Other Reimbursements	0.000	(0.000)	(0.000)	0.000	0.000
Investment Income	2.558	2.321	4.099	4.458	4.458
Total Revenue	\$1,287.253	\$1,461.508	\$1,580.468	\$1,586.389	\$1,595.377
Operating Expenses					
<u>Labor:</u>					
Payroll	\$122.154	\$128.613	\$132.650	\$136.179	\$139.203
Overtime	26.367	26.370	26.522	27.057	27.568
Health and Welfare	19.845	21.838	23.234	25.100	26.986
OPEB Current Payment	11.764	12.923	13.844	14.830	15.887
Pensions	19.513	23.446	24.068	24.750	25.481
Other Fringe Benefits	15.669	16.130	16.643	16.686	16.477
Reimbursable Overhead	(7.126)	(6.037)	(7.170)	(7.314)	(7.460)
Total Labor Expenses	\$208.186	\$223.284	\$229.790	\$237.288	\$244.141
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	8.163	8.851	10.390	11.357	12.430
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	171.768	162.075	172.523	165.980	178.477
Professional Service Contracts	16.322	22.354	19.586	18.744	20.468
Materials & Supplies	17.902	18.904	35.411	37.740	30.629
Other Business Expenses	2.181	2.510	3.339	3.070	3.192
Total Non-Labor Expenses	\$216.336	\$214.694	\$241.249	\$236.891	\$245.196
<u>Other Expense Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	(\$14.913)	(\$20.559)	(\$3.778)	(\$7.129)
Total Gap Closing Actions	\$0.000	(\$14.913)	(\$20.559)	(\$3.778)	(\$7.129)
Total Expenses Before Depreciation and GASB Adjs.	\$424.522	\$423.065	\$450.480	\$470.401	\$482.208
Add: Depreciation	\$72.700	\$77.800	\$83.200	\$89.000	\$95.200
Add: OPEB Obligation	61.300	65.900	69.200	72.400	75.800
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$558.522	\$566.765	\$602.880	\$631.801	\$653.208
Less: Depreciation	72.700	77.800	83.200	89.000	95.200
Less: OPEB Obligation	61.300	65.900	69.200	72.400	75.800
Total Expenses	\$424.522	\$423.065	\$450.480	\$470.401	\$482.208
Baseline Income/(Deficit)	\$862.731	\$1,038.443	\$1,129.988	\$1,115.988	\$1,113.169
Post 2009 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$2.010	\$11.308	\$16.962
Net Income/(Deficit)	\$862.731	\$1,038.443	\$1,131.998	\$1,127.296	\$1,130.131

MTA BRIDGES AND TUNNELS
February Financial Plan 2009-2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	16.811	14.840	16.657	17.065	17.529
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$16.811	\$14.840	\$16.657	\$17.065	\$17.529
Expenses					
<u>Labor:</u>					
Payroll	\$6.270	\$5.941	\$6.013	\$6.133	\$6.256
Overtime	0.116	0.049	0.135	0.100	0.100
Health and Welfare	1.667	1.457	1.733	1.878	2.036
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.890	0.740	0.907	0.923	0.942
Other Fringe Benefits	0.742	0.616	0.699	0.717	0.735
Reimbursable Overhead	7.126	6.037	7.170	7.314	7.460
Total Labor Expenses	\$16.811	\$14.840	\$16.657	\$17.065	\$17.529
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$16.811	\$14.840	\$16.657	\$17.065	\$17.529
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$16.811	\$14.840	\$16.657	\$17.065	\$17.529
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$16.811	\$14.840	\$16.657	\$17.065	\$17.529
Net Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
February Financial Plan 2009-2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE Page 1 of 2

	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,273.180	1,263.730	1,263.592	1,267.946	1,275.080
<i>Toll Increase 6/1/09</i>	0.000	173.476	290.626	291.628	293.268
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000
<i>Eliminate E-Z Pass Forgiveness</i>	0.000	10.000	10.000	10.000	10.000
Other Operating Revenue	11.515	11.981	12.151	12.358	12.570
Capital and Other Reimbursements	16.811	14.840	16.657	17.065	17.529
Investment Income	2.558	2.321	4.099	4.458	4.458
Total Revenue	\$1,304.064	\$1,476.348	\$1,597.125	\$1,603.454	\$1,612.906
Expenses					
<u>Labor:</u>					
Payroll	\$128.424	\$134.555	\$138.663	\$142.312	\$145.459
Overtime	26.483	26.419	26.657	27.157	27.668
Health and Welfare	21.512	23.295	24.967	26.978	29.022
OPEB Current Payment	11.764	12.923	13.844	14.830	15.887
Pensions	20.403	24.186	24.974	25.673	26.423
Other Fringe Benefits	16.411	16.746	17.342	17.403	17.212
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$224.997	\$238.124	\$246.447	\$254.353	\$261.671
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	8.163	8.851	10.390	11.357	12.430
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	171.768	162.075	172.523	165.980	178.477
Professional Service Contracts	16.322	22.354	19.586	18.744	20.468
Materials & Supplies	17.902	18.904	35.411	37.740	30.629
Other Business Expenses	2.181	2.510	3.339	3.070	3.192
Total Non-Labor Expenses	\$216.336	\$214.694	\$241.249	\$236.891	\$245.196
<u>Other Expense Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	(\$14.913)	(\$20.559)	(\$3.778)	(\$7.129)
Total Gap Closing Actions	\$0.000	(\$14.913)	(\$20.559)	(\$3.778)	(\$7.129)
Total Expenses Before Depreciation and GASB Adjs.	\$441.333	\$437.905	\$467.137	\$487.466	\$499.737
Add: Depreciation	\$72.700	\$77.800	\$83.200	\$89.000	\$95.200
Add: OPEB Obligation	61.300	65.900	69.200	72.400	75.800
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$575.333	\$581.605	\$619.537	\$648.866	\$670.737
Less: Depreciation	\$72.700	\$77.800	\$83.200	\$89.000	\$95.200
Less: OPEB Obligation	61.300	65.900	69.200	72.400	75.800
Total Expenses	\$441.333	\$437.905	\$467.137	\$487.466	\$499.737
Baseline Net Income/(Deficit)	\$862.731	\$1,038.443	\$1,129.988	\$1,115.988	\$1,113.169
Post 2009 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$2.010	\$11.308	\$16.962
Net Income/(Deficit)	\$862.731	\$1,038.443	\$1,131.998	\$1,127.296	\$1,130.131

MTA BRIDGES AND TUNNELS
February Financial Plan 2009-2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE Page 2 of 2
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	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Baseline Income/(Deficit)	\$862.731	\$1,038.443	\$1,129.988	\$1,115.988	\$1,113.169
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$14.508	\$18.854	\$18.854	\$18.854	\$18.854
Reserves	13.667	13.953	14.261	14.531	14.809
GASB 45 Reserves	1.980	2.210	2.431	2.479	2.529
Adjusted Baseline Income/(Deficit)	\$832.576	\$1,003.427	\$1,094.442	\$1,080.124	\$1,076.977
Less: Debt Service	506.616	603.878	609.285	620.770	634.429
Income Available for Distribution	\$325.961	\$399.548	\$485.157	\$459.355	\$442.548
<u>Distributable To:</u>					
MTA - Investment Income	\$2.558	\$2.321	\$4.099	\$4.458	\$4.458
MTA - Distributable Income	215.802	264.141	305.018	291.735	283.402
NYCT - Distributable Income	107.601	133.086	176.040	163.162	154.688
Total Distributable Income:	\$325.961	\$399.548	\$485.157	\$459.355	\$442.548
<u>Actual Cash Transfers:</u>					
MTA - Investment Income	\$5.558	\$2.558	\$2.321	\$4.099	\$4.458
MTA - Transfers	225.463	259.307	300.931	293.063	284.235
NYCT - Transfers	111.938	130.538	171.744	164.449	155.535
Total Cash Transfers:	\$342.959	\$392.403	\$474.996	\$461.612	\$444.228
<u>SUPPORT TO MASS TRANSIT:</u>					
Total Revenues	\$1,304.064	\$1,476.348	\$1,597.125	\$1,603.454	\$1,612.906
Less: Net Operating Expenses	441.333	437.905	467.137	487.466	499.737
Post 2009 Agency Program to Eliminate the Gap	0.000	0.000	2.010	11.308	16.962
Net Operating Income:	\$862.731	\$1,038.443	\$1,131.998	\$1,127.296	\$1,130.131
<u>Deductions from Operating Income:</u>					
B&T Debt Service	\$159.060	\$186.541	\$194.597	\$207.181	\$220.489
Capitalized Assets	14.508	18.854	18.854	18.854	18.854
Reserves	13.667	13.953	14.261	14.531	14.809
GASB Reserves	1.980	2.210	2.431	2.479	2.529
Total Deductions from Operating Income:	\$189.215	\$221.558	\$230.144	\$243.044	\$256.681
Total Support to Mass Transit:	\$673.516	\$816.885	\$901.855	\$884.252	\$873.450

MTA BRIDGES AND TUNNELS
February Financial Plan 2009-2012
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)

	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
<u>Baseline</u>					
Ridership/Traffic Volume	295.215	290.780	291.214	292.686	294.805
<i>Toll Increase 6/1/09</i>	0.000	(6.939)	(14.075)	(15.672)	(15.785)
<i>Add'l Action to Balance Budget</i>	0.000	0.000	0.000	0.000	0.000
Subtotal	295.215	283.841	277.139	277.014	279.020
Post 2009 Program to Eliminate the Gap	0.000	0.000	0.000	0.000	0.000
Total	295.215	283.841	277.139	277.014	279.020

MTA BRIDGES AND TUNNELS
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Administration											
Eliminate Accounts Payable Position in the Controller'		0	0.000	1	0.013	1	0.054	1	0.056	1	0.058
Eliminate Accountant Position in the Controller's Offic		0	0.000	1	0.124	1	0.128	1	0.132	1	0.137
Reduction of Human Resources Department Headco		0	0.000	1	0.127	1	0.131	1	0.135	1	0.139
Sub-Total	Administration	0	\$ 0.000	3	\$ 0.264	3	\$ 0.313	3	\$ 0.323	3	\$ 0.334
Total Programs		0	\$ 0.000	3	\$ 0.264	3	\$ 0.313	3	\$ 0.323	3	\$ 0.334

MTA BRIDGES & TUNNELS
February Financial Plan 2009-2012
Additional Actions for Budget Balance
(\$ in millions)

	Favorable/(Unfavorable)					Total 2009-2012
	Positions	2009	2010	2011	2012	
Administration						
Reduction in Non-Represented Employees	14	1.5	1.5	1.5	1.5	6.0
Receipt of Lower-than-Budgeted Bids	-	3.2	1.4	1.4	1.4	7.3
Guard Service Coverage at 2 B'dwy Offices	-	0.1	0.1	0.1	0.1	0.5
<i>Subtotal Administration</i>	14	4.8	3.0	3.0	3.0	13.8
<i>% of Total Proposed</i>		32.2%	14.6%	79.6%	42.2%	29.8%
Customer Convenience/Amenities						
E-ZPass Paper Statements	-	0.4	0.5	0.5	0.5	1.9
Reduce E-ZPass Bad Debt	-	0.3	0.4	0.4	0.4	1.5
<i>Subtotal Customer Convenience/Amenities</i>	-	0.7	0.9	0.9	0.9	3.4
<i>% of Total Proposed</i>		4.7%	4.4%	23.8%	12.6%	7.3%
Maintenance						
Timing of Bridge Painting	-	6.1	13.1	(3.7)	(0.4)	15.0
<i>Subtotal Maintenance</i>	-	6.1	13.1	(3.7)	(0.4)	15.0
<i>% of Total Proposed</i>		40.6%	63.5%	-98.5%	-5.2%	32.4%
Revenue						
None	-	-	-	-	-	-
<i>Subtotal Revenue</i>	-	0.0	0.0	0.0	0.0	0.0
<i>% of Total Proposed</i>		0.0%	0.0%	0.0%	0.0%	0.0%
Safety						
None	-	-	-	-	-	-
<i>Subtotal Safety</i>	-	0.0	0.0	0.0	0.0	0.0
<i>% of Total Proposed</i>		0.0%	0.0%	0.0%	0.0%	0.0%
Security						
None	-	-	-	-	-	-
<i>Subtotal Security</i>	-	0.0	0.0	0.0	0.0	0.0
<i>% of Total Proposed</i>		0.0%	0.0%	0.0%	0.0%	0.0%
Service						
Manual Toll Lane Scheduling	-	0.6	0.8	0.8	0.8	3.0
<i>Subtotal Service</i>	-	0.6	0.8	0.8	0.8	3.0
<i>% of Total Proposed</i>		3.7%	3.9%	21.3%	11.3%	6.4%
Service Support						
Toll Collection Software Maintenance	-	0.3	0.3	0.3	0.3	1.0
<i>Subtotal Service Support</i>	-	0.3	0.3	0.3	0.3	1.0
<i>% of Total Proposed</i>		1.7%	1.2%	6.6%	3.5%	2.2%
Other						
B&T Facility Security Assignments	14	1.5	1.5	1.5	1.5	6.0
Truck Weight Enforcement	-	1.0	1.0	1.0	1.0	4.1
<i>Subtotal Other</i>	14	2.5	2.5	2.5	2.5	10.1
<i>% of Total Proposed</i>		17.0%	12.3%	67.2%	35.6%	21.9%
Total Proposed	28	\$14.9	\$20.6	\$3.8	\$7.1	\$46.4

* In the November Plan, the elimination of the Cross Bay Bridge Rebate Program was presented as part of B&T's AABBs. This AABB is now being reflected in MTAHQ's financials where the savings will actually occur. These savings total \$2.2M in 2009 and \$3.6M in each year from 2010-2012.

MTA BRIDGES AND TUNNELS
 February Plan 2009-2012
 Summary of Post 2009 PEGs
 (\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Other											
UNSPECIFIED		0	0.000	0	0.000	0	2.010	0	11.308	0	16.962
Sub-Total	Other	0	\$ 0.000	0	\$ 0.000	0	\$ 2.010	0	\$ 11.308	0	\$ 16.962
Total Programs		0	\$ 0.000	0	\$ 0.000	0	\$ 2.010	0	\$ 11.308	0	\$ 16.962

MTA BRIDGES AND TUNNELS
February Financial Plan 2009-2012
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Executive	3	3	3	3	3
Law	9	9	9	9	9
CFO ⁽¹⁾	37	35	35	19	11
Labor Relations	5	5	5	5	5
Procurement & Materials	42	42	42	42	42
Staff Services ⁽²⁾	47	46	46	46	34
EEO	1	1	1	1	1
Total Administration	144	141	141	125	105
Operations					
Revenue Management	45	45	45	45	45
Operations (Non-Security)	755	755	755	755	755
Total Operations	800	800	800	800	800
Maintenance					
Maintenance	114	114	114	121	121
Operations - Maintainers	173	173	173	173	173
Procurement & Materials	14	14	14	14	14
Technology	63	63	63	63	58
Internal Security - Tech Svcs	36	36	36	36	36
Total Maintenance	400	400	400	407	402
Engineering/Capital					
Engineering & Construction	171	171	171	171	171
Health & Safety	10	10	10	10	10
Planning & Budget Capital	9	9	9	9	9
Total Engineering/Capital	190	190	190	190	190
Public Safety					
Operations (Security)	245	245	245	245	245
Internal Security - Operations	53	53	53	53	53
Total Public Safety	298	298	298	298	298
Impact of Gap Closing Actions					
<i>Additional Actions for Budget Balance</i>	0	(28)	(28)	(28)	(28)
Total Baseline Positions	1,832	1,801	1,801	1,792	1,767
<i>Non-Reimbursable</i>	1,779	1,756	1,748	1,739	1,714
<i>Reimbursable</i>	53	45	53	53	53
<i>Total Full-Time</i>	1,832	1,801	1,801	1,792	1,767
<i>Total Full-Time Equivalents</i>	0	0	0	0	0
Impact of:					
Post 2009 Program to Eliminate the Gap	0	0	0	0	0
Total Positions	1,832	1,801	1,801	1,792	1,767
<i>Non-Reimbursable</i>	1,779	1,756	1,748	1,739	1,714
<i>Reimbursable</i>	53	45	53	53	53
<i>Total Full-Time</i>	1,832	1,801	1,801	1,792	1,767
<i>Total Full-Time Equivalents</i>	0	0	0	0	0

⁽¹⁾ includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

⁽²⁾ includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan 2009-2012
Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Managers/Supervisors	45	44	44	44	35
Professional, Technical, Clerical	99	97	97	81	70
Operational Hourlies	-	-	-	-	-
Total Administration	144	141	141	125	105
Operations					
Managers/Supervisors	54	54	54	54	54
Professional, Technical, Clerical	55	55	55	55	55
Operational Hourlies ⁽¹⁾	691	691	691	691	691
Total Operations	800	800	800	800	800
Maintenance					
Managers/Supervisors	33	33	33	34	34
Professional, Technical, Clerical	61	61	61	61	56
Operational Hourlies ⁽²⁾	306	306	306	312	312
Total Maintenance	400	400	400	407	402
Engineering/Capital					
Managers/Supervisors	40	40	40	40	40
Professional, Technical, Clerical	150	150	150	150	150
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	190	190	190	190	190
Public Safety					
Managers/Supervisors	15	15	15	15	15
Professional, Technical, Clerical	34	34	34	34	34
Operational Hourlies ⁽³⁾	249	249	249	249	249
Total Public Safety	298	298	298	298	298
Impact of Gap Closing Actions					
<i>Additional Actions for Budget Balance</i>					
Managers/Supervisors	0	(3)	(3)	(3)	(3)
Professional, Technical, Clerical	0	(11)	(11)	(11)	(11)
Operational Hourlies	0	(14)	(14)	(14)	(14)
Total Impact of Gap Closing Actions	0	(28)	(28)	(28)	(28)
Total Baseline Positions					
Managers/Supervisors	187	183	183	184	175
Professional, Technical, Clerical	399	386	386	370	354
Operational Hourlies	1,246	1,232	1,232	1,238	1,238
Total Baseline Positions	1,832	1,801	1,801	1,792	1,767
Impact of:					
Post 2009 Program to Eliminate the Gap	0	0	0	0	0
Total Positions					
Managers/Supervisors	187	183	183	184	175
Professional, Technical, Clerical	399	386	386	370	354
Operational Hourlies	1,246	1,232	1,232	1,238	1,238
Total Positions	1,832	1,801	1,801	1,792	1,767

MTA BRIDGES AND TUNNELS
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
VehicleToll Revenue	94.339	92.286	106.352	104.883	111.611	110.661	110.935	113.357	104.902	107.702	102.315	104.386	1263.730
Toll Increase 6/1/09	0.000	0.000	0.000	0.000	0.000	25.537	25.328	25.845	24.074	24.790	23.707	24.194	173.476
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>Eliminate E-Z Pass Forgiveness</i>	0.747	0.730	0.842	0.830	0.883	0.876	0.878	0.897	0.830	0.852	0.810	0.826	10.000
Other Operating Revenue	1.042	0.930	1.024	0.990	1.012	0.982	1.017	0.986	0.981	1.021	0.974	1.020	11.981
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.197	0.178	0.197	0.191	0.197	0.191	0.197	0.197	0.191	0.197	0.191	0.197	2.321
Total Revenue	\$96.325	\$94.124	\$108.415	\$106.894	\$113.704	\$138.247	\$138.355	\$141.283	\$130.978	\$134.563	\$127.996	\$130.623	\$1,461.508
Operating Expenses													
Labor:													
Payroll	\$10.415	\$9.564	\$10.983	\$10.278	\$10.635	\$10.369	\$10.664	\$10.729	\$10.278	\$10.633	\$10.275	\$13.789	\$128.613
Overtime	2.236	2.319	2.129	2.070	2.144	2.126	2.163	2.249	2.181	2.159	2.275	2.319	26.370
Health and Welfare	2.029	1.896	2.067	2.010	2.067	2.010	2.029	2.067	1.896	1.953	1.896	(0.080)	21.838
OPEB Current Payment	1.098	0.991	1.098	1.062	1.098	1.062	1.098	1.098	1.062	1.098	1.062	1.098	12.923
Pensions	1.939	1.781	1.977	1.911	1.977	1.911	1.939	1.977	1.976	2.042	1.976	2.042	23.446
Other Fringe Benefits	2.032	0.922	1.776	0.987	1.020	1.743	0.993	1.020	1.768	1.045	1.768	1.056	16.130
Reimbursable Overhead	(0.671)	(0.447)	(0.447)	(0.447)	(0.447)	(0.447)	(0.671)	(0.447)	(0.447)	(0.447)	(0.447)	(0.672)	(6.037)
Total Labor Expenses	\$19.078	\$17.026	\$19.581	\$17.872	\$18.493	\$18.774	\$18.215	\$18.692	\$18.715	\$18.481	\$18.806	\$19.551	\$223.284
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.742	0.671	0.742	0.718	0.742	0.718	0.742	0.742	0.718	0.742	0.718	0.852	8.851
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.906	7.271	11.863	7.652	10.436	19.669	9.518	12.811	17.314	13.455	17.011	28.169	162.075
Professional Service Contracts	1.058	1.168	1.647	1.171	1.247	1.724	1.265	1.252	1.795	1.309	1.217	7.501	22.354
Materials & Supplies	1.000	0.903	4.611	1.197	1.353	2.362	1.470	1.023	1.224	1.545	1.138	1.078	18.904
Other Business Expenses	0.083	0.078	0.151	0.085	0.077	0.074	0.081	0.082	0.074	0.081	0.078	1.567	2.510
Total Non-Labor Expenses	\$9.788	\$10.091	\$19.016	\$10.823	\$13.855	\$24.547	\$13.076	\$15.911	\$21.126	\$17.132	\$20.162	\$39.168	\$214.694
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Gap Closing Actions:													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(0.633)	(0.663)	(0.796)	(0.896)	(0.987)	(1.684)	(1.078)	(1.259)	(1.502)	(1.381)	(1.684)	(2.350)	(14.913)
Total Gap Closing Actions	(\$0.633)	(\$0.663)	(\$0.796)	(\$0.896)	(\$0.987)	(\$1.684)	(\$1.078)	(\$1.259)	(\$1.502)	(\$1.381)	(\$1.684)	(\$2.350)	(\$14.913)
Total Expenses/Expenditures before Depreciation & GASB Adjustments	\$28.233	\$26.453	\$37.801	\$27.799	\$31.361	\$41.638	\$30.213	\$33.344	\$38.338	\$34.232	\$37.284	\$56.369	\$423.065
Add: Depreciation	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.487	77.800
Add: OPEB Obligation	0.000	0.000	16.475	0.000	0.000	16.475	0.000	0.000	16.475	0.000	0.000	16.475	65.900
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses/Expenditures	\$34.716	\$32.936	\$60.759	\$34.282	\$37.844	\$64.596	\$36.696	\$39.827	\$61.296	\$40.715	\$43.767	\$79.331	\$566.765
Less: Depreciation	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.487)	(77.800)
Less: OPEB Obligation	0.000	0.000	(16.475)	0.000	0.000	(16.475)	0.000	0.000	(16.475)	0.000	0.000	(16.475)	(65.900)
Total Expenses	\$28.233	\$26.453	\$37.801	\$27.799	\$31.361	\$41.638	\$30.213	\$33.344	\$38.338	\$34.232	\$37.284	\$56.369	\$423.065
Net Income/(Deficit)	\$68.092	\$67.671	\$70.615	\$79.096	\$82.342	\$96.610	\$108.142	\$107.939	\$92.640	\$100.331	\$90.713	\$74.254	\$1,038.443

MTA BRIDGES AND TUNNELS
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE
(Page 1 of 2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	94.339	92.286	106.352	104.883	111.611	110.661	110.935	113.357	104.902	107.702	102.315	104.386	1263.730
Toll Increase 6/1/09	0.000	0.000	0.000	0.000	0.000	25.537	25.328	25.845	24.074	24.790	23.707	24.194	173.476
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>Eliminate E-Z Pass Forgiveness</i>	0.747	0.730	0.842	0.830	0.883	0.876	0.878	0.897	0.830	0.852	0.810	0.826	10.000
Other Operating Revenue	1.042	0.930	1.024	0.990	1.012	0.982	1.017	0.986	0.981	1.021	0.974	1.020	11.981
Capital and Other Reimbursements	1.643	1.096	1.096	1.096	1.096	1.096	1.643	1.096	1.120	1.120	1.120	1.618	14.840
Investment Income	0.197	0.178	0.197	0.191	0.197	0.191	0.197	0.197	0.191	0.197	0.191	0.197	2.321
Total Revenue	\$97.968	\$95.220	\$109.511	\$107.990	\$114.800	\$139.343	\$139.998	\$142.379	\$132.098	\$135.683	\$129.116	\$132.241	\$1,476.348
Expenses													
Labor:													
Payroll	\$11.075	\$10.004	\$11.423	\$10.718	\$11.075	\$10.809	\$11.324	\$11.169	\$10.718	\$11.073	\$10.715	\$14.451	\$134.555
Overtime	2.236	2.319	2.129	2.070	2.144	2.126	2.163	2.249	2.181	2.159	2.275	2.368	26.419
Health and Welfare	2.144	1.973	2.144	2.087	2.144	2.087	2.144	2.144	2.087	2.144	2.087	0.111	23.295
OPEB Current Payment	1.098	0.991	1.098	1.062	1.098	1.062	1.098	1.098	1.062	1.098	1.062	1.098	12.923
Pensions	2.054	1.858	2.054	1.988	2.054	1.988	2.054	2.054	1.988	2.054	1.988	2.054	24.186
Other Fringe Benefits	2.114	0.977	1.831	1.042	1.075	1.798	1.075	1.075	1.798	1.075	1.798	1.088	16.746
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$20.721	\$18.122	\$20.677	\$18.968	\$19.589	\$19.870	\$19.858	\$19.788	\$19.835	\$19.601	\$19.926	\$21.169	\$238.124
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.742	0.671	0.742	0.718	0.742	0.718	0.742	0.742	0.718	0.742	0.718	0.852	8.851
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.906	7.271	11.863	7.652	10.436	19.669	9.518	12.811	17.314	13.455	17.011	28.169	162.075
Professional Service Contracts	1.058	1.168	1.647	1.171	1.247	1.724	1.265	1.252	1.795	1.309	1.217	7.501	22.354
Materials & Supplies	1.000	0.903	4.611	1.197	1.353	2.362	1.470	1.023	1.224	1.545	1.138	1.078	18.904
Other Business Expenses	0.083	0.078	0.151	0.085	0.077	0.074	0.081	0.082	0.074	0.081	0.078	1.567	2.510
Total Non-Labor Expenses	\$9.788	\$10.091	\$19.016	\$10.823	\$13.855	\$24.547	\$13.076	\$15.911	\$21.126	\$17.132	\$20.162	\$39.168	\$214.694
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Gap Closing Actions:													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(0.633)	(0.663)	(0.796)	(0.896)	(0.987)	(1.684)	(1.078)	(1.259)	(1.502)	(1.381)	(1.684)	(2.350)	(14.913)
Total Gap Closing Actions	(\$0.633)	(\$0.663)	(\$0.796)	(\$0.896)	(\$0.987)	(\$1.684)	(\$1.078)	(\$1.259)	(\$1.502)	(\$1.381)	(\$1.684)	(\$2.350)	(\$14.913)
Total Expenses before Non-Cash Liability Adjs.	\$29.876	\$27.549	\$38.897	\$28.895	\$32.457	\$42.734	\$31.856	\$34.440	\$39.458	\$35.352	\$38.404	\$57.987	\$437.905
Add: Depreciation	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.483	6.487	77.800
Add: OPEB Obligation	0.000	0.000	16.475	0.000	0.000	16.475	0.000	0.000	16.475	0.000	0.000	16.475	65.900
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$36.359	\$34.032	\$61.855	\$35.378	\$38.940	\$65.692	\$38.339	\$40.923	\$62.416	\$41.835	\$44.887	\$80.949	\$581.605
Less: Depreciation	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.483)	(6.487)	(77.800)
Less: OPEB Obligation	0.000	0.000	(16.475)	0.000	0.000	(16.475)	0.000	0.000	(16.475)	0.000	0.000	(16.475)	(65.900)
Total Expenses	\$29.876	\$27.549	\$38.897	\$28.895	\$32.457	\$42.734	\$31.856	\$34.440	\$39.458	\$35.352	\$38.404	\$57.987	\$437.905
Net Income/(Deficit)	\$68.092	\$67.671	\$70.615	\$79.096	\$82.342	\$96.610	\$108.142	\$107.939	\$92.640	\$100.331	\$90.713	\$74.254	\$1,038.443

MTA BRIDGES AND TUNNELS
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE
(Page 2 of 2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Net Income/(Deficit)	\$68.092	\$67.671	\$70.615	\$79.096	\$82.342	\$96.610	\$108.142	\$107.939	\$92.640	\$100.331	\$90.713	\$74.254	\$1,038.443
<i>Deductions from Income:</i>													
Less: Capitalized Assets	0.446	0.539	1.571	1.571	1.054	1.377	1.563	1.745	1.915	1.622	2.277	3.174	18.854
Reserves	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.171	13.953
GASB Reserve	0.000	0.000	0.552	0.000	0.000	0.552	0.000	0.000	0.552	0.000	0.000	0.554	2.210
Adjusted Baseline Net Income/(Deficit)	\$66.484	\$65.970	\$67.330	\$76.363	\$80.126	\$93.519	\$105.417	\$105.032	\$89.011	\$97.547	\$87.274	\$69.355	\$1,003.427
Less: Debt Service	51.288	46.325	51.288	49.634	51.288	49.634	51.288	51.288	49.634	51.288	49.634	51.288	603.878
Less: Gain on Escrow	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Income Available for Distribution	\$15.196	\$19.645	\$16.041	\$26.729	\$28.838	\$43.885	\$54.129	\$53.743	\$39.377	\$46.259	\$37.640	\$18.067	\$399.548
<i>Distributable To:</i>													
MTA - Investment Income	0.197	0.178	0.197	0.191	0.197	0.191	0.197	0.197	0.191	0.197	0.191	0.197	2.321
MTA - Distributable Income	13.084	14.681	13.507	18.641	19.905	27.219	32.550	32.358	24.965	28.615	24.097	14.519	264.141
NYCT - Distributable Income	1.915	4.786	2.338	7.897	8.736	16.475	21.381	21.189	14.221	17.446	13.352	3.350	133.086
Total Distributable Income:	\$15.196	\$19.645	\$16.042	\$26.729	\$28.838	\$43.885	\$54.128	\$53.744	\$39.377	\$46.258	\$37.640	\$18.066	\$399.548
<i>Cash Transfers:</i>													
MTA - Investment Income	\$0.000	\$2.558	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.558
MTA - Transfers	0.000	33.356	13.213	12.156	16.777	17.915	24.497	29.295	29.122	22.469	25.754	34.754	259.307
NYCT - Transfers	0.000	12.484	4.307	2.104	7.107	7.862	14.828	19.243	19.070	12.799	15.701	15.032	130.538
Total Cash Transfers:	\$0.000	\$48.397	\$17.520	\$14.261	\$23.884	\$25.777	\$39.325	\$48.538	\$48.192	\$35.267	\$41.455	\$49.786	\$392.403
SUPPORT TO MASS TRANSIT:													
Total Revenues	\$97.968	\$95.220	\$109.511	\$107.990	\$114.800	\$139.343	\$139.998	\$142.379	\$132.098	\$135.683	\$129.116	\$132.241	\$1,476.348
Less: Net Operating Expenses	29.876	27.549	38.897	28.895	32.457	42.734	31.856	34.440	39.458	35.352	38.404	57.987	437.905
Net Operating Income:	\$68.092	\$67.671	\$70.615	\$79.096	\$82.342	\$96.610	\$108.142	\$107.939	\$92.640	\$100.331	\$90.713	\$74.254	\$1,038.443
<i>Deductions from Operating Income:</i>													
B&T Debt Service	\$15.843	\$14.310	\$15.843	\$15.332	\$15.843	\$15.332	\$15.843	\$15.843	\$15.332	\$15.843	\$15.332	\$15.843	\$186.541
Capitalized Assets	0.446	0.539	1.571	1.571	1.054	1.377	1.563	1.745	1.915	1.622	2.277	3.174	18.854
Reserves	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.162	1.171	13.953
GASB Reserve	0.000	0.000	0.552	0.000	0.000	0.552	0.000	0.000	0.552	0.000	0.000	0.554	2.210
Total Deductions from Operating Income	\$17.451	\$16.011	\$19.128	\$18.065	\$18.059	\$18.423	\$18.568	\$18.750	\$18.961	\$18.627	\$18.771	\$20.742	\$221.558
Total Support to Mass Transit:	\$50.641	\$51.660	\$51.487	\$61.030	\$64.283	\$78.187	\$89.574	\$89.188	\$73.679	\$81.704	\$71.941	\$53.512	\$816.885

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2009 ADOPTED BUDGET
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Baseline</u>													
Toll Revenue	\$94.339	\$92.286	\$106.352	\$104.883	\$111.611	\$110.661	\$110.935	\$113.357	\$104.902	\$107.702	\$102.315	\$104.386	\$1,263.730
Traffic Volume	21.761	21.284	24.428	24.216	25.608	25.506	25.480	25.999	24.081	24.732	23.631	24.054	290.780
Average Toll	\$4.335	\$4.336	\$4.354	\$4.331	\$4.358	\$4.339	\$4.354	\$4.360	\$4.356	\$4.355	\$4.330	\$4.340	\$4.346
<u>Toll Increase 6/1/09</u>													
Toll Revenue						\$25.537	\$25.328	\$25.845	\$24.074	\$24.790	\$23.707	\$24.194	\$173.476
Traffic Volume						(1.021)	(1.013)	(1.034)	(0.963)	(0.992)	(0.948)	(0.968)	(6.939)
<u>Baseline</u>													
Toll Revenue	\$94.339	\$92.286	\$106.352	\$104.883	\$111.611	\$136.199	\$136.263	\$139.202	\$128.976	\$132.493	\$126.022	\$128.580	\$1,437.206
Traffic Volume	21.761	21.284	24.428	24.216	25.608	24.484	24.467	24.965	23.118	23.741	22.682	23.086	283.841
Average Toll	\$4.335	\$4.336	\$4.354	\$4.331	\$4.358	\$5.563	\$5.569	\$5.576	\$5.579	\$5.581	\$5.556	\$5.570	\$5.063

MTA BRIDGES & TUNNELS
February Financial Plan - 2009 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function
Non-Reimbursable and Reimbursable

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	3	3	3	3	3	3	3	3	3	3	3	3
Law	9	9	9	9	9	9	9	9	9	9	9	9
CFO ⁽¹⁾	36	36	36	36	36	36	36	36	36	35	35	35
Labor Relations	5	5	5	5	5	5	5	5	5	5	5	5
Procurement & Materials	42	42	42	42	42	42	42	42	42	42	42	42
Staff Services ⁽²⁾	46	46	46	46	46	46	46	46	46	46	46	46
EEO	1	1	1	1	1	1	1	1	1	1	1	1
Total Administration	142	141	141	141								
Operations												
Revenue Management	45	45	45	45	45	45	45	45	45	45	45	45
Operations (Non-Security)	755	755	755	755	755	755	755	755	755	755	755	755
Total Operations	800											
Maintenance												
Maintenance	114	114	114	114	114	114	114	114	114	114	114	114
Operations - Maintainers	173	173	173	173	173	173	173	173	173	173	173	173
Procurement & Materials	14	14	14	14	14	14	14	14	14	14	14	14
Technology	63	63	63	63	63	63	63	63	63	63	63	63
Internal Security - Tech Svcs	36	36	36	36	36	36	36	36	36	36	36	36
Total Maintenance	400											
Engineering/Capital												
Engineering & Construction	171	171	171	171	171	171	171	171	171	171	171	171
Health & Safety	10	10	10	10	10	10	10	10	10	10	10	10
Planning & Budget Capital	9	9	9	9	9	9	9	9	9	9	9	9
Total Engineering/Capital	190											
Public Safety												
Operations (Security)	245	245	245	245	245	245	245	245	245	245	245	245
Internal Security - Operations	53	53	53	53	53	53	53	53	53	53	53	53
Total Public Safety	298											
Impact of Gap Closing Actions												
Addtl. Actions for Budget Balance	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)
Total Impact of Gap Closing Actions	(28)											
Total Positions	1,802	1,801	1,801	1,801								
<i>Non-Reimbursable</i>	1,757	1,757	1,757	1,757	1,757	1,757	1,757	1,757	1,757	1,756	1,756	1,756
<i>Reimbursable</i>	45	45	45	45	45	45	45	45	45	45	45	45
<i>Total Full-Time</i>	1,802	1,802	1,802	1,802	1,802	1,802	1,802	1,802	1,802	1,801	1,801	1,801
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

⁽¹⁾ includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

⁽²⁾ includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan - 2009 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	44	44	44	44	44	44	44	44	44	44	44	44
Professional, Technical, Clerical	98	98	98	98	98	98	98	98	98	97	97	97
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	142	141	141	141								
Operations												
Managers/Supervisors	54	54	54	54	54	54	54	54	54	54	54	54
Professional, Technical, Clerical	55	55	55	55	55	55	55	55	55	55	55	55
Operational Hourlies	691	691	691	691	691	691	691	691	691	691	691	691
Total Operations	800											
Maintenance												
Managers/Supervisors	33	33	33	33	33	33	33	33	33	33	33	33
Professional, Technical, Clerical	61	61	61	61	61	61	61	61	61	61	61	61
Operational Hourlies	306	306	306	306	306	306	306	306	306	306	306	306
Total Maintenance	400											
Engineering/Capital												
Managers/Supervisors	40	40	40	40	40	40	40	40	40	40	40	40
Professional, Technical, Clerical	150	150	150	150	150	150	150	150	150	150	150	150
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	190											
Public Safety												
Managers/Supervisors	15	15	15	15	15	15	15	15	15	15	15	15
Professional, Technical, Clerical	34	34	34	34	34	34	34	34	34	34	34	34
Operational Hourlies	249	249	249	249	249	249	249	249	249	249	249	249
Total Public Safety	298											
Impact of Gap Closing Actions												
Toll Increases & Addtl. Actions for Budget Balance												
Managers/Supervisors	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
Professional, Technical, Clerical	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)	(11)
Operational Hourlies	(14)	(14)	(14)	(14)	(14)	(14)	(14)	(14)	(14)	(14)	(14)	(14)
Total Impact of Gap Closing Actions	(28)											
Total Positions												
Managers/Supervisors	183	183	183	183	183	183	183	183	183	183	183	183
Professional, Technical, Clerical	387	387	387	387	387	387	387	387	387	386	386	386
Operational Hourlies	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232
Total Positions	1,802	1,801	1,801	1,801								

Capital Construction Company

**MTA CAPITAL CONSTRUCTION
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents MTA Capital Construction's 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012.

MTACC projects 2009 costs at \$36.054 million, a decrease of \$1.195 million from the November Financial Plan, due to the inclusion of Additional Actions for Budget Balance (AABB) and Other Administrative Reductions. From 2010 through 2012 expenditures are projected at \$36.033 million, \$34.993 million, \$35.808 million, respectively. These figures have decreased from the November Financial Plan due to the AABB savings of \$1.100 million in each year with additional reductions of \$.207 million in both 2011 and 2012 to account for MTA Business Service Center Salary and Fringe Costs. MTACC's headcount is projected at 150 in 2009 and 2010 and drops to 147 in 2011 and 2012, also due to MTA Business Service Center reductions.

The attached also includes modified schedules detailing the monthly allocation of financial and headcount data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA CAPITAL CONSTRUCTION
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan:										
Baseline Net Surplus/(Deficit)	150	\$0.000	150	\$0.000	150	\$0.000	150	\$0.000	150	\$0.000
<i>Amendments:</i>										
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>Gap Closing Actions:</i>										
2009 Fare/Toll Increase in Baseline										
2009 PEG Program in Baseline										
<i>Internal Actions:</i>										
Business Service Center:										
Business Service Center Revenue	0	\$0.000	0	\$0.000	0	\$0.000	3	(\$0.207)	3	(\$0.207)
Business Service Center Expense	0	\$0.000	0	\$0.000	0	\$0.000	3	\$0.207	3	\$0.207
Business Service Center Net	0	\$0.000	0	\$0.000	0	\$0.000	3	\$0.000	3	\$0.000
<i>Additional Actions for Budget Balance:</i>										
AABB Revenue	0	\$0.000	0	(\$1.100)	0	(\$1.100)	0	(\$1.100)	0	(\$1.100)
AABB Expense	0	\$0.000	0	\$1.100	0	\$1.100	0	\$1.100	0	\$1.100
AABB Net	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>Other Administrative Reductions</i>										
Other Admin Reductions Revenue	0	(\$0.104)	0	(\$0.095)	0	\$0.000	0	\$0.000	0	\$0.000
Other Admin Reductions Expense	0	\$0.104	0	\$0.095	0	\$0.000	0	\$0.000	0	\$0.000
Other Admin Reductions Net	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Sub-Total Gap Closing Actions	0	\$0.000	0	\$0.000	0	\$0.000	3	\$0.000	3	\$0.000
Transfer Pension Valuations from HQ to Agency Forecasts										
Transfer Fuel into Agency Forecasts										
2009 February Financial Plan:										
Baseline Net Surplus/(Deficit)	150	\$ -	150	\$ -	150	\$ -	147	\$ -	147	\$ -

MTA CAPITAL CONSTRUCTION
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan:										
Baseline Net Surplus/(Deficit)	150	\$0.000	150	\$0.000	150	\$0.000	150	\$0.000	150	\$0.000
Amendments:										
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline										
2009 PEG Program in Baseline										
Internal Actions:										
Business Service Center:										
Business Service Center Revenue	0	\$0.000	0	\$0.000	0	\$0.000		(\$0.207)		(\$0.207)
Business Service Center Expense	0	\$0.000	0	\$0.000	0	\$0.000		\$0.207		\$0.207
Business Service Center Net	0	\$0.000	0	\$0.000	0	\$0.000	3	\$0.000	3	\$0.000
Additional Actions for Budget Balance:										
AABB Revenue	0	\$0.000	0	(\$1.100)	0	(\$1.100)	0	(\$1.100)	0	(\$1.100)
AABB Expense	0	\$0.000	0	\$1.100	0	\$1.100	0	\$1.100	0	\$1.100
AABB Net	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Other Administrative Reductions										
Other Admin Reductions Revenue	0	(\$0.104)	0	(\$0.095)	0	\$0.000	0	\$0.000	0	\$0.000
Other Admin Reductions Expense	0	\$0.104	0	\$0.095	0	\$0.000	0	\$0.000	0	\$0.000
Other Administrative Reductions Net	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Sub-Total Gap Closing Actions	0	\$0.000	0	\$0.000	0	\$0.000	3	\$0.000	3	\$0.000
Transfer Pension Valuations from HQ to Agency Forecasts										
Transfer Fuel into Agency Forecasts										
2009 February Financial Plan:										
Baseline Net Surplus/(Deficit)	150	\$ -	150	\$ -	150	\$ -	147	\$ -	147	\$ -

MTA CAPITAL CONSTRUCTION
February Financial Plan 2009-2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2008 Final <u>Estimate</u>	2009 Adopted <u>Budget</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	(1.100)	(1.100)	(1.100)	(1.100)
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	\$32.835	37.154	37.133	36.093	36.908
Total Revenue	\$32.835	\$36.054	\$36.033	\$34.993	\$35.808
Expenses					
<u>Labor:</u>					
Payroll	\$13.796	\$17.366	\$17.722	\$17.931	\$18.300
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.884	2.422	2.554	2.684	2.852
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.431	1.786	1.840	1.897	1.960
Other Fringe Benefits	4.736	5.396	5.544	5.619	5.805
Reimbursable Overhead					
Total Labor Expenses	\$21.847	\$26.970	\$27.661	\$28.131	\$28.916
<u>Non-Labor:</u>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance	1.081	0.096	0.106	0.117	0.128
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	8.573	8.730	8.025	6.654	6.725
Materials & Supplies	0.075	0.067	0.068	0.069	0.070
Other Business Expenses	1.258	1.290	1.273	1.122	1.068
Total Non-Labor Expenses	\$10.988	\$10.184	\$9.472	\$7.962	\$7.992
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	(\$1.100)	(\$1.100)	(\$1.100)	(\$1.100)
Total Gap Closing Actions	\$0.000	(\$1.100)	(\$1.100)	(\$1.100)	(\$1.100)
Total Expenses before Depreciation	\$32.835	\$36.054	\$36.033	\$34.993	\$35.808
Depreciation					
Total Expenses	\$32.835	\$36.054	\$36.033	\$34.993	\$35.808
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
February Financial Plan 2009-2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2008	2009			
	Final	Adopted			
	<u>Estimate</u>	<u>Budget</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	(1.100)	(1.100)	(1.100)	(1.100)
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	32.835	37.154	37.133	36.093	36.908
Total Receipts	\$32.835	\$36.054	\$36.033	\$34.993	\$35.808
Expenditures					
<u>Labor:</u>					
Payroll	\$13.796	\$17.366	\$17.722	\$17.931	\$18.300
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.884	2.422	2.554	2.684	2.852
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.431	1.786	1.840	1.897	1.960
Other Fringe Benefits	4.736	5.396	5.544	5.619	5.805
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$21.847	\$26.970	\$27.661	\$28.131	\$28.916
<u>Non-Labor:</u>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance	1.081	0.096	0.106	0.117	0.128
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	8.573	8.730	8.025	6.654	6.725
Materials & Supplies	0.075	0.067	0.068	0.069	0.070
Other Business Expenses	1.258	1.290	1.273	1.122	1.068
Total Non-Labor Expenditures	\$10.988	\$10.184	\$9.472	\$7.962	\$7.992
<u>Other Expenditure Adjustments:</u>					
Other - Restricted Cash Adjustment					
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	(\$1.100)	(\$1.100)	(\$1.100)	(\$1.100)
Total Gap Closing Actions	\$0.000	(\$1.100)	(\$1.100)	(\$1.100)	(\$1.100)
Total Expenditures	\$32.835	\$36.054	\$36.033	\$34.993	\$35.808
Baseline Cash Deficit	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
February Financial Plan 2009-2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation Adjustment	-	-	-	-	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
February Financial Plan 2009-2012
Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
MTACC	30	30	30	30	30
Engineering/Capital					
MTACC	25	25	25	22	22
East Side Access	38	38	38	38	38
Security	25	25	25	25	25
Second Avenue Subway	20	20	20	20	20
Lower Manhattan Project	12	12	12	12	12
Total Engineering/Capital	120	120	120	117	117
Total Baseline Positions	150	150	150	147	147
<i>Non-Reimbursable</i>	-	-	-	-	-
<i>Reimbursable</i>	150	150	150	147	147
<i>Total Full-Time</i>	150	150	150	147	147
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

MTA CAPITAL CONSTRUCTION
February Financial Plan 2009-2012
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	30	30	30	30	30
Operational Hourlies	-	-	-	-	-
Total Administration	30	30	30	30	30
Operations					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies ⁽¹⁾	-	-	-	-	-
Total Operations	-	-	-	-	-
Maintenance					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies ⁽¹⁾	-	-	-	-	-
Total Maintenance	-	-	-	-	-
Engineering/Capital					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	120	120	120	117	117
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	120	120	120	117	117
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies ⁽¹⁾	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Total Baseline Positions					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	150	150	150	147	147
Operational Hourlies	-	-	-	-	-
Total Baseline Positions	150	150	150	147	147

MTA CAPITAL CONSTRUCTION
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Additional Actions for Budget Balance: Revenue Impact</i>	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(1.100)
Capital and Other Reimbursements	2.569	2.674	2.738	2.874	3.001	3.231	3.186	3.260	3.472	3.416	3.348	3.386	37.154
Total Revenue	\$2.477	\$2.582	\$2.647	\$2.782	\$2.909	\$3.139	\$3.094	\$3.168	\$3.380	\$3.324	\$3.256	\$3.295	\$36.054
Expenses													
<u>Labor:</u>													
Payroll	\$1.225	\$1.254	\$1.283	\$1.341	\$1.399	\$1.552	\$1.505	\$1.535	\$1.581	\$1.581	\$1.535	\$1.573	\$17.366
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.171	0.175	0.179	0.187	0.195	0.216	0.210	0.214	0.221	0.221	0.214	0.219	2.422
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.126	0.129	0.132	0.138	0.144	0.160	0.155	0.158	0.163	0.163	0.158	0.162	1.786
Other Fringe Benefits	0.381	0.390	0.399	0.417	0.435	0.482	0.468	0.477	0.491	0.491	0.477	0.489	5.396
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$1.903	\$1.948	\$1.993	\$2.083	\$2.173	\$2.410	\$2.338	\$2.384	\$2.456	\$2.456	\$2.384	\$2.442	\$26.970
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.096	0.000	0.000	0.000	0.096
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.582	0.640	0.659	0.692	0.727	0.714	0.735	0.757	0.795	0.811	0.827	0.788	8.730
Materials & Supplies	0.004	0.004	0.004	0.005	0.005	0.005	0.006	0.006	0.007	0.007	0.007	0.007	0.067
Other Business Expenses	0.080	0.082	0.082	0.094	0.097	0.101	0.107	0.112	0.117	0.142	0.129	0.149	1.290
Total Non-Labor Expenses	\$0.666	\$0.726	\$0.745	\$0.791	\$0.829	\$0.821	\$0.848	\$0.876	\$1.016	\$0.960	\$0.963	\$0.944	\$10.184
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
<u>Gap Closing Actions:</u>													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$1.100)
Total Gap Closing Actions	(\$0.092)	(\$1.100)											
Total Expenses	\$2.477	\$2.582	\$2.647	\$2.782	\$2.909	\$3.139	\$3.094	\$3.168	\$3.380	\$3.324	\$3.256	\$3.295	\$36.054
Net Surplus/(Deficit)	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)						

MTA CAPITAL CONSTRUCTION
February Financial Plan - 2009 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Additional Actions for Budget Balance: Revenue Impact</i>	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(0.092)	(1.100)
Capital and Other Reimbursements	2.569	2.674	2.738	2.874	3.001	3.231	3.186	3.260	3.472	3.416	3.348	3.386	37.154
Total Receipts	\$2.477	\$2.582	\$2.647	\$2.782	\$2.909	\$3.139	\$3.094	\$3.168	\$3.380	\$3.324	\$3.256	\$3.295	\$36.054
Expenditures													
<u>Labor:</u>													
Payroll	\$1.225	\$1.254	\$1.283	\$1.341	\$1.399	\$1.552	\$1.505	\$1.535	\$1.581	\$1.581	\$1.535	\$1.573	\$17.366
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.171	0.175	0.179	0.187	0.195	0.216	0.210	0.214	0.221	0.221	0.214	0.219	2.422
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.126	0.129	0.132	0.138	0.144	0.160	0.155	0.158	0.163	0.163	0.158	0.162	1.786
Other Fringe Benefits	0.381	0.390	0.399	0.417	0.435	0.482	0.468	0.477	0.491	0.491	0.477	0.489	5.396
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$1.903	\$1.948	\$1.993	\$2.083	\$2.173	\$2.410	\$2.338	\$2.384	\$2.456	\$2.456	\$2.384	\$2.442	\$26.970
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.096	0.000	0.000	0.000	0.096
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.582	0.640	0.659	0.692	0.727	0.714	0.735	0.757	0.795	0.811	0.827	0.788	8.730
Materials & Supplies	0.004	0.004	0.004	0.005	0.005	0.005	0.006	0.006	0.007	0.007	0.007	0.007	0.067
Other Business Expenses	0.080	0.082	0.082	0.094	0.097	0.101	0.107	0.112	0.117	0.142	0.129	0.149	1.290
Total Non-Labor Expenditures	\$0.666	\$0.726	\$0.745	\$0.791	\$0.829	\$0.821	\$0.848	\$0.876	\$1.016	\$0.960	\$0.963	\$0.944	\$10.184
<u>Other Expenditure Adjustments:</u>													
Other - Restricted Cash Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000												
<u>Gap Closing Actions:</u>													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$0.092)	(\$1.100)
Total Gap Closing Actions	(\$0.092)	(\$1.100)											
Total Expenditures	\$2.477	\$2.582	\$2.647	\$2.782	\$2.909	\$3.139	\$3.094	\$3.168	\$3.380	\$3.324	\$3.256	\$3.295	\$36.054
Net Cash Deficit	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)						

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Long Island Bus

**MTA LONG ISLAND BUS
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents Long Island Bus' 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012. The adopted budget reflects the inclusion of Gap Closing Actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan, which was adopted by the Board in December 2008.

Internal reduction actions include Administrative savings identified post the July plan but not included in November. All 2009 PEG items were moved above the line into generic budget categories.

Additional actions to achieve Budget Balance are shown as discreet line items. This includes the streamlining of select routes to achieve efficiencies. Where farebox revenue is affected by service changes, the resulting negative revenue is shown with a corresponding negative expense line item offset. Other targeted reductions pertain to Administrative items as well as cost benefits to be derived from purchasing Compressed Natural Gas from alternate energy supplier companies (ESCO's). The value of all reduction items are shown in each plan year.

The proposed Agency-wide fare increase is shown as a separate revenue line item labeled "Fare Increase 6/1/09". The "LI Bus Deficit Reduction" plan assesses fare yield targets over and above the "all Agency" 23% target that will become necessary in the absence of additional funding from Nassau County. This projected additional farebox revenue is shown as a separate revenue line item.

The February Plan captures savings from the opening of the Business Service Center in 2011 and 2012.

There were two technical adjustments. The first entailed the addition of one reimbursable position to provide support for capital funded facility and equipment code compliance and project management. The 2009 value is \$.1 million. The second was a no cost realignment amongst title groups that saw a net reduction of 8 professional, technical and clerical positions in support of 8 eight additional operating managerial and supervisory positions.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA LONG ISLAND BUS
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) - Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	1,139	(\$88.271)	1,139	(\$93.322)	1,139	(\$99.560)	1,139	(\$104.006)	1,139	(\$107.460)

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$.000	-	\$.000	-	\$.000	-	\$.000	-	\$.000
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Gap Closing Actions:

2009 Fare/Toll Increase in Baseline	-		5.484		9.397		9.416		9.444	
2009 PEG Program in Baseline	-		2	0.640	2	0.540	2	0.400	2	0.340

Internal Actions:

Business Service Center		\$.000		-		-	15	\$1.473	15	\$1.637
LIB Deficit Reduction		\$.000		\$4.500		\$2.800		\$2.000		\$2.000

Additional Actions for Budget Balance (AABB):

AABB Revenue				(\$.196)		(\$.258)		(\$.263)		(\$.269)
AABB Expenses			21	\$5.632	21	\$6.165	21	\$6.183	21	\$6.218
<i>Net AABB</i>	<i>0</i>	<i>\$.000</i>	<i>21</i>	<i>\$5.436</i>	<i>21</i>	<i>\$5.907</i>	<i>21</i>	<i>\$5.920</i>	<i>21</i>	<i>\$5.949</i>
Other Administrative Reductions		\$.179		\$.359						

Sub-Total Gap Closing Actions	-	\$.179	23	\$16.419	23	\$18.644	38	\$19.209	38	\$19.370
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Transfer Pension Valuations from HQ to Agency Forecasts										
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Transfer Fuel into Agency Forecasts										
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2009 February Financial Plan: Baseline Net Surplus/(Deficit)	1,139	\$ (88.092)	1,116	\$ (76.903)	1,116	\$ (80.916)	1,101	\$ (84.798)	1,101	\$ (88.088)
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MTA LONG ISLAND BUS
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)									
2008		2009		2010		2011		2012	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2008 November Financial Plan: Baseline Net Surplus/(Deficit)	14	\$0.000	14	\$0.000	14	\$0.000	14	\$0.000	14	\$0.000
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Technical Adjustments:

Additional Facilities Position			(1)	(\$.101)	(1)	(\$.103)	(1)	(\$.105)	(1)	(\$.109)
Additional Reimbursement				\$.101		\$.103		\$.105		\$.109

Sub-Total Technical Adjustments	0	\$0.000	(1)	\$0.000	(1)	\$0.000	(1)	\$0.000	(1)	\$0.000
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Gap Closing Actions:

Internal Actions:

Additional Actions for Budget Balance:

Sub-Total Gap Closing Actions	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
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Transfer Pension Valuations from HQ to Agency Forecasts										
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Transfer Fuel into Agency Forecasts										
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2009 February Financial Plan: Baseline Net Surplus/(Deficit)	14	\$ -	15	\$ 0.000	15	\$ -	15	\$ -	15	\$ -
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MTA LONG ISLAND BUS
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	1,153	(\$87.069)	1,153	(\$87.529)	1,153	(\$92.147)	1,153	(\$96.096)	1,153	(\$99.226)
Technical Adjustments:										
Additional Facilities Position			(1)	(\$.101)	(1)	(\$.103)	(1)	(\$.105)	(1)	(\$.109)
Additional Reimbursement				\$.101		\$.103		\$.105		\$.109
Sub-Total Technical Adjustments	0	\$.000	(1)	\$.000	(1)	\$.000	(1)	\$.000	(1)	\$.000
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline		-		5.484		9.397		9.416		9.444
2009 PEG Program in Baseline		-	2	0.640	2	0.540	2	0.400	2	0.340
Internal Actions:										
Business Service Center		\$.000		-		-	15	\$ 1.473	15	\$ 1.637
LIB Deficit Reduction		\$.000		\$ 4.500		\$ 2.800		\$ 2.000		\$ 2.000
Additional Actions for Budget Balance (AABB):										
AABB Revenue				(\$.196)		(\$.258)		(\$.263)		(\$.269)
AABB Expenses			21	\$ 5.632	21	\$ 6.165	21	\$ 6.183	21	\$ 6.218
<i>Net AABB</i>			<i>21</i>	<i>\$ 5.436</i>	<i>21</i>	<i>\$ 5.907</i>	<i>21</i>	<i>\$ 5.920</i>	<i>21</i>	<i>\$ 5.949</i>
Other Administrative Reductions		\$.179		\$.359						
Sub-Total Gap Closing Actions	-	\$.179	23	\$ 16.419	23	\$ 18.644	38	\$ 19.209	38	\$ 19.370
Transfer Pension Valuations from HQ to Agency Forecasts										
Transfer Fuel into Agency Forecasts										
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	1,153	\$ (86.890)	1,131	\$ (71.110)	1,131	\$ (73.503)	1,116	\$ (76.888)	1,116	\$ (79.854)

MTA LONG ISLAND BUS
February Financial Plan 2009- 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Operating Revenue					
Farebox Revenue	\$ 42.125	\$ 41.851	\$ 41.977	\$ 42.061	\$ 42.187
Fare Increase 6/1/09		5.484	9.397	9.416	9.444
LI Bus Deficit Reduction		4.500	2.800	2.000	2.000
Additional Actions for Budget Balance: Revenue Impact		(0.196)	(0.258)	(0.263)	(0.269)
Toll Revenue	-	0.000	0.000	0.000	0.000
Other Operating Revenue	2.305	3.265	3.073	2.451	2.560
Capital and Other Reimbursements					
Total Revenue	\$44.430	\$54.904	\$56.989	\$55.665	\$55.922
Operating Expenses					
Labor:					
Payroll	\$ 64.392	\$ 66.106	\$ 67.556	\$ 68.147	\$ 69.658
Overtime	5.540	5.711	5.818	5.948	6.079
Health and Welfare	12.089	13.028	14.010	14.831	15.903
OPEB Current Payment	-	-	-	-	-
Pensions	5.079	5.314	5.431	5.480	5.601
Other Fringe Benefits	7.311	7.449	7.610	7.543	7.724
Pattern Labor Provision					
GASB Account					
Reimbursable Overhead					
Total Labor Expenses	\$94.411	\$97.608	\$100.425	\$101.949	\$104.965
Non-Labor:					
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	13.514	13.078	15.737	15.377	15.261
Insurance	0.517	0.327	0.365	0.628	0.425
Claims	4.483	3.537	3.602	3.672	3.745
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	9.969	9.979	10.388	10.742	11.049
Professional Service Contracts	1.982	2.040	2.078	2.125	2.172
Materials & Supplies	4.734	4.015	4.184	4.364	4.433
Other Business Expenses	0.391	0.394	0.435	0.445	0.455
Total Non-Labor Expenses	\$35.590	\$33.370	\$36.789	\$37.353	\$37.540
Other Expenses Adjustments:					
Other	\$ (3.469)				
Total Other Expense Adjustments	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Expenses:					
Additional Actions for Budget Balance: Expense Impact		(5.632)	(6.165)	(6.183)	(6.218)
Total Gap Closing Expenses	\$0.000	(\$5.632)	(\$6.165)	(\$6.183)	(\$6.218)
Total Expenses before Depreciation and GASB Adjs.	\$126.532	\$125.346	\$131.049	\$133.119	\$136.287
Depreciation					
OPEB Obligation	5.990	6.461	6.856	7.344	7.723
Environmental Remediation					
Total Expenses	\$132.522	\$131.807	\$137.905	\$140.463	\$144.010
Baseline Surplus/(Deficit)	(\$88.092)	(\$76.903)	(\$80.916)	(\$84.798)	(\$88.088)
Post-2009 Program to Eliminate the Gap (PEGs)			1.491	2.982	4.473
Net Surplus/(Deficit)	(\$88.092)	(\$76.903)	(\$79.425)	(\$81.816)	(\$83.615)

MTA LONG ISLAND BUS
February Financial Plan 2009- 2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue					
<i>Fare Increase 6/1/09</i>					
<i>LI Bus Deficit Reduction</i>					
<i>Additional Actions for Budget Balance: Revenue Impact</i>					
Toll Revenue	-	-	-	-	-
Other Operating Revenue					
Capital and Other Reimbursements	6.079	7.047	7.192	7.349	7.520
Total Revenue	\$6.079	\$7.047	\$7.192	\$7.349	\$7.520
Expenses					
<u>Labor:</u>					
Payroll	\$ 0.901	\$ 0.990	\$ 1.008	\$ 1.030	\$ 1.054
Overtime	-	-	-	-	-
Health and Welfare	0.322	0.346	0.363	0.382	0.401
OPEB Current Payment	1.310	1.439	1.544	1.656	1.777
Pensions	0.123	0.079	0.081	0.082	0.084
Other Fringe Benefits	0.123	0.192	0.196	0.199	0.204
Pattern Labor Provision					
GASB Account					
Reimbursable Overhead					
Total Labor Expenses	\$2.779	\$3.046	\$3.192	\$3.349	\$3.520
<u>Non-Labor:</u>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts					
Materials & Supplies	3.300	4.000	4.000	4.000	4.000
Other Business Expenses					
Total Non-Labor Expenses	\$3.300	\$4.000	\$4.000	\$4.000	\$4.000
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Expenses:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$6.079	\$7.046	\$7.192	\$7.349	\$7.520
Depreciation					
Total Expenses	\$6.079	\$7.046	\$7.192	\$7.349	\$7.520
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND BUS
February Financial Plan 2009- 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue	\$ 42.125	\$ 41.851	\$ 41.977	\$ 42.061	\$ 42.187
Fare Increase 6/1/09	-	5.484	9.397	9.416	9.444
LI Bus Deficit Reduction	-	4.500	2.800	2.000	2.000
Additional Actions for Budget Balance: Revenue Impact	-	(0.196)	(0.258)	(0.263)	(0.269)
Toll Revenue	-	-	-	-	-
Other Operating Revenue	2.305	3.265	3.073	2.451	2.560
Capital and Other Reimbursements	6.079	7.047	7.192	7.349	7.520
Total Revenue	\$50.509	\$61.951	\$64.181	\$63.014	\$63.442
Expenses					
<u>Labor:</u>					
Payroll	\$ 65.293	\$ 67.096	\$ 68.564	\$ 69.177	\$ 70.712
Overtime	5.540	5.711	5.818	5.948	6.079
Health and Welfare	12.411	13.374	14.373	15.213	16.304
OPEB Current Payment	1.310	1.439	1.544	1.656	1.777
Pensions	5.202	5.393	5.512	5.562	5.685
Other Fringe Benefits	7.434	7.641	7.806	7.742	7.928
Pattern Labor Provision	-	-	-	-	-
GASB Account	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$97.190	\$100.654	\$103.617	\$105.298	\$108.485
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	13.514	13.078	15.737	15.377	15.261
Insurance	0.517	0.327	0.365	0.628	0.425
Claims	4.483	3.537	3.602	3.672	3.745
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	9.969	9.979	10.388	10.742	11.049
Professional Service Contracts	1.982	2.040	2.078	2.125	2.172
Materials & Supplies	8.034	8.015	8.184	8.364	8.433
Other Business Expenses	0.391	0.394	0.435	0.445	0.455
Total Non-Labor Expenses	\$38.890	\$37.370	\$40.789	\$41.353	\$41.540
<u>Other Expenses Adjustments:</u>					
Other	\$ (3.469)	\$ -	\$ -	\$ -	\$ -
Total Other Expense Adjustments	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
Additional Actions for Budget Balance: Expense Impact	0.000	(5.632)	(6.165)	(6.183)	(6.218)
Total Gap Closing Actions	\$0.000	(\$5.632)	(\$6.165)	(\$6.183)	(\$6.218)
Total Expenses before Depreciation	\$132.611	\$132.392	\$138.241	\$140.468	\$143.807
Depreciation	-	-	-	-	-
OPEB Obligation	5.990	6.461	6.856	7.344	7.723
Environmental Remediation	-	-	-	-	-
Total Expenses	\$138.601	\$138.853	\$145.097	\$147.812	\$151.530
Baseline Surplus/(Deficit)	(\$88.092)	(\$76.902)	(\$80.916)	(\$84.798)	(\$88.088)
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	1.491	2.982	4.473
Net Surplus/(Deficit)	(\$88.092)	(\$76.902)	(\$79.425)	(\$81.816)	(\$83.615)

MTA LONG ISLAND BUS
February Financial Plan 2009- 2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$ 41.962	\$ 42.451	\$ 41.867	\$ 41.950	\$ 42.075
<i>Fare Increase 6/1/09</i>		5.484	9.397	9.416	9.444
<i>LI Bus Deficit Reduction</i>		4.500	2.800	2.000	2.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>		(0.196)	(0.258)	(0.263)	(0.269)
Vehicle Toll Revenue					
Other Operating Revenue	2.255	3.215	3.023	2.401	2.510
Capital and Other Reimbursements	5.792	6.714	6.821	6.937	7.065
Total Receipts	\$50.009	\$62.168	\$63.650	\$62.441	\$62.825
Expenditures					
<u>Labor:</u>					
Payroll	\$ 67.458	\$ 66.706	\$ 68.224	\$ 68.831	\$ 70.360
Overtime	5.719	5.680	5.782	5.910	6.039
Health and Welfare	12.360	13.318	14.312	15.147	16.232
OPEB Current Payment	1.310	1.439	1.544	1.656	1.777
Pensions	5.037	5.222	5.335	5.379	5.495
Other Fringe Benefits	8.278	7.597	7.764	7.698	7.882
Pattern Labor Provision					
GASB Account	0.308	0.318	0.327	0.338	0.345
Reimbursable Overhead					
Total Labor Expenditures	\$100.470	\$100.280	\$103.288	\$104.959	\$108.130
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	13.239	12.800	15.443	15.076	14.955
Insurance	0.500	0.302	0.352	0.604	0.443
Claims	4.913	5.486	3.548	3.612	3.684
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	10.394	9.802	10.208	10.558	10.861
Professional Service Contracts	2.200	1.961	1.992	2.031	2.076
Materials & Supplies	8.284	7.910	8.077	8.255	8.322
Other Business Expenses	0.368	0.369	0.410	0.417	0.426
Total Non-Labor Expenditures	\$39.898	\$38.630	\$40.030	\$40.553	\$40.767
<u>Other Expenditure Adjustments:</u>					
Other	(3.469)				
Total Other Expenditure Adjustments	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Expenses:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>		(5.632)	(6.165)	(6.183)	(6.218)
Total Gap Closing Expenses	\$0.000	(\$5.632)	(\$6.165)	(\$6.183)	(\$6.218)
Total Expenditures	\$136.899	\$133.278	\$137.153	\$139.329	\$142.679
Baseline Cash Deficit	(\$86.890)	(\$71.110)	(\$73.503)	(\$76.888)	(\$79.854)
Post-2009 Program to Eliminate the Gap (PEGs)			1.491	2.982	4.473
Net Cash Deficit	(\$86.890)	(\$71.110)	(\$72.012)	(\$73.906)	(\$75.381)

MTA LONG ISLAND BUS
February Financial Plan 2009- 2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	(0.163)	0.600	(0.110)	(0.111)	(0.112)
<i>Fare Increase 6/1/09</i>	-	-	-	-	-
<i>LI Bus Deficit Reduction</i>	-	-	-	-	-
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	(0.050)	(0.050)	(0.050)	(0.050)	(0.050)
Capital and Other Reimbursements	(0.287)	(0.333)	(0.371)	(0.412)	(0.455)
Total Receipts	(\$0.500)	\$0.217	(\$0.531)	(\$0.573)	(\$0.617)
Expenditures					
<u>Labor:</u>					
Payroll	\$ (2.165)	\$ 0.390	\$ 0.340	\$ 0.346	\$ 0.352
Overtime	(0.179)	0.031	0.036	0.038	0.040
Health and Welfare	0.051	0.056	0.061	0.066	0.072
OPEB Current Payment	-	-	-	-	-
Pensions	0.165	0.171	0.177	0.183	0.190
Other Fringe Benefits	(0.844)	0.044	0.042	0.044	0.046
Pattern Labor	-	-	-	-	-
GASB Account	(0.308)	(0.318)	(0.327)	(0.338)	(0.345)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$3.280)	\$0.374	\$0.329	\$0.339	\$0.355
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	0.275	0.278	0.294	0.301	0.306
Insurance	0.017	0.025	0.013	0.024	(0.018)
Claims	(0.430)	(1.949)	0.054	0.060	0.061
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.425)	0.177	0.180	0.184	0.188
Professional Service Contracts	(0.218)	0.079	0.086	0.094	0.096
Materials & Supplies	(0.250)	0.105	0.107	0.109	0.111
Other Business Expenditures	0.023	0.025	0.025	0.028	0.029
Total Non-Labor Expenditures	(\$1.008)	(\$1.260)	\$0.759	\$0.800	\$0.773
<u>Other Expenditures Adjustments:</u>					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	-	-	-	-	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$4.788)	(\$0.669)	\$0.557	\$0.566	\$0.511
Depreciation Adjustment	-	-	-	-	-
OPEB Obligation	5.990	6.461	6.856	7.344	7.723
Environmental Remediation	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$1.202	\$5.792	\$7.413	\$7.910	\$8.234
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
Total Cash Conversion Adjustments	\$1.202	\$5.792	\$7.413	\$7.910	\$8.234

MTA Long Island Bus
February Financial Plan 2009- 2012
Ridership/Traffic Volume (Utilization)
(in millions)

	2008	2009	2010	2011	2012
<u>RIDERSHIP</u>					
Fixed Route	32.811	32.565	32.663	32.728	32.826
Paratransit	0.361	0.358	0.359	0.360	0.361
<i>Fare Increase 6/1/09</i>	-	(0.592)	(1.012)	(1.014)	(1.017)
<i>LI Bus Deficit Reduction</i>	-	(0.324)	(0.651)	(0.653)	(0.655)
<i>Additional Actions for Budget Balance</i>		(0.157)	(0.206)	(0.206)	(0.206)
Baseline Total Ridership	33.172	31.850	31.153	31.215	31.309
<i>Impact of:</i>					
Post-2009 Program to Eliminate the Gap (PEGs)					
Total Ridership	33.172	31.850	31.153	31.215	31.309
<u>FAREBOX REVENUE</u>					
Fixed Route	\$ 41.002	\$ 40.735	\$ 40.858	\$ 40.939	\$ 41.062
Paratransit	\$ 1.123	\$ 1.116	\$ 1.119	\$ 1.121	\$ 1.125
<i>Fare Increase 6/1/09</i>	\$0.000	\$5.484	\$9.397	\$9.416	\$9.444
<i>LI Bus Deficit Reduction</i>		\$4.500	\$2.800	\$2.000	\$2.000
<i>Additional Actions for Budget Balance</i>		(\$0.196)	(\$0.258)	(\$0.263)	(\$0.269)
Baseline Total Revenue	\$42.125	\$51.639	\$53.916	\$53.213	\$53.362
<i>Impact of:</i>					
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
Total Revenue	\$42.125	\$51.639	\$53.916	\$53.213	\$53.362

MTA LONG ISLAND BUS
February Financial Plan 2009 - 2012
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Office of the EVP	0	0	0	0	0
Human Resources	9	8	8	2	2
Office of Management and Budget	2	3	3	3	3
Technology & Information Services	21	20	20	17	17
Materiel	13	11	11	11	11
Controller	21	18	18	12	12
Office of the President	4	3	3	3	3
System Safety Administration	0	3	3	3	3
Law	10	10	10	10	10
Corporate Communications	6	4	4	4	4
Labor Relations	1	1	1	1	1
Non-Departmental	0	6	6	6	6
Total Administration	87	87	87	72	72
Operations					
Buses (Fixed Route)	590	587	587	587	587
Buses (Paratransit)	163	155	155	155	155
Office of Senior Vice President	0	0	0	0	0
Office of the Executive Vice President, Regional	0	2	2	2	2
Safety & Training	11	7	7	7	7
Road Operations	0	0	0	0	0
Transportation Support	14	19	19	19	19
Operations Planning	7	6	6	6	6
Revenue Control	6	9	9	9	9
Total Operations	791	785	785	785	785
Maintenance					
Buses (Fixed Route)	219	217	217	217	217
Buses (Paratransit)	9	12	12	12	12
Maintenance Support/CMF	1	2	2	2	2
Facilities	17	13	13	13	13
Supply Logistics	12	19	19	19	19
Total Maintenance	258	263	263	263	263
Engineering/Capital					
Capital Program Management	14	15	15	15	15
Public Safety					
Security	3	2	2	2	2
Impact of Gap Closing Actions					
<i>Additional Actions for Budget Balance</i>	0	(21)	(21)	(21)	(21)
Total Positions	1,153	1,131	1,131	1,116	1,116
Non-Reimbursable	1,139	1,116	1,116	1,101	1,101
Reimbursable	14	15	15	15	15
Total Full-Time	1,048	1,026	1,026	1,011	1,011
Total Full-Time Equivalents	105	105	105	105	105
Impact of:					
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
Total Positions	1,153	1,131	1,131	1,116	1,116
<i>Non-Reimbursable</i>	1,139	1,116	1,116	1,101	1,101
<i>Reimbursable</i>	14	15	15	15	15
<i>Total Full-Time</i>	1,048	1,026	1,026	1,011	1,011
<i>Total Full-Time Equivalents</i>	105	105	105	105	105

MTA LONG ISLAND BUS
February Financial Plan 2009 - 2012
Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Managers/Supervisors	37	42	42	36	36
Professional, Technical, Clerical	48	45	45	36	36
Operational Hourlies	2	-	-	-	-
Total Administration	87	87	87	72	72
Operations					
Managers/Supervisors	72	68	68	68	68
Professional, Technical, Clerical	44	50	50	50	50
Operational Hourlies	675	667	667	667	667
Total Operations	791	785	785	785	785
Maintenance					
Managers/Supervisors	29	37	37	37	37
Professional, Technical, Clerical	7	2	2	2	2
Operational Hourlies	222	224	224	224	224
Total Maintenance	258	263	263	263	263
Engineering/Capital					
Managers/Supervisors	7	8	8	8	8
Professional, Technical, Clerical	7	7	7	7	7
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	14	15	15	15	15
Public Safety					
Managers/Supervisors	1	-	-	-	-
Professional, Technical, Clerical	2	-	-	-	-
Operational Hourlies	-	2	2	2	2
Total Public Safety	3	2	2	2	2
Impact of Gap Closing Actions					
<i>Additional Actions for Budget Balance</i>					
Managers/Supervisors	-	(6)	(6)	(6)	(6)
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	(15)	(15)	(15)	(15)
Total Impact of Gap Closing Actions	-	(21)	(21)	(21)	(21)
Total Positions					
Managers/Supervisors	146	149	149	143	143
Professional, Technical, Clerical	108	104	104	95	95
Operational Hourlies	899	878	878	878	878
Total Baseline Positions	1,153	1,131	1,131	1,116	1,116

MTA LONG ISLAND BUS
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Maintenance											
Repair & Maintenance Contracts Savings		0	0.000	0	0.080	0	0.000	0	0.000	0	0.000
Savings on Structural Repairs and Material needs (Fi		0	0.000	0	0.160	0	0.140	0	0.050	0	0.030
Utility Savings - Electricity		0	0.000	2	0.130	2	0.130	2	0.130	2	0.130
Sub-Total	Maintenance	0	\$ 0.000	2	\$ 0.370	2	\$ 0.270	2	\$ 0.180	2	\$ 0.160
Other											
Fueling of Pararansit Vehicles		0	0.000	0	0.070	0	0.070	0	0.070	0	0.070
Warranty Recovery		0	0.000	0	0.200	0	0.200	0	0.150	0	0.110
Sub-Total	Other	0	\$ 0.000	0	\$ 0.270	0	\$ 0.270	0	\$ 0.220	0	\$ 0.180
Total Programs		0	\$ 0.000	2	\$ 0.640	2	\$ 0.540	2	\$ 0.400	2	\$ 0.340

Long Island Bus

February Financial Plan 2009-2012
 2009 Additional Actions for Budget Balance
 (\$ in millions)

		Favorable/(Unfavorable)			
	<u>Positions</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Administration					
10% Managerial Savings	6	\$ 0.800	\$ 0.824	\$ 0.839	\$ 0.858
Reduction in Operating & Professional Contracts		0.500	0.515	0.524	0.536
Increased Employee Contribution for Health Expenses due to Lifetime Health Policy		0.300	0.309	0.315	0.322
Other		0.100			
Sub Total Administration	6	1.700	1.648	1.678	1.716
% of Total Proposed		31.3%	27.9%	28.3%	28.8%
Customer Convenience/Amenities					
None		\$ -			
Sub Total Administration	0	-	-	-	-
% of Total Proposed		0.0%	0.0%	0.0%	0.0%
Maintenance					
None		\$ -			
Sub Total Administration	0	-	-	-	-
% of Total Proposed		0.0%	0.0%	0.0%	0.0%
Revenue Enhancement					
None		\$ -			
Sub Total Administration	0	-	-	-	-
% of Total Proposed		0.0%	0.0%	0.0%	0.0%
Safety					
None		\$ -			
Sub Total Administration	0	-	-	-	-
% of Total Proposed		0.0%	0.0%	0.0%	0.0%
Security					
None		\$ -			
Sub Total Administration	0	-	-	-	-
% of Total Proposed		0.0%	0.0%	0.0%	0.0%
Service					
N93, N53, N51/80	10	\$ 0.672	\$ 0.897	\$ 0.913	\$ 0.934
N65/N66/N67 (Academic)	5	0.236	0.314	0.320	0.327
N87 (Jones Beach)	-	0.053	0.053	0.055	0.055
Route Streamlining		0.375	0.500	0.509	0.521
Sub Total Administration	15	1.336	1.764	1.797	1.837
% of Total Proposed		24.6%	29.9%	30.4%	30.9%
Service Support					
None		\$ -			
Sub Total Administration	0	-	-	-	-
% of Total Proposed		0.0%	0.0%	0.0%	0.0%
Other					
Reduced CNG Prices - Savings Assumed 10/31		\$ 1.000	\$ 1.040	\$ 1.019	\$ 0.999
CNG ESCO (April 2009 Implementation)		1.400	1.456	1.427	1.398
Sub Total Administration	0	2.400	2.496	2.446	2.397
% of Total Proposed		44.2%	42.3%	41.3%	40.3%
Total Proposed	21	\$ 5.436	\$ 5.907	\$ 5.920	\$ 5.949

MTA LONG ISLAND BUS
February Plan 2009-2012
Summary of Post 2009 PEGs
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Other											
Unspecified		0	0.000	0	0.000	0	1.491	0	2.982	0	4.473
Sub-Total	Other	0	\$ 0.000	0	\$ 0.000	0	\$ 1.491	0	\$ 2.982	0	\$ 4.473
Total Programs		0	\$ 0.000	0	\$ 0.000	0	\$ 1.491	0	\$ 2.982	0	\$ 4.473

MTA LONG ISLAND BUS
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$3.137	\$2.940	\$3.463	\$3.573	\$3.417	\$3.616	\$3.748	\$3.711	\$3.678	\$3.760	\$3.551	\$3.257	\$41.851
Fare Increase 6/1/09	-	-	-	-	-	0.784	0.811	0.803	0.797	0.814	0.769	0.707	5.484
LI Bus Deficit Reduction	-	-	-	-	-	0.643	0.665	0.659	0.654	0.668	0.631	0.580	4.500
Additional Actions for Budget Balance: Revenue Impac	-	-	-	-	-	(0.028)	(0.029)	(0.029)	(0.028)	(0.029)	(0.028)	(0.025)	(0.196)
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.230	0.230	0.230	0.314	0.314	0.314	0.314	0.314	0.314	0.230	0.230	0.230	3.265
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$3.367	\$3.170	\$3.694	\$3.887	\$3.731	\$5.329	\$5.508	\$5.458	\$5.414	\$5.443	\$5.155	\$4.748	\$54.904
Operating Expenses													
Labor:													
Payroll	\$5.573	\$5.059	\$5.573	\$5.573	\$5.316	\$5.573	\$5.830	\$5.316	\$5.573	\$5.573	\$5.316	\$5.831	\$66.106
Overtime	0.481	0.438	0.481	0.481	0.460	0.481	0.503	0.460	0.481	0.481	0.460	0.503	5.711
Health and Welfare	1.058	0.964	1.161	1.083	1.084	1.108	1.056	1.161	1.068	1.096	1.069	1.118	13.028
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.429	0.398	0.470	0.443	0.443	0.452	0.434	0.470	0.439	0.447	0.445	0.445	5.314
Other Fringe Benefits	0.603	0.568	0.652	0.622	0.619	0.630	0.611	0.652	0.616	0.628	0.616	0.633	7.449
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$8.145	\$7.426	\$8.337	\$8.202	\$7.921	\$8.244	\$8.434	\$8.059	\$8.177	\$8.226	\$7.906	\$8.530	\$97.608
Non-Labor:													
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	1.102	1.002	1.102	1.102	1.052	1.102	1.152	1.052	1.102	1.102	1.052	1.152	13.078
Insurance	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.327
Claims	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	3.537
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.936	0.942	0.851	0.788	0.773	0.767	0.801	0.824	0.803	0.762	0.828	0.904	9.979
Professional Service Contracts	0.151	0.151	0.257	0.152	0.152	0.169	0.152	0.152	0.199	0.152	0.152	0.200	2.040
Materials & Supplies	0.333	0.319	0.368	0.309	0.317	0.386	0.335	0.332	0.382	0.301	0.296	0.338	4.015
Other Business Expenses	0.041	0.041	0.027	0.027	0.042	0.027	0.027	0.027	0.035	0.027	0.027	0.048	0.394
Total Non-Labor Expenses	\$2.885	\$2.778	\$2.926	\$2.700	\$2.658	\$2.773	\$2.789	\$2.708	\$2.843	\$2.666	\$2.677	\$2.966	\$33.370
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Gap Closing Expenses:													
Additional Actions for Budget Balance: Expense Impac	(0.143)	(0.130)	(0.143)	(0.143)	(0.137)	(0.362)	(0.776)	(0.761)	(0.766)	(0.771)	(0.752)	(0.748)	(5.632)
Total Gap Closing Expenses	(\$0.143)	(\$0.130)	(\$0.143)	(\$0.143)	(\$0.137)	(\$0.362)	(\$0.776)	(\$0.761)	(\$0.766)	(\$0.771)	(\$0.752)	(\$0.748)	(\$5.632)
Total Expenses before Non-Cash Liability Adjs.	\$10.887	\$10.074	\$11.120	\$10.760	\$10.443	\$10.655	\$10.447	\$10.006	\$10.254	\$10.121	\$9.831	\$10.748	\$125.346
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Obligation	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	6.461
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$11.425	\$10.613	\$11.659	\$11.298	\$10.981	\$11.193	\$10.986	\$10.544	\$10.792	\$10.659	\$10.370	\$11.286	\$131.807
Net Surplus/(Deficit)	(\$8.058)	(\$7.442)	(\$7.965)	(\$7.411)	(\$7.250)	(\$5.865)	(\$5.478)	(\$5.086)	(\$5.378)	(\$5.216)	(\$5.215)	(\$6.538)	(\$76.903)

MTA LONG ISLAND BUS
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.594	0.539	0.594	0.594	0.567	0.594	0.621	0.567	0.594	0.594	0.567	0.621	7.046
Total Revenue	\$0.594	\$0.539	\$0.594	\$0.594	\$0.567	\$0.594	\$0.621	\$0.567	\$0.594	\$0.594	\$0.567	\$0.621	\$7.046
Expenses													
Labor:													
Payroll	\$0.083	\$0.076	\$0.083	\$0.083	\$0.080	\$0.083	\$0.087	\$0.080	\$0.083	\$0.083	\$0.080	\$0.087	\$0.990
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.029	0.026	0.029	0.029	0.028	0.029	0.031	0.028	0.029	0.029	0.028	0.031	0.346
OPEB Current Payment	0.121	0.110	0.121	0.121	0.116	0.121	0.127	0.116	0.121	0.121	0.116	0.127	1.439
Pensions	0.007	0.006	0.007	0.007	0.006	0.007	0.007	0.006	0.007	0.007	0.006	0.007	0.079
Other Fringe Benefits	0.016	0.015	0.016	0.016	0.015	0.016	0.017	0.015	0.016	0.016	0.015	0.017	0.192
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$0.257	\$0.233	\$0.257	\$0.257	\$0.245	\$0.257	\$0.269	\$0.245	\$0.257	\$0.257	\$0.245	\$0.269	\$3.046
Non-Labor:													
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	0.337	0.306	0.337	0.337	0.322	0.337	0.353	0.322	0.337	0.337	0.322	0.353	4.000
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.337	\$0.306	\$0.337	\$0.337	\$0.322	\$0.337	\$0.353	\$0.322	\$0.337	\$0.337	\$0.322	\$0.353	\$4.000
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Expenses:													
<i>Additional Actions for Budget Balance: Expense Impact</i>													
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.594	\$0.539	\$0.594	\$0.594	\$0.567	\$0.594	\$0.621	\$0.567	\$0.594	\$0.594	\$0.567	\$0.621	\$7.046
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$0.594	\$0.539	\$0.594	\$0.594	\$0.567	\$0.594	\$0.621	\$0.567	\$0.594	\$0.594	\$0.567	\$0.621	\$7.046
Net Surplus/(Deficit)	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000

MTA LONG ISLAND BUS
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$3.137	\$2.940	\$3.463	\$3.573	\$3.417	\$3.616	\$3.748	\$3.711	\$3.678	\$3.760	\$3.551	\$3.257	\$41.851
<i>Fare Increase 6/1/09</i>	-	-	-	-	-	0.784	0.811	0.803	0.797	0.814	0.769	0.707	5.484
<i>L1 Bus Deficit Reduction</i>	-	-	-	-	-	0.643	0.665	0.659	0.654	0.668	0.631	0.580	4.500
<i>Additional Actions for Budget Balance: Revenue Impac</i>	-	-	-	-	-	(0.028)	(0.029)	(0.029)	(0.028)	(0.029)	(0.028)	(0.025)	(0.196)
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.230	0.230	0.230	0.314	0.314	0.314	0.314	0.314	0.314	0.230	0.230	0.230	3.265
Capital and Other Reimbursements	0.594	0.539	0.594	0.594	0.567	0.594	0.621	0.567	0.594	0.594	0.567	0.621	7.046
Total Revenue	\$3.961	\$3.709	\$4.288	\$4.481	\$4.298	\$5.923	\$6.130	\$6.025	\$6.008	\$6.037	\$5.721	\$5.370	\$61.950
Expenses													
<u>Labor:</u>													
Payroll	\$5.656	\$5.135	\$5.656	\$5.656	\$5.396	\$5.656	\$5.917	\$5.396	\$5.656	\$5.656	\$5.396	\$5.918	\$67.096
Overtime	0.481	0.438	0.481	0.481	0.460	0.481	0.503	0.460	0.481	0.481	0.460	0.503	5.711
Health and Welfare	1.087	0.991	1.190	1.112	1.112	1.137	1.087	1.189	1.098	1.125	1.097	1.149	13.374
OPEB Current Payment	0.121	0.110	0.121	0.121	0.116	0.121	0.127	0.116	0.121	0.121	0.116	0.127	1.439
Pensions	0.436	0.404	0.476	0.450	0.449	0.459	0.441	0.476	0.445	0.454	0.451	0.452	5.393
Other Fringe Benefits	0.619	0.582	0.668	0.639	0.634	0.646	0.628	0.667	0.632	0.644	0.632	0.650	7.641
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$8.402	\$7.660	\$8.594	\$8.459	\$8.166	\$8.501	\$8.703	\$8.304	\$8.434	\$8.482	\$8.151	\$8.799	\$100.654
<u>Non-Labor:</u>													
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	1.102	1.002	1.102	1.102	1.052	1.102	1.152	1.052	1.102	1.102	1.052	1.152	13.078
Insurance	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.327
Claims	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	0.295	3.537
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.936	0.942	0.851	0.788	0.773	0.767	0.801	0.824	0.803	0.762	0.828	0.904	9.979
Professional Service Contracts	0.151	0.151	0.257	0.152	0.152	0.169	0.152	0.152	0.199	0.152	0.152	0.200	2.040
Materials & Supplies	0.670	0.626	0.705	0.646	0.638	0.723	0.687	0.653	0.720	0.638	0.617	0.691	8.015
Other Business Expenses	0.041	0.041	0.027	0.027	0.042	0.027	0.027	0.027	0.035	0.027	0.027	0.048	0.394
Total Non-Labor Expenses	\$3.222	\$3.084	\$3.264	\$3.038	\$2.980	\$3.110	\$3.142	\$3.030	\$3.180	\$3.003	\$2.999	\$3.318	\$37.370
<u>Other Expenses Adjustments:</u>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000												
<u>Gap Closing Expenses:</u>													
<i>Additional Actions for Budget Balance: Expense Impac</i>	(0.143)	(0.130)	(0.143)	(0.143)	(0.137)	(0.362)	(0.776)	(0.761)	(0.766)	(0.771)	(0.752)	(0.748)	(5.632)
Total Gap Closing Expenses	(\$0.143)	(\$0.130)	(\$0.143)	(\$0.143)	(\$0.137)	(\$0.362)	(\$0.776)	(\$0.761)	(\$0.766)	(\$0.771)	(\$0.752)	(\$0.748)	(\$5.632)
Total Expenses before Non-Cash Liability Adjs.	\$11.481	\$10.613	\$11.714	\$11.354	\$11.009	\$11.249	\$11.069	\$10.572	\$10.848	\$10.715	\$10.398	\$11.369	\$132.392
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Obligation	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	6.461
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$12.019	\$11.152	\$12.253	\$11.892	\$11.548	\$11.787	\$11.607	\$11.111	\$11.386	\$11.253	\$10.936	\$11.908	\$138.853
Baseline Surplus/(Deficit)	(\$8.058)	(\$7.442)	(\$7.965)	(\$7.411)	(\$7.250)	(\$5.865)	(\$5.478)	(\$5.086)	(\$5.378)	(\$5.216)	(\$5.215)	(\$6.538)	(\$76.903)

MTA LONG ISLAND BUS
February Financial Plan - 2009 Adopted Budget Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$3.187	\$2.990	\$3.513	\$3.623	\$3.467	\$3.666	\$3.798	\$3.761	\$3.728	\$3.810	\$3.601	\$3.307	\$42.451
<i>Fare Increase 6/1/09</i>	-	-	-	-	-	0.784	0.811	0.803	0.797	0.814	0.769	0.707	5.484
<i>LI Bus Deficit Reduction</i>	-	-	-	-	-	0.643	0.665	0.659	0.654	0.668	0.631	0.580	4.500
<i>Additional Actions for Budget Balance: Revenue Impac</i>	-	-	-	-	-	(0.028)	(0.029)	(0.029)	(0.028)	(0.029)	(0.028)	(0.025)	(0.196)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.103	0.103	0.135	0.103	0.273	0.805	0.273	0.273	0.135	0.103	0.273	0.635	3.215
Capital and Other Reimbursements	0.120	0.120	0.438	1.120	0.120	1.438	0.120	0.120	1.438	0.120	1.120	0.439	6.714
Total Receipts	\$3.410	\$3.213	\$4.086	\$4.846	\$3.860	\$7.308	\$5.638	\$5.587	\$6.723	\$5.486	\$6.367	\$5.643	\$62.168
Expenditures													
Labor:													
Payroll	\$5.131	\$5.131	\$5.131	\$5.131	\$5.131	\$5.131	\$7.697	\$5.131	\$5.131	\$5.131	\$5.131	\$7.697	\$66.706
Overtime	0.440	0.440	0.440	0.440	0.440	0.440	0.640	0.440	0.440	0.440	0.440	0.640	5.680
Health and Welfare	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	13.318
OPEB Current Payment	0.120	0.120	0.120	0.120	0.120	0.120	0.120	0.120	0.120	0.120	0.120	0.120	1.439
Pensions	5.222	-	-	-	-	-	-	-	-	-	-	-	5.222
Other Fringe Benefits	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	0.633	7.597
GASB Account	-	-	-	-	-	-	-	-	-	-	-	0.318	0.318
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$12.656	\$7.434	\$7.434	\$7.434	\$7.434	\$7.434	\$10.200	\$7.434	\$7.434	\$7.434	\$7.434	\$10.518	\$100.280
Non-Labor:													
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	1.080	0.980	1.080	1.080	1.030	1.080	1.130	1.030	1.080	1.080	1.030	1.116	12.800
Insurance	-	-	-	-	-	-	-	-	-	-	-	0.302	0.302
Claims	0.262	0.262	0.262	2.600	0.262	0.262	0.262	0.262	0.262	0.262	0.262	0.263	5.486
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.919	0.926	0.836	0.774	0.759	0.753	0.787	0.809	0.788	0.749	0.814	0.888	9.802
Professional Service Contracts	0.145	0.145	0.247	0.146	0.146	0.163	0.146	0.146	0.191	0.146	0.146	0.193	1.961
Materials & Supplies	0.657	0.644	0.692	0.634	0.641	0.710	0.659	0.656	0.706	0.626	0.621	0.663	7.910
Other Business Expenses	0.038	0.038	0.025	0.025	0.040	0.025	0.025	0.025	0.032	0.025	0.025	0.045	0.369
Total Non-Labor Expenditures	\$3.103	\$2.996	\$3.142	\$5.260	\$2.879	\$2.993	\$3.010	\$2.929	\$3.061	\$2.888	\$2.898	\$3.471	\$38.630
Other Expenditure Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Expenses:													
<i>Additional Actions for Budget Balance: Expense Impac</i>	(0.143)	(0.130)	(0.143)	(0.143)	(0.137)	(0.362)	(0.776)	(0.761)	(0.766)	(0.771)	(0.752)	(0.748)	(5.632)
Total Gap Closing Expenses	(\$0.143)	(\$0.130)	(\$0.143)	(\$0.143)	(\$0.137)	(\$0.362)	(\$0.776)	(\$0.761)	(\$0.766)	(\$0.771)	(\$0.752)	(\$0.748)	(\$5.632)
Total Expenditures	\$15.616	\$10.300	\$10.433	\$12.551	\$10.176	\$10.065	\$12.434	\$9.602	\$9.729	\$9.551	\$9.580	\$13.240	\$133.278
Net Cash Deficit	(\$12.206)	(\$7.087)	(\$6.347)	(\$7.704)	(\$6.316)	(\$2.758)	(\$6.796)	(\$4.015)	(\$3.006)	(\$4.065)	(\$3.213)	(\$7.597)	(\$71.110)

MTA LONG ISLAND BUS
February Financial Plan - 2009 Adopted Budget Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.600
<i>Fare Increase 6/1/09</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>LI Bus Reduction</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>Additional Actions for Budget Balance: Revenue Impac</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.127)	(0.127)	(0.096)	(0.210)	(0.040)	0.491	(0.040)	(0.040)	(0.179)	(0.127)	0.043	0.405	(0.050)
Capital and Other Reimbursements	(0.474)	(0.419)	(0.156)	0.526	(0.447)	0.844	(0.501)	(0.447)	0.844	(0.474)	0.553	(0.182)	(0.332)
Total Receipts	(\$0.551)	(\$0.497)	(\$0.202)	\$0.365	(\$0.437)	\$1.385	(\$0.492)	(\$0.437)	\$0.715	(\$0.551)	\$0.646	\$0.273	\$0.218
Expenditures													
<u>Labor:</u>													
Payroll	\$0.525	\$0.004	\$0.525	\$0.525	\$0.265	\$0.525	(\$1.780)	\$0.265	\$0.525	\$0.525	\$0.265	(\$1.779)	\$0.390
Overtime	0.041	(0.002)	0.041	0.041	0.020	0.041	(0.137)	0.020	0.041	0.041	0.020	(0.137)	0.031
Health and Welfare	(0.023)	(0.119)	0.080	0.002	0.002	0.027	(0.023)	0.079	(0.012)	0.015	(0.013)	0.039	0.056
OPEB Current Payment	0.001	(0.010)	0.001	0.001	(0.004)	0.001	0.007	(0.004)	0.001	0.001	(0.004)	0.007	0.000
Pensions	(4.786)	0.404	0.476	0.450	0.449	0.459	0.441	0.476	0.445	0.454	0.451	0.452	0.171
Other Fringe Benefits	(0.014)	(0.051)	0.035	0.005	0.001	0.013	(0.006)	0.034	(0.001)	0.011	(0.001)	0.017	0.044
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.318)	(0.318)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	(\$4.254)	\$0.225	\$1.160	\$1.025	\$0.732	\$1.067	(\$1.497)	\$0.869	\$1.000	\$1.048	\$0.717	(\$1.719)	\$0.374
<u>Non-Labor:</u>													
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.036	0.278
Insurance	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	(0.275)	0.025
Claims	0.032	0.032	0.032	(2.305)	0.032	0.032	0.032	0.032	0.032	0.032	0.032	0.031	(1.949)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.017	0.017	0.015	0.014	0.014	0.014	0.014	0.015	0.014	0.014	0.015	0.016	0.177
Professional Service Contracts	0.006	0.006	0.010	0.006	0.006	0.007	0.006	0.006	0.008	0.006	0.006	0.008	0.079
Materials & Supplies	0.013	(0.019)	0.013	0.012	(0.003)	0.013	0.028	(0.003)	0.013	0.012	(0.003)	0.028	0.105
Other Business Expenditures	0.003	0.003	0.002	0.002	0.003	0.002	0.002	0.002	0.002	0.002	0.002	0.003	0.025
Total Non-Labor Expenditures	\$0.119	\$0.088	\$0.122	(\$2.222)	\$0.101	\$0.117	\$0.132	\$0.101	\$0.119	\$0.115	\$0.101	(\$0.152)	(\$1.260)
<u>Other Expenditures Adjustments:</u>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Expenses:</u>													
<i>Additional Actions for Budget Balance: Expense Impac</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$4.686)	(\$0.183)	\$1.080	(\$0.832)	\$0.396	\$2.569	(\$1.857)	\$0.533	\$1.834	\$0.612	\$1.464	(\$1.598)	(\$0.668)
Depreciation Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Obligation	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	0.538	6.461
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	(\$4.148)	\$0.356	\$1.618	(\$0.293)	\$0.934	\$3.107	(\$1.319)	\$1.072	\$2.373	\$1.150	\$2.002	(\$1.059)	\$5.793

**MTA Long Island Bus
2009 Adopted Budget
Ridership
(in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Fixed route	2.436	2.283	2.690	2.775	2.658	2.819	2.915	2.888	2.865	2.926	2.767	2.543	32.565
Paratransit	0.029	0.027	0.032	0.032	0.030	0.033	0.032	0.032	0.030	0.032	0.029	0.020	0.358
Total	2.465	2.310	2.722	2.807	2.688	2.852	2.947	2.920	2.895	2.958	2.796	2.563	32.923

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Long Island Rail Road

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents Long Island Rail Road's 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012. The adopted budget reflects the inclusion of financial Gap Closing Actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan, which was adopted by the Board in December 2008.

The financial Gap Closing Actions incorporated in the 2009 Adopted Budget consisted of Programs to Eliminate the Gap (PEGs) of \$7.9 million, Additional Actions for Budget Balance of \$36.2 million, Administrative Reductions of \$0.9 million and a Fare Increase as of June 1, 2009 of \$70.0 million.

The attached information has been adjusted to incorporate re-estimated pension payments and fuel costs that were captured on an MTA-wide consolidated basis in the November Plan, and the transfer of costs and headcount associated with the Business Service Center to MTA Headquarters.

The PEGs for 2009 are comprised of non-fare related revenue enhancements of \$0.8 and expense savings of \$7.1 million generated from a combination of administrative, service and operational support initiatives. The Additional Actions for Budget Balance include the reduction in administrative/managerial costs (a reduction of 27 positions and 60% cut in advertising expenses), ticket window closings, delay/cancel maintenance upgrades to fleet toilets and interiors, extend select maintenance cycles and other maintenance changes, and service reductions impacting a limited number of peak trains and select weekend and/or off-peak trains.

These changes are captured in the Reconciliation to the December Plan.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) - Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	6,136	(\$969.2)	6,134	(\$1,054.0)	6,181	(\$1,076.0)	6,169	(\$1,098.4)	6,163	(\$1,132.1)
Technical Adjustments:										
Headcount Reclassification, Rates and Other Adjustments			2	\$0.0	1	\$0.0	2	\$0.0	2	\$0.0
Sub-Total Technical Adjustments	0	\$0.0	2	\$0.0	1	\$0.0	2	\$0.0	2	\$0.0
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline		-		\$70.0		\$116.3		\$117.4		\$118.4
2009 PEG Program in Baseline	11	\$5.1	15	\$7.9	15	\$6.1	15	\$5.7	15	\$5.8
Internal Actions:										
Business Service Center		\$5.0		\$5.0		\$5.0	55	\$6.7	55	\$7.4
Additional Actions for Budget Balance (AABB):										
AABB Revenue		-		\$1.5		\$3.0		\$3.0		\$3.0
AABB Expenses		-	165	\$34.2	320	\$47.3	295	\$46.1	295	\$47.5
Net AABB		\$0.0	165	\$35.7	320	\$50.3	295	\$49.1	295	\$50.5
Other Administrative Reductions		\$0.2		\$0.9		\$0.0		\$0.0		\$0.0
Sub-Total Gap Closing Actions	11	\$10.3	180	\$119.6	335	\$177.8	365	\$178.9	365	\$182.2
Transfer Pension Valuations from HQ to Agency Forecasts		\$0.0		(\$12.3)		(\$24.5)		(\$37.7)		(\$49.8)
Transfer Fuel into Agency Forecasts		\$1.4		\$6.8		\$4.5		\$3.3		\$3.9
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	6,125	(\$957.5)	5,952	(\$939.9)	5,845	(\$918.2)	5,802	(\$953.9)	5,796	(\$995.8)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	825	\$0.0	776	\$0.0	962	\$0.0	951	\$0.0	951	\$0.0
Technical Adjustments:										
Headcount Reclassification					1					
Sub-Total Technical Adjustments	0	\$0.0	0	\$0.0	1	\$0.0	0	\$0.0	0	\$0.0
Gap Closing Actions:										
Internal Actions:										
Business Service Center							6		6	
Additional Actions for Budget Balance:										
Sub-Total Gap Closing Actions	0	\$0.0	0	\$0.0	0	\$0.0	6	\$0.0	6	\$0.0
Transfer Pension Valuations from HQ to Agency Forecasts										
Transfer Fuel into Agency Forecasts										
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	825	\$0.0	776	\$0.0	961	\$0.0	945	\$0.0	945	\$0.0

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	6,961	(\$578.4)	6,910	(\$684.5)	7,143	(\$695.8)	7,120	(\$693.4)	7,114	(\$742.8)
<i>Technical Adjustments:</i>										
Headcount Reclassification, Rates and Other Adjustments			2	\$0.0	2	\$0.0	2	\$0.0	2	\$0.0
Sub-Total Technical Adjustments	0	\$0.0	2	\$0.0	2	\$0.0	2	\$0.0	2	\$0.0
<i>Gap Closing Actions:</i>										
2009 Fare/Toll Increase in Baseline		-		\$70.0		\$116.3		\$117.4		\$118.4
2009 PEG Program in Baseline	11	\$5.1	15	\$7.9	15	\$6.1	15	\$5.7	15	\$5.8
<i>Internal Actions:</i>										
Business Service Center		\$5.0		\$5.0		\$5.0	55	\$6.7	55	\$7.4
<i>Additional Actions for Budget Balance (AABB):</i>										
AABB Revenue		-		\$1.5		\$3.0		\$3.0		\$3.0
AABB Expenses		-	165	\$34.7	320	\$49.8	295	\$49.6	295	\$51.0
Net AABB		\$0.0	165	\$36.2	320	\$52.8	295	\$52.6	295	\$54.0
Other Administrative Reductions		\$0.2		\$0.9		\$0.0		\$0.0		\$0.0
Sub-Total Gap Closing Actions	11	\$10.3	180	\$120.1	335	\$180.3	365	\$182.4	365	\$185.7
Transfer Pension Valuations from HQ to Agency Forecasts		\$0.0		(\$12.3)		(\$24.5)		(\$37.7)		(\$49.8)
Transfer Fuel into Agency Forecasts		\$1.4		\$6.8		\$4.5		\$3.3		\$3.9
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	6,950	(\$566.7)	6,728	(\$569.9)	6,806	(\$535.4)	6,753	(\$545.4)	6,747	(\$603.0)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009- 2012
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Operating Revenue					
Farebox Revenue	\$508.5	\$507.2	\$506.7	\$511.2	\$515.8
<i>Fare Increase 6/1/09</i>	0.0	70.0	116.3	117.4	118.4
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.0	1.5	3.0	3.0	3.0
Toll Revenue					
Other Operating Revenue	36.4	37.1	38.6	40.5	42.2
Capital and Other Reimbursements					
Total Revenue	\$544.9	\$615.9	\$664.6	\$672.0	\$679.4
Operating Expenses					
<u>Labor:</u>					
Payroll	\$412.2	\$432.4	\$440.0	\$446.7	\$458.6
Overtime	92.6	82.4	81.8	83.1	83.9
Health and Welfare	73.0	81.9	88.6	94.4	101.5
OPEB Current Payment	46.7	50.7	55.1	60.0	65.2
Pensions	108.7	129.1	143.4	156.7	170.4
Other Fringe Benefits	89.8	93.0	94.7	96.2	98.8
Reimbursable Overhead	(29.3)	(28.2)	(28.6)	(31.2)	(32.7)
Total Labor Expenses	\$793.8	\$841.5	\$875.1	\$905.9	\$945.8
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$75.1	\$80.6	\$87.0	\$92.0	\$97.0
Fuel for Buses and Trains	24.6	19.4	20.4	20.8	21.5
Insurance	15.5	16.6	17.9	19.3	20.8
Claims	15.1	15.4	15.8	15.8	16.1
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	66.1	85.3	75.9	76.1	78.2
Professional Service Contracts	21.4	25.3	23.6	23.8	24.0
Materials & Supplies	109.5	118.4	110.7	114.2	115.7
Other Business Expenses	8.8	8.9	9.2	9.3	9.5
Total Non-Labor Expenses	\$336.2	\$369.9	\$360.5	\$371.3	\$383.0
<u>Other Expenses Adjustments:</u>					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.0	(\$34.2)	(\$47.3)	(\$46.1)	(\$47.5)
Total Gap Closing Actions	\$0.0	(\$34.2)	(\$47.3)	(\$46.1)	(\$47.5)
Total Expenses before Depreciation and GASB Adjs.	\$1,129.9	\$1,177.1	\$1,188.3	\$1,231.1	\$1,281.3
Depreciation	\$283.4	\$297.9	\$310.6	\$307.7	\$303.4
OPEB Obligation	76.1	79.2	82.4	85.7	89.1
Environmental Remediation	13.0	1.5	1.5	1.5	1.5
Total Expenses	\$1,502.4	\$1,555.7	\$1,582.7	\$1,626.0	\$1,675.2
Baseline Surplus/(Deficit)	(\$957.5)	(\$939.9)	(\$918.2)	(\$953.9)	(\$995.8)
Post 2009 Program to Eliminate the Gap (PEGs)	\$0.0	\$0.0	\$22.0	\$18.2	\$40.3
Net Surplus/(Deficit)	(\$957.5)	(\$939.9)	(\$896.2)	(\$935.7)	(\$955.6)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009- 2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue					
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	\$209.7	\$228.1	\$224.4	\$198.1	\$210.8
Total Revenue	\$209.7	\$228.1	\$224.4	\$198.1	\$210.8
Expenses					
<u>Labor:</u>					
Payroll	\$73.9	\$85.2	\$84.7	\$85.4	\$87.5
Overtime	16.5	10.1	10.2	10.1	10.4
Health and Welfare	13.1	14.4	15.2	16.0	16.8
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0
Pensions	28.4	20.0	18.1	18.3	18.5
Other Fringe Benefits	16.0	17.3	18.4	19.2	20.2
Reimbursable Overhead	29.3	28.2	28.6	31.2	32.7
Total Labor Expenses	\$177.2	\$175.2	\$175.2	\$180.2	\$186.1
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0
Insurance	0.9	0.6	0.7	0.7	0.7
Claims	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	9.8	8.5	8.7	8.6	8.7
Professional Service Contracts	1.2	0.5	0.5	0.5	0.5
Materials & Supplies	20.4	43.2	39.1	8.0	14.6
Other Business Expenses	0.2	0.1	0.1	0.1	0.1
Total Non-Labor Expenses	\$32.5	\$52.9	\$49.1	\$17.9	\$24.7
<u>Other Expenses Adjustments:</u>					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation	\$209.7	\$228.1	\$224.4	\$198.1	\$210.8
Depreciation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses	\$209.7	\$228.1	\$224.4	\$198.1	\$210.8
Net Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009- 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue	\$508.5	\$507.2	\$506.7	\$511.2	\$515.8
<i>Fare Increase 6/1/09</i>	0.0	70.0	116.3	117.4	118.4
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.0	1.5	3.0	3.0	3.0
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	36.4	37.1	38.6	40.5	42.2
Capital and Other Reimbursements	209.7	228.1	224.4	198.1	210.8
Total Revenue	\$754.6	\$843.9	\$889.0	\$870.1	\$890.2
Expenses					
<u>Labor:</u>					
Payroll	\$486.1	\$517.6	\$524.7	\$532.0	\$546.1
Overtime	109.1	92.5	92.1	93.3	94.2
Health and Welfare	86.2	96.3	103.8	110.3	118.4
OPEB Current Payment	46.7	50.7	55.1	60.0	65.2
Pensions	137.1	149.1	161.5	175.1	188.9
Other Fringe Benefits	105.8	110.4	113.1	115.4	119.1
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenses	\$970.9	\$1,016.6	\$1,050.3	\$1,086.1	\$1,131.9
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$75.2	\$80.6	\$87.0	\$92.0	\$97.0
Fuel for Buses and Trains	24.6	19.4	20.4	20.8	21.5
Insurance	16.4	17.2	18.6	20.0	21.5
Claims	15.1	15.4	15.8	15.8	16.1
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	75.9	93.8	84.6	84.7	86.9
Professional Service Contracts	22.7	25.8	24.2	24.3	24.6
Materials & Supplies	129.9	161.6	149.8	122.3	130.4
Other Business Expenses	9.0	9.0	9.3	9.4	9.6
Total Non-Labor Expenses	\$368.7	\$422.8	\$409.6	\$389.2	\$407.6
<u>Other Expenses Adjustments:</u>					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<u>Gap Closing Expenses:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.0	(\$34.2)	(\$47.3)	(\$46.1)	(\$47.5)
Total Gap Closing Expenses	\$0.0	(\$34.2)	(\$47.3)	(\$46.1)	(\$47.5)
Total Expenses before Depreciation and GASB Adjs.	\$1,339.6	\$1,405.2	\$1,412.7	\$1,429.2	\$1,492.0
Depreciation	\$283.4	\$297.9	\$310.6	\$307.7	\$303.4
OPEB Obligation	76.1	79.2	82.4	85.7	89.1
Environmental Remediation	13.0	1.5	1.5	1.5	1.5
Total Expenses	\$1,712.1	\$1,783.8	\$1,807.1	\$1,824.0	\$1,886.0
Baseline Surplus/(Deficit)	(\$957.5)	(\$939.9)	(\$918.2)	(\$953.9)	(\$995.8)
Post 2009 Program to Eliminate the Gap (PEGs)	\$0.0	\$0.0	\$22.0	\$18.2	\$40.3
Net Surplus/(Deficit)	(\$957.5)	(\$939.9)	(\$896.2)	(\$935.7)	(\$955.6)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009- 2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$538.5	\$537.2	\$536.7	\$541.2	\$545.8
<i>Fare Increase 6/1/09</i>	0.0	70.0	116.3	117.4	118.4
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.0	1.5	3.0	3.0	3.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	83.6	53.5	54.7	56.7	58.5
Capital and Other Reimbursements	234.0	255.8	246.9	243.7	239.4
Total Receipts	\$856.1	\$918.1	\$957.7	\$961.9	\$965.1
Expenditures					
<u>Labor:</u>					
Payroll	\$501.0	\$516.2	\$523.3	\$530.6	\$544.7
Overtime	109.1	92.5	92.1	93.3	94.2
Health and Welfare	92.6	96.3	103.8	110.3	118.4
OPEB Current Payment	50.5	50.7	55.1	60.0	65.2
Pensions	62.6	149.1	161.5	175.1	188.9
Other Fringe Benefits	107.2	110.4	113.1	115.4	119.1
GASB Account	7.5	7.8	8.2	8.9	9.6
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$930.4	\$1,023.0	\$1,057.2	\$1,093.6	\$1,140.0
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$112.7	\$89.9	\$96.3	\$101.3	\$106.3
Fuel for Buses and Trains	25.4	19.4	20.4	20.8	21.5
Insurance	25.2	23.1	24.7	27.3	28.3
Claims	17.6	13.6	14.0	14.0	14.3
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	85.1	104.2	88.1	88.8	89.8
Professional Service Contracts	28.9	28.4	26.2	24.1	23.6
Materials & Supplies	159.2	182.7	177.3	148.2	156.3
Other Business Expenses	8.4	8.4	8.7	8.8	9.0
Total Non-Labor Expenditures	\$462.4	\$469.7	\$455.7	\$433.3	\$449.1
<u>Other Expenditure Adjustments:</u>					
Other	\$30.0	\$30.0	\$30.0	\$30.0	\$30.0
Total Other Expenditure Adjustments	\$30.0	\$30.0	\$30.0	\$30.0	\$30.0
<u>Gap Closing Expenses:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.0	(\$34.7)	(\$49.8)	(\$49.6)	(\$51.0)
Total Gap Closing Expenses	\$0.0	(\$34.7)	(\$49.8)	(\$49.6)	(\$51.0)
Total Expenditures	\$1,422.8	\$1,488.0	\$1,493.1	\$1,507.3	\$1,568.1
Baseline Cash Deficit	(\$566.7)	(\$569.9)	(\$535.4)	(\$545.4)	(\$603.0)
Post 2009 Program to Eliminate the Gap (PEGs)	\$0.0	\$0.0	\$22.0	\$18.2	\$40.3
Net Cash Deficit	(\$566.7)	(\$569.9)	(\$513.5)	(\$527.1)	(\$562.8)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009- 2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$30.0	\$30.0	\$30.0	\$30.0	\$30.0
<i>Fare Increase 6/1/09</i>	0.0	0.0	0.0	0.0	0.0
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.0	0.0	0.0	0.0	0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	47.2	16.4	16.1	16.2	16.3
Capital and Other Reimbursements	24.3	27.7	22.6	45.6	28.6
Total Receipts	\$101.5	\$74.1	\$68.7	\$91.8	\$74.9
Expenditures					
<u>Labor:</u>					
Payroll	(\$15.0)	\$1.4	\$1.4	\$1.4	\$1.4
Overtime	0.0	0.0	0.0	(0.0)	0.0
Health and Welfare	(6.4)	(0.0)	(0.0)	(0.0)	0.0
OPEB Current Payment	(3.8)	(0.0)	(0.0)	0.0	0.0
Pensions	74.5	0.0	(0.0)	0.0	(0.0)
Other Fringe Benefits	(1.4)	(0.0)	(0.0)	(0.0)	0.0
GASB Account	(7.5)	(7.8)	(8.2)	(8.9)	(9.6)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$40.5	(\$6.4)	(\$6.8)	(\$7.5)	(\$8.1)
<u>Non-Labor:</u>					
Traction and Propulsion Power	(\$37.5)	(\$9.3)	(\$9.3)	(\$9.3)	(\$9.3)
Fuel for Buses and Trains	(0.8)	0.0	(0.0)	(0.0)	(0.0)
Insurance	(8.8)	(5.9)	(6.1)	(7.4)	(6.8)
Claims	(2.5)	1.8	1.8	1.8	1.9
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	(9.2)	(10.4)	(3.5)	(4.1)	(2.9)
Professional Service Contracts	(6.2)	(2.6)	(2.0)	0.2	1.0
Materials & Supplies	(29.3)	(21.2)	(27.5)	(25.9)	(25.9)
Other Business Expenditures	0.6	0.6	0.6	0.6	0.6
Total Non-Labor Expenditures	(\$93.8)	(\$46.9)	(\$46.1)	(\$44.1)	(\$41.4)
<u>Other Expenditures Adjustments:</u>					
Other	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)
Total Other Expenditures Adjustments	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)
<u>Gap Closing Expenses:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.0	\$0.5	\$2.5	\$3.5	\$3.5
Total Gap Closing Expenses	\$0.0	\$0.5	\$2.5	\$3.5	\$3.5
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$18.3	(\$8.6)	(\$11.7)	\$13.7	(\$1.2)
Depreciation Adjustment	\$283.4	\$297.9	\$310.6	\$307.7	\$303.4
OPEB Obligation	76.1	79.2	82.4	85.7	89.1
Environmental Remediation	13.0	1.5	1.5	1.5	1.5
Baseline Total Cash Conversion Adjustments	\$390.8	\$370.0	\$382.7	\$408.5	\$392.8
Post 2009 Program to Eliminate the Gap (PEGs)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments	\$390.8	\$370.0	\$382.7	\$408.5	\$392.8

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009- 2012
Ridership/Traffic Volume (Utilization)

	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Baseline Ridership	88.8	86.7	86.6	87.2	88.1
<i>Fare Increase 6/1/09</i>	0.0	(1.3)	(2.2)	(2.2)	(2.2)
<i>Addtl. Actions for Budget Balance</i>	0.0	0.0	0.0	0.0	0.0
Baseline Total Ridership	88.8	85.3	84.4	85.0	85.9
<i>Impact of:</i>					
Post 2009 Program to Eliminate the Gap (PEGs)	0.0	0.0	0.0	0.0	0.0
Total Ridership	88.8	85.3	84.4	85.0	85.9

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009- 2012
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Executive VP	2	2	2	2	2
Labor Relations	11	11	11	11	11
Procurement & Logistics (excl. Stores)	88	93	93	93	93
Human Resources	118	110	103	82	82
Strategic Investments	43	43	43	43	43
Diversity Management	3	3	3	3	3
President	4	4	4	4	4
VP & Chief Financial Officer	110	110	109	74	74
Information Technology	179	182	184	179	179
VP - East Side Access & Special Projects	23	29	29	29	29
Market Dev. & Public Affairs	70	71	71	71	71
Gen. Counsel & Secretary	35	37	37	37	37
System Safety	22	24	24	24	24
VP Operations/Oper. S/A & Serv. Planning	45	45	45	45	45
Total Administration	753	764	758	697	697
Operations					
Transportation	1,922	1,893	1,892	1,892	1,892
Passenger Service (Ticket Clerks & Agents)	186	186	186	186	186
Total Operations	2,108	2,079	2,078	2,078	2,078
Maintenance					
Engineering	1,691	1,576	1,768	1,759	1,753
Equipment	1,965	2,038	2,084	2,070	2,070
Passenger Service (excl. Ticket Selling)	197	196	196	196	196
Procurement (Stores)	97	98	98	98	98
Total Maintenance	3,950	3,908	4,146	4,123	4,117
Engineering/Capital					
Capital Program Management	66	68	68	68	68
Force Acct Mgmt	73	74	74	74	74
Total Engineering/Capital	139	142	142	142	142
Impact of Gap Closing Actions					
<i>Fare Increase 6/1/09</i>					
<i>Addtl. Actions for Budget Balance</i>	-	(165)	(318)	(293)	(293)
Total Baseline Positions	6,950	6,728	6,806	6,747	6,741
<i>Non-Reimbursable</i>	6,125	5,952	5,845	5,802	5,796
<i>Reimbursable</i>	825	776	961	945	945
<i>Total Full-Time</i>	6,950	6,728	6,806	6,747	6,741
<i>Total Full-Time Equivalents</i>	0	0	0	0	0
Impact of:					
Post 2009 Program to Eliminate the Gap	-	-	10	10	10
Total Positions	6,950	6,728	6,796	6,737	6,731
<i>Non-Reimbursable</i>	6,125	5,952	5,835	5,792	5,786
<i>Reimbursable</i>	825	776	961	945	945
<i>Total Full-Time</i>	6,950	6,728	6,796	6,737	6,731
<i>Total Full-Time Equivalents</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2009- 2012
Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Managers/Supervisors	357	366	366	343	343
Professional, Technical, Clerical	396	398	392	354	354
Operational Hourlies	-	-	-	-	-
Total Administration	753	764	758	697	697
Operations					
Managers/Supervisors	276	276	275	275	275
Professional, Technical, Clerical	172	175	175	175	175
Operational Hourlies	1,660	1,628	1,628	1,628	1,628
Total Operations	2,108	2,079	2,078	2,078	2,078
Maintenance					
Managers/Supervisors	684	722	745	745	745
Professional, Technical, Clerical	278	286	286	286	286
Operational Hourlies	2,988	2,900	3,115	3,092	3,086
Total Maintenance	3,950	3,908	4,146	4,123	4,117
Engineering/Capital					
Managers/Supervisors	117	127	127	127	127
Professional, Technical, Clerical	22	15	15	15	15
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	139	142	142	142	142
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Impact of Gap Closing Actions					
<i>Fare Increase & Addtl. Actions for Budget Balance</i>					
Managers/Supervisors	-	(13)	(14)	(14)	(14)
Professional, Technical, Clerical	-	(12)	(12)	(12)	(12)
Operational Hourlies	-	(140)	(292)	(267)	(267)
Total Impact of Gap Closing Actions	-	(165)	(318)	(293)	(293)
Total Baseline Positions					
Managers/Supervisors	1,434	1,478	1,499	1,476	1,476
Professional, Technical, Clerical	868	862	856	818	818
Operational Hourlies	4,648	4,388	4,451	4,453	4,447
Total Baseline Positions	6,950	6,728	6,806	6,747	6,741

MTA LONG ISLAND RAIL ROAD
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>								
Administration										
Defer Origin and Destination Study	0	0.000	0	1.000	0	0.000	0	0.000	0	0.000
Eliminate Mail Messenger in Penn Station	0	0.000	1	0.081	1	0.083	1	0.086	1	0.090
Eliminate Main Line Advertising Campaign	0	0.500	0	0.000	0	0.000	0	0.000	0	0.000
Health Insurance "Opt Out" Buy Back Program	0	0.000	0	0.500	0	0.500	0	0.500	0	0.500
Improved Oversight of Health & Welfare Retiree	0	0.000	0	0.500	0	0.500	0	0.500	0	0.500
Sub-Total Administration	0	\$ 0.500	1	\$ 2.081	1	\$ 1.083	1	\$ 1.086	1	\$ 1.090
Maintenance										
Defer Low Profile Crane	0	0.959	0	0.000	0	0.000	0	0.000	0	0.000
MU Sanders	2	2.885	4	2.976	4	0.346	4	0.305	4	0.315
Modify Tree Trimming Program	9	0.750	9	0.800	9	0.809	9	0.330	9	0.350
Sub-Total Maintenance	11	\$ 4.594	13	\$ 3.776	13	\$ 1.155	13	\$ 0.635	13	\$ 0.665
Other										
Increase Real Estate Revenue	0	0.000	0	0.250	0	0.500	0	0.500	0	0.500
Increased Oversight of Free Rail Pass Policy	0	0.000	0	0.400	0	0.800	0	0.800	0	0.800
Sub-Total Other	0	\$ 0.000	0	\$ 0.650	0	\$ 1.300	0	\$ 1.300	0	\$ 1.300
Revenue Enhancement										
Real Estate Revenue	0	0.000	0	0.111	0	0.114	0	0.117	0	0.121
Sub-Total Revenue Enhancement	0	\$ 0.000	0	\$ 0.111	0	\$ 0.114	0	\$ 0.117	0	\$ 0.121
Service										
Service Adjustments	0	0.000	2	1.182	2	1.969	2	2.035	2	2.097

MTA LONG ISLAND RAIL ROAD
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Sub-Total	Service	0	\$ 0.000	2	\$ 1.182	2	\$ 1.969	2	\$ 2.035	2	\$ 2.097
Service Support											
	Passenger Services- Ticket Receiver (Penn Station)	0	0.000	1	0.072	1	0.081	1	0.083	1	0.086
Sub-Total	Service Support	0	\$ 0.000	1	\$ 0.072	1	\$ 0.081	1	\$ 0.083	1	\$ 0.086
Total Programs		11	\$ 5.094	17	\$ 7.872	17	\$ 5.702	17	\$ 5.256	17	\$ 5.359

**MTA Long Island Rail Road
February Financial Plan 2009-2012
Additional Actions for Budget Balance**

MTA CATEGORY	DESCRIPTION	2009		2010		2011		2012	
		Pos YE	\$ millions	POS	\$ millions	POS	\$ millions	POS	\$ millions
Administration or Management	Administrative Headcount Reductions	13	\$1.2	18	\$1.6	18	\$1.8	18	\$1.9
Administration or Management	Engineering administrative & support headcount reductions	5	\$0.5	5	\$0.5	5	\$0.5	5	\$0.5
Administration or Management	Maintenance of Equipment administrative headcount reductions	2	\$0.2	2	\$0.2	2	\$0.2	2	\$0.2
Administration or Management	Miscellaneous Non-payroll reductions	-	\$1.8	-	\$1.7	-	\$1.7	-	\$1.7
Administration or Management	Re-estimate of leave balance payments	-	\$0.2	-	\$0.1	-	\$0.1	-	\$0.1
Administration or Management	Eliminate vacant Maintenance of Equipment management support positions	5	\$0.5	5	\$0.5	5	\$0.5	5	\$0.5
Administration or Management	Reduction to administrative support staffing and non-payroll in Transportation	2	\$0.4	2	\$0.3	2	\$0.3	2	\$0.3
		27	\$4.7	32	\$4.8	32	\$5.1	32	\$5.2
Customer Convenience & Amenities	Close ticket windows/reduce ticket selling positions	-	\$0.0	26	\$2.2	26	\$2.3	26	\$2.3
Customer Convenience & Amenities	Delay/cancel maintenance upgrades to M3 toilets & interiors	10	\$1.8	13	\$1.9	13	\$2.0	13	\$2.0
Customer Convenience & Amenities	Cancel the elevator/escalator remote sensor pilot	-	\$0.5		\$0.0	-	\$0.0	-	\$0.0
Customer Convenience & Amenities	Reduce graffiti removal and station maintenance	-	\$0.0	2	\$0.2	2	\$0.2	2	\$0.2
Customer Convenience & Amenities	Reduce Travel Information Office Staffing	2	\$0.2	2	\$0.2	2	\$0.2	2	\$0.2
		12	\$2.5	43	\$4.5	43	\$4.6	43	\$4.7
Maintenance	Arch Street Maintenance Facility	-	\$0.0	21	\$2.0	21	\$2.1	21	\$2.1
Maintenance	Electrician Apprentice Program	15	\$1.0	15	\$1.0	15	\$1.1	15	\$1.1
Maintenance	Eliminate operating funds for bridge painting	-	\$3.0	-	\$0.5	-	\$0.5	-	\$0.5

MTA Long Island Rail Road
February Financial Plan 2009-2012
Additional Actions for Budget Balance

MTA CATEGORY	DESCRIPTION	2009		2010		2011		2012	
		Pos YE	\$ millions	POS	\$ millions	POS	\$ millions	POS	\$ millions
Maintenance	Engineering overtime reductions	-	\$1.1	-	\$1.2	-	\$1.2	-	\$1.3
Maintenance	Extend Life Cycle Maintenance program	24	\$2.3	24	\$6.5	24	\$6.7	24	\$6.9
Maintenance	Extend vehicle replacement cycle - reduce annual purchase requirement	-	\$0.7	-	\$0.7	-	\$0.7	-	\$0.7
Maintenance	Improve Inventory Management	(2)	(\$0.3)	(2)	\$1.7	(2)	\$2.7	(2)	\$2.7
Maintenance	Re-estimate material and consultant costs in Maintenance of Equipment	-	\$0.3	-	\$0.3	-	\$0.3	-	\$0.3
Maintenance	Re-estimate Life Cycle Maintenance contingency budget	5	\$1.5	5	\$1.5	5	\$1.6	5	\$1.6
Maintenance	Reduce maintenance of right of way	-	\$0.6	15	\$2.4	15	\$2.3	15	\$2.4
Maintenance	Reduce staffing for maintenance & repair of Power and Communication systems	11	\$1.0	16	\$1.6	17	\$1.7	17	\$1.8
Maintenance	Reduction to station maintenance	3	\$0.9	11	\$1.6	5	\$1.1	5	\$1.1
		56	\$12.1	105	\$21.0	100	\$21.9	100	\$22.4
Revenue	Exterior train car advertisement	-	\$1.5	-	\$3.0	-	\$3.0	-	\$3.0
		-	\$1.5	-	\$3.0	-	\$3.0	-	\$3.0
Safety & Security	Modify gap mitigation schedule	2	\$6.2	2	\$0.2	2	\$0.2	2	\$0.2
Safety & Security	Re-estimate of environmental maintenance costs	-	\$0.0	-	\$0.0	-	\$0.0	-	\$0.0
		2	\$6.2	2	\$0.2	2	\$0.3	2	\$0.3
Service	Reduce Spare Ratio - place M3 cars in reserve	9	\$2.1	9	\$2.2	9	\$2.3	9	\$2.3
Service	Service Reductions	40	\$4.5	85	\$12.6	65	\$11.0	65	\$11.3
		49	\$6.7	94	\$14.8	74	\$13.2	74	\$13.6
Service Support	Train crew staffing reductions	19	\$2.5	42	\$4.5	42	\$4.6	42	\$4.7
		19	\$2.5	42	\$4.5	42	\$4.6	42	\$4.7
		165	\$36.2	318	\$52.8	293	\$52.6	293	\$54.0

MTA LONG ISLAND RAIL ROAD
February Plan 2009-2012
Summary of Post 2009 PEGs
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Administration											
	Reduce Timekeeping/ Payroll Coordinators	0	0.000	0	0.000	4	0.400	4	0.412	4	0.424
	Sub-Total Administration	0	\$ 0.000	0	\$ 0.000	4	\$ 0.400	4	\$ 0.412	4	\$ 0.424
Other											
	Diesel Fuel	0	0.000	0	0.000	0	0.068	0	0.068	0	0.068
	Jay/Hall/Dunton Tower Consolidation	0	0.000	0	0.000	5	0.500	5	0.510	5	0.520
	LIC Wayside Power or Smartcard	0	0.000	0	0.000	0	0.176	0	0.176	0	0.176
	Unspecified Other PEGs	0	0.000	0	0.000	0	20.747	0	16.996	0	38.996
	Sub-Total Other	0	\$ 0.000	0	\$ 0.000	5	\$ 21.491	5	\$ 17.750	5	\$ 39.760
Service Support											
	Passenger Services-Ticket Clerk (Penn Station)	0	0.000	0	0.000	1	0.082	1	0.085	1	0.087
	Sub-Total Service Support	0	\$ 0.000	0	\$ 0.000	1	\$ 0.082	1	\$ 0.085	1	\$ 0.087
	Total Programs	0	\$ 0.000	0	\$ 0.000	10	\$ 21.973	10	\$ 18.247	10	\$ 40.271

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$38.7	\$37.9	\$40.7	\$40.5	\$42.1	\$45.0	\$44.8	\$44.7	\$43.3	\$42.9	\$43.0	\$43.4	\$507.2
Fare Increase 6/1/09	0.0	0.0	0.0	0.0	0.0	9.9	10.6	10.6	9.8	9.4	9.5	10.2	70.0
Additional Actions for Budget Balance: Revenue Impact	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.3	1.5
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	3.1	3.0	3.4	3.1	3.6	3.2	2.9	3.1	3.0	2.9	2.9	3.0	37.1
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue	\$41.8	\$40.9	\$44.1	\$43.6	\$45.7	\$58.1	\$58.6	\$58.7	\$56.4	\$55.4	\$55.8	\$56.8	\$615.9
Operating Expenses													
Labor:													
Payroll	\$37.0	\$32.9	\$44.8	\$36.4	\$24.9	\$45.3	\$28.7	\$44.4	\$37.9	\$27.1	\$43.8	\$29.3	\$432.4
Overtime	7.1	7.7	6.6	6.3	7.5	6.6	7.3	6.2	6.2	7.2	6.5	7.4	82.4
Health and Welfare	6.9	6.9	6.6	6.9	6.9	6.7	7.0	6.7	6.9	6.9	6.6	6.8	81.9
OPEB Current Payment	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	50.7
Pensions	11.2	11.2	10.4	10.6	10.7	10.4	10.8	10.5	10.8	10.9	10.5	11.1	129.1
Other Fringe Benefits	8.4	8.2	10.1	8.0	7.5	10.1	7.9	9.4	7.3	5.6	6.5	4.0	93.0
Reimbursable Overhead	(1.7)	(1.7)	(2.9)	(2.5)	(2.5)	(2.8)	(2.3)	(2.7)	(2.2)	(2.2)	(2.6)	(1.9)	(28.2)
Total Labor Expenses	\$73.2	\$69.4	\$79.8	\$70.0	\$59.2	\$80.5	\$63.6	\$78.7	\$71.2	\$59.6	\$75.5	\$60.8	\$841.5
Non-Labor:													
Traction and Propulsion Power	\$7.1	\$6.5	\$6.5	\$6.1	\$6.3	\$7.2	\$7.5	\$7.1	\$7.2	\$6.4	\$5.9	\$6.9	\$80.6
Fuel for Buses and Trains	1.5	1.4	1.5	1.5	1.7	1.7	1.7	1.8	1.7	1.7	1.6	1.5	19.4
Insurance	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	16.6
Claims	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	15.4
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	7.4	7.6	7.5	7.0	7.1	7.0	6.9	6.8	7.0	7.1	6.9	7.1	85.3
Professional Service Contracts	2.1	1.8	2.2	2.3	1.8	2.4	2.2	1.8	2.4	2.3	1.8	2.3	25.3
Materials & Supplies	9.0	9.3	11.2	9.2	9.4	10.8	9.2	9.6	10.6	9.3	9.7	11.0	118.4
Other Business Expenses	0.7	0.7	0.8	0.7	0.7	0.9	0.7	0.7	0.8	0.7	0.7	0.8	8.9
Total Non-Labor Expenses	\$30.5	\$29.9	\$32.4	\$29.4	\$29.6	\$32.7	\$30.8	\$30.4	\$32.4	\$30.1	\$29.3	\$32.3	\$369.9
Other Expenses Adjustments:													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expense Adjustments	\$0.0												
Gap Closing Expenses:													
Additional Actions for Budget Balance: Expense Impact	(\$1.8)	(\$1.8)	(\$1.9)	(\$1.8)	(\$1.8)	(\$1.9)	(\$2.8)	(\$2.8)	(\$2.8)	(\$2.9)	(\$5.9)	(\$6.1)	(\$34.2)
Total Gap Closing Expenses	(\$1.8)	(\$1.8)	(\$1.9)	(\$1.8)	(\$1.8)	(\$1.9)	(\$2.8)	(\$2.8)	(\$2.8)	(\$2.9)	(\$5.9)	(\$6.1)	(\$34.2)
Total Expenses before Non-Cash Liability Adjs.	\$101.8	\$97.4	\$110.4	\$97.6	\$86.9	\$111.3	\$91.7	\$106.3	\$100.7	\$86.9	\$98.9	\$87.1	\$1,177.1
Depreciation	23.6	24.0	24.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	\$297.9
OPEB Obligation	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	79.2
Environmental Remediation	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.4	1.5
Total Expenses	\$132.1	\$128.0	\$141.5	\$129.4	\$118.6	\$143.4	\$123.4	\$138.0	\$132.8	\$118.6	\$130.6	\$119.2	\$1,555.7
Net Surplus/(Deficit)	(\$90.2)	(\$87.1)	(\$97.3)	(\$85.8)	(\$72.9)	(\$85.4)	(\$64.9)	(\$79.3)	(\$76.4)	(\$63.3)	(\$74.9)	(\$62.4)	(\$939.9)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$38.7	\$37.9	\$40.7	\$40.5	\$42.1	\$45.0	\$44.8	\$44.7	\$43.3	\$42.9	\$43.0	\$43.4	\$507.2
<i>Fare Increase 6/1/09</i>	0.0	0.0	0.0	0.0	0.0	9.9	10.6	10.6	9.8	9.4	9.5	10.2	70.0
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.3	1.5
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	3.1	3.0	3.4	3.1	3.6	3.2	2.9	3.1	3.0	2.9	2.9	3.0	37.1
Capital and Other Reimbursements	14.6	15.1	23.6	20.2	20.0	23.2	18.0	20.9	18.6	17.5	20.1	16.3	228.1
Total Revenue	\$56.5	\$56.0	\$67.7	\$63.7	\$65.7	\$81.3	\$76.6	\$79.6	\$75.0	\$72.9	\$75.8	\$73.1	\$843.9
Expenses													
<u>Labor:</u>													
Payroll	\$42.5	\$38.5	\$53.7	\$43.9	\$32.3	\$53.9	\$35.4	\$52.6	\$44.6	\$33.6	\$51.7	\$34.9	\$517.6
Overtime	7.3	8.0	7.4	7.2	8.4	7.5	8.3	7.2	7.2	8.2	7.4	8.4	92.5
Health and Welfare	7.8	7.8	8.1	8.2	8.2	8.1	8.1	8.1	8.1	8.1	7.9	7.8	96.3
OPEB Current Payment	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	50.7
Pensions	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	149.1
Other Fringe Benefits	9.4	9.3	11.9	9.6	9.0	11.9	9.3	11.1	8.7	7.0	8.1	5.1	110.4
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenses	\$83.6	\$80.3	\$97.8	\$85.6	\$74.5	\$98.1	\$77.9	\$95.6	\$85.2	\$73.4	\$91.7	\$72.9	\$1,016.6
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$7.1	\$6.5	\$6.5	\$6.1	\$6.3	\$7.2	\$7.5	\$7.1	\$7.2	\$6.4	\$5.9	\$6.9	\$80.6
Fuel for Buses and Trains	1.5	1.4	1.5	1.5	1.7	1.7	1.7	1.8	1.7	1.7	1.6	1.5	19.4
Insurance	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.5	1.4	1.4	1.4	1.4	17.2
Claims	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	15.4
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	7.9	8.0	8.3	7.7	7.8	7.8	7.6	7.6	7.7	7.8	7.7	7.8	93.8
Professional Service Contracts	2.1	1.8	2.3	2.3	1.8	2.5	2.2	1.8	2.4	2.3	1.8	2.4	25.8
Materials & Supplies	12.6	12.9	15.9	13.0	13.2	15.5	12.2	12.6	14.3	12.2	12.6	14.5	161.6
Other Business Expenses	0.7	0.7	0.9	0.7	0.7	0.9	0.7	0.7	0.8	0.7	0.7	0.8	9.0
Total Non-Labor Expenses	\$34.7	\$34.1	\$38.0	\$34.1	\$34.2	\$38.3	\$34.6	\$34.4	\$36.9	\$33.8	\$33.1	\$36.6	\$422.8
<u>Other Expenses Adjustments:</u>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expense Adjustments	\$0.0												
<u>Gap Closing Expenses:</u>													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(\$1.8)	(\$1.8)	(\$1.9)	(\$1.8)	(\$1.8)	(\$1.9)	(\$2.8)	(\$2.8)	(\$2.8)	(\$2.9)	(\$5.9)	(\$6.1)	(\$34.2)
Total Gap Closing Expenses	(\$1.8)	(\$1.8)	(\$1.9)	(\$1.8)	(\$1.8)	(\$1.9)	(\$2.8)	(\$2.8)	(\$2.8)	(\$2.9)	(\$5.9)	(\$6.1)	(\$34.2)
Total Expenses before Non-Cash Liability Adjs.	\$116.5	\$112.5	\$134.0	\$117.8	\$106.9	\$134.6	\$109.7	\$127.2	\$119.3	\$104.4	\$118.9	\$103.4	\$1,405.2
Depreciation	23.6	24.0	24.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	\$297.9
OPEB Obligation	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	79.2
Environmental Remediation	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.4	1.5
Total Expenses	\$146.7	\$143.1	\$165.1	\$149.5	\$138.6	\$166.7	\$141.5	\$158.9	\$151.4	\$136.1	\$150.7	\$135.5	\$1,783.8
Net Surplus/(Deficit)	(\$90.2)	(\$87.1)	(\$97.3)	(\$85.8)	(\$72.9)	(\$85.4)	(\$64.9)	(\$79.3)	(\$76.4)	(\$63.3)	(\$74.9)	(\$62.4)	(\$939.9)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2009 Adopted Budget Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$41.2	\$40.4	\$43.2	\$43.0	\$44.6	\$47.5	\$47.3	\$47.2	\$45.8	\$45.4	\$45.5	\$45.9	\$537.2
<i>Fare Increase 6/1/09</i>	0.0	0.0	0.0	0.0	0.0	9.9	10.6	10.6	9.8	9.4	9.5	10.2	70.0
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.3	1.5
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	3.3	3.2	3.7	3.3	3.8	3.4	3.2	3.4	3.2	3.1	3.2	16.8	53.5
Capital and Other Reimbursements	10.3	16.7	15.1	17.9	24.9	22.9	23.7	26.1	21.7	24.3	21.1	31.1	255.8
Total Receipts	\$54.9	\$60.3	\$62.0	\$64.2	\$73.4	\$83.8	\$84.9	\$87.6	\$80.8	\$82.4	\$79.7	\$104.2	\$918.1
Expenditures													
<u>Labor:</u>													
Payroll	\$40.3	\$38.2	\$41.2	\$46.9	\$40.9	\$39.9	\$48.0	\$41.2	\$41.0	\$47.1	\$41.8	\$49.7	\$516.2
Overtime	7.3	8.0	7.4	7.2	8.4	7.5	8.3	7.2	7.2	8.2	7.4	8.4	92.5
Health and Welfare	7.8	7.8	8.0	8.2	8.1	8.1	8.1	8.4	8.1	8.0	7.9	7.9	96.3
OPEB Current Payment	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	50.7
Pensions	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	149.1
Other Fringe Benefits	9.7	9.1	9.9	11.0	9.7	9.4	11.7	9.4	8.1	9.0	7.0	6.5	110.4
GASB Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	7.8
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$81.7	\$79.7	\$83.2	\$89.9	\$83.8	\$81.6	\$92.7	\$82.8	\$80.9	\$89.0	\$80.7	\$96.9	\$1,023.0
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$6.9	\$7.1	\$6.5	\$6.5	\$6.1	\$6.3	\$7.2	\$7.5	\$7.1	\$7.2	\$6.4	\$15.2	\$89.9
Fuel for Buses and Trains	1.5	1.4	1.6	1.5	1.7	1.7	1.7	1.8	1.7	1.7	1.6	1.5	19.4
Insurance	2.5	3.3	0.0	3.9	0.1	6.1	3.3	0.2	0.2	3.3	0.3	0.0	23.1
Claims	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	13.6
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	8.6	8.8	9.8	9.0	9.2	9.3	8.3	8.3	8.2	8.3	8.0	8.4	104.2
Professional Service Contracts	1.9	2.8	2.1	3.4	1.6	2.3	3.2	1.6	2.3	3.3	1.6	2.2	28.4
Materials & Supplies	17.2	18.4	18.0	16.7	16.7	18.3	14.8	14.0	13.2	12.8	10.9	11.8	182.7
Other Business Expenses	0.6	0.6	0.8	0.6	0.6	0.9	0.6	0.7	0.8	0.6	0.6	0.8	8.4
Total Non-Labor Expenditures	\$40.5	\$43.6	\$39.9	\$42.7	\$37.2	\$45.9	\$40.3	\$35.2	\$34.5	\$38.3	\$30.6	\$41.0	\$469.7
<u>Other Expenditure Adjustments:</u>													
Other	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$30.0
Total Other Expenditure Adjustments	\$2.5	\$30.0											
<u>Gap Closing Expenses:</u>													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(\$1.8)	(\$1.8)	(\$1.9)	(\$1.8)	(\$1.9)	(\$1.9)	(\$2.8)	(\$2.9)	(\$2.8)	(\$2.9)	(\$6.0)	(\$6.2)	(\$34.7)
Total Gap Closing Expenses	(\$1.8)	(\$1.8)	(\$1.9)	(\$1.8)	(\$1.9)	(\$1.9)	(\$2.8)	(\$2.9)	(\$2.8)	(\$2.9)	(\$6.0)	(\$6.2)	(\$34.7)
Total Expenditures	\$122.9	\$124.0	\$123.7	\$133.3	\$121.7	\$128.0	\$132.7	\$117.6	\$115.1	\$126.9	\$107.8	\$134.2	\$1,488.0
Cash Timing and Availability Adjustment	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0
Net Cash Deficit	(\$68.0)	(\$63.7)	(\$61.8)	(\$69.1)	(\$48.3)	(\$44.3)	(\$47.8)	(\$30.0)	(\$34.3)	(\$44.5)	(\$28.2)	(\$30.0)	(\$569.9)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2009 Adopted Budget Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$30.0
<i>Fare Increase 6/1/09</i>	0.0	0.0	0.0	0.0	0.0	(0.0)	(0.0)	0.0	(0.0)	(0.0)	(0.0)	0.0	(0.0)
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.2	0.2	0.3	0.2	0.2	0.3	0.2	0.3	0.2	0.2	0.3	13.8	16.4
Capital and Other Reimbursements	(4.3)	1.6	(8.5)	(2.2)	4.9	(0.3)	5.6	5.2	3.1	6.8	1.1	14.8	27.7
Total Receipts	(\$1.6)	\$4.3	(\$5.8)	\$0.5	\$7.6	\$2.4	\$8.3	\$8.0	\$5.8	\$9.6	\$3.9	\$31.1	\$74.1
Expenditures													
<u>Labor:</u>													
Payroll	\$2.2	\$0.3	\$12.5	(\$3.0)	(\$8.7)	\$14.0	(\$12.5)	\$11.4	\$3.6	(\$13.6)	\$9.9	(\$14.8)	\$1.4
Overtime	0.0	(0.0)	(0.0)	(0.0)	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	(0.0)	0.0
Health and Welfare	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.3)	0.0	0.0	0.0	(0.1)	(0.0)
OPEB Current Payment	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	0.0	(0.0)
Pensions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Fringe Benefits	(0.3)	0.2	2.0	(1.4)	(0.7)	2.5	(2.3)	1.7	0.6	(2.1)	1.1	(1.4)	(0.0)
GASB Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7.8)	(7.8)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$1.9	\$0.6	\$14.6	(\$4.3)	(\$9.3)	\$16.6	(\$14.8)	\$12.9	\$4.3	(\$15.6)	\$11.0	(\$24.1)	(\$6.4)
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.2	(\$0.6)	\$0.0	(\$0.4)	\$0.2	\$0.9	\$0.4	(\$0.5)	\$0.1	(\$0.8)	(\$0.5)	(\$8.3)	(\$9.3)
Fuel for Buses and Trains	0.0	(0.0)	(0.0)	(0.0)	0.0	(0.0)	(0.0)	0.0	0.0	0.0	0.0	(0.0)	0.0
Insurance	(1.1)	(1.8)	1.4	(2.4)	1.3	(4.6)	(1.8)	1.3	1.2	(1.8)	1.1	1.4	(5.9)
Claims	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.8
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	(0.8)	(0.8)	(1.5)	(1.2)	(1.4)	(1.4)	(0.7)	(0.7)	(0.5)	(0.4)	(0.3)	(0.7)	(10.4)
Professional Service Contracts	0.2	(1.0)	0.2	(1.0)	0.2	0.2	(1.0)	0.2	0.2	(1.0)	0.2	0.2	(2.6)
Materials & Supplies	(4.6)	(5.5)	(2.2)	(3.7)	(3.5)	(2.8)	(2.7)	(1.3)	1.1	(0.5)	1.8	2.8	(21.2)
Other Business Expenditures	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.6
Total Non-Labor Expenditures	(\$5.9)	(\$9.6)	(\$1.8)	(\$8.6)	(\$3.0)	(\$7.6)	(\$5.7)	(\$0.8)	\$2.4	(\$4.4)	\$2.5	(\$4.4)	(\$46.9)
<u>Other Expenditures Adjustments:</u>													
Other	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$30.0)
Total Other Expenditures Adjustments	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$30.0)
<u>Gap Closing Expenses:</u>													
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.2	\$0.5
Total Gap Closing Expenses	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.2	\$0.5
Total Cash Conversion Adjustments before Non-Cash													
Liability Adjs.	(\$8.0)	(\$7.2)	\$4.5	(\$15.0)	(\$7.1)	\$9.0	(\$14.6)	\$17.6	\$10.0	(\$13.0)	\$15.0	\$0.3	(\$8.6)
Depreciation Adjustment	23.6	24.0	24.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	\$297.9
OPEB Obligation	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	79.2
Environmental Remediation	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.4	1.5
Total Cash Conversion Adjustments	\$22.2	\$23.4	\$35.6	\$16.7	\$24.6	\$41.1	\$17.1	\$49.3	\$42.1	\$18.8	\$46.7	\$32.4	\$370.0
Cash Timing and Availability Adjustment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net Cash Conversion Adjustments	\$22.2	\$23.4	\$35.6	\$16.7	\$24.6	\$41.1	\$17.1	\$49.3	\$42.1	\$18.8	\$46.7	\$32.4	\$370.0

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2009 Adopted Budget
Ridership/Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2009
Baseline													
Monthly	3.998	3.650	4.295	4.201	3.921	4.280	4.058	3.849	4.110	4.390	3.894	4.230	48.877
Weekly	0.163	0.137	0.160	0.183	0.163	0.188	0.232	0.251	0.190	0.192	0.128	0.173	2.160
Commutation	4.161	3.786	4.454	4.385	4.084	4.469	4.290	4.101	4.300	4.582	4.022	4.403	51.037
Peak One Way	0.547	0.525	0.617	0.600	0.647	0.706	0.699	0.743	0.676	0.660	0.633	0.632	7.686
Off Peak One Way	1.344	1.202	1.386	1.440	1.519	1.602	1.761	1.741	1.623	1.506	1.566	1.686	18.374
Other	0.642	0.663	0.734	0.744	0.780	0.982	0.869	0.858	0.808	0.803	0.809	0.869	9.562
Non Commutation	2.533	2.391	2.736	2.785	2.945	3.290	3.329	3.342	3.108	2.969	3.008	3.187	35.622
Total Baseline Ridership	6.694	6.177	7.191	7.169	7.029	7.758	7.618	7.443	7.407	7.552	7.030	7.590	86.659
Fare Increase 06/01/09	0.000	0.000	0.000	0.000	0.000	(0.192)	(0.199)	(0.199)	(0.190)	(0.186)	(0.183)	(0.195)	(1.344)
Total Ridership	6.694	6.177	7.191	7.169	7.029	7.566	7.419	7.245	7.217	7.366	6.847	7.394	85.315

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2009 Adopted Budget Forecast
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	366	366	366	366	366	366	366	366	366	366	366	366
Professional, Technical, Clerical	398	398	398	399	398	398	398	398	398	398	398	398
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	764	764	764	765	764							
Operations												
Managers/Supervisors	276	276	276	276	276	277	277	277	276	276	276	276
Professional, Technical, Clerical	176	176	176	177	182	189	189	190	182	176	175	175
Operational Hourlies	1,612	1,603	1,623	1,659	1,638	1,660	1,682	1,661	1,678	1,677	1,631	1,628
Total Operations	2,064	2,055	2,075	2,112	2,096	2,126	2,148	2,128	2,136	2,129	2,082	2,079
Maintenance												
Managers/Supervisors	735	740	753	758	756	753	748	744	742	740	735	722
Professional, Technical, Clerical	286	286	286	286	285	285	285	285	285	286	286	286
Operational Hourlies	2,947	2,985	3,169	3,229	3,219	3,167	3,135	3,101	3,123	3,099	3,038	2,900
Total Maintenance	3,968	4,011	4,208	4,273	4,260	4,205	4,168	4,130	4,150	4,125	4,059	3,908
Engineering/Capital												
Managers/Supervisors	127	127	127	127	127	127	127	127	127	127	127	127
Professional, Technical, Clerical	15	15	15	15	15	19	19	19	15	15	15	15
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	142	142	142	142	142	146	146	146	142	142	142	142
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-											
Impact of Gap Closing Actions												
Fare Increase & Addtl. Actions for Budget Balance	-	-	-	-	-	-	-	-	-	-	-	-
Managers/Supervisors	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)
Professional, Technical, Clerical	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)
Operational Hourlies	(74)	(74)	(74)	(74)	(74)	(74)	(123)	(123)	(123)	(123)	(123)	(140)
Total Impact of Gap Closing Actions	(99)	(99)	(99)	(99)	(99)	(99)	(148)	(148)	(148)	(148)	(148)	(165)
Total Positions												
Managers/Supervisors	1,491	1,496	1,509	1,514	1,512	1,510	1,505	1,501	1,498	1,496	1,491	1,478
Professional, Technical, Clerical	863	863	863	865	868	879	879	880	868	863	862	862
Operational Hourlies	4,485	4,514	4,718	4,814	4,783	4,753	4,694	4,639	4,678	4,653	4,546	4,388
Total Positions	6,839	6,873	7,090	7,193	7,163	7,142	7,078	7,020	7,044	7,012	6,899	6,728

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Metro-North Railroad

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents Metro-North Railroad's 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012. The adopted budget reflects the inclusion of Gap Closing Actions that were presented "below the line" as well Other Technical Adjustments to the November Financial Plan, which was adopted by the Board in December 2008.

The Gap Closing Actions incorporated in the 2009 Adopted Budget include Programs to Eliminate the Gap (PEGs) which total \$9.2 million, Other Administrative Reductions totaling \$1.4 million, Additional Actions for Budget Balance (AABBs) which total \$35.0 million, and a New York State Fare Increase yielding an average 23% revenue increase (\$41.9 million East and West of Hudson) which is effective 6/1/2009.

The attached information has been adjusted to incorporate re-estimated pension payments and fuel costs that were captured on an MTA-wide consolidated basis in the November Plan, and the transfer of costs and headcount associated with the MTA Business Service Center to MTA Headquarters.

These changes are presented in the attached reconciliations to the November Financial Plan

The attached also includes modified schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	5,466	(\$363.6)	5,511	(\$455.6)	5,580	(\$479.9)	5,633	(\$514.2)	5,681	(\$535.4)
Amendments:										
Technical Adjustments:										
Miscellaneous Payroll and Fringe Rate Adjustments	0	\$.0	0	(\$.1)	0	\$.2	0	(\$.3)	0	(\$.3)
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline East Of Hudson				40.0		67.6		69.7		71.9
2009 Fare/Toll Increase (West of Hudson Subsidy Change)				1.9		3.3		3.7		3.8
2009 PEG Program in Baseline			(52)	9.2	(52)	9.3	(52)	9.3	(52)	9.3
2009 PEG Program in Baseline Farebox Revenue						(0.5)		(0.5)		(0.5)
2009 PEG Program in Baseline Other Operating Revenue						0.5		0.5		0.5
Internal Actions:										
Business Service Center	17	0.4	17	2.5	17	2.5	77	8.7	77	9.2
NHL Share of BSC to be Retained by MNR		(0.2)		(1.0)		(1.0)		(3.4)		(3.6)
		0.0								
Additional Actions for Budget Balance:										
AABB Revenue				(0.3)		(0.3)		(0.3)		(0.3)
AABB Expense			88	35.3	88	35.3	88	35.3	88	35.3
Net AABB				35.0		35.0		35.0		35.0
Other Administrative Reductions		0.5	10	1.4						
Sub-Total Gap Closing Actions	17	\$.7	63	\$89.0	53	\$116.7	113	\$122.9	113	\$125.5
Transfer Pension Valuations from HQ to Agency Forecasts		0.0		(3.8)		(8.0)		(13.0)		(17.8)
Transfer Fuel into Agency Forecasts		1.4		6.6		4.4		3.2		3.8
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	5,449	\$ (361.6)	5,448	\$ (363.9)	5,527	\$ (366.6)	5,520	\$ (401.5)	5,568	\$ (424.3)

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	588	\$0	629	\$0	629	\$0	629	\$0	629	\$0
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
<i>Gap Closing Actions:</i>										
<i>Internal Actions:</i>										
Business Service Center Receipts		(0.1)	-	(0.7)	-	(0.8)	-	(0.8)	-	(0.8)
Business Service Center Disbursements	7	0.1	7	0.7	7	0.8	7	0.8	7	0.8
<i>Additional Actions for Budget Balance:</i>										
Sub-Total Gap Closing Actions	7	\$0	7	\$0	7	\$0	7	\$0	7	\$0
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	581	\$0	622	\$0	622	\$0	622	\$0	622	\$0

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Reconciliation to the November Plan Cash Receipts and Expenditures
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	6,054	(\$363.6)	6,140	(\$455.6)	6,209	(\$479.9)	6,262	(\$514.2)	6,310	(\$535.4)
Amendments:										
Technical Adjustments:										
Miscellaneous Payroll and Fringe Rate Adjustments	0	\$0	0	(\$0.1)	0	\$0.2	0	(\$0.3)	0	(\$0.3)
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline East Of Hudson				40.0		67.6		69.7		71.9
2009 Fare/Toll Increase (West of Hudson Subsidy Change)				1.9		3.3		3.7		3.8
2009 PEG Program in Baseline			(52)	9.2	(52)	9.3	(52)	9.3	(52)	9.3
2009 PEG Program in Baseline Farebox Revenue						(0.5)		(0.5)		(0.5)
2009 PEG Program in Baseline Other Operating Revenue						0.5		0.5		0.5
Internal Actions:										
Business Service Center	24	0.4	24	2.5	24	2.5	84	8.7	84	9.2
NHL Share of BSC to be Retained by MNR		(0.2)		(1.0)		(1.0)		(3.4)		(3.6)
Cash Adjustments		0.0		0.0		0.0		0.0		0.0
Additional Actions for Budget Balance:										
AABB Revenue				(0.3)		(0.3)		(0.3)		(0.3)
AABB Expense			88	35.3	88	35.3	88	35.3	88	35.3
Net AABB				35.0		35.0		35.0		35.0
Other Administrative Reductions		0.5	10	1.4						
Sub-Total Gap Closing Actions	24	\$0.7	70	\$89.0	60	\$116.7	120	\$122.9	120	\$125.5
Transfer Pension Valuations from HQ to Agency Forecasts		0.0		(3.8)		(8.0)		(13.0)		(17.8)
Transfer Fuel into Agency Forecasts		1.4		6.6		4.4		3.2		3.8
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	6,030	\$ (361.6)	6,070	\$ (363.9)	6,149	\$ (366.6)	6,142	\$ (401.5)	6,190	\$ (424.3)

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE					
	2008	2009			
	Final	Adopted Budget	2010	2011	2012
	Estimate				
Operating Revenue					
Farebox Revenue	\$507.2	\$520.5	\$527.7	\$542.3	\$558.2
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Fare Increase 6/1/09	0.0	40.0	67.6	69.7	71.9
Additional Actions for Budget Balance: Revenue Impact	0.0	(0.3)	(0.3)	(0.3)	(0.3)
Other Operating Revenue	33.7	36.9	39.4	41.7	43.7
MNR - MTA	0.0	0.0	0.0	0.0	0.0
MNR - CDOT	0.0	0.0	0.0	0.0	0.0
MNR - Other	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0
Total Revenue	\$540.9	\$597.0	\$634.4	\$653.3	\$673.4
Operating Expenses					
Labor:					
Payroll	\$379.6	\$401.6	\$411.9	\$420.7	\$433.5
Overtime	55.2	55.5	56.2	57.6	59.2
Health and Welfare	67.6	73.2	80.4	86.6	93.8
OPEB Current Payment	9.4	10.2	11.1	12.1	13.1
Pensions	38.6	44.6	50.9	58.1	64.9
Other Fringe Benefits	76.9	80.9	83.0	85.5	88.3
Reimbursable Overhead	(42.1)	(42.2)	(40.7)	(41.1)	(41.8)
Total Labor	\$585.2	\$623.9	\$652.9	\$679.4	\$711.1
Non-Labor:					
Traction and Propulsion Power	\$64.8	\$72.7	\$81.4	\$87.3	\$95.3
Fuel for Buses and Trains	24.1	18.7	20.4	21.2	22.0
Insurance	12.2	13.0	14.2	15.6	17.1
Claims	12.6	12.0	12.0	12.0	12.0
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	91.5	107.3	102.9	105.8	104.7
Professional Service Contracts	20.2	24.4	25.3	25.7	26.2
Materials & Supplies	80.1	89.2	96.0	100.3	101.4
Other Business Expenses	13.1	14.6	16.6	19.9	21.3
Total Non-Labor	\$318.6	\$351.9	\$368.8	\$387.9	\$400.0
Other Expenses Adjustments:					
Other					
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Gap Closing Expenses:					
Fare Increase 6/1/09 (West of Hudson Subsidy Change)	\$0.0	(\$1.9)	(\$3.3)	(\$3.6)	(\$3.7)
Additional Actions for Budget Balance: Expense Impact	0.0	(35.3)	(35.3)	(35.3)	(35.3)
Total Gap Closing Expenditure	\$0.0	(\$37.2)	(\$38.7)	(\$38.9)	(\$39.1)
Total Expenses before Depreciation & GASB Adjs.	\$903.8	\$938.6	\$983.1	\$1,028.4	\$1,072.0
Depreciation	\$223.4	\$265.6	\$275.6	\$285.6	\$295.6
OPEB Obligation	51.0	53.0	54.7	56.3	58.2
Environmental Remediation	6.5	6.5	6.7	6.9	7.1
Total Expenses	\$1,184.7	\$1,263.7	\$1,320.2	\$1,377.2	\$1,432.9
Baseline Surplus/(Deficit)	(\$643.8)	(\$666.7)	(\$685.7)	(\$723.9)	(\$759.5)
Cash Conversion Adjustments:					
Depreciation	\$223.4	\$265.6	\$275.6	\$285.6	\$295.6
Operating/Capital	(22.0)	(18.7)	(17.2)	(15.7)	(16.0)
Other Cash Adjustments	80.8	55.8	60.7	52.4	55.6
Total Cash Conversion Adjustments	\$282.2	\$302.8	\$319.1	\$322.4	\$335.3
Baseline Cash Surplus/(Deficit)	(\$361.6)	(\$363.9)	(\$366.6)	(\$401.5)	(\$424.3)
Post-2009 Agency Program to Eliminate the Gap	0.0	0.0	9.3	18.5	27.8
Total PEG's	\$0.0	\$0.0	\$9.3	\$18.5	\$27.8
Net Surplus/(Deficit)	(\$361.6)	(\$363.9)	(\$357.4)	(\$383.0)	(\$396.5)

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2008	2009			
	Final	Adopted Budget	2010	2011	2012
	Estimate				
Revenue					
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0
MNR - MTA	100.9	112.5	114.7	117.7	120.8
MNR - CDOT	72.6	49.0	45.8	40.2	39.7
MNR - Other	22.7	18.2	16.8	10.5	10.7
Capital and Other Reimbursements	196.2	179.7	177.2	168.3	171.1
Total Revenue	\$196.2	\$179.7	\$177.2	\$168.3	\$171.1
Expenses					
Labor:					
Payroll	\$39.4	\$41.7	\$42.3	\$43.0	\$43.8
Overtime	14.1	13.0	13.2	13.3	13.5
Health and Welfare	8.9	9.5	10.3	11.0	11.8
OPEB Current Payment					
Pensions	4.8	5.0	5.2	5.5	5.7
Other Fringe Benefits	9.0	9.2	9.3	9.5	9.7
Reimbursable Overhead	40.6	39.7	40.2	40.9	41.5
Total Labor	\$116.9	\$118.2	\$120.5	\$123.2	\$125.9
Non-Labor:					
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0
Insurance	4.5	4.4	4.5	4.5	4.6
Claims	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	35.4	31.9	26.0	13.1	12.1
Professional Service Contracts	7.0	3.6	3.7	3.8	3.9
Materials & Supplies	33.1	21.4	22.3	23.5	24.4
Other Business Expenses	(0.7)	0.2	0.2	0.2	0.2
Total Non-Labor	\$79.3	\$61.5	\$56.7	\$45.1	\$45.2
Other Adjustments:					
Other					
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation	\$196.2	\$179.7	\$177.2	\$168.3	\$171.1
Depreciation					
OPEB Obligation					
Environmental Remediation					
Total Expenses	\$196.2	\$179.7	\$177.2	\$168.3	\$171.1
Baseline Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Cash Conversion Adjustments:					
Depreciation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Operating/Capital	0.0	0.0	0.0	0.0	0.0
Other Cash Adjustments	0.0	0.0	0.0	0.0	0.0
Total Cash Conversion Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Baseline Cash Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
2009 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
Post-2009 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
Total PEG's	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Net Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue	\$507.2	\$520.5	\$527.7	\$542.3	\$558.2
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Fare Increase 6/1/09	0.0	40.0	67.6	69.7	71.9
Additional Actions for Budget Balance: Revenue Impact	0.0	(0.3)	(0.3)	(0.3)	(0.3)
Other Operating Revenue	33.7	36.9	39.4	41.7	43.7
MNR - MTA	100.9	112.5	114.7	117.7	120.8
MNR - CDOT	72.6	49.0	45.8	40.2	39.7
MNR - Other	22.7	18.2	16.8	10.5	10.7
Capital and Other Reimbursements	196.2	179.7	177.2	168.3	171.1
Total Revenue	\$737.1	\$776.7	\$811.6	\$821.7	\$844.5
Expenses					
Labor:					
Payroll	\$419.0	\$443.4	\$454.3	\$463.7	\$477.3
Overtime	69.3	68.5	69.4	71.0	72.7
Health and Welfare	76.5	82.7	90.7	97.6	105.6
OPEB Current Payment	9.4	10.2	11.1	12.1	13.1
Pensions	43.4	49.6	56.1	63.6	70.6
Other Fringe Benefits	85.9	90.1	92.3	95.0	98.0
Reimbursable Overhead	(1.5)	(2.4)	(0.4)	(0.2)	(0.2)
Total Labor	\$702.1	\$742.0	\$773.5	\$802.6	\$837.0
Non-Labor:					
Traction and Propulsion Power	\$64.8	\$72.7	\$81.4	\$87.3	\$95.3
Fuel for Buses and Trains	24.1	18.7	20.4	21.2	22.0
Insurance	16.7	17.4	18.7	20.1	21.7
Claims	12.6	12.0	12.0	12.0	12.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	126.9	139.2	128.9	118.9	116.8
Professional Service Contracts	27.2	28.1	29.0	29.5	30.1
Materials & Supplies	113.2	110.6	118.4	123.8	125.8
Other Business Expenses	12.4	14.7	16.8	20.1	21.5
Total Non-Labor	\$397.9	\$413.4	\$425.6	\$433.0	\$445.2
Other Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Gap Closing Expenses:					
Fare Increase 6/1/09 (West of Hudson Subsidy Change)	\$0.0	(\$1.9)	(\$3.3)	(\$3.6)	(\$3.7)
Additional Actions for Budget Balance: Expense Impact	0.0	(35.3)	(35.3)	(35.3)	(35.3)
Total Gap Closing Expenditure	\$0.0	(\$37.2)	(\$38.7)	(\$38.9)	(\$39.1)
Total Expenses before Depreciation	\$1,100.0	\$1,118.2	\$1,160.4	\$1,196.7	\$1,243.1
Depreciation	223.4	265.6	275.6	285.6	295.6
OPEB Obligation	51.0	53.0	54.7	56.3	58.2
Environmental Remediation	6.5	6.5	6.7	6.9	7.1
Total Expenses	\$1,380.9	\$1,443.4	\$1,497.4	\$1,545.5	\$1,604.0
Baseline Surplus/(Deficit)	(\$643.8)	(\$666.7)	(\$685.7)	(\$723.9)	(\$759.5)
Cash Conversion Adjustments:					
Depreciation	\$223.4	\$265.6	\$275.6	\$285.6	\$295.6
Operating/Capital	(22.0)	(18.7)	(17.2)	(15.7)	(16.0)
Other Cash Adjustments	80.8	55.8	60.7	52.4	55.6
Total Cash Conversion Adjustments	\$282.2	\$302.8	\$319.1	\$322.4	\$335.3
Baseline Cash Surplus/(Deficit)	(\$361.6)	(\$363.9)	(\$366.6)	(\$401.5)	(\$424.3)
2009 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
Post-2009 Agency Program to Eliminate the Gap	0.0	0.0	9.3	18.5	27.8
Total PEG's	\$0.0	\$0.0	\$9.3	\$18.5	\$27.8
Net Surplus/(Deficit)	(\$361.6)	(\$363.9)	(\$357.4)	(\$383.0)	(\$396.5)

**MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Cash Receipts & Expenditures
(\$ in millions)**

CASH RECEIPTS AND EXPENDITURES					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$513.9	\$525.4	\$533.4	\$548.0	\$563.8
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Fare Increase 6/1/09	0.0	40.0	67.6	69.7	71.9
Additional Actions for Budget Balance: Revenue Impact *	0.0	(0.3)	(0.3)	(0.3)	(0.3)
Other Operating Revenue	56.4	56.4	61.8	64.1	66.1
MNR - MTA	111.3	110.1	114.5	117.4	120.5
MNR - CDOT	77.1	51.2	46.0	40.3	39.8
MNR - Other	18.2	15.6	18.9	11.6	10.6
Capital and Other Reimbursements	206.6	177.0	179.4	169.3	171.0
Total Receipts	\$776.8	\$798.5	\$841.8	\$850.8	\$872.4
Expenditures					
Labor:					
Payroll	\$412.6	\$440.3	\$451.8	\$462.0	\$478.9
Overtime	71.1	68.9	69.7	71.7	74.0
Health and Welfare	88.5	95.5	104.8	112.5	121.6
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0
Pensions	35.5	44.3	56.3	63.7	70.7
Other Fringe Benefits	87.3	89.8	92.2	95.0	98.9
GASB Account	5.8	6.5	7.2	8.0	8.7
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor	\$700.8	\$745.3	\$782.1	\$812.9	\$852.9
Non-Labor:					
Traction and Propulsion Power	\$64.8	\$72.7	\$81.4	\$87.3	\$95.3
Fuel for Buses and Trains	24.1	18.7	20.4	21.2	22.0
Insurance	19.3	17.4	18.7	21.0	21.6
Claims	11.3	12.1	12.1	12.1	12.1
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	146.1	167.2	149.8	138.1	136.0
Professional Service Contracts	29.8	28.7	29.5	31.2	31.8
Materials & Supplies	122.0	116.5	125.7	131.9	134.1
Other Business Expenses	20.2	20.8	27.4	35.5	30.0
Total Non-Labor	\$437.6	\$454.3	\$465.0	\$478.2	\$482.9
Other Adjustments:					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Cash Timing and Availability Adjustment	0.0	0.0	0.0	0.0	0.0
Total Other Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Gap Closing Expenses:					
Fare Increase 6/1/09 (West of Hudson Subsidy Change)	\$0.0	(\$1.9)	(\$3.3)	(\$3.6)	(\$3.7)
Additional Actions for Budget Balance: Expense Impact *	0.0	(35.3)	(35.3)	(35.3)	(35.3)
Total Gap Closing Expenditure	\$0.0	(\$37.2)	(\$38.7)	(\$38.9)	(\$39.1)
Total Expenditures	\$1,138.4	\$1,162.4	\$1,208.4	\$1,252.3	\$1,296.7
Baseline Cash Deficit	(\$361.6)	(\$363.9)	(\$366.6)	(\$401.5)	(\$424.3)
Subsidies					
MTA	(\$289.5)	(\$281.0)	(\$270.0)	(\$288.6)	(\$301.4)
CDOT	(72.0)	(82.9)	(96.6)	(112.9)	(122.9)
Total Subsidies	(\$361.6)	(\$363.9)	(\$366.6)	(\$401.5)	(\$424.3)
Post-2009 Agency Program to Eliminate the Gap	0.0	0.0	9.3	18.5	27.8
Total PEG's	\$0.0	\$0.0	\$9.3	\$18.5	\$27.8
Net Surplus/Deficit	(\$361.6)	(\$363.9)	(\$357.4)	(\$383.0)	(\$396.5)
MTA share of PEGS	0.0	0.0	6.8	13.6	20.4
CDOT share of PEGS	0.0	0.0	2.5	4.9	7.4
Total PEGS	\$0.0	\$0.0	\$9.3	\$18.5	\$27.8
Subsidies					
MTA	(\$289.5)	(\$281.0)	(\$263.2)	(\$275.0)	(\$281.0)
CDOT	(72.0)	(82.9)	(94.1)	(108.0)	(115.5)
Total Subsidies	(\$361.6)	(\$363.9)	(\$357.4)	(\$383.0)	(\$396.5)

* The AABF savings result in a \$5.655 million reduction in CDOT cash subsidy requirements each year, balance in MTA cash subsidy requirements

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2008				
	Final	2009			
	Estimate	Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$6.7	\$4.9	\$5.7	\$5.7	\$5.7
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Fare Increase 6/1/09	0.0	0.0	0.0	0.0	0.0
Additional Actions for Budget Balance: Revenue Impact	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	22.7	19.5	22.4	22.4	22.4
MNR - MTA	10.4	(2.3)	(0.2)	(0.3)	(0.3)
MNR - CDOT	4.5	2.3	0.2	0.2	0.2
MNR - Other	(4.5)	(2.6)	2.1	1.1	(0.1)
Capital and Other Reimbursements	10.4	(2.7)	2.1	1.0	(0.2)
Total Receipts	\$39.7	\$21.8	\$30.2	\$29.1	\$27.9
Expenditures					
Labor:					
Payroll	\$6.5	\$3.1	\$2.4	\$1.7	(\$1.6)
Overtime	(1.8)	(0.4)	(0.4)	(0.7)	(1.3)
Health and Welfare	(12.0)	(12.8)	(14.1)	(15.0)	(16.0)
OPEB Current Payment	9.4	10.2	11.1	12.1	13.1
Pensions	7.9	5.3	(0.2)	(0.1)	(0.1)
Other Fringe Benefits	(1.4)	0.3	0.1	(0.1)	(0.9)
GASB Account	(5.8)	(6.5)	(7.2)	(8.0)	(8.7)
Reimbursable Overhead	(1.5)	(2.4)	(0.4)	(0.2)	(0.2)
Total Labor	\$1.3	(\$3.3)	(\$8.6)	(\$10.3)	(\$15.9)
Non-Labor:					
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0
Insurance	(2.6)	(0.0)	0.0	(0.8)	0.1
Claims	1.4	(0.1)	(0.1)	(0.1)	(0.1)
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	(19.2)	(28.0)	(20.9)	(19.2)	(19.2)
Professional Service Contracts	(2.7)	(0.7)	(0.5)	(1.6)	(1.7)
Materials & Supplies	(8.8)	(5.9)	(7.3)	(8.1)	(8.3)
Other Business Expenditures	(7.8)	(6.1)	(10.6)	(15.4)	(8.5)
Total Non-Labor	(\$39.7)	(\$40.8)	(\$39.4)	(\$45.3)	(\$37.7)
Other Adjustments:					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expenditure Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Gap Closing Expnses:					
Fare Increase 6/1/09 (West of Hudson Subsidy Change)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Additional Actions for Budget Balance: Expense Impact	0.0	0.0	0.0	0.0	0.0
Total Gap Closing Expenditure	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$1.3	(\$22.4)	(\$17.9)	(\$26.5)	(\$25.7)
Depreciation Adjustment	\$223.4	\$265.6	\$275.6	\$285.6	\$295.6
OPEB Obligation	51.0	53.0	54.7	56.3	58.2
Environmental Remediation	6.5	6.5	6.7	6.9	7.1
Baseline Total Cash Conversion Adjustments	\$282.2	\$302.8	\$319.1	\$322.4	\$335.3
2009 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Post-2009 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
Total PEG's	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments	\$282.2	\$302.8	\$319.1	\$322.4	\$335.3

**MTA Metro-North Railroad
February Financial Plan 2009-2012
Ridership (Utilization)
(in millions)**

	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
<u>Farebox Revenue</u>					
Harlem Line	\$147.7	\$150.0	\$151.9	\$155.9	\$160.8
Hudson Line	108.6	112.3	114.4	118.5	122.4
New Haven Line	250.4	257.5	260.7	267.1	274.2
West of Hudson Mail & Ride	0.6	0.7	0.7	0.7	0.8
<i>Fare Increase 6/1/09</i>	0.0	40.0	67.6	69.7	71.9
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.0	(1.2)	(1.2)	(1.2)	(1.2)
Baseline Total Farebox Revenue	\$507.2	\$559.2	\$594.1	\$610.7	\$628.8
<i>Impact of:</i>					
Post-2009 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
Total PEG's	0.0	0.0	0.0	0.0	0.0
Total Farebox Revenue	\$507.2	\$559.2	\$594.1	\$610.7	\$628.8
<u>Ridership</u>					
Harlem Line	27.5	27.8	28.1	28.8	29.6
Hudson Line	16.3	16.8	17.2	17.7	18.3
New Haven Line	38.2	39.0	39.5	40.5	41.6
<i>Fare Increase 6/1/09</i>	0.0	(0.8)	(1.3)	(1.4)	(1.4)
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.0	(0.2)	(0.2)	(0.2)	(0.2)
Baseline Total Ridership	82.0	82.6	83.2	85.4	87.8
<i>Impact of:</i>					
Post-2009 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
Total PEG's	0.0	0.0	0.0	0.0	0.0
Total Ridership	82.0	82.6	83.2	85.4	87.8

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
President	6	6	6	6	6
Labor Relations	13	12	12	12	12
Safety	19	20	28	28	28
Corporate Communications	17	18	18	18	18
Customer Service	250	265	265	265	265
Legal	16	17	17	17	17
Claims Services	17	21	21	21	21
Environmental Compliance & Serv	6	7	7	7	7
VP Human Resources	4	4	4	4	4
Human Resources & Diversity	49	48	48	18	18
Training	31	32	33	34	35
Employee Relations & Diversity	4	4	4	4	4
VP Planning Procurem't & Bus Dev Admin	3	3	3	3	3
Operations Planning & Analysis	21	21	21	21	21
Capital Planning & Programming	14	14	14	14	14
Business Development Facilities & Mktg	22	22	22	22	22
Long Range Planning	10	10	10	10	10
VP Finance & Info Systems	2	2	2	2	2
Controller	122	121	122	92	92
Information Technology & Project Mgmt	109	112	112	112	112
Budget	16	16	16	16	16
Corporate *	(16)	(55)	(45)	(45)	(45)
Total Administration	735	720	740	681	682
Operations					
VP Operations	52	54	54	54	54
Operations Services	1,784	1,810	1,831	1,852	1,870
Metro-North West	28	27	27	27	27
Total Operations	1,864	1,891	1,912	1,933	1,951
Maintenance					
GCT	348	352	356	356	356
Maintenance of Equipment	1,281	1,330	1,334	1,358	1,384
Maintenance of Way	1,530	1,582	1,612	1,619	1,622
Procurement & Material Management	167	176	176	176	176
Total Maintenance	3,326	3,440	3,478	3,509	3,538
Engineering/Capital					
Project Budget	-	-	-	-	-
Construction Management	39	39	39	39	39
Engineering & Design	66	68	68	68	68
Total Engineering/Capital	105	107	107	107	107
Impact of Gap Closing Actions					
<i>Fare Increase 6/1/09</i>	-	-	-	-	-
<i>Addtl. Actions For Budget Balance</i>	-	(88)	(88)	(88)	(88)
Baseline Total Positions	6,030	6,070	6,149	6,142	6,190
Non-Reimbursable					
<i>Non-Reimbursable</i>	5,449	5,448	5,527	5,520	5,568
<i>Reimbursable</i>	581	622	622	622	622
<i>Total Full-Time</i>	6,025	6,065	6,144	6,137	6,185
<i>Total Full-Time-Equivalents</i>	5	5	5	5	5
Impact of:					
Post 2009 Program to Eliminate the Gap					
Total Positions	6,030	6,070	6,149	6,142	6,190
<i>Non-Reimbursable</i>	5,449	5,448	5,527	5,520	5,568
<i>Reimbursable</i>	581	622	622	622	622
<i>Total Full-Time</i>	6,025	6,065	6,144	6,137	6,185
<i>Total Full-Time-Equivalents</i>	5	5	5	5	5

* Reflects turnover vacancies in December not included in department totals.

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Managers/Supervisors	45	48	48	48	48
Professional, Technical, Clerical	663	642	654	595	596
Operational Hourlies	27	30	38	38	38
Total Administration	735	720	740	681	682
Operations					
Managers/Supervisors	27	24	24	24	24
Professional, Technical, Clerical	330	338	338	338	338
Operational Hourlies	1,507	1,529	1,550	1,571	1,589
Total Operations	1,864	1,891	1,912	1,933	1,951
Maintenance					
Managers/Supervisors	41	41	41	41	41
Professional, Technical, Clerical	1,052	1,071	1,077	1,077	1,077
Operational Hourlies	2,233	2,328	2,360	2,391	2,420
Total Maintenance	3,326	3,440	3,478	3,509	3,538
Engineering/Capital					
Managers/Supervisors	29	29	29	29	29
Professional, Technical, Clerical	76	78	78	78	78
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	105	107	107	107	107
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Impact of Gap Closing Actions					
<i>Fare Increase 6/1/09 & Addtl. Actions for Budget Balance</i>					
Managers/Supervisors		(13)	(13)	(13)	(13)
Professional, Technical, Clerical		(29)	(29)	(29)	(29)
Operational Hourlies		(46)	(46)	(46)	(46)
Total Impact of Gap Closing Actions	-	(88)	(88)	(88)	(88)
MTA Metro-North Consolidated					
Managers/Supervisors	142	129	129	129	129
Professional, Technical, Clerical	2,121	2,100	2,118	2,059	2,060
Operational Hourlies	3,767	3,841	3,902	3,954	4,001
Total MTA Metro-North Consolidated	6,030	6,070	6,149	6,142	6,190

MTA METRO-NORTH RAILROAD
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>								
Customer Convenience/Amenities										
Equipment Strategy - M1 CSR Program	0	0.000	0	5.354	0	0.000	0	0.000	0	0.000
Sub-Total Customer Convenience/Amenities	0	\$ 0.000	0	\$ 5.354	0	\$ 0.000	0	\$ 0.000	0	\$ 0.000
Maintenance										
Harmon Shop Replacement - Master Plan	0	0.000	8	0.797	8	0.816	8	0.840	8	0.868
Sub-Total Maintenance	0	\$ 0.000	8	\$ 0.797	8	\$ 0.816	8	\$ 0.840	8	\$ 0.868
Other										
Cost Reduction Measures to be Determined	0	0.000	0	0.000	0	4.984	0	5.097	0	5.135
Provision for Landmark Preservation Maintenance	0	0.000	0	0.518	0	0.528	0	0.541	0	0.554
Provision to Increase MTA Police Service Costs - NH	0	0.000	0	1.346	0	1.373	0	1.406	0	1.441
Security Plan - GCT Barrier Separations Maintenance	0	0.000	2	0.172	2	0.178	2	0.183	2	0.188
Sub-Total Other	0	\$ 0.000	2	\$ 2.036	2	\$ 7.063	2	\$ 7.227	2	\$ 7.318
Revenue Enhancement										
Yankee Stadium Station -Impact of Additional Reven	0	0.000	(62)	1.039	(62)	1.395	(62)	1.191	(62)	0.988
Sub-Total Revenue Enhancement	0	\$ 0.000	(62)	\$ 1.039	(62)	\$ 1.395	(62)	\$ 1.191	(62)	\$ 0.988
Total Programs	0	\$ 0.000	(52)	\$ 9.226	(52)	\$ 9.274	(52)	\$ 9.258	(52)	\$ 9.174

**MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Additional Actions for Budget Balance
(\$ in millions)**

	2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
	List of Programs							
Administration:								
Management position reductions	18	\$2.1	18	\$2.1	18	\$2.1	18	\$2.1
Reduce operating capital funded management initiatives	-	6.6	-	11.6	-	11.6	-	11.6
Reduce other nonpayroll expenditures for material, maintenance, other operating and professional service contracts and other business expenses.	-	2.8	-	2.9	-	2.9	-	2.9
Reduce advertising	-	1.5	-	1.5	-	1.5	-	1.5
Eliminate handheld expansion to automate field reporting and provide for retrieval of data for C&S and Track & Structures Dept.	-	0.4	-	0.4	-	0.4	-	0.4
Reduce non-capital vehicle replacements	-	0.2	-	0.2	-	0.2	-	0.2
Reduce expenditures spent on employee recognition events	-	0.2	-	0.2	-	0.2	-	0.2
Sub Total Administration	18	\$13.8	18	\$18.9	18	\$18.9	18	\$18.9
Customer Convenience & Amenities:								
Customer Fees								
Eliminate toll free 1-800 Customer Information Center number	-	\$0.2	-	\$0.2	-	\$0.2	-	\$0.2
Add CPI to 2009 Commissary	-	0.1	-	0.1	-	0.1	-	0.1
	-		-		-		-	
GCT								
Reduce GCT cleaning	6	0.6	6	0.6	6	0.6	6	0.6
Close GCT North Station Master's Office	2	0.2	2	0.2	2	0.2	2	0.2
Reduce GCT ticket sellers at the ticket windows	2	0.2	2	0.2	2	0.2	2	0.2

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Additional Actions for Budget Balance
(\$ in millions)

	2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Customer Services								
Reduce car cleaning	11	0.7	11	0.7	11	0.7	11	0.7
Reduce station cleaning	2	0.2	2	0.2	2	0.2	2	0.2
Reduce the number of Customer Information Center phone service representatives	4	0.4	4	0.4	4	0.4	4	0.4
Close Crestwood Station, Harrison and New Canaan ticket offices	3	0.3	3	0.3	3	0.3	3	0.3
Reduce ticket window hours at 4 New Haven line stations - Port Chester, Greenwich, Westport, Fairfield.	4	0.2	4	0.2	4	0.2	4	0.2
Defer credit/debit rollout for On- Board Ticket Selling Machines	-	0.3	-	0.0	-	0.0	-	0.0
Sub Total Customer Convenience & Amenities	34	\$3.4	34	\$3.2	34	\$3.2	34	\$3.2
Service:								
Reduce car consist and increase loading standards for East of Hudson	-	\$4.0	-	\$4.1	-	\$4.1	-	\$4.1
Reduce car consist and increase loading standards for West of Hudson	-	0.2	-	0.2	-	0.2	-	0.2
Reduce service for East of Hudson, net of revenues	12	1.5	12	1.5	12	1.5	12	1.5
Reduce service for West of Hudson, net of revenues	-	0.5	-	0.5	-	0.5	-	0.5
Retirement of 30 M-1 cars	4	1.4	4	1.4	4	1.4	4	1.4
Sub Total Service	16	\$7.6	16	\$7.7	16	\$7.7	16	\$7.7

MTA Metro-North Railroad
February Financial Plan 2009 - 2012
Additional Actions for Budget Balance
(\$ in millions)

	2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Maintenance:								
Defer West of Hudson F-40 locomotive overhaul program	-	\$3.2	-	\$0.0	-	\$0.0	-	\$0.0
Reduce Maintenance of Equipment shop material usage	-	1.2	-	1.2	-	1.2	-	1.2
Defer portion of M3 interior overhaul program	-	0.8	-	0.0	-	0.0	-	0.0
Defer portion of regular cyclical seat change out program for all fleets	-	0.2	-	0.0	-	0.0	-	0.0
Reduce Maintenance of Equipment agreement personnel	10	1.0	10	1.0	10	1.0	10	1.0
Reduce overtime for Maintenance of Equipment, Maintenance of Way and Operations Services Departments	-	1.0	-	1.0	-	1.0	-	1.0
Defer funding for repairs of accident damaged cars	-	0.7	-	0.0	-	0.0	-	0.0
Reduce purchases of shop tools	-	0.3	-	0.1	-	0.1	-	0.1
Reduce GCT restoration efforts	-	0.8	-	0.8	-	0.8	-	0.8
Sub Total Maintenance	10	\$9.2	10	\$4.2	10	\$4.2	10	\$4.2
Safety/Security:								
Reduce Maintenance of Way agreement personnel	10	\$1.0	10	\$1.0	10	\$1.0	10	\$1.0
Sub Total Safety/Security	10	\$1.0	10	\$1.0	10	\$1.0	10	\$1.0
Other:								
Sub Total Other	0	0.0	0	0.0	0	0.0	0	0.0
Total 2009 Add'l Actions for Budget Balance	88	35.0	88	35.0	88	35.0	88	35.0

MTA METRO-NORTH RAILROAD
February Plan 2009-2012
Summary of Post 2009 PEGs
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Other											
Unspecified		0	0.000	0	0.000	0	9.251	0	18.502	0	27.753
Sub-Total	Other	0	\$ 0.000	0	\$ 0.000	0	\$ 9.251	0	\$ 18.502	0	\$ 27.753
Total Programs		0	\$ 0.000	0	\$ 0.000	0	\$ 9.251	0	\$ 18.502	0	\$ 27.753

MTA METRO NORTH RAILROAD
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$39.4	\$37.6	\$41.0	\$42.6	\$44.1	\$45.9	\$47.0	\$45.0	\$43.5	\$44.0	\$44.5	\$45.8	\$520.5
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Fare Increase 6/1/09</i>	-	-	-	-	-	5.735	5.854	5.575	5.510	5.728	5.751	5.841	39.994
<i>Additional Actions for Budget Balance: Revenue Impact</i>	(0.104)	(0.104)	(0.104)	(0.104)	(0.004)	0.011	0.011	0.010	0.011	0.011	0.011	0.010	(0.344)
Other Operating Revenue	2.9	2.9	2.9	3.3	3.2	3.1	3.2	3.1	3.0	3.1	3.7	2.6	36.9
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$42.1	\$40.4	\$43.8	\$45.8	\$47.2	\$54.7	\$56.1	\$53.7	\$52.0	\$52.9	\$54.0	\$54.3	\$597.0
Operating Expenses													
<u>Labor:</u>													
Payroll	\$33.5	\$30.5	\$33.3	\$33.5	\$32.6	\$33.4	\$35.7	\$33.2	\$34.0	\$33.5	\$32.8	\$35.6	\$401.6
Overtime	4.9	4.5	4.3	4.6	4.4	4.1	4.7	4.4	4.4	4.3	5.2	5.8	55.5
Health and Welfare	6.2	5.5	6.1	6.1	5.9	6.0	6.5	6.0	6.2	6.1	6.0	6.7	73.2
OPEB Current Payment	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	10.2
Pensions	3.7	3.4	3.7	3.7	3.6	3.7	3.9	3.7	3.8	3.7	3.7	4.0	44.6
Other Fringe Benefits	6.8	6.2	6.7	6.7	6.5	6.7	7.2	6.6	6.8	6.7	6.7	7.3	80.9
Reimbursable Overhead	(3.2)	(3.1)	(3.5)	(4.0)	(3.7)	(4.0)	(3.7)	(3.5)	(3.3)	(3.6)	(3.3)	(3.3)	(42.2)
Total Labor Expenses	\$52.8	\$47.9	\$51.4	\$51.5	\$50.3	\$50.6	\$55.2	\$51.1	\$52.6	\$51.6	\$52.1	\$56.9	\$623.9
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$6.5	\$6.5	\$6.5	\$5.7	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9	\$6.6	\$72.7
Fuel for Buses and Trains	1.7	1.7	1.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.7	18.7
Insurance	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	13.0
Claims	1.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.9	12.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	7.1	8.6	9.0	8.8	7.2	10.6	7.9	9.5	9.8	9.9	8.1	10.6	107.3
Professional Service Contracts	1.9	1.9	2.0	2.1	1.9	2.1	2.1	2.1	2.0	2.0	2.0	2.4	24.4
Materials & Supplies	7.6	7.2	7.1	7.2	7.5	7.6	7.3	7.6	7.6	7.3	7.7	7.5	89.2
Other Business Expenses	1.2	1.7	1.2	1.2	1.1	1.2	1.1	1.1	1.3	1.2	1.2	1.3	14.6
Total Non-Labor	\$27.9	\$29.7	\$29.6	\$28.6	\$27.2	\$30.9	\$27.7	\$29.8	\$30.1	\$29.9	\$28.5	\$32.0	\$351.9
<u>Other Expenses Adjustments:</u>													
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0												
<u>Gap Closing Expenses:</u>													
<i>Fare Increase 6/1/09 (West of Hudson Subsidy Change)</i>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(1.9)
<i>Additional Actions for Budget Balance: Expense Impact</i>	(1.9)	(2.0)	(2.5)	(2.4)	(2.1)	(3.2)	(2.3)	(3.1)	(5.7)	(2.7)	(3.0)	(4.5)	(35.3)
Total Gap Closing Expenses	(\$1.9)	(\$2.0)	(\$2.5)	(\$2.4)	(\$2.1)	(\$3.4)	(\$2.6)	(\$3.4)	(\$6.0)	(\$3.0)	(\$3.3)	(\$4.8)	(\$37.2)
Total Expenses before Non-Cash Liability Adjs.	\$78.9	\$75.6	\$78.5	\$77.7	\$75.4	\$78.1	\$80.3	\$77.5	\$76.8	\$78.5	\$77.3	\$84.2	\$938.6
Depreciation	21.3	21.3	21.3	21.6	21.6	21.6	22.2	22.2	22.2	23.5	23.5	23.5	265.6
OPEB Obligation	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	53.0
Environmental Remediation	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	6.5
Total Expenses	\$105.1	\$101.8	\$104.8	\$104.2	\$101.9	\$104.6	\$107.5	\$104.6	\$103.9	\$106.9	\$105.8	\$112.6	\$1,263.7
Net Surplus/(Deficit)	(\$63.0)	(\$61.4)	(\$61.0)	(\$58.4)	(\$54.7)	(\$49.9)	(\$51.4)	(\$50.9)	(\$51.8)	(\$54.1)	(\$51.7)	(\$58.4)	(\$666.7)
Cash Conversion Adjustments:													
Depreciation	21.3	21.3	21.3	21.6	21.6	21.6	22.2	22.2	22.2	23.5	23.5	23.5	265.6
Operating Capital	(3.3)	(0.6)	(2.2)	(2.3)	(2.0)	(2.7)	(1.5)	(1.0)	(2.6)	(0.9)	(1.2)	1.6	(18.7)
Other Cash Adjustments	1.5	8.6	2.1	(2.5)	11.1	3.9	(4.8)	10.8	8.5	(0.9)	13.8	3.7	55.8
Total Cash Conversion Adjustments	19.4	29.3	21.3	16.8	30.7	22.7	15.9	32.0	28.0	21.7	36.1	28.8	302.8
Baseline Net Cash Surplus/(Deficit)	(\$43.6)	(\$32.1)	(\$39.7)	(\$41.7)	(\$24.0)	(\$27.2)	(\$35.5)	(\$18.9)	(\$23.8)	(\$32.4)	(\$15.6)	(\$29.5)	(\$363.9)

MTA METRO NORTH RAILROAD
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements													0.0
MNR - MTA	8.2	9.0	8.9	9.3	8.9	9.6	10.0	9.5	9.4	10.4	9.1	10.0	112.5
MNR - CDOT	3.5	3.8	3.7	4.3	4.0	4.3	4.2	4.1	4.4	4.4	4.3	4.0	49.0
MNR - Other	0.7	0.7	1.0	1.1	1.0	1.8	1.9	1.8	1.9	2.2	2.0	2.0	18.2
Total Revenue	\$12.5	\$13.5	\$13.6	\$14.7	\$14.0	\$15.8	\$16.1	\$15.5	\$15.7	\$17.0	\$15.3	\$16.0	\$179.7
Expenses													
Labor:													
Payroll	\$3.3	\$3.2	\$3.5	\$3.6	\$3.4	\$3.7	\$3.6	\$3.4	\$3.5	\$3.7	\$3.3	\$3.4	\$41.7
Overtime	1.0	0.9	1.0	1.1	1.1	1.2	1.2	1.1	1.0	1.1	1.1	1.1	13.0
Health and Welfare	0.7	0.7	0.8	0.8	0.8	0.9	0.8	0.8	0.8	0.8	0.8	0.8	9.5
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	5.0
Other Fringe Benefits	0.7	0.7	0.8	0.8	0.7	0.8	0.8	0.8	0.8	0.8	0.7	0.8	9.2
Reimbursable Overhead	3.1	2.9	3.2	3.5	3.3	3.6	3.5	3.4	3.3	3.5	3.2	3.2	39.7
Total Labor	\$9.2	\$8.8	\$9.8	\$10.3	\$9.7	\$10.6	\$10.4	\$10.0	\$9.7	\$10.4	\$9.4	\$9.7	\$118.2
Non-Labor:													
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Insurance	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	4.4
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.5	1.5	1.8	1.9	1.9	2.8	3.2	3.2	3.2	3.8	3.3	3.7	31.9
Professional Service Contracts	0.2	0.2	0.2	0.3	0.3	0.2	0.3	0.2	0.2	0.6	0.4	0.3	3.6
Materials & Supplies	1.1	3.3	1.4	1.7	1.6	1.6	1.7	1.6	2.1	1.7	1.8	1.8	21.4
Other Business Expenses	0.1	(0.6)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
Total Non-Labor	\$3.2	\$4.7	\$3.8	\$4.3	\$4.3	\$5.1	\$5.7	\$5.5	\$6.0	\$6.6	\$5.9	\$6.2	\$61.5
Other Adjustments:													
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation	\$12.5	\$13.5	\$13.6	\$14.7	\$14.0	\$15.8	\$16.1	\$15.5	\$15.7	\$17.0	\$15.3	\$16.0	\$179.7
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$12.5	\$13.5	\$13.6	\$14.7	\$14.0	\$15.8	\$16.1	\$15.5	\$15.7	\$17.0	\$15.3	\$16.0	\$179.7
Net Surplus/(Deficit)	\$0.0	\$0.0	(\$0.0)	\$0.0	\$0.0	(\$0.0)	\$0.0	(\$0.0)	\$0.0	\$0.0	\$0.0	(\$0.0)	\$0.0

MTA METRO NORTH RAILROAD
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$39.4	\$37.6	\$41.0	\$42.6	\$44.1	\$45.9	\$47.0	\$45.0	\$43.5	\$44.0	\$44.5	\$45.8	\$520.5
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Fare Increase 6/1/09</i>	-	-	-	-	-	5.735	5.854	5.575	5.510	5.728	5.751	5.841	39.994
<i>Additional Actions for Budget Balance: Revenue Impact</i>	(0.104)	(0.104)	(0.104)	(0.104)	(0.004)	0.011	0.011	0.010	0.011	0.011	0.011	0.010	(0.344)
Other Operating Revenue	2.9	2.9	2.9	3.3	3.2	3.1	3.2	3.1	3.0	3.1	3.7	2.6	36.9
Capital and Other Reimbursements													
MNR - MTA	8.2	9.0	8.9	9.3	8.9	9.6	10.0	9.5	9.4	10.4	9.1	10.0	112.5
MNR - CDOT	3.5	3.8	3.7	4.3	4.0	4.3	4.2	4.1	4.4	4.4	4.3	4.0	49.0
MNR - Other	0.7	0.7	1.0	1.1	1.0	1.8	1.9	1.8	1.9	2.2	2.0	2.0	18.2
Total Revenue	\$54.6	\$53.9	\$57.4	\$60.5	\$61.2	\$70.5	\$72.2	\$69.2	\$67.8	\$69.9	\$69.4	\$70.2	\$776.7
Expenses													
Labor:													
Payroll	\$36.9	\$33.7	\$36.8	\$37.1	\$36.0	\$37.1	\$39.3	\$36.6	\$37.5	\$37.2	\$36.1	\$39.1	\$443.4
Overtime	5.9	5.4	5.4	5.8	5.5	5.3	5.9	5.5	5.4	5.4	6.3	6.9	68.5
Health and Welfare	6.9	6.2	6.8	6.9	6.7	6.9	7.4	6.8	7.0	6.9	6.8	7.5	82.7
OPEB Current Payment	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	10.2
Pensions	4.1	3.8	4.1	4.2	4.0	4.1	4.4	4.1	4.2	4.1	4.1	4.4	49.6
Other Fringe Benefits	7.5	6.9	7.4	7.5	7.3	7.5	8.0	7.4	7.6	7.5	7.4	8.0	90.1
Reimbursable Overhead	(0.2)	(0.1)	(0.3)	(0.4)	(0.4)	(0.4)	(0.2)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(2.4)
Total Labor	\$62.0	\$56.6	\$61.1	\$61.9	\$60.0	\$61.2	\$65.6	\$61.1	\$62.4	\$62.0	\$61.5	\$66.6	\$742.0
Non-Labor:													
Traction and Propulsion Power	\$6.5	\$6.5	\$6.5	\$5.7	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9	\$6.6	\$72.7
Fuel for Buses and Trains	1.7	1.7	1.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.7	18.7
Insurance	1.4	1.3	1.4	1.4	1.5	1.5	1.5	1.5	1.4	1.5	1.5	1.5	17.4
Claims	1.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.9	12.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.6	10.1	10.8	10.7	9.2	13.4	11.1	12.8	13.0	13.7	11.4	14.3	139.2
Professional Service Contracts	2.1	2.1	2.3	2.4	2.2	2.3	2.4	2.3	2.3	2.6	2.4	2.7	28.1
Materials & Supplies	8.6	10.5	8.5	8.9	9.1	9.2	9.0	9.2	9.7	9.0	9.5	9.3	110.6
Other Business Expenses	1.2	1.2	1.3	1.2	1.1	1.3	1.2	1.1	1.3	1.2	1.2	1.3	14.7
Total Non-Labor	\$31.2	\$34.4	\$33.5	\$32.9	\$31.5	\$36.1	\$33.4	\$35.3	\$36.1	\$36.5	\$34.4	\$38.3	\$413.4
Other Adjustments:													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Adjustments	\$0.0												
Gap Closing Expenses:													
<i>Fare Increase 6/1/09 (West of Hudson Subsidy Change)</i>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$1.9)
<i>Additional Actions for Budget Balance: Expense Impact</i>	(1.9)	(2.0)	(2.5)	(2.4)	(2.1)	(3.2)	(2.3)	(3.1)	(5.7)	(2.7)	(3.0)	(4.5)	(35.3)
Total Gap Closing Expenses	(\$1.9)	(\$2.0)	(\$2.5)	(\$2.4)	(\$2.1)	(\$3.4)	(\$2.6)	(\$3.4)	(\$6.0)	(\$3.0)	(\$3.3)	(\$4.8)	(\$37.2)
Total Expenses before Non-Cash Liability Adjs.	\$91.3	\$89.1	\$92.1	\$92.4	\$89.4	\$93.9	\$96.5	\$93.0	\$92.5	\$95.5	\$92.6	\$100.1	\$1,118.2
Depreciation	21.3	21.3	21.3	21.6	21.6	21.6	22.2	22.2	22.2	23.5	23.5	23.5	265.6
OPEB Obligation	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	53.0
Environmental Remediation	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	6.5
Total Expenses	\$117.6	\$115.3	\$118.4	\$118.9	\$115.9	\$120.4	\$123.6	\$120.1	\$119.6	\$124.0	\$121.1	\$128.6	\$1,443.4
Net Surplus/(Deficit)	(\$63.0)	(\$61.4)	(\$61.0)	(\$58.4)	(\$54.7)	(\$49.9)	(\$51.4)	(\$50.9)	(\$51.8)	(\$54.1)	(\$51.7)	(\$58.4)	(\$666.7)
Cash Conversion Adjustments:													
Depreciation	21.3	21.3	21.3	21.6	21.6	21.6	22.2	22.2	22.2	23.5	23.5	23.5	265.6
Operating Capital	(3.3)	(0.6)	(2.2)	(2.3)	(2.0)	(2.7)	(1.5)	(1.0)	(2.6)	(0.9)	(1.2)	1.6	(18.7)
Other Cash Adjustments	1.5	8.6	2.1	(2.5)	11.1	3.9	(4.8)	10.8	8.5	(0.9)	13.8	3.7	55.8
Total Cash Conversion Adjustments	19.4	29.3	21.3	16.8	30.7	22.7	15.9	32.0	28.0	21.7	36.1	28.8	302.8
Baseline Net Cash Surplus/(Deficit)	(\$43.6)	(\$32.1)	(\$39.7)	(\$41.7)	(\$24.0)	(\$27.2)	(\$35.5)	(\$18.9)	(\$23.8)	(\$32.4)	(\$15.6)	(\$29.5)	(\$363.9)

MTA METRO NORTH RAILROAD
February Financial Plan - 2009 Adopted Budget Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$39.6	\$37.9	\$41.4	\$42.9	\$44.5	\$52.0	\$53.4	\$51.0	\$49.5	\$50.1	\$50.6	\$52.0	\$565.1
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Fare Increase 6/1/09</i>	-	-	-	-	-	5.735	5.854	5.575	5.510	5.728	5.751	5.841	40.0
<i>Additional Actions for Budget Balance: Revenue Impact</i>	(0.104)	(0.104)	(0.104)	(0.104)	(0.004)	0.011	0.011	0.010	0.011	0.011	0.011	0.010	(0.3)
Other Operating Revenue	4.3	4.4	4.4	4.8	5.1	(1.2)	(1.2)	(1.0)	0.2	(1.0)	(0.4)	(1.7)	16.8
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
MNR - MTA	8.2	10.6	6.7	8.8	10.4	8.2	8.6	10.3	8.9	9.4	10.9	9.1	110.1
MNR - CDOT	4.1	4.8	4.2	4.2	4.2	4.2	4.1	4.3	4.3	4.3	4.4	4.1	51.2
MNR - Other	1.2	0.9	0.9	1.3	0.7	1.0	1.1	1.0	1.8	1.9	1.8	1.8	15.6
Total Receipts	\$57.4	\$58.5	\$57.5	\$61.9	\$64.8	\$70.1	\$71.9	\$71.3	\$70.3	\$70.4	\$73.1	\$71.3	\$798.5
Expenditures													
Labor:													
Payroll	\$33.7	\$34.3	\$34.4	\$42.2	\$33.8	\$33.7	\$42.1	\$33.7	\$33.7	\$42.1	\$34.2	\$42.4	\$440.3
Overtime	6.0	5.3	4.9	6.8	5.2	5.4	6.8	5.2	5.5	6.5	5.1	6.5	68.9
Health and Welfare	7.9	7.9	8.0	7.9	7.9	8.0	7.9	7.9	8.0	7.9	7.9	8.0	95.5
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	44.3
Other Fringe Benefits	8.4	7.2	7.3	9.7	7.3	7.5	9.6	6.9	6.5	8.0	5.4	6.1	89.8
GASB Account	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	6.5
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor	\$60.2	\$59.0	\$58.8	\$70.9	\$58.4	\$58.8	\$70.7	\$57.9	\$57.9	\$68.7	\$56.8	\$67.3	\$745.3
Non-Labor:													
Traction and Propulsion Power	\$6.5	\$6.5	\$6.5	\$5.7	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9	\$6.6	\$72.7
Fuel for Buses and Trains	1.7	1.7	1.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.7	18.7
Insurance	3.3	0.4	1.4	1.2	1.7	0.0	5.4	1.4	0.0	1.2	1.4	0.0	17.4
Claims	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	12.1
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	15.0	11.5	15.3	13.4	10.4	16.9	13.2	13.7	15.6	14.4	11.9	16.0	167.2
Professional Service Contracts	2.0	1.2	4.4	1.4	1.2	4.4	1.4	1.4	4.3	1.7	1.4	4.2	28.7
Materials & Supplies	11.8	10.4	8.5	9.3	9.4	10.0	9.2	9.4	11.6	9.7	10.5	6.7	116.5
Other Business Expenditures	1.5	0.9	2.1	1.5	1.5	2.2	1.7	1.5	2.3	1.8	1.5	2.3	20.8
Total Non-Labor	\$42.6	\$33.6	\$40.9	\$35.0	\$32.5	\$41.9	\$39.2	\$35.8	\$42.2	\$37.1	\$35.1	\$38.3	\$454.3
Other Adjustments:													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Adjustments	\$0.0												
Gap Closing Expenditures:													
<i>Fare Increase 6/1/09 (West of Hudson Subsidy Change)</i>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$1.9)
<i>Additional Actions for Budget Balance: Expenditure Impact</i>	(\$1.9)	(\$2.0)	(\$2.5)	(\$2.4)	(\$2.1)	(\$3.2)	(\$2.3)	(\$3.1)	(\$5.7)	(\$2.7)	(\$3.0)	(\$4.5)	(\$35.3)
Total Gap Closing Expenditure	(\$1.9)	(\$2.0)	(\$2.5)	(\$2.4)	(\$2.1)	(\$3.4)	(\$2.6)	(\$3.4)	(\$6.0)	(\$3.0)	(\$3.3)	(\$4.8)	(\$37.2)
Total Expenditures	\$100.9	\$90.6	\$97.2	\$103.5	\$88.8	\$97.2	\$107.4	\$90.3	\$94.1	\$102.8	\$88.7	\$100.8	\$1,162.4
Net Cash Deficit	(\$43.6)	(\$32.1)	(\$39.7)	(\$41.7)	(\$24.0)	(\$27.2)	(\$35.5)	(\$18.9)	(\$23.8)	(\$32.4)	(\$15.6)	(\$29.5)	(\$363.9)
MTA Subsidy	(36.1)	(24.4)	(32.6)	(35.6)	(18.0)	(16.6)	(29.6)	(12.7)	(17.8)	(26.2)	(8.9)	(22.5)	(281.0)
CDOT Subsidy	(7.5)	(7.8)	(7.0)	(6.1)	(6.0)	(10.6)	(5.9)	(6.3)	(6.1)	(6.1)	(6.6)	(7.0)	(82.9)

MTA METRO NORTH RAILROAD
February Financial Plan - 2009 Adopted Budget Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.3	\$0.2	\$0.4	\$0.4	\$0.4	\$6.2	\$6.4	\$6.0	\$5.9	\$6.1	\$6.1	\$6.2	\$44.6
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Fare Increase 6/1/09	-	-	-	-	-	-	-	-	-	-	-	-	-
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.5	1.5	1.5	1.5	1.9	(4.3)	(4.4)	(4.1)	(2.8)	(4.1)	(4.1)	(4.3)	(20.1)
Capital and Other Reimbursements													
MNR - MTA	(0.1)	1.6	(2.2)	(0.5)	1.4	(1.4)	(1.4)	0.8	(0.5)	(1.0)	1.8	(0.8)	(2.3)
MNR - CDOT	0.6	0.9	0.5	(0.1)	0.2	(0.1)	(0.1)	0.2	(0.1)	(0.1)	0.2	0.1	2.3
MNR - Other	0.5	0.3	(0.1)	0.1	(0.4)	(0.8)	(0.8)	(0.8)	(0.0)	(0.3)	(0.1)	(0.2)	(2.6)
Total Receipts	\$2.8	\$4.6	\$0.1	\$1.4	\$3.6	(\$0.4)	(\$0.3)	\$2.1	\$2.5	\$0.6	\$3.8	\$1.1	\$21.8
Expenditures													
Labor:													
Payroll	\$3.2	(\$0.6)	\$2.4	(\$5.1)	\$2.2	\$3.4	(\$2.7)	\$2.9	\$3.8	(\$4.8)	\$1.9	(\$3.4)	\$3.1
Overtime	(0.1)	0.1	0.5	(1.1)	0.3	(0.1)	(0.9)	0.4	(0.0)	(1.1)	1.2	0.4	(0.4)
Health and Welfare	(1.0)	(1.7)	(1.2)	(1.0)	(1.3)	(1.2)	(0.6)	(1.2)	(1.1)	(1.0)	(1.1)	(0.6)	(12.8)
OPEB Current Payment	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	10.2
Pensions	0.5	0.1	0.4	0.4	0.3	0.4	0.7	0.4	0.5	0.4	0.4	0.7	5.3
Other Fringe Benefits	(0.9)	(0.4)	0.1	(2.2)	0.0	0.0	(1.7)	0.6	1.0	(0.4)	2.1	2.0	0.3
GASB Account	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(6.5)
Reimbursable Overhead	(0.2)	(0.1)	(0.3)	(0.4)	(0.4)	(0.4)	(0.2)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(2.4)
Total Labor	\$1.8	(\$2.4)	\$2.3	(\$9.1)	\$1.6	\$2.4	(\$5.1)	\$3.3	\$4.4	(\$6.7)	\$4.7	(\$0.6)	(\$3.3)
Non-Labor:													
Traction and Propulsion Power	\$0.0	(\$0.0)	(\$0.0)	\$0.0	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	\$0.0	(\$0.0)
Fuel for Buses and Trains	(0.0)	(0.0)	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	(0.0)
Insurance	(1.9)	0.9	(0.0)	0.3	(0.2)	1.5	(3.9)	0.0	1.4	0.3	0.0	1.5	(0.0)
Claims	0.1	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.1)	(0.1)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(6.4)	(1.4)	(4.5)	(2.7)	(1.2)	(3.5)	(2.1)	(0.9)	(2.5)	(0.7)	(0.5)	(1.7)	(28.0)
Professional Service Contracts	0.1	1.0	(2.1)	1.0	1.0	(2.0)	1.0	1.0	(2.1)	1.0	1.0	(1.4)	(0.7)
Materials & Supplies	(3.1)	0.1	0.1	(0.5)	(0.2)	(0.8)	(0.3)	(0.2)	(1.9)	(0.7)	(1.0)	2.6	(5.9)
Other Business Expenditures	(0.2)	0.2	(0.9)	(0.2)	(0.3)	(0.9)	(0.5)	(0.4)	(1.0)	(0.6)	(0.3)	(0.9)	(6.1)
Total Non-Labor	(\$11.5)	\$0.8	(\$7.4)	(\$2.1)	(\$1.0)	(\$5.8)	(\$5.8)	(\$0.5)	(\$6.1)	(\$0.6)	(\$0.8)	(\$0.1)	(\$40.8)
Other Adjustments:													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expenditures Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Gap Closing Expenditures:													
Additional Actions for Budget Balance: Expenditure Impact	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Gap Closing Expenditure	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$6.8)	\$3.0	(\$5.0)	(\$9.8)	\$4.2	(\$3.8)	(\$11.2)	\$4.9	\$0.9	(\$6.8)	\$7.7	\$0.4	(\$22.4)
Depreciation Adjustment	21.3	21.3	21.3	21.6	21.6	21.6	22.2	22.2	22.2	23.5	23.5	23.5	265.6
OPEB Obligation	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	53.0
Environmental Remediation	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	6.5
Total Cash Conversion Adjustments	\$19.4	\$29.3	\$21.3	\$16.8	\$30.7	\$22.7	\$15.9	\$32.0	\$28.0	\$21.7	\$36.1	\$28.8	\$302.8

MTA METRO-NORTH RAILROAD
February Financial Plan 2009
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Farebox Revenue</u>													
Harlem Line	\$11.5	\$10.9	\$12.0	\$12.3	\$12.7	\$13.2	\$13.4	\$12.8	\$12.6	\$12.7	\$12.8	\$13.1	\$150.0
Hudson Line	8.3	8.1	8.8	9.2	9.5	9.8	10.2	9.7	9.4	9.7	9.7	9.9	112.3
New Haven Line	19.5	18.6	20.2	21.0	21.8	22.8	23.4	22.5	21.4	21.6	22.0	22.8	257.5
West of Hudson Mail & Ride	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.7
Fare Increase 6/1/09	0.0	0.0	0.0	0.0	0.0	5.7	5.9	5.6	5.5	5.7	5.8	5.8	40.0
Additional Actions for Budget Balance: Revenue Impact	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(1.2)
Baseline Total Farebox Revenue	\$39.2	\$37.5	\$40.9	\$42.5	\$44.0	\$51.5	\$52.8	\$50.5	\$48.9	\$49.6	\$50.2	\$51.5	\$559.2
<i>Impact of:</i>													
Post-2009 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total PEG's	\$0.0												
Total Farebox Revenue	\$39.2	\$37.5	\$40.9	\$42.5	\$44.0	\$51.5	\$52.8	\$50.5	\$48.9	\$49.6	\$50.2	\$51.5	\$559.2
<u>Ridership</u>													
Harlem Line	2.1	2.0	2.3	2.3	2.3	2.5	2.5	2.3	2.3	2.4	2.3	2.4	27.8
Hudson Line	1.3	1.2	1.4	1.4	1.4	1.5	1.5	1.4	1.4	1.5	1.4	1.5	16.8
New Haven Line	2.9	2.7	3.2	3.2	3.2	3.5	3.6	3.3	3.3	3.4	3.2	3.4	39.0
Fare Increase 6/1/09	0.0	0.0	0.0	0.0	0.0	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.8)
Additional Actions for Budget Balance: Revenue Impact	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.2)
Baseline Total Ridership	6.3	5.9	6.8	7.0	6.9	7.3	7.4	6.9	6.9	7.2	6.7	7.3	82.6
<i>Impact of:</i>													
Post-2009 Agency Program to Eliminate the Gap													
Total PEG's	0.0												
Total Ridership	6.3	5.9	6.8	7.0	6.9	7.3	7.4	6.9	6.9	7.2	6.7	7.3	82.6

MTA METRO-NORTH RAILROAD
February Financial Plan - 2009 Adopted Budget Forecast
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	48	48	48	48	48	48	48	48	48	48	48	48
Professional, Technical, Clerical	641	641	641	642	642	642	642	642	642	642	642	642
Operational Hourlies	30	30	30	30	30	30	30	30	30	30	30	30
Total Administration	719	719	719	720								
Operations												
Managers/Supervisors	24	24	24	24	24	24	24	24	24	24	24	24
Professional, Technical, Clerical	338	338	338	338	338	338	338	338	338	338	338	338
Operational Hourlies	1,527	1,527	1,527	1,529	1,528	1,529	1,532	1,530	1,529	1,526	1,529	1,529
Total Operations	1,889	1,889	1,889	1,891	1,890	1,891	1,894	1,892	1,891	1,888	1,891	1,891
Maintenance												
Managers/Supervisors	41	41	41	41	41	41	41	41	41	41	41	41
Professional, Technical, Clerical	1,068	1,069	1,069	1,070	1,070	1,070	1,071	1,071	1,071	1,071	1,071	1,071
Operational Hourlies	2,311	2,311	2,314	2,315	2,313	2,314	2,324	2,326	2,330	2,329	2,328	2,328
Total Maintenance	3,420	3,421	3,424	3,426	3,424	3,425	3,436	3,438	3,442	3,441	3,440	3,440
Engineering/Capital												
Managers/Supervisors	29	29	29	29	29	29	29	29	29	29	29	29
Professional, Technical, Clerical	78	78	78	78	78	78	78	78	78	78	78	78
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	107											
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-											
Impact of Gap Closing Actions												
Fare Increase & Addtl. Actions for Budget Balance												
Managers/Supervisors	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)	(13)
Professional, Technical, Clerical	(29)	(29)	(29)	(29)	(29)	(29)	(29)	(29)	(29)	(29)	(29)	(29)
Operational Hourlies	(46)	(46)	(46)	(46)	(46)	(46)	(46)	(46)	(46)	(46)	(46)	(46)
Total Impact of Gap Closing Actions	(88)											
Total Positions												
Managers/Supervisors	129	129	129	129	129	129	129	129	129	129	129	129
Professional, Technical, Clerical	2,096	2,097	2,097	2,099	2,099	2,099	2,100	2,100	2,100	2,100	2,100	2,100
Operational Hourlies	3,822	3,822	3,825	3,828	3,825	3,827	3,840	3,840	3,843	3,839	3,841	3,841
Total Positions	6,047	6,048	6,051	6,056	6,053	6,055	6,069	6,069	6,072	6,068	6,070	6,070

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MTA Headquarters

**MTA HEADQUARTERS
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents MTA Headquarters' 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012. The adopted budget reflects the inclusion of Gap Closing Actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan, which was adopted by the Board in December 2008.

These changes are captured in the Reconciliation to the November Plan.

- The Business Service Center, previously captured as an internal gap closing action "below-the-line", is now captured within the MTA Headquarters 2009 Adopted Budget. Expenses related to the BSC represent an addition of \$5.4 million and 46 positions in 2008; \$16.5 million and 91 positions in 2009; \$18.3 million and 91 positions in 2010, \$47.5 million and 341 positions in 2011; and \$32.6 million and 299 positions in 2012.
- Additional Actions for Budget Balance proposed by MTAHQ result in reductions of \$10.8 million in managerial expenses in 2009, \$12.6 million in 2010, \$12.9 million in 2011 and \$13.2 million in 2012. This 5% reduction includes a headcount reduction of 21 positions, and decreases in Other Than Personnel Services including maintenance fees, consulting fees, advertising expenses and support for subsidiaries. These AABBs include a technical adjustment to reflect a transfer of an AABB from B&T to MTAHQ where the savings will actually occur. The adjustment increases MTAHQ's AABB savings by \$2.2 million in 2009, \$3.9 million in 2010, \$4.0 million in 2011 and \$4.1 million in 2012.
- Other Administrative Reductions of \$1.2 million begin in 2008 and include savings resulting from a 60-day extension of all new hires; a freeze on travel; and the elimination of food and beverage services. These limitations continue in 2009 along with a 15% decrease in non-revenue vehicle mileage; 20% decrease in travel, professional memberships and subscriptions; and a 10% decrease in telecommunications. Expenses in 2009 are expected to be reduced by \$3.0 million.
- Programs to Eliminate the Gap (PEGs) achieve savings through targeted reductions in administrative expenses in both MTA Headquarters and the MTA Police. These PEGs have resulted in savings of \$1.0 million in 2008, \$2.4 million in 2009, \$2.5 million in 2010, \$2.6 million in 2011 and \$2.6 million in 2012.
- In addition to the BSC, MTA expects to review other back-office operations to generate additional administrative cost savings. Savings of \$1 million in 2009 and \$3 million per year thereafter are captured in MTAHQ.
- Technical Adjustments include the addition of 1 position and minor revisions to MTA Internal Subsidy amounts for SIRTOA.

The attached also includes modified schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA HEADQUARTERS
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) - Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan:										
Baseline Net Surplus/(Deficit)	1,489	(\$338.867)	1,494	(\$382.948)	1,497	(\$380.918)	1,499	(\$391.388)	1,500	(\$400.825)
Technical Adjustments:										
Headcount Increase in Capital Program Management	-	\$0.000	(1)	\$0.000	(1)	\$0.000	(1)	\$0.000	(1)	\$0.000
AABB* - Cross Bay Bridge Rebate Program Captured in B&T	-	0.000	-	2.200	-	3.630	-	3.600	-	3.600
AABB* - Cross Bay Bridge Rebate Program - Technical Adjustment	-	0.000	-	0.000	-	0.317	-	0.435	-	0.524
Revised Internal Subsidy	-	0.227	-	0.740	-	0.530	-	0.077	-	(0.486)
Sub-Total Technical Adjustments	-	\$0.227	(1)	\$2.940	(1)	\$4.477	(1)	\$4.112	(1)	\$3.638
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
2009 PEG Program in Baseline	-	1.044	-	2.446	-	2.498	-	2.557	-	2.609
Internal Actions:										
Business Service Center	(46)	0.000	(91)	(15.497)	(91)	(17.333)	(341)	(44.077)	(299)	(28.959)
MTA Reorganization	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Reduce Subsidy to LIB	-	0.000	-	4.000	-	4.000	-	4.000	-	4.000
Additional Actions for Budget Balance (AABB):										
AABB Revenue	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
AABB Expenses	-	0.000	21	8.600	21	8.681	21	8.899	21	9.121
<i>Net AABB</i>	-	0.000	21	8.600	21	8.681	21	8.899	21	9.121
Other Administrative Reductions	-	1.170	-	3.034	-	0.000	-	0.000	-	0.000
Sub-Total Gap Closing Actions	(46)	\$2.214	(70)	\$2.583	(70)	(\$2.154)	(320)	(\$28.621)	(278)	(\$13.229)
Transfer Pension Valuations from HQ to Agency Forecasts	-	\$0.000	-	(\$0.900)	-	(\$2.100)	-	(\$3.600)	-	(\$5.100)
Transfer Fuel into Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
2009 February Financial Plan:										
Baseline Net Surplus/(Deficit)	1,535	(\$336.426)	1,565	(\$378.325)	1,568	(\$380.696)	1,820	(\$419.497)	1,779	(\$415.515)

* In the November Plan, the elimination of the Cross Bay Bridge Rebate Program was presented as part of B&T's AABBs. This AABB is now being reflected in MTAHQ's financials where the savings will actually occur. These savings total \$2.2M in 2009, \$3.9M in 2010, \$4.0M in 2011 and \$4.1M in 2012.

MTA HEADQUARTERS
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<i>Gap Closing Actions:</i>										
<i>Internal Actions:</i>										
Business Service Center MNR Recoverable Expenses	-	\$0.000	-	(\$0.987)	-	(\$0.983)	-	(\$3.429)	-	(\$3.641)
Business Service Center Recoverable Revenue	-	0.000	-	0.987	-	0.983	-	3.429	-	3.641
<i>Additional Actions for Budget Balance:</i>										
Sub-Total Gap Closing Actions	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Transfer Pension Valuations from HQ to Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Transfer Fuel into Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000

MTA HEADQUARTERS
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	1,489	(\$257.664)	1,494	(\$300.014)	1,497	(\$296.855)	1,499	(\$302.185)	1,500	(\$313.145)
Technical Adjustments:										
Headcount Increase in Capital Program Management	-	\$0.000	(1)	\$0.000	(1)	\$0.000	(1)	\$0.000	(1)	\$0.000
AABB* - Cross Bay Bridge Rebate Program Captured in B&T	-	0.000	-	2.200	-	3.630	-	3.600	-	3.600
AABB* - Cross Bay Bridge Rebate Program - Technical Adjustment	-	0.000	-	0.000	-	0.317	-	0.435	-	0.524
Revised Internal Subsidy	-	0.227	-	0.740	-	0.530	-	0.077	-	(0.486)
Sub-Total Technical Adjustments	-	\$0.227	(1)	\$2.940	(1)	\$4.477	(1)	\$4.112	(1)	\$3.638
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
2009 PEG Program in Baseline	-	1.044	-	2.446	-	2.498	-	2.557	-	2.609
Internal Actions:										
Business Service Center	(46)	(5.404)	(91)	(15.497)	(91)	(17.333)	(341)	(44.077)	(299)	(28.959)
MTA Reorganization	-	0.000	-	1.000	-	3.000	-	3.000	-	3.000
Reduce Subsidy to LIB	-	0.000	-	4.000	-	4.000	-	4.000	-	4.000
Additional Actions for Budget Balance (AABB):										
AABB Revenue	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
AABB Expenses	-	<u>0.000</u>	<u>21</u>	<u>8.600</u>	<u>21</u>	<u>8.681</u>	<u>21</u>	<u>8.899</u>	<u>21</u>	<u>9.121</u>
Net AABB	-	<u>0.000</u>	<u>21</u>	<u>8.600</u>	<u>21</u>	<u>8.681</u>	<u>21</u>	<u>8.899</u>	<u>21</u>	<u>9.121</u>
Other Administrative Reductions	-	1.170	-	3.034	-	0.000	-	0.000	-	0.000
Sub-Total Gap Closing Actions	(46)	(\$3.190)	(70)	\$3.583	(70)	\$0.846	(320)	(\$25.621)	(278)	(\$10.229)
Transfer Pension Valuations from HQ to Agency Forecasts	-	\$0.000	-	(\$0.900)	-	(\$2.100)	-	(\$3.600)	-	(\$5.100)
Transfer Fuel into Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	1,535	(\$260.627)	1,565	(\$294.391)	1,568	(\$293.632)	1,820	(\$327.293)	1,779	(\$324.835)

* In the November Plan, the elimination of the Cross Bay Bridge Rebate Program was presented as part of B&T's AABBs. This AABB is now being reflected in MTAHQ's financials where the savings will actually occur. These savings total \$2.2M in 2009, \$3.9M in 2010, \$4.0M in 2011 and \$4.1M in 2012.

MTA HEADQUARTERS
February Financial Plan 2009-2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Operating Revenue					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue	-	-	-	-	-
<u><i>Other Operating Revenue</i></u>					
Rental Income	47.494	48.702	49.612	50.719	51.835
Other	<u>3.639</u>	<u>3.605</u>	<u>3.672</u>	<u>3.754</u>	<u>3.837</u>
Total Other Operating Revenue	51.133	52.307	53.285	54.473	55.672
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$51.133	\$52.307	\$53.285	\$54.473	\$55.672
Operating Expenses					
<u><i>Labor:</i></u>					
Payroll	\$129.297	\$133.379	\$141.633	\$157.727	\$157.301
Overtime	14.289	14.202	14.470	14.760	15.105
Health and Welfare	15.476	16.878	19.283	22.227	23.746
OPEB Current Payment	5.300	6.500	7.900	9.400	11.100
Pensions	14.861	18.892	21.919	26.030	28.871
Other Fringe Benefits	10.757	10.400	11.126	12.283	12.574
Reimbursable Overhead	(43.155)	(44.781)	(45.540)	(48.988)	(50.277)
Total Labor Expenses	\$146.824	\$155.469	\$170.790	\$193.440	\$198.421
<u><i>Non-Labor:</i></u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(6.870)	3.495	3.855	4.251	4.687
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	28.873	41.386	42.602	44.417	46.487
Professional Service Contracts	37.368	47.892	45.624	46.752	47.788
Materials & Supplies	4.136	4.747	3.158	14.234	2.175
<u><i>Other Business Expenses</i></u>					
MTA Internal Subsidy	41.212	44.975	40.303	40.472	42.471
Other	<u>48.672</u>	<u>48.197</u>	<u>44.966</u>	<u>47.550</u>	<u>48.403</u>
Total Other Business Expenses	89.884	93.172	85.269	88.022	90.874
Total Non-Labor Expenses	\$153.391	\$190.692	\$180.508	\$197.677	\$192.010
<u><i>Other Expenses Adjustments:</i></u>					
Other	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u><i>Gap Closing Expenses:</i></u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	0.000	(10.800)	(12.628)	(12.934)	(13.245)
Total Gap Closing Expenses	\$0.000	(\$10.800)	(\$12.628)	(\$12.934)	(\$13.245)
Total Expenses before Depreciation and GASB Adjs.	\$300.215	\$335.361	\$338.670	\$378.182	\$377.186
Depreciation	26.144	31.071	28.210	25.588	20.800
OPEB Obligation	61.200	64.200	67.100	70.200	73.200
Total Expenses	\$387.560	\$430.632	\$433.980	\$473.970	\$471.186
Baseline Surplus/(Deficit)	(\$336.426)	(\$378.325)	(\$380.696)	(\$419.496)	(\$415.515)
Post 2009 Program to Eliminate the Gap (PEGs)	0.000	0.000	2.162	4.431	6.707
Net Surplus/(Deficit)	(\$336.426)	(\$378.325)	(\$378.534)	(\$415.065)	(\$408.808)

MTA HEADQUARTERS
February Financial Plan 2009-2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	51.872	63.132	72.815	80.439	81.966
Total Revenue	\$51.872	\$63.132	\$72.815	\$80.439	\$81.966
Expenses					
<u>Labor:</u>					
Payroll	\$2.817	\$3.769	\$3.905	\$4.025	\$4.062
Overtime	0.007	0.000	0.000	0.000	0.000
Health and Welfare	0.290	0.521	0.575	0.633	0.682
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.270	0.378	0.399	0.420	0.433
Other Fringe Benefits	0.238	0.301	0.317	0.334	0.345
Reimbursable Overhead	43.155	\$44.781	45.540	48.988	50.277
Total Labor Expenses	\$46.777	\$49.751	\$50.736	\$54.400	\$55.800
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.106	0.106	0.117	0.119	0.121
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.032	0.033	0.034	0.035
Professional Service Contracts	4.814	13.077	21.760	25.713	25.834
Materials & Supplies	0.089	0.077	0.078	0.080	0.082
<u>Other Business Expenses</u>					
MTA Internal Subsidy	-	-	-	-	-
Other	<u>0.086</u>	<u>0.089</u>	<u>0.091</u>	<u>0.093</u>	<u>0.095</u>
Total Other Business Expenses	0.086	0.089	0.091	0.093	0.095
Total Non-Labor Expenses	\$5.095	\$13.382	\$22.079	\$26.039	\$26.166
<u>Other Expenses Adjustments:</u>					
Other	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$51.872	\$63.132	\$72.815	\$80.439	\$81.966
Depreciation	-	-	-	-	-
Total Expenses	\$51.872	\$63.132	\$72.815	\$80.439	\$81.966
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
February Financial Plan 2009-2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
<u>Other Operating Revenue</u>					
Rental Income	47.494	48.702	49.612	50.719	51.835
Data Center Billings	-	-	-	-	-
Other	<u>3.639</u>	<u>3.605</u>	<u>3.672</u>	<u>3.754</u>	<u>3.837</u>
Total Other Operating Revenue	51.133	52.307	53.285	54.473	55.672
Capital and Other Reimbursements	51.872	63.132	72.815	80.439	81.966
Total Revenue	\$103.006	\$115.439	\$126.100	\$134.912	\$137.637
Expenses					
<u>Labor:</u>					
Payroll	\$132.114	\$137.148	\$145.538	\$161.752	\$161.363
Overtime	14.296	14.202	14.470	14.760	15.105
Health and Welfare	15.765	17.399	19.858	22.860	24.429
OPEB Current Payment	5.300	6.500	7.900	9.400	11.100
Pensions	15.130	19.270	22.318	26.450	29.304
Other Fringe Benefits	10.996	10.701	11.443	12.618	12.919
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor expenses	\$193.601	\$205.220	\$221.526	\$247.840	\$254.220
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(6.764)	3.601	3.972	4.370	4.808
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	28.873	41.419	42.635	44.451	46.522
Professional Service Contracts	42.182	60.969	67.384	72.465	73.621
Materials & Supplies	4.225	4.824	3.236	14.314	2.257
<u>Other Business Expenses</u>					
MTA Internal Subsidy	41.212	44.975	40.303	40.472	42.471
Other Business Expenses	<u>48.759</u>	<u>48.286</u>	<u>45.057</u>	<u>47.643</u>	<u>48.498</u>
Total Other Business Expenses	89.971	93.261	85.361	88.115	90.969
Total Non-Labor expenses	\$158.486	\$204.073	\$202.588	\$223.715	\$218.176
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Expenses:</u>					
Additional Actions for Budget Balance: Expense Impact	0.000	(10.800)	(12.628)	(12.934)	(13.245)
Total Gap Closing Expenses	\$0.000	(\$10.800)	(\$12.628)	(\$12.934)	(\$13.245)
Total Expenses before Depreciation and GASB Adjs.	\$352.087	\$398.493	\$411.486	\$458.621	\$459.151
Depreciation	26.144	31.071	28.210	25.588	20.800
OPEB Obligation	61.200	64.200	67.100	70.200	73.200
Total Expenses	\$439.432	\$493.764	\$506.796	\$554.409	\$553.151
Baseline Surplus/(Deficit)	(\$336.426)	(\$378.325)	(\$380.696)	(\$419.496)	(\$415.515)
Post 2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	2.162	4.431	6.707
Net Surplus/(Deficit)	(\$336.426)	(\$378.325)	(\$378.534)	(\$415.065)	(\$408.808)

MTA HEADQUARTERS
February Financial Plan 2009-2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Receipts					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue	-	-	-	-	-
<u>Other Operating Revenue</u>					
Rental Income	\$47.494	\$48.702	\$49.612	\$50.719	\$51.835
Data Center Billings	-	-	-	-	-
Other	<u>6.789</u>	<u>7.263</u>	<u>7.406</u>	<u>7.560</u>	<u>7.720</u>
Total Other Operating Revenue	54.283	55.965	57.018	58.279	59.555
Capital and Other Reimbursements	50.376	63.132	72.815	80.439	81.966
Total Receipts	\$104.660	\$119.097	\$129.834	\$138.718	\$141.521
Expenditures					
<u>Labor:</u>					
Payroll	\$127.247	\$133.908	\$142.231	\$158.382	\$157.924
Overtime	14.296	14.202	14.470	14.760	15.105
Health and Welfare	13.585	16.405	18.822	21.786	23.334
OPEB Current Payment	5.300	6.500	7.900	9.400	11.100
Pensions	14.755	18.941	22.022	26.184	29.065
Other Fringe Benefits	11.130	10.651	11.390	12.563	12.862
GASB Account	0.939	0.995	1.036	1.074	1.095
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$187.252	\$201.601	\$217.872	\$244.149	\$250.484
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	3.253	3.474	3.833	4.217	4.639
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	29.375	39.904	41.089	42.874	44.913
Professional Service Contracts	45.767	58.503	64.821	69.816	70.919
Materials & Supplies	4.273	4.667	3.075	14.150	2.090
<u>Other Business Expenses</u>					
MTA Internal Subsidy	41.212	44.975	40.303	40.472	42.471
Other Business Expenses	42.875	45.199	39.926	42.467	43.283
Total Other Business Expenses	84.087	90.174	80.230	82.940	85.754
Total Non-Labor Expenditures	\$166.755	\$196.723	\$193.048	\$213.997	\$208.316
<u>Other Expenditure Adjustments:</u>					
Capital	11.209	25.964	25.174	20.800	20.800
Business Service Center	0.070	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$11.279	\$25.964	\$25.174	\$20.800	\$20.800
<u>Gap Closing Expenses:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	0.000	(10.800)	(12.628)	(12.934)	(13.245)
Total Gap Closing Expenses	\$0.000	(\$10.800)	(\$12.628)	(\$12.934)	(\$13.245)
Total Expenditures	\$365.287	\$413.488	\$423.466	\$466.011	\$466.355
Baseline Cash Deficit	(\$260.627)	(\$294.391)	(\$293.632)	(\$327.293)	(\$324.835)
Post 2009 Program to Eliminate the Gap (PEGs)	0.000	0.000	2.162	4.431	6.707
Net Cash Deficit	(\$260.627)	(\$294.391)	(\$291.470)	(\$322.862)	(\$318.128)

MTA HEADQUARTERS
February Financial Plan 2009-2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Receipts					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	3.150	3.658	3.733	3.806	3.883
Capital and Other Reimbursements	(1.496)	0.000	0.000	0.000	0.000
Total Receipts	\$1.654	\$3.658	\$3.733	\$3.806	\$3.883
Expenditures					
<u>Labor:</u>					
Payroll	\$4.867	\$3.240	\$3.306	\$3.371	\$3.439
Overtime	-	-	-	-	-
Health and Welfare	2.180	0.995	1.036	1.074	1.095
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.375	0.329	0.296	0.266	0.239
Other Fringe Benefits	(0.134)	0.050	0.052	0.055	0.057
GASB Account	(0.939)	(0.995)	(1.036)	(1.074)	(1.095)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$6.349	\$3.618	\$3.654	\$3.691	\$3.736
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(10.018)	0.127	0.139	0.153	0.168
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.502)	1.515	1.546	1.576	1.608
Professional Service Contracts	(3.585)	2.465	2.563	2.650	2.702
Materials & Supplies	(0.048)	0.157	0.160	0.164	0.167
<u>Other Business Expenses</u>					
<i>MTA Internal Subsidy</i>	0.000	0.000	0.000	0.000	0.000
<i>Other Business Expenses</i>	<u>5.884</u>	<u>3.087</u>	<u>5.131</u>	<u>5.175</u>	<u>5.214</u>
Total Other Business Expenses	5.884	3.087	5.131	5.175	5.214
Total Non-Labor Expenditures	(\$8.269)	\$7.351	\$9.540	\$9.718	\$9.860
<u>Other Expenditure Adjustments:</u>					
Capital	(11.209)	(25.964)	(25.174)	(20.800)	(20.800)
BSC	(0.070)	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	(\$11.279)	(\$25.964)	(\$25.174)	(\$20.800)	(\$20.800)
<u>Gap Closing Expenses:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	-	-	-	-	-
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.					
	(\$11.545)	(\$11.337)	(\$8.247)	(\$3.585)	(\$3.320)
Depreciation Adjustment	26.144	31.071	28.210	25.588	20.800
OPEB Obligation	61.200	64.200	67.100	70.200	73.200
Baseline Total Cash Conversion Adjustments					
	\$75.799	\$83.934	\$87.063	\$92.203	\$90.680
Post 2009 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$75.799	\$83.934	\$87.063	\$92.203	\$90.680

MTA HEADQUARTERS
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Administration											
	Reduce Police Administrative Costs	0	0.200	0	0.455	0	0.464	0	0.473	0	0.483
	Reduced Internal Administrative Expenses	0	0.152	0	0.484	0	0.481	0	0.490	0	0.499
	Reduced Reliance on Outside Professional Service	0	0.692	0	0.868	0	0.884	0	0.899	0	0.915
	Sub-Total Administration	0	\$ 1.044	0	\$ 1.807	0	\$ 1.829	0	\$ 1.862	0	\$ 1.897
Security											
	Reduced Police Directed Overtime	0	0.000	0	0.639	0	0.669	0	0.695	0	0.712
	Sub-Total Security	0	\$ 0.000	0	\$ 0.639	0	\$ 0.669	0	\$ 0.695	0	\$ 0.712
	Total Programs	0	\$ 1.044	0	\$ 2.446	0	\$ 2.498	0	\$ 2.557	0	\$ 2.609

**MTA Headquarters
February Financial Plan 2009-2012
Additional Actions for Budget Balance
(\$ in millions)**

<u>Additional Actions</u>	<u>Savings Category</u>	<u>Net Savings</u>			
		<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
5% Management Expense Reductions	Administrative	\$3.6	\$3.5	\$3.6	\$3.8
<i>Reduction in Headcount</i>		21	21	21	21
<i>Salary</i>		1.8	1.8	1.8	1.9
<i>Fringe</i>		0.6	0.6	0.6	0.6
<i>Professional Services</i>		0.4	0.4	0.4	0.4
<i>Outside Audit Services</i>		0.1	0.1	0.1	0.1
<i>Outside Promo Marketing</i>		0.2	0.2	0.2	0.2
<i>Various</i>		0.5	0.5	0.5	0.5
Advertising Reductions	Administrative	\$0.7	\$0.7	\$0.8	\$0.8
Other than Personnel Reductions	Administrative	\$6.5	\$8.3	\$8.5	\$8.7
<i>Lower Maintenance and Utility Reserves</i>		0.9	0.9	1.0	1.0
<i>Lower Personnel Costs</i>		0.6	0.6	0.6	0.6
<i>Reduced Legal and Claims Expenses</i>		0.6	0.6	0.6	0.6
<i>Reduced Contractual Needs</i>		0.7	0.7	0.7	0.7
<i>Reduced Consulting Expenses</i>		0.4	0.4	0.4	0.4
<i>Lower Equipment and Supplies</i>		0.4	0.4	0.4	0.4
<i>Reduced Travel Expenses</i>		0.3	0.3	0.3	0.3
<i>Reduced Audit Fees</i>		0.3	0.3	0.3	0.3
<i>Reduced Police Academy Fees</i>		0.1	0.2	0.2	0.2
<i>Rockaway Resident - Cross Bay Toll Rebate Program</i>		2.2	3.9	4.0	4.1
Total Additional Actions for Budget Reduction*		\$10.8	\$12.6	\$12.9	\$13.2

* In the November Plan, the elimination of the Cross Bay Bridge Rebate Program was presented as part of B&T's AABBs. This AAB is now being reflected in MTAHQ's financials where the savings will actually occur. These savings total \$2.2M in 2009, \$3.9M in 2010, \$4.0M in 2011 and \$4.1M in 2012.

MTA HEADQUARTERS
February Plan 2009-2012
Summary of Post 2009 PEGs
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Other											
Unspecified		0	0.000	0	0.000	0	2.162	0	4.431	0	6.707
Sub-Total	Other	0	\$ 0.000	0	\$ 0.000	0	\$ 2.162	0	\$ 4.431	0	\$ 6.707
Total Programs		0	\$ 0.000	0	\$ 0.000	0	\$ 2.162	0	\$ 4.431	0	\$ 6.707

MTA HEADQUARTERS
February Financial Plan 2009-2012
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Executive	11	6	6	6	6
Administration	232	233	233	218	218
Audit	98	98	98	98	98
Chief Financial Officer	105	105	105	79	79
Corporate and Community Affairs	52	52	52	52	52
Policy and Media Relations	12	11	11	11	11
General Counsel	103	103	103	103	103
Chief of Staff/Senior Policy Advisor	52	58	61	41	42
Spec. Project Develop/Planning	10	10	10	10	10
Labor Relations	5	5	5	5	5
PCAC	5	5	5	5	5
Vending Fare Media	6	6	6	6	6
Corporate Account	5	5	5	5	5
Business Service Center	55	100	100	413	371
Total Administration	751	797	800	1,052	1,011
Public Safety	784	789	789	789	789
Impact of Gap Closing Actions					
<i>Addtl. Actions for Budget Balance</i>	0	(21)	(21)	(21)	(21)
Baseline Total Positions	1,535	1,565	1,568	1,820	1,779
<i>Non-Reimbursable</i>	1,491	1,517	1,517	1,767	1,725
<i>Reimbursable</i>	44	48	51	53	54
<i>Full-Time</i>	1,535	1,565	1,568	1,820	1,779
<i>Full-Time Equivalents</i>	-	-	-	-	-
<hr style="border: 2px solid black;"/>					
Impact of:					
Post 2009 Program to Eliminate the Gap	0	0	0	0	0
Total Positions	1,535	1,565	1,568	1,820	1,779
<i>Non-Reimbursable</i>	1,491	1,517	1,517	1,767	1,725
<i>Reimbursable</i>	44	48	51	53	54
<i>Total Full-Time</i>	1,535	1,565	1,568	1,820	1,779
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

MTA HEADQUARTERS
February Financial Plan 2009-2012
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Managers/Supervisors	428	467	467	615	590
Professional, Technical, Clerical	323	330	333	437	421
Operational Hourlies					
Total Administration	751	797	800	1,052	1,011
Operations					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
Total Operations	-	-	-	-	-
Maintenance					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
Total Maintenance	-	-	-	-	-
Engineering/Capital					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
Total Engineering/Capital	-	-	-	-	-
Public Safety					
Managers/Supervisors	35	37	37	37	37
Professional, Technical, Clerical	81	84	84	84	84
Operational Hourlies (Uniformed)	668	668	668	668	668
Total Public Safety	784	789	789	789	789
Impact of Gap Closing Actions					
<i>Addtl. Actions for Budget Balance</i>					
Managers/Supervisors		(13)	(13)	(13)	(13)
Professional, Technical, Clerical		(8)	(8)	(8)	(8)
Operational Hourlies					
Total Impact of Gap Closing Actions	-	(21)	(21)	(21)	(21)
Total Baseline Positions					
Managers/Supervisors	463	491	491	639	614
Professional, Technical, Clerical	404	406	409	513	497
Operational Hourlies	668	668	668	668	668
Total Baseline Positions	1,535	1,565	1,568	1,820	1,779
Impact of:					
Post 2009 Program to Eliminate the Gap					
	-	-	-	-	-
Total Positions					
Managers/Supervisors	463	491	491	639	614
Professional, Technical, Clerical	404	406	409	513	497
Operational Hourlies	668	668	668	668	668
Total Baseline Positions	1,535	1,565	1,568	1,820	1,779

MTA HEADQUARTERS
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Fare Increase 6/1/09</i>	-	-	-	-	-	-	-	-	-	-	-	-	0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	0.000
<u>Other Operating Revenue</u>													
Rental Income	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	48.702
Data Center Billings	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Other	0.186	0.196	0.218	0.268	0.279	0.334	0.379	0.342	0.352	0.363	0.352	0.336	3.605
Total Other Operating Revenue	4.245	4.255	4.276	4.326	4.337	4.392	4.437	4.400	4.411	4.421	4.411	4.411	52.307
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$4.245	\$4.255	\$4.276	\$4.326	\$4.337	\$4.392	\$4.437	\$4.400	\$4.411	\$4.421	\$4.411	\$4.395	\$52.307
Operating Expenses													
<u>Labor:</u>													
Payroll	\$11.985	\$9.853	\$10.804	\$10.804	\$10.329	\$10.804	\$12.911	\$10.779	\$11.254	\$11.254	\$10.779	\$11.821	\$133.379
Overtime	1.092	1.063	1.284	1.401	1.337	1.300	1.365	1.151	1.071	1.028	0.984	1.126	14.202
Health and Welfare	1.471	1.342	1.471	1.471	1.407	1.471	1.604	1.475	1.540	1.540	1.475	0.610	16.878
OPEB Current Payment	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	6.500
Pensions	1.566	1.435	1.566	1.566	1.501	1.566	1.681	1.550	1.615	1.615	1.550	1.681	18.892
Other Fringe Benefits	0.862	0.787	0.862	0.862	0.825	0.862	0.940	0.864	0.902	0.902	0.864	0.866	10.400
Reimbursable Overhead	(3.774)	(3.438)	(3.774)	(3.774)	(3.606)	(3.774)	(3.942)	(3.606)	(3.774)	(3.774)	(3.606)	(3.942)	(44.781)
Total Labor Expenses	\$13.745	\$11.585	\$12.756	\$12.873	\$12.334	\$12.772	\$15.101	\$12.755	\$13.150	\$13.107	\$12.588	\$12.703	\$155.469
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.415	0.052	0.895	0.052	0.052	0.237	0.052	0.052	0.278	0.368	0.489	0.553	3.495
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.219	3.296	3.209	3.619	3.239	3.248	3.232	3.589	3.249	3.467	3.978	4.040	41.386
Professional Service Contracts	5.682	3.127	4.117	3.317	3.222	4.465	5.589	3.269	4.265	3.483	3.286	4.069	47.892
Materials & Supplies	0.300	0.243	0.360	0.368	0.364	0.375	0.361	0.461	0.471	0.463	0.459	0.521	4.747
<u>Other Business Expenses</u>													
MTA Internal Subsidy	11.396	9.327	10.674	8.064	(2.023)	2.371	7.282	4.336	(5.929)	2.488	(2.492)	(0.519)	44.975
Other	4.110	3.975	4.005	4.012	3.989	4.038	4.050	3.992	4.010	3.992	4.030	3.993	48.197
Total Other Business Expenses	15.506	13.302	14.679	12.076	1.966	6.409	11.332	8.328	(1.919)	6.480	1.538	3.473	93.172
Total Non-Labor Expenses	\$25.123	\$20.020	\$23.261	\$19.433	\$8.843	\$14.734	\$20.566	\$15.699	\$6.344	\$14.262	\$9.750	\$12.656	\$190.692
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
<u>Gap Closing Expenses:</u>													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$2.917)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$10.800)
Total Gap Closing Expenses	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$2.917)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$10.800)
Total Expenses before Non-Cash Liability Adjs.	\$38.151	\$30.888	\$35.300	\$31.589	\$20.460	\$24.589	\$34.951	\$27.738	\$18.778	\$26.652	\$21.621	\$24.643	\$335.361
Depreciation	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	31.071
OPEB Obligation	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	64.200
Total Expenses	\$46.090	\$38.827	\$43.239	\$39.528	\$28.400	\$32.529	\$42.890	\$35.678	\$26.717	\$34.592	\$29.560	\$32.582	\$430.632
Net Surplus/(Deficit)	(\$41.845)	(\$34.572)	(\$38.963)	(\$35.202)	(\$24.063)	(\$28.136)	(\$38.453)	(\$31.278)	(\$22.306)	(\$30.170)	(\$25.150)	(\$28.188)	(\$378.325)

MTA HEADQUARTERS
February Financial Plan - 2009 Adopted Budget Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fare Increase 6/1/09	-	-	-	-	-	-	-	-	-	-	-	-	-
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Operating Revenue</u>													
Rental Income	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	48.702
Data Center Billings	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	0.186	0.196	0.218	0.268	0.279	0.334	0.379	0.342	0.352	0.363	0.352	0.336	3.605
Total Other Operating Revenue	4.245	4.255	4.276	4.326	4.337	4.392	4.437	4.400	4.411	4.421	4.411	4.395	52.307
Capital and Other Reimbursements	5.287	4.920	5.328	5.292	5.103	5.334	5.470	5.102	5.332	5.284	5.099	5.583	63.132
Total Revenue	\$9.532	\$9.174	\$9.604	\$9.618	\$9.440	\$9.726	\$9.907	\$9.502	\$9.743	\$9.705	\$9.509	\$9.978	\$115.439
Expenses													
Labor:													
Payroll	\$12.303	\$10.143	\$11.122	\$11.122	\$10.633	\$11.122	\$13.242	\$11.083	\$11.572	\$11.572	\$11.083	\$12.152	\$137.148
Overtime	1.092	1.063	1.284	1.401	1.337	1.300	1.365	1.151	1.071	1.028	0.984	1.126	14.202
Health and Welfare	1.515	1.386	1.515	1.515	1.450	1.515	1.648	1.519	1.583	1.583	1.519	0.653	17.399
OPEB Current Payment	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	6.500
Pensions	1.598	1.465	1.598	1.598	1.531	1.598	1.714	1.581	1.647	1.647	1.581	1.714	19.270
Other Fringe Benefits	0.889	0.813	0.889	0.889	0.851	0.889	0.966	0.890	0.927	0.925	0.886	0.888	10.701
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor expenses	\$17.937	\$15.412	\$16.949	\$17.065	\$16.344	\$16.964	\$19.476	\$16.765	\$17.342	\$17.297	\$16.594	\$17.075	\$205.220
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.424	0.061	0.904	0.061	0.061	0.246	0.061	0.061	0.287	0.377	0.498	0.562	3.601
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.221	3.299	3.212	3.622	3.241	3.251	3.235	3.592	3.252	3.470	3.980	4.045	41.419
Professional Service Contracts	6.754	4.198	5.226	4.389	4.293	5.574	6.660	4.341	5.373	4.555	4.358	5.248	60.969
Materials & Supplies	0.305	0.247	0.366	0.378	0.368	0.386	0.366	0.465	0.480	0.468	0.463	0.532	4.824
<u>Other Business Expenses</u>													
MTA Internal Subsidy	11.396	9.327	10.674	8.064	(2.023)	2.371	7.282	4.336	(5.929)	2.488	(2.492)	(0.519)	44.975
Other Business Expenses	4.116	3.981	4.015	4.020	3.995	4.048	4.056	3.998	4.021	3.998	4.036	4.001	48.286
Total Other Business Expenses	15.512	13.308	14.689	12.084	1.972	6.419	11.338	8.334	(1.908)	6.486	1.544	3.482	93.261
Total Non-Labor expenses	\$26.217	\$21.113	\$24.396	\$20.532	\$9.936	\$15.875	\$21.660	\$16.792	\$7.484	\$15.356	\$10.843	\$13.869	\$204.073
Other Expense Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Gap Closing Expenses:													
Additional Actions for Budget Balance: Expense Impact	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$2.917)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$10.800)
Total Gap Closing Expenses	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$2.917)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$10.800)
Total Expenses before Non-Cash Liability Adjs.	\$43.437	\$35.808	\$40.628	\$36.881	\$25.563	\$29.923	\$40.420	\$32.840	\$24.110	\$31.936	\$26.720	\$30.227	\$398.493
Depreciation	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	31.071
OPEB Obligation	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	64.200
Total Expenses	\$51.376	\$43.747	\$48.567	\$44.820	\$33.502	\$37.862	\$48.359	\$40.780	\$32.049	\$39.876	\$34.659	\$38.166	\$493.764
Net Surplus/(Deficit)	(\$41.845)	(\$34.572)	(\$38.963)	(\$35.202)	(\$24.063)	(\$28.136)	(\$38.453)	(\$31.278)	(\$22.306)	(\$30.170)	(\$25.150)	(\$28.188)	(\$378.325)

MTA HEADQUARTERS
February Financial Plan - 2009 Adopted Budget Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fare Increase 6/1/09	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Additional Actions for Budget Balance: Revenue Impact	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other Operating Revenue</i>													
Rental Income	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	4.058	48.702
Data Center Billings	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	0.260	0.343	0.364	0.414	0.425	0.553	0.598	0.854	0.864	0.802	0.864	0.922	7.263
Total Other Operating Revenue	4.318	4.401	4.423	4.473	4.483	4.612	4.657	4.912	4.923	4.860	4.923	4.980	55.965
Capital and Other Reimbursements	7.287	2.545	2.953	10.292	2.728	2.959	11.470	2.727	2.957	11.284	2.724	3.208	63.132
Total Receipts	\$11.605	\$6.946	\$7.376	\$14.765	\$7.211	\$7.571	\$16.126	\$7.639	\$7.880	\$16.144	\$7.647	\$8.189	\$119.097
Expenditures													
<i>Labor:</i>													
Payroll	\$11.553	\$9.393	\$10.372	\$12.122	\$10.283	\$10.732	\$12.842	\$10.633	\$12.572	\$11.122	\$10.633	\$11.652	\$133.908
Overtime	1.092	1.063	1.284	1.401	1.337	1.300	1.365	1.151	1.071	1.028	0.984	1.126	14.202
Health and Welfare	1.432	1.303	1.432	1.432	1.367	1.432	1.565	1.436	1.500	1.500	1.436	0.570	16.405
OPEB Current Payment	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	0.542	6.500
Pensions	1.159	1.026	1.159	1.159	1.092	1.159	1.275	1.142	1.208	1.208	1.142	6.214	18.941
Other Fringe Benefits	0.889	0.813	0.889	0.889	0.851	0.889	0.966	0.890	0.927	0.925	0.886	0.838	10.651
GASB Account	-	-	-	-	-	-	-	-	-	-	-	0.995	0.995
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$16.666	\$14.140	\$15.677	\$17.543	\$15.472	\$16.053	\$18.555	\$15.793	\$17.820	\$16.325	\$15.622	\$21.937	\$201.601
<i>Non-Labor:</i>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.413	0.050	0.894	0.050	0.050	0.235	0.050	0.050	0.277	0.366	0.487	0.552	3.474
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.821	2.999	2.912	3.322	2.941	3.051	3.185	3.542	3.302	3.570	4.115	4.145	39.904
Professional Service Contracts	5.254	3.698	4.726	4.089	3.993	5.274	6.460	4.175	5.273	4.455	4.858	6.248	58.503
Materials & Supplies	0.292	0.234	0.353	0.365	0.355	0.373	0.353	0.452	0.467	0.455	0.450	0.519	4.667
<i>Other Business Expenses</i>													
MTA Internal Subsidy	11.396	9.327	10.674	8.064	(2.023)	2.371	7.282	4.336	(5.929)	2.488	(2.492)	(0.519)	44.975
Other Business Expenses	3.495	3.481	3.515	3.720	3.695	3.748	3.689	3.666	3.755	3.732	4.369	4.335	45.199
Total Other Business Expenses	14.891	12.808	14.189	11.784	1.672	6.119	10.971	8.002	(2.174)	6.220	1.877	3.816	90.174
Total Non-Labor Expenditures	\$23.671	\$19.789	\$23.073	\$19.609	\$9.012	\$15.052	\$21.020	\$16.221	\$7.144	\$15.066	\$11.787	\$15.279	\$196.723
<i>Other Expenditure Adjustments:</i>													
Capital	2.164	2.164	2.164	2.164	2.164	2.164	2.164	2.164	2.164	2.164	2.164	2.164	\$25.964
Total Other Expenditure Adjustments	\$2.164	\$25.964											
<i>Gap Closing Expenses:</i>													
Additional Actions for Budget Balance: Expense Impact	(0.717)	(0.717)	(0.717)	(0.717)	(0.717)	(2.917)	(0.717)	(0.717)	(0.717)	(0.717)	(0.717)	(0.717)	(\$10.800)
Total Gap Closing Expenses	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$2.917)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$0.717)	(\$10.800)
Total Expenditures	\$41.784	\$35.376	\$40.196	\$38.599	\$25.931	\$30.351	\$41.022	\$33.461	\$26.411	\$32.838	\$28.856	\$38.662	\$413.488
Net Cash Deficit	(\$30.179)	(\$28.430)	(\$32.820)	(\$23.834)	(\$18.720)	(\$22.781)	(\$24.895)	(\$25.822)	(\$18.531)	(\$16.693)	(\$21.209)	(\$30.474)	(\$294.391)

MTA HEADQUARTERS
February Financial Plan - 2009 Adopted Budget Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Fare Increase 6/1/09</i>													
<i>Additional Actions for Budget Balance: Revenue Impact</i>													
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.073	0.146	0.146	0.146	0.146	0.220	0.220	0.512	0.512	0.439	0.512	0.585	3.658
Capital and Other Reimbursements	2.000	(2.375)	(2.375)	5.000	(2.375)	(2.375)	6.000	(2.375)	(2.375)	6.000	(2.375)	(2.375)	0.000
Total Receipts	\$2.073	(\$2.229)	(\$2.229)	\$5.146	(\$2.229)	(\$2.155)	\$6.220	(\$1.863)	(\$1.863)	\$6.439	(\$1.863)	(\$1.790)	\$3.658
Expenditures													
Labor:													
Payroll	\$0.750	\$0.750	\$0.750	(\$1.000)	\$0.350	\$0.390	\$0.400	\$0.450	(\$1.000)	\$0.450	\$0.450	\$0.500	\$3.240
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.995
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.439	0.439	0.439	0.439	0.439	0.439	0.439	0.439	0.439	0.439	0.439	(4.500)	0.329
Other Fringe Benefits	(0.000)	(0.000)	(0.000)	(0.000)	0.000	(0.000)	0.000	0.000	0.000	0.000	(0.000)	0.050	0.050
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.995)	(0.995)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1.272	\$1.272	\$1.272	(\$0.478)	\$0.872	\$0.912	\$0.922	\$0.972	(\$0.478)	\$0.972	\$0.972	(\$4.862)	\$3.618
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.010	0.127
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.400	0.300	0.300	0.300	0.300	0.200	0.050	0.050	(0.050)	(0.100)	(0.135)	(0.100)	1.515
Professional Service Contracts	1.500	0.500	0.500	0.300	0.300	0.300	0.200	0.165	0.100	0.100	(0.500)	(1.000)	2.465
Materials & Supplies	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.157
<u>Other Business Expenses</u>													
<i>MTA Internal Subsidy</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>Other Business Expenses</i>	0.621	0.500	0.500	0.300	0.300	0.300	0.367	0.332	0.267	0.267	(0.333)	(0.333)	3.087
Total Other Business Expenses	0.621	0.500	0.500	0.300	0.300	0.300	0.367	0.332	0.267	0.267	(0.333)	(0.333)	3.087
Total Non-Labor Expenditures	\$2.545	\$1.324	\$1.324	\$0.924	\$0.924	\$0.824	\$0.640	\$0.571	\$0.340	\$0.290	(\$0.944)	(\$1.410)	\$7.351
Other Expenditure Adjustments:													
Capital	(2.164)	(2.164)	(2.164)	(2.164)	(2.164)	(2.164)	(2.164)	(2.164)	(2.164)	(2.164)	(2.164)	(2.164)	(\$25.964)
Total Other Expenditure Adjustments	(\$2.164)	(\$25.964)											
Gap Closing Expenses:													
<i>Additional Actions for Budget Balance: Expense Impact</i>													\$0.000
Total Gap Closing Expenses	\$0.000	\$0.000											
Total Cash Conversion Adjustments before Non-Cash Liability Adis.	\$3.726	(\$1.797)	(\$1.797)	\$3.428	(\$2.597)	(\$2.584)	\$5.618	(\$2.484)	(\$4.164)	\$5.537	(\$3.999)	(\$10.225)	(\$11.337)
Depreciation Adjustment	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	2.589	31.071
OPEB Obligation	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	5.350	64.200
Total Cash Conversion Adjustments	\$11.666	\$6.142	\$6.142	\$11.367	\$5.342	\$5.356	\$13.557	\$5.456	\$3.775	\$13.477	\$3.940	(\$2.286)	\$83.934

MTA HEADQUARTERS
February Financial Plan - 2009 Adopted Budget Forecast
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	378	378	388	388	403	411	426	433	448	458	464	467
Professional, Technical, Clerical	289	289	294	295	300	303	310	314	319	324	328	330
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	667	667	682	683	703	714	736	747	767	782	792	797
Operations												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Operations	-											
Maintenance												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Maintenance	-											
Engineering/Capital												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	-											
Public Safety												
Managers/Supervisors	35	35	35	35	35	35	36	36	36	37	37	37
Professional, Technical, Clerical	72	72	77	79	81	81	82	82	82	83	83	84
Operational Hourlies	658	658	658	658	661	664	667	667	667	667	668	668
Total Public Safety	765	765	770	772	777	780	785	785	785	787	788	789
Impact of Gap Closing Actions												
Fare Increase & Addtl. Actions for Budget Balance	-	-	-	-	-	-	-	-	-	-	-	-
Managers/Supervisors	-	-	-	-	-	(13)	(13)	(13)	(13)	(13)	(13)	(13)
Professional, Technical, Clerical	-	-	-	-	-	(8)	(8)	(8)	(8)	(8)	(8)	(8)
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Impact of Gap Closing Actions	0	0	0	0	0	(21)						
Total Positions												
Managers/Supervisors	413	413	423	423	438	433	449	456	471	482	488	491
Professional, Technical, Clerical	361	361	371	374	381	376	384	388	393	399	403	406
Operational Hourlies	658	658	658	658	661	664	667	667	667	667	668	668
Total Positions	1,432	1,432	1,452	1,455	1,480	1,473	1,500	1,511	1,531	1,548	1,559	1,565

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**INSPECTOR GENERAL
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents The Office of the Inspector General's 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012. The adopted budget reflects the inclusion of Gap Closing Actions that were presented "below-the-Line" as well as Other Technical Adjustments to the November Financial Plan, which was adopted by the Board in December 2008.

These changes are presented in the attached reconciliation to the November Financial Plan and are described below:

- 2009 PEG distribution to baseline generic expense categories of \$0.087 million in 2008, \$0.227 million in 2009, \$0.231 million in 2010, \$0.236 million in 2011 and \$0.240 million in 2012.
- Additional Actions for Budget Balance including expense reductions of \$0.484 million in 2009, \$0.493 million in 2010, \$0.504 million in 2011 and \$0.515 million in 2012.
- Other Administrative Reductions of \$0.023 million in 2009.

MTA INSPECTOR GENERAL
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Technical Adjustments:										
Sub-Total Technical Adjustments	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Gap Closing Actions:*										
2009 PEG Program in Baseline - Revenue	-	(0.087)	-	(0.227)	-	(0.231)	-	(0.236)	-	(0.240)
2009 PEG Program in Baseline - Expense	-	0.087	-	0.227	-	0.231	-	0.236	-	0.240
Additional Actions for Budget Balance:										
AABB Revenue	-	0.000	-	(0.484)	-	(0.493)	-	(0.504)	-	(0.515)
AABB Expenses	-	<u>0.000</u>	-	<u>0.484</u>	-	<u>0.493</u>	-	<u>0.504</u>	-	<u>0.515</u>
AABB Net	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Other Administrative Reductions - Revenue	-	0.000	-	(0.023)	-	0.000	-	0.000	-	0.000
Other Administrative Reductions - Expense	-	-	-	0.023	-	-	-	-	-	-
Sub-Total Gap Closing Actions	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Transfer Pension Valuations from HQ to Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Transfer Fuel into Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000

* Please refer to MTAHQ's submission for detailed summaries on Gap Closing Actions.

MTA INSPECTOR GENERAL
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Technical Adjustments:										
Sub-Total Technical Adjustments	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Gap Closing Actions:*										
2009 PEG Program in Baseline - Revenue	-	(0.087)	-	(0.227)	-	(0.231)	-	(0.236)	-	(0.240)
2009 PEG Program in Baseline - Expense	-	0.087	-	0.227	-	0.231	-	0.236	-	0.240
Additional Actions for Budget Balance:										
AABB Revenue		\$0.000		(\$0.484)		(\$0.493)		(\$0.504)		(\$0.515)
AABB Expense		<u>0.000</u>		<u>0.484</u>		<u>0.493</u>		<u>0.504</u>		<u>0.515</u>
AABB Net		<u>\$0.000</u>		<u>\$0.000</u>		<u>\$0.000</u>		<u>\$0.000</u>		<u>\$0.000</u>
Other Administrative Reductions - Revenue	-	0.000	-	(0.023)	-	0.000	-	0.000	-	0.000
Other Administrative Reductions - Expense	-	-	-	0.023	-	-	-	-	-	-
Sub-Total Gap Closing Actions	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Transfer Pension Valuations from HQ to Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Transfer Fuel into Agency Forecasts	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000

* Please refer to MTAHQ's submission for detailed summaries on Gap Closing Actions.

MTA INSPECTOR GENERAL
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	<u>2008 Final Estimate</u>	<u>2009 Adopted Budget</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	\$17.252	\$13.103	\$13.475	\$13.831	\$14.215
Total Revenue	\$17.252	\$13.103	\$13.475	\$13.831	\$14.215
Expenses					
<u>Labor:</u>					
Payroll	\$7.405	\$7.656	\$7.814	\$7.965	\$8.127
Overtime	-	-	-	-	-
Health and Welfare	0.852	1.011	1.099	1.193	1.296
Pensions	0.665	0.724	0.755	0.784	0.816
Other Fringe Benefits	0.565	0.592	0.617	0.641	0.668
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$9.487	\$9.983	\$10.285	\$10.583	\$10.907
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.016	0.016	0.018	0.019	0.021
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	4.091	0.243	0.248	0.254	0.260
Professional Service Contracts	0.266	0.009	0.009	0.010	0.010
Materials & Supplies	0.116	0.110	0.112	0.114	0.116
Other Business Expenses	2.691	2.641	2.712	2.771	2.832
Total Non-Labor Expenses	\$7.180	\$3.019	\$3.098	\$3.167	\$3.238
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Expenses:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	-	(0.484)	(0.493)	(0.504)	(0.515)
Total Gap Closing Expenses	\$0.000	(\$0.484)	(\$0.493)	(\$0.504)	(\$0.515)
Total Expenses before Depreciation	\$16.667	\$12.518	\$12.890	\$13.246	\$13.630
Depreciation	0.585	0.585	0.585	0.585	0.585
Total Expenses	\$17.252	\$13.103	\$13.475	\$13.831	\$14.215
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	(\$0.000)	(\$0.000)

MTA INSPECTOR GENERAL
February Financial Plan 2009 - 2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	\$15.990	\$12.396	\$12.710	\$13.062	\$13.030
Total Receipts	\$15.990	\$12.396	\$12.710	\$13.062	\$13.030
Expenditures					
<u>Labor:</u>					
Payroll	\$7.405	\$7.656	\$7.814	\$7.965	\$8.127
Overtime	-	-	-	-	-
Health and Welfare	0.852	1.011	1.099	1.193	1.296
Pensions	0.665	0.724	0.755	0.784	0.816
Other Fringe Benefits	0.565	0.592	0.617	0.641	0.668
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$9.487	\$9.983	\$10.285	\$10.583	\$10.907
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.016	0.016	0.018	0.019	0.021
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	4.091	0.243	0.248	0.254	0.260
Professional Service Contracts	0.266	0.009	0.009	0.010	0.010
Materials & Supplies	0.116	0.110	0.112	0.114	0.116
Other Business Expenses	2.691	2.641	2.712	2.771	2.832
Total Non-Labor Expenditures	\$7.180	\$3.019	\$3.098	\$3.167	\$3.238
<u>Other Expenditure Adjustments:</u>					
Other - Cash Adjustment	(\$0.677)	(\$0.122)	(\$0.180)	(\$0.184)	(\$0.600)
Total Other Expenditure Adjustments	(\$0.677)	(\$0.122)	(\$0.180)	(\$0.184)	(\$0.600)
<u>Gap Closing Expenses:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	-	(0.484)	(0.493)	(0.504)	(0.515)
Total Gap Closing Expenses	\$0.000	(\$0.484)	(\$0.493)	(\$0.504)	(\$0.515)
Total Expenditures	\$15.990	\$12.396	\$12.710	\$13.062	\$13.030
Net Cash Deficit	\$0.000	\$0.000	\$0.000	(\$0.000)	(\$0.000)

MTA INSPECTOR GENERAL
February Financial Plan 2009 - 2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	(1.262)	(0.707)	(0.765)	(0.769)	(1.185)
Total Receipts	(\$1.262)	(\$0.707)	(\$0.765)	(\$0.769)	(\$1.185)
Expenditures					
<u>Labor:</u>					
Payroll	-	-	-	-	-
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>					
Other	\$0.677	\$0.122	\$0.180	\$0.184	\$0.600
Total Other Expenditures Adjustments	\$0.677	\$0.122	\$0.180	\$0.184	\$0.600
Total Cash Conversion Adjustments before Depreciation	(\$0.585)	(\$0.585)	(\$0.585)	(\$0.585)	(\$0.585)
Depreciation Adjustment	0.585	0.585	0.585	0.585	0.585
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
February Financial Plan 2009 - 2012
Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Office of the Inspector General	91	91	91	91	91
Total Administration	91	91	91	91	91
Baseline Total Positions	91	91	91	91	91
Non-Reimbursable	0	0	0	0	0
Reimbursable	91	91	91	91	91
Total	91	91	91	91	91
Total Full-Time	91	91	91	91	91
Total Full-Time Equivalents	0	0	0	0	0

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**First Mutual Transportation Assurance Co.
(FMTAC)**

**FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
FEBRUARY FINANCIAL PLAN FOR 2009 – 2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents First Mutual Transportation Assurance Company's 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012.

The attached also includes schedules detailing the monthly allocation of financial data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan 2009-2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Operating Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	22.403	23.062	23.493	24.017	24.545
Investment Income	(17.891)	(18.417)	(18.761)	(19.179)	(19.601)
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$4.512	\$4.645	\$4.732	\$4.838	\$4.944
Operating Expenses					
<u>Labor:</u>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(51.542)	(54.119)	(56.825)	(59.666)	(62.649)
Claims	40.191	44.098	48.625	54.205	55.290
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	16.305	16.631	16.964	17.303	17.649
Total Non-Labor Expenses	\$4.954	\$6.610	\$8.764	\$11.842	\$10.290
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$4.954	\$6.610	\$8.764	\$11.842	\$10.290
Depreciation	-	-	-	-	-
Total Expenses	\$4.954	\$6.610	\$8.764	\$11.842	\$10.290
Baseline Surplus/(Deficit)	(\$0.442)	(\$1.965)	(\$4.032)	(\$7.004)	(\$5.346)

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan 2009-2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	22.403	23.062	23.493	24.017	24.545
Investment Income	(17.891)	(18.417)	(18.761)	(19.179)	(19.601)
Capital and Other Reimbursements	-	-	-	-	-
Total Receipts	\$4.512	\$4.645	\$4.732	\$4.838	\$4.944
Expenditures					
<u>Labor:</u>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(51.542)	(54.119)	(56.825)	(59.666)	(62.649)
Claims	38.277	41.998	46.309	51.624	52.657
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	16.305	16.631	16.964	17.303	17.649
Total Non-Labor Expenditures	\$3.040	\$4.510	\$6.448	\$9.261	\$7.657
<u>Other Expenditure Adjustments:</u>					
Other - Restricted Cash Adjustment	\$1.472	\$0.135	(\$1.716)	(\$4.423)	(\$2.713)
Total Other Expenditure Adjustments	\$1.472	\$0.135	(\$1.716)	(\$4.423)	(\$2.713)
Total Expenditures	\$4.512	\$4.645	\$4.732	\$4.838	\$4.944
Baseline Cash Deficit	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan 2009-2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	-	-	-	-	-
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures					
<i>Labor:</i>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	1.914	2.100	2.316	2.581	2.633
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
Total Non-Labor Expenditures	\$1.914	\$2.100	\$2.316	\$2.581	\$2.633
<i>Other Expenditures Adjustments:</i>					
Other	(\$1.472)	(\$0.135)	\$1.716	\$4.423	\$2.713
Total Other Expenditures Adjustments	(\$1.472)	(\$0.135)	\$1.716	\$4.423	\$2.713
Total Cash Conversion Adjustments before Depreciation	\$0.442	\$1.965	\$4.032	\$7.004	\$5.346
Depreciation Adjustment	-	-	-	-	-
Total Cash Conversion Adjustments	\$0.442	\$1.965	\$4.032	\$7.004	\$5.346

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(1.535)	(1.535)	(1.535)	(1.535)	(1.535)	(1.535)	(1.535)	(1.535)	(1.535)	(1.534)	(1.534)	(1.534)	(18.417)
Investment Income	1.922	1.922	1.922	1.922	1.922	1.922	1.922	1.922	1.922	1.922	1.921	1.921	23.062
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$0.387	\$0.388	\$0.387	\$0.387	\$4.645								
Operating Expenses													
Labor:													
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$0.000												
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	(4.509)	(4.510)	(4.510)	(4.510)	(4.510)	(4.510)	(4.510)	(4.510)	(4.510)	(4.510)	(4.510)	(4.510)	(54.119)
Claims	3.674	3.674	3.675	3.675	3.675	3.675	3.675	3.675	3.675	3.675	3.675	3.675	44.098
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses	1.385	1.386	1.386	1.386	1.386	1.386	1.386	1.386	1.386	1.386	1.386	1.386	16.631
Total Non-Labor Expenses	\$0.550	\$0.550	\$0.551	\$6.610									
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000												
Total Expenses	\$0.550	\$0.550	\$0.551	\$6.610									
Net Surplus/(Deficit)	(\$0.163)	(\$0.163)	(\$0.164)	(\$0.163)	(\$0.164)	(\$0.164)	(\$1.965)						

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan - 2009 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Receipts	\$0.000												
Expenditures													
<u>Labor:</u>													
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$0.000												
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Claims	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	2.100
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.175	\$2.100											
<u>Other Expenditures Adjustments:</u>													
Other	(0.012)	(0.012)	(0.011)	(0.011)	(0.011)	(0.011)	(0.011)	(0.011)	(0.011)	(0.012)	(0.011)	(0.011)	(0.135)
Total Other Expenditures Adjustments	(\$0.012)	(\$0.012)	(\$0.011)	(\$0.012)	(\$0.011)	(\$0.011)	(\$0.135)						
Total Cash Conversion Adjustments	\$0.163	\$0.163	\$0.164	\$0.163	\$0.164	\$0.164	\$1.965						

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New York City Transit

**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents MTA New York City Transit's 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012.

The Adopted Budget reflects the reclassification of 2009 PEGs to the baseline, technical adjustments and the inclusion of Gap Closing Actions and Other Administrative Reductions that were presented "below-the-line" within the MTA Consolidated Statements in the November Financial Plan, which was adopted by the Board in December 2008. The February Financial Plan now includes these below-the line adjustments mostly within individual generic expense categories.

These changes are presented in the attached reconciliation to the November Financial Plan and are described below:

- A 2009 fare increase including additional revenue of \$395.7 million in 2009, \$670.0 million in 2010, \$679.7 million in 2011 and \$690.2 million in 2012.
- Additional Actions for Budget Balance including expense reductions of \$10.3 million in 2008, \$151.1 million in 2009 and \$276.5 million for each year 2010-2012 and net revenue improvements of \$2.4 million in 2008, \$3.2 million in 2009 and \$3.1 million for each year 2010-2012.
- 2009 PEG distribution to baseline generic expense categories of \$9.9 million in 2008, \$61.0 million in 2009, \$61.9 million in 2010, \$69.3 million in 2011 and \$59.1 million in 2012.
- Business Service Center expense reductions of \$10.8 million in 2011 and \$35.9 million in 2012.
- Other Administrative Reductions of \$1.0 million in 2008 and \$3.3 million in 2009.
- Inclusion of Pension valuation provisions of \$16.0 million in 2009, \$31.1 million in 2010, \$44.1 million in 2011 and \$58.4 million in 2012 that were captured in the Updated Forecast section of MTA Consolidated materials.
- Inclusion of Fuel savings of \$9.0 million in 2008, \$43.6 million in 2009, \$29.2 million in 2010, \$20.9 million in 2011 and \$25.2 million in 2012.
- Technical adjustments resulting in unfavorable impacts (cash basis) of \$1.2 million in 2008 and \$0.3 million in 2009, and favorable impacts of \$0.9 million in 2010, \$2.8 million in 2011 and \$3.7 million in 2012. These adjustments represent primarily paratransit urban tax re-estimates, the non-reimbursable impacts of increased reimbursable project work, and the timing of subway replacement parts and paratransit sedan purchases.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA New York City Transit
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions*	Dollars	Positions*	Dollars	Positions*	Dollars	Positions*	Dollars	Positions*	Dollars
2008 November Financial Plan: Baseline										
Net Surplus/(Deficit)	43,637	(\$4,728.0)	44,113	(\$5,167.8)	44,242	(\$5,526.7)	44,335	(\$5,795.1)	43,941	(\$6,070.2)
Amendments:										
Technical Adjustments:										
Paratransit Urban Tax	0	(\$1.2)	0	\$1.1	0	\$1.0	0	\$0.9	0	\$3.7
Timing of Subway Replacement Parts	0	\$0.0	0	(\$1.9)	0	\$0.6	0	\$0.7	0	\$0.7
Timing of Paratransit Sedan Purchases	0	\$0.0	0	\$2.6	0	(\$2.6)	0	\$0.0	0	\$0.0
Bus Platform Budget Correction	0	\$0.0	(20)	(\$1.6)	(20)	(\$1.6)	(20)	(\$1.6)	(20)	(\$1.6)
Overhead-Increased Reimbursable Work	0	\$0.0	0	\$1.9	0	\$1.7	0	\$1.0	0	\$0.6
All Other Technical Changes	0	\$0.0	18	(\$0.1)	24	\$0.7	12	\$0.8	12	\$0.0
Sub-Total Technical Adjustments	0	(\$1.2)	(2)	\$2.0	4	(\$0.3)	(8)	\$1.8	(8)	\$3.5
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline	0	\$0.0	0	\$395.7	0	\$670.0	0	\$679.7	0	\$690.2
2009 PEG Program in Baseline	109	\$9.9	512	\$61.0	543	\$61.9	578	\$69.3	515	\$59.1
Internal Actions:										
Business Service Center	0	\$0.0	0	\$0.0	0	\$0.0	81	\$10.8	309	\$35.9
Additional Actions for Budget Balance:										
AABB Revenue	0	\$2.4	0	\$3.2	0	\$3.1	0	\$3.1	0	\$3.1
AABB Expense	0	\$10.3	2,260	\$151.1	2,270	\$276.5	2,270	\$276.5	2,270	\$276.5
Net AABB	0	\$12.7	2,260	\$154.3	2,270	\$279.6	2,270	\$279.6	2,270	\$279.6
Other Administrative Reductions	0	\$1.0	0	\$3.3	0	\$0.0	0	\$0.0	0	\$0.0
Sub-Total Gap Closing Actions	109	\$23.6	2,772	\$614.3	2,813	\$1,011.5	2,929	\$1,039.4	3,094	\$1,064.8
Transfer Pension Valuations from HQ to Agency Forecasts										
	0	\$0.0	0	(\$16.0)	0	(\$31.1)	0	(\$44.1)	0	(\$58.4)
Transfer Fuel into Agency Forecasts										
	0	\$9.0	0	\$43.6	0	\$29.2	0	\$20.9	0	\$25.2
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	43,528	(\$4,696.6)	41,343	(\$4,523.9)	41,425	(\$4,517.4)	41,414	(\$4,777.0)	40,855	(\$5,035.2)

*Includes full-time equivalents of part-time positions

MTA New York City Transit
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions*	Dollars	Positions*	Dollars	Positions*	Dollars	Positions*	Dollars	Positions*	Dollars
2008 November Financial Plan:										
Baseline Net Surplus/(Deficit)	5,653	\$0.0	5,431	\$0.0	5,154	\$0.0	4,931	\$0.0	4,887	\$0.0

Technical Adjustments:

Increases in Reimbursable Project Work Requirements:

Electrical/Cable Upgrades	0	\$0.0	(20)	(\$7.0)	(10)	(\$4.3)	(2)	(\$1.0)	0	(\$0.9)
In-House Facility/Station Workforce Adjustment	0	\$0.0	(20)	(\$1.4)	(20)	(\$2.8)	(20)	(\$2.8)	(20)	(\$2.8)
R160 Subway Car Delivery Adjustment	0	\$0.0	(10)	(\$2.2)	(14)	(\$1.4)	0	(\$1.2)	0	(\$0.0)
High Entry/Exit Turnstiles (HEETS) For Station Rehabilitation	0	\$0.0	0	(\$3.1)	0	\$0.0	0	\$0.0	0	\$0.0
SONET Phase 2 Implementation	0	\$0.0	(14)	(\$1.8)	0	(\$0.9)	0	\$0.0	0	\$0.0
Other Technical Adjustments	4	\$0.0	(1)	(\$0.6)	(6)	(\$1.2)	(8)	(\$0.9)	(8)	(\$1.0)
Sub-total Expense Increase	4	\$0.0	(65)	(\$16.1)	(50)	(\$10.6)	(30)	(\$6.0)	(28)	(\$4.8)
Reimbursement of Expense Increase	0	\$0.0	0	\$16.1	0	\$10.6	0	\$6.0	0	\$4.8
Sub-Total Technical Adjustments	4	\$0.0	(65)	\$0.0	(50)	\$0.0	(30)	\$0.0	(28)	\$0.0

Gap Closing Actions:

Internal Actions:

Additional Actions for Budget Balance:

Sub-Total Gap Closing Actions	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
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2009 February Financial Plan:										
Baseline Net Surplus/(Deficit)	5,649	\$0.0	5,496	\$0.0	5,204	\$0.0	4,961	\$0.0	4,915	\$0.0

*Includes full-time equivalents of part-time positions

MTA New York City Transit
February Financial Plan 2009 - 2012
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions*	Dollars	Positions*	Dollars	Positions*	Dollars	Positions*	Dollars	Positions*	Dollars
2008 November Financial Plan: Baseline										
Net Surplus/(Deficit)	49,290	(\$2,432.2)	49,544	(\$2,768.5)	49,396	(\$3,117.6)	49,266	(\$3,285.2)	48,828	(\$3,448.4)
Amendments:										
Technical Adjustments:										
Paratransit Urban Tax	0	(\$1.2)	0	\$1.1	0	\$1.0	0	\$0.9	0	\$3.7
Timing of Subway Replacement Parts	0	\$0.0	0	(\$1.9)	0	\$0.6	0	\$0.7	0	\$0.7
Timing of Paratransit Sedan Purchases	0	\$0.0	0	\$2.6	0	(\$2.6)	0	\$0.0	0	\$0.0
Bus Platform Budget Correction	0	\$0.0	(20)	(\$1.6)	(20)	(\$1.6)	(20)	(\$1.6)	(20)	(\$1.6)
Overhead-Increased Reimbursable Work	0	\$0.0	0	\$1.9	0	\$1.7	0	\$1.0	0	\$0.6
Capital Reimbursement Timing Lag	0	\$0.0	0	(\$2.4)	0	\$1.1	0	\$1.0	0	\$0.3
Increase in Reimbursable Project Work	4	\$0.0	(65)	(\$16.1)	(50)	(\$10.6)	(30)	(\$6.0)	(28)	(\$4.8)
Reimbursement-Project Work Increase	0	\$0.0	0	\$16.1	0	\$10.6	0	\$6.0	0	\$4.8
All Other Technical Changes	0	\$0.0	18	(\$0.1)	24	\$0.7	12	\$0.8	12	\$0.0
Sub-Total Technical Adjustments	4	(\$1.2)	(67)	(\$0.3)	(46)	\$0.9	(38)	\$2.8	(36)	\$3.7
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline	0	\$0.0	0	\$395.7	0	\$670.0	0	\$679.7	0	\$690.2
2009 PEG Program in Baseline	109	\$9.9	512	\$61.0	543	\$61.9	578	\$69.3	515	\$59.1
Internal Actions:										
Business Service Center	0	\$0.0	0	\$0.0	0	\$0.0	81	\$10.8	309	\$35.9
Additional Actions for Budget Balance:										
AABB Revenue	0	\$2.4	0	\$3.2	0	\$3.1	0	\$3.1	0	\$3.1
AABB Expense	0	\$10.3	2,260	\$151.1	2,270	\$276.5	2,270	\$276.5	2,270	\$276.5
Net AABB	0	\$12.7	2,260	\$154.3	2,270	\$279.6	2,270	\$279.6	2,270	\$279.6
Other Administrative Reductions	0	\$1.0	0	\$3.3	0	\$0.0	0	\$0.0	0	\$0.0
Sub-Total Gap Closing Actions	109	\$23.6	2,772	\$614.3	2,813	\$1,011.5	2,929	\$1,039.4	3,094	\$1,064.8
Transfer Pension Valuations from HQ to Agency Forecasts	0	\$0.0	0	(\$16.0)	0	(\$31.1)	0	(\$44.1)	0	(\$58.4)
Transfer Fuel into Agency Forecasts	0	\$9.0	0	\$43.6	0	\$29.2	0	\$20.9	0	\$25.2
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	49,177	(\$2,400.7)	46,839	(\$2,126.9)	46,629	(\$2,107.1)	46,375	(\$2,266.2)	45,770	(\$2,413.1)

*Includes full-time equivalents of part-time positions

MTA NEW YORK CITY TRANSIT
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Revenue					
Farebox Revenue:					
Subway	2,172.3	2,154.2	2,162.1	2,193.5	2,227.3
Bus	802.6	795.6	801.6	813.0	825.6
Paratransit	11.5	13.3	15.3	17.6	20.2
Fare Media Liability	44.0	47.1	47.8	48.1	48.2
Fare Increase 6/1/09	0.0	395.7	670.0	679.7	690.2
Additional Actions for Budget Balance: Revenue Impact	2.4	3.2	3.1	3.1	3.1
Farebox Revenue	3,032.8	3,409.1	3,699.8	3,755.0	3,814.5
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	102.6	103.8	103.8	103.8	103.8
Paratransit Reimbursement	87.0	94.8	106.3	121.9	144.6
Other	104.5	110.8	116.2	121.5	126.2
Other Operating Revenue	294.0	309.4	326.2	347.1	374.5
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0
Total Revenue	3,326.8	3,718.5	4,026.0	4,102.1	4,189.0
Expenses					
Labor:					
Payroll	2,764.2	2,826.8	2,909.6	2,964.9	2,998.9
Overtime	252.9	248.9	253.7	259.6	265.0
Total Salaries & Wages	3,017.1	3,075.7	3,163.3	3,224.5	3,263.9
Health and Welfare	454.5	496.1	539.3	584.5	631.5
OPEB Current Payment	241.6	261.9	284.5	311.9	341.8
Pensions	683.5	702.2	691.7	672.9	684.0
Other Fringe Benefits	256.7	257.0	267.5	275.2	276.1
Total Fringe Benefits	1,636.3	1,717.2	1,783.1	1,844.6	1,933.4
Reimbursable Overhead	(188.1)	(202.2)	(194.9)	(186.6)	(187.9)
Total Labor Expenses	4,465.3	4,590.8	4,751.5	4,882.5	5,009.3
Non-Labor:					
Traction and Propulsion Power	171.3	192.8	227.0	242.8	259.7
Fuel for Buses and Trains	195.5	174.3	167.6	171.8	183.7
Insurance	42.2	48.9	56.0	64.1	73.5
Claims	84.6	76.5	78.5	78.5	78.5
Paratransit Service Contracts	284.3	366.7	423.1	481.6	561.5
Maintenance and Other Operating Contracts	225.0	234.2	256.1	262.8	271.7
Professional Service Contracts	87.3	98.2	93.4	94.6	92.6
Materials & Supplies	298.5	325.6	355.2	363.9	354.6
Other Business Expenses	42.9	44.8	46.1	46.8	47.5
Total Non-Labor Expenses	1,431.6	1,562.0	1,703.0	1,806.8	1,923.3
Other Expense Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	0.0	0.0	0.0	0.0	0.0
Gap Closing Expenses:					
Additional Actions for Budget Balance: Expense Impact	(10.3)	(151.1)	(276.5)	(276.5)	(276.5)
Total Gap Closing Expenses	(10.3)	(151.1)	(276.5)	(276.5)	(276.5)
Total Expenses before Depreciation and GASB Adjs.	5,886.6	6,001.7	6,177.9	6,412.8	6,656.1
Depreciation	1,109.3	1,185.2	1,266.5	1,321.5	1,376.5
OPEB Obligation	1,009.5	1,055.4	1,098.9	1,144.8	1,191.6
Environmental Remediation	18.0	0.0	0.0	0.0	0.0
Total Expenses	8,023.4	8,242.3	8,543.3	8,879.1	9,224.2
Baseline Net Surplus/(Deficit)	(4,696.6)	(4,523.9)	(4,517.4)	(4,777.0)	(5,035.2)
Post-2009 Agency Program to Eliminate the GAP (Unspec.)	0.0	0.0	59.6	119.2	178.8
Net Surplus/(Deficit)	(4,696.6)	(4,523.9)	(4,457.8)	(4,657.8)	(4,856.3)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Fare Revenue	0.0	0.0	0.0	0.0	0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	875.2	910.7	880.7	853.9	865.9
Total Revenue	875.2	910.7	880.7	853.9	865.9
Expenses					
Labor:					
Payroll	370.6	395.2	385.2	374.7	378.4
Overtime	74.9	65.6	64.5	65.1	66.5
Total Salaries & Wages	445.5	460.7	449.6	439.8	444.9
Health and Welfare	20.7	22.4	24.0	25.7	27.5
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0
Pensions	17.7	17.8	17.7	17.5	17.5
Other Fringe Benefits	98.6	103.4	99.4	95.6	96.3
Total Fringe Benefits	137.0	143.5	141.1	138.7	141.2
Reimbursable Overhead	188.1	202.2	194.9	186.6	187.9
Total Labor Expenses	770.5	806.4	785.6	765.1	774.0
Non-Labor:					
Traction and Propulsion Power	0.0	0.0	0.0	0.0	0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0
Insurance	0.0	0.0	0.0	0.0	0.0
Claims	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	35.8	29.1	28.8	28.8	28.8
Professional Service Contracts	16.5	16.5	16.2	15.4	16.5
Materials & Supplies	52.4	58.3	49.9	44.3	46.3
Other Business Expenses	(0.1)	0.3	0.3	0.3	0.3
Total Non-Labor Expenses	104.6	104.3	95.1	88.7	91.9
Other Expense Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenses before Depreciation	875.2	910.7	880.7	853.9	865.9
Depreciation	0.0	0.0	0.0	0.0	0.0
Total Expenses	875.2	910.7	880.7	853.9	865.9
Net Surplus/(Deficit)	0.0	0.0	0.0	0.0	0.0

MTA NEW YORK CITY TRANSIT
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue:					
Subway	2,172.3	2,154.2	2,162.1	2,193.5	2,227.3
Bus	802.6	795.6	801.6	813.0	825.6
Paratransit	11.5	13.3	15.3	17.6	20.2
Fare Media Liability	44.0	47.1	47.8	48.1	48.2
Fare Increase 6/1/09	0.0	395.7	670.0	679.7	690.2
Additional Actions for Budget Balance: Revenue Impact	2.4	3.2	3.1	3.1	3.1
Total Farebox Revenue	3,032.8	3,409.1	3,699.8	3,755.0	3,814.5
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	102.6	103.8	103.8	103.8	103.8
Paratransit Reimbursement	87.0	94.8	106.3	121.9	144.6
Other	104.5	110.8	116.2	121.5	126.2
Total Other Operating Revenue	294.0	309.4	326.2	347.1	374.5
Capital and Other Reimbursements	875.2	910.7	880.7	853.9	865.9
Total Revenue	4,202.0	4,629.2	4,906.7	4,956.0	5,054.9
Expenses					
Labor:					
Payroll	3,134.8	3,222.0	3,294.8	3,339.6	3,377.2
Overtime	327.8	314.5	318.2	324.7	331.5
Total Salaries & Wages	3,462.5	3,536.4	3,612.9	3,664.3	3,708.7
Health and Welfare	475.2	518.5	563.3	610.2	659.0
OPEB Current Payment	241.6	261.9	284.5	311.9	341.8
Pensions	701.2	720.0	709.4	690.4	701.4
Other Fringe Benefits	355.3	360.4	366.9	370.9	372.4
Total Fringe Benefits	1,773.3	1,860.7	1,924.1	1,983.3	2,074.6
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenses	5,235.8	5,397.2	5,537.1	5,647.7	5,783.4
Non-Labor:					
Traction and Propulsion Power	171.3	192.8	227.0	242.8	259.7
Fuel for Buses and Trains	195.5	174.3	167.6	171.8	183.7
Insurance	42.2	48.9	56.0	64.1	73.5
Claims	84.6	76.5	78.5	78.5	78.5
Paratransit Service Contracts	284.3	366.7	423.1	481.6	561.5
Maintenance and Other Operating Contracts	260.7	263.3	284.9	291.6	300.5
Professional Service Contracts	103.9	114.7	109.6	109.9	109.1
Materials & Supplies	350.9	384.0	405.1	408.2	400.9
Other Business Expenses	42.9	45.2	46.5	47.2	47.7
Total Non-Labor Expenses	1,536.2	1,666.3	1,798.1	1,895.6	2,015.1
Other Expense Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	0.0	0.0	0.0	0.0	0.0
Gap Closing Expenses:					
Additional Actions for Budget Balance: Expense Impact	(10.3)	(151.1)	(276.5)	(276.5)	(276.5)
Total Gap Closing Expenses	(10.3)	(151.1)	(276.5)	(276.5)	(276.5)
Total Expenses before Depreciation and GASB Adjs.	6,761.8	6,912.4	7,058.7	7,266.7	7,521.9
Depreciation	1,109.3	1,185.2	1,266.5	1,321.5	1,376.5
OPEB Obligation	1,009.5	1,055.4	1,098.9	1,144.8	1,191.6
Environmental Remediation	18.0	0.0	0.0	0.0	0.0
Total Expenses	8,898.6	9,153.0	9,424.1	9,733.0	10,090.0
Baseline Surplus/(Deficit)	(4,696.6)	(4,523.9)	(4,517.4)	(4,777.0)	(5,035.2)
Post 2009 Agency Program to Eliminate the GAP (Unspec.)	0.0	0.0	59.6	119.2	178.8
Net Surplus/(Deficit)	(4,696.6)	(4,523.9)	(4,457.8)	(4,657.8)	(4,856.3)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2009 - 2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Receipts					
Fare Revenue	3,040.5	3,014.8	3,028.6	3,074.1	3,123.2
Fare Increase 6/1/09	0.0	395.7	670.0	679.7	690.2
Additional Actions for Budget Balance: Revenue Impact	2.4	3.2	3.1	3.1	3.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	102.6	103.8	103.8	103.8	103.8
Paratransit Reimbursement	87.4	94.9	106.2	121.7	144.4
Other	147.8	113.0	118.5	123.7	128.3
Other Operating Revenue	337.8	311.7	328.4	349.2	376.5
Capital and Other Reimbursements	819.3	1,004.3	886.5	859.0	862.9
Total Receipts	4,200.1	4,729.8	4,916.6	4,965.1	5,055.8
Expenditures					
Labor:					
Payroll	3,120.1	3,204.3	3,271.2	3,315.2	3,342.7
Overtime	326.2	312.7	315.9	322.4	328.1
Total Salaries & Wages	3,446.3	3,517.0	3,587.1	3,637.5	3,670.8
Health and Welfare	479.6	515.1	559.7	606.4	654.9
OPEB Current Payment	241.6	261.9	284.5	311.9	341.8
Pensions	573.3	712.6	720.7	697.6	702.1
Other Fringe Benefits	308.7	314.8	322.0	325.9	327.3
Total Fringe Benefits	1,603.2	1,804.5	1,887.0	1,941.8	2,026.1
GASB Account	39.7	41.2	42.3	43.4	44.3
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	5,089.2	5,362.7	5,516.4	5,622.7	5,741.3
Non-Labor:					
Traction and Propulsion Power	171.3	192.8	227.0	242.8	259.7
Fuel for Buses and Trains	195.5	174.3	167.6	171.8	183.7
Insurance	38.8	49.0	56.5	66.9	74.3
Claims	71.8	59.4	60.9	62.4	64.0
Paratransit Service Contracts	279.8	361.7	418.1	476.6	556.5
Maintenance and Other Operating Contracts	269.7	274.0	295.6	302.3	311.2
Professional Service Contracts	99.8	109.7	104.6	104.9	104.1
Materials & Supplies	352.3	379.0	407.1	410.2	402.9
Other Business Expenditures	42.9	45.2	46.5	47.2	47.7
Total Non-Labor Expenditures	1,522.0	1,645.1	1,783.8	1,885.1	2,004.2
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Gap Closing Expenditures:					
Additional Actions for Budget Balance: Expenditure Impact	(10.3)	(151.1)	(276.5)	(276.5)	(276.5)
Total Gap Closing Expenditures	(10.3)	(151.1)	(276.5)	(276.5)	(276.5)
Total Expenditures	6,600.8	6,856.7	7,023.6	7,231.2	7,468.9
Baseline Cash Deficit	(2,400.7)	(2,126.9)	(2,107.1)	(2,266.2)	(2,413.1)
Post-2009 Agency Program to Eliminate the GAP (Unspec.)	0.0	0.0	59.6	119.2	178.8
Net Cash Deficit	(2,400.7)	(2,126.9)	(2,047.4)	(2,147.0)	(2,234.3)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2009 - 2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Receipts					
Fare Revenue	10.2	4.7	1.9	1.9	1.9
Fare Increase 6/1/09	0.0	0.0	0.0	0.0	0.0
Additional Actions for Budget Balance: Revenue Impact	0.0	0.0	0.0	0.0	0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	0.0	0.0	0.0	0.0	0.0
Paratransit Reimbursement	0.4	0.1	(0.1)	(0.2)	(0.1)
Other	43.4	2.2	2.3	2.3	2.2
Other Operating Revenue	43.8	2.3	2.2	2.1	2.0
Capital and Other Reimbursements	(55.8)	93.6	5.7	5.1	(3.0)
Total Receipt Adjustments	(1.9)	100.6	9.9	9.1	0.9
Expenditures					
Labor:					
Payroll	14.7	17.7	23.5	24.5	34.5
Overtime	1.5	1.7	2.3	2.4	3.4
Total Salaries & Wages	16.2	19.4	25.8	26.8	37.9
Health and Welfare	(4.4)	3.3	3.6	3.8	4.1
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0
Pensions	127.9	7.4	(11.3)	(7.2)	(0.7)
Other Fringe Benefits	46.7	45.6	45.0	44.9	45.1
Total Fringe Benefits	170.1	56.3	37.2	41.5	48.5
GASB Account	(39.7)	(41.2)	(42.3)	(43.4)	(44.3)
Reimbursable Overhead					
Total Labor Expenditures	146.7	34.5	20.7	25.0	42.1
Non-Labor:					
Traction and Propulsion Power	0.0	0.0	0.0	0.0	0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0
Insurance	3.4	(0.1)	(0.5)	(2.9)	(0.8)
Claims	12.8	17.1	17.5	16.0	14.5
Paratransit Service Contracts	4.5	5.0	5.0	5.0	5.0
Maintenance and Other Operating Contracts	(9.0)	(10.7)	(10.7)	(10.7)	(10.7)
Professional Service Contracts	4.0	5.0	5.0	5.0	5.0
Materials & Supplies	(1.3)	5.0	(2.0)	(2.0)	(2.0)
Other Business Expenditures	0.0	0.0	0.0	0.0	0.0
Total Non-Labor Expenditures	14.3	21.2	14.3	10.4	10.9
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Gap Closing Expenditures:					
Additional Actions for Budget Balance: Expenditure Impact	0.0	0.0	0.0	0.0	0.0
Total Gap Closing Expenditures	0.0	0.0	0.0	0.0	0.0
Total Expenditure Adjustments	161.0	55.7	35.0	35.4	53.0
Total Cash Conversion Adjustments before Depreciation and GASB Adjustments					
	159.1	156.4	44.9	44.5	53.9
Depreciation Adjustment	1,109.3	1,185.2	1,266.5	1,321.5	1,376.5
OPEB Obligation	1,009.5	1,055.4	1,098.9	1,144.8	1,191.6
Environmental Remediation	18.0	0.0	0.0	0.0	0.0
Baseline Total Cash Conversion Adjustments	2,295.9	2,397.0	2,410.3	2,510.8	2,622.0
Post 2009 Agency Program to Eliminate the GAP (Unspec.)	0.0	0.0	0.0	0.0	0.0
Total Cash Conversion Adjustments	2,295.9	2,397.0	2,410.3	2,510.8	2,622.0

MTA New York City Transit
February Financial Plan 2009 - 2012
Ridership/Traffic Volume (Utilization)
(in millions)

	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
Subway	1,622.8	1,596.7	1,602.3	1,624.6	1,648.6
Bus	747.9	736.6	740.0	749.6	760.1
Paratransit*	7.2	8.2	9.5	10.9	12.5
Fare Increase 6/1/09	0.0	(21.6)	(36.6)	(37.2)	(37.8)
Additional Actions for Budget Balance: Revenue Impact	0.0	(5.4)	(10.6)	(10.6)	(10.6)
Baseline Total Ridership	2,377.8	2,314.6	2,304.5	2,337.3	2,372.8
Post 2009 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
Total Ridership	2,377.8	2,314.6	2,304.5	2,337.3	2,372.8

*Paratransit ridership includes guests and personal care attendants.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2009- 2012
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Office of the EVP	34	34	32	31	31
Administration	438	446	446	446	276
Workforce Development*	185	185	185	185	185
Office of Management and Budget	39	39	39	39	39
Technology & Information Services	584	610	613	584	556
Materiel	272	272	270	268	267
Controller	234	231	229	173	143
Office of the President	5	5	5	5	5
Law	314	316	314	314	314
Corporate Communications	290	277	277	277	277
Non-Departmental	-	-	-	-	-
AFC Program Management & Sales	69	67	67	67	67
Capital Planning & Budget	35	35	35	35	35
Total Administration	2,499	2,517	2,512	2,424	2,195
Operations					
Subways Service Delivery	11,245	11,056	10,998	10,990	10,983
Subways Chief of Staff	212	177	177	177	177
Buses	10,693	10,764	10,770	10,770	10,770
Paratransit	148	147	147	147	147
Operations Planning	469	455	432	432	432
Revenue Control	429	439	439	439	439
Total Operations	23,196	23,038	22,963	22,955	22,948
Maintenance					
Subways Senior VP	6	6	6	6	6
Subways Service Delivery	2,936	2,943	2,944	2,895	2,893
Subways Chief of Staff	1,660	1,657	1,617	1,584	1,583
Maintenance of Way & Rolling Stock	12,014	12,137	11,990	11,920	11,555
Buses	4,093	4,056	4,123	4,120	4,119
Revenue Control	137	137	137	137	137
Supply Logistics	570	571	571	571	571
System Safety	97	96	96	96	96
Total Maintenance	21,513	21,603	21,484	21,329	20,960
Engineering/Capital					
Capital Program Management	1,470	1,438	1,438	1,438	1,438
Total Engineering/Capital	1,470	1,438	1,438	1,438	1,438
Public Safety					
Security	499	515	514	511	511
Total Public Safety	499	515	514	511	511
Impact of Gap Closing Actions					
Additional Actions for Budget Balance	-	(2,272)	(2,282)	(2,282)	(2,282)
Total Baseline Positions	49,177	46,839	46,629	46,375	45,770
Non-Reimbursable	43,528	41,343	41,425	41,414	40,855
Reimbursable	5,649	5,496	5,204	4,961	4,915
Total Full-Time	48,973	46,670	46,482	46,228	45,623
Total Full-Time Equivalents	204	169	147	147	147
Impact of:					
Post 2009 Program to Eliminate the Gap	-	-	-	-	-
Total Positions	49,177	46,839	46,629	46,375	45,770
Non-Reimbursable	43,528	41,343	41,425	41,414	40,855
Reimbursable	5,649	5,496	5,204	4,961	4,915
Total Full-Time	48,973	46,670	46,482	46,228	45,623
Total Full-Time Equivalents	204	169	147	147	147

MTA NEW YORK CITY TRANSIT
February Financial Plan 2009- 2012
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Managers/Supervisors	872	871	866	846	797
Professional, Technical, Clerical	1,584	1,606	1,607	1,539	1,359
Operational Hourlies	43	40	39	39	39
Total Administration	2,499	2,517	2,512	2,424	2,195
Operations					
Managers/Supervisors	2,625	2,527	2,524	2,516	2,514
Professional, Technical, Clerical	407	400	395	395	395
Operational Hourlies	20,164	20,111	20,044	20,044	20,039
Total Operations	23,196	23,038	22,963	22,955	22,948
Maintenance					
Managers/Supervisors	3,936	3,963	3,897	3,869	3,826
Professional, Technical, Clerical	1,252	1,245	1,203	1,170	1,154
Operational Hourlies	16,325	16,395	16,384	16,290	15,980
Total Maintenance	21,513	21,603	21,484	21,329	20,960
Engineering/Capital					
Managers/Supervisors	330	324	324	324	324
Professional, Technical, Clerical	1,138	1,112	1,112	1,112	1,112
Operational Hourlies	2	2	2	2	2
Total Engineering/Capital	1,470	1,438	1,438	1,438	1,438
Public Safety					
Managers/Supervisors	92	93	93	93	93
Professional, Technical, Clerical	27	39	39	36	36
Operational Hourlies	380	383	382	382	382
Total Public Safety	499	515	514	511	511
Impact of Gap Closing Actions					
<i>Additional Actions for Budget Balance</i>					
Managers/Supervisors		(246)	(246)	(246)	(246)
Professional, Technical, Clerical		(171)	(152)	(152)	(152)
Operational Hourlies		(1,855)	(1,884)	(1,884)	(1,884)
Total Impact of Gap Closing Actions	-	(2,272)	(2,282)	(2,282)	(2,282)
Total					
Managers/Supervisors	7,855	7,532	7,458	7,402	7,308
Professional, Technical, Clerical	4,408	4,231	4,204	4,100	3,904
Operational Hourlies	36,914	35,076	34,967	34,873	34,558
Total Baseline Positions	49,177	46,839	46,629	46,375	45,770

MTA NEW YORK CITY TRANSIT
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>								
Administration										
Administrative Efficiencies - AFC	0	0.000	2	0.207	2	0.207	2	0.207	2	0.207
Administrative Efficiencies - Buses	0	0.000	15	1.495	15	1.495	15	1.495	15	1.495
Administrative Efficiencies - Chief of Staff	4	0.421	12	1.348	12	1.348	12	1.348	12	1.348
Administrative Efficiencies - Corporate Communicatio	0	0.000	1	0.065	1	0.065	1	0.065	1	0.065
Administrative Efficiencies - EMD	0	0.000	13	1.672	13	1.672	13	1.672	13	1.672
Administrative Efficiencies - Law	1	0.058	(1)	0.266	0	0.565	0	0.548	0	0.548
Administrative Efficiencies - OMB	1	0.343	1	0.096	1	0.096	1	0.096	1	0.096
Administrative Efficiencies - RTO	0	0.000	2	0.214	2	0.214	2	0.214	2	0.214
Administrative Efficiencies - System Safety	0	0.000	1	0.071	1	0.071	1	0.071	1	0.071
Administrative Efficiencies - Technology and Informat	0	0.000	0	0.300	0	0.600	0	0.600	0	0.600
Administrative Efficiencies -Materiel	0	0.333	0	0.334	0	0.000	0	0.000	0	0.000
Administrative Efficiencies-Controller	0	0.000	3	0.334	5	0.447	5	0.447	5	0.447
Administrative Efficiencies-MOW (Maintenance of We	9	0.611	9	0.665	9	0.665	9	0.665	9	0.665
Prescription Drug Contract Re-bid	0	0.000	0	2.500	0	5.000	0	5.000	0	5.000
Sub-Total Administration	15	\$ 1.766	58	\$ 9.567	61	\$ 12.445	61	\$ 12.428	61	\$ 12.428
Maintenance										
Bus Facility Maintenance Economies	0	1.148	0	1.148	0	1.148	0	1.148	0	1.148
Bus Shop Plan - 12 Year Upgrade Savings	0	0.000	69	9.125	34	5.620	73	12.796	9	2.229
Bus Shop Plan - MCI Economies	0	1.848	6	1.525	2	0.774	3	0.994	4	1.053
Bus Supervisory Productivity	0	0.000	8	1.060	8	1.060	8	1.060	8	1.060
Car Cleaning Economies	0	0.000	0	0.000	14	0.864	14	0.864	14	0.864
Car Quality Control Initiative Efficiencies	0	0.000	17	3.455	17	3.455	17	3.455	17	3.455
EMD Maintenance Efficiencies	0	0.000	4	0.730	4	0.530	4	0.530	4	0.530
Fare Control Maintenance Efficiencies	0	0.000	6	0.505	6	0.505	6	0.505	6	0.505
Fleet Maintenance Efficiencies - Buses	0	0.000	50	4.252	79	7.798	79	7.798	79	7.798
Maintenance Efficiencies - Car Equipment	12	0.476	59	5.971	59	5.971	59	5.971	59	5.971

MTA NEW YORK CITY TRANSIT
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Maintenance Efficiencies - Electrical		0	0.000	4	0.301	4	0.301	4	0.301	4	0.301
Maintenance Efficiencies - Infrastructure		0	0.000	3	0.241	3	0.241	3	0.241	3	0.241
Maintenance Efficiencies - RTO		10	0.282	10	0.307	10	0.307	10	0.307	10	0.307
Maintenance Efficiencies - Track		0	0.000	5	0.484	5	0.484	0	0.000	0	0.000
Material Economies-Buses		0	0.000	0	1.276	0	1.276	0	1.276	0	1.276
Non-Revenue Vehicle Replacement Cycle		0	0.260	0	2.114	0	(0.216)	0	0.124	0	0.464
Rehabilitated Stations Maintenance Efficiencies		0	0.000	12	0.848	12	0.848	12	0.848	12	0.848
SONET/ATM Maintenance Reduction		0	1.000	0	0.500	0	0.000	0	0.000	0	0.000
Station Track Cleaning Initiative Efficiencies		8	0.558	8	0.607	8	0.607	8	0.607	8	0.607
Supply Logistics Efficiencies		0	0.000	13	0.993	13	0.985	13	0.964	13	0.943
Terminal Car Cleaning Initiative Efficiencies		29	0.843	29	1.833	29	1.833	29	1.833	29	1.833
Track Test Savings		8	0.305	13	1.078	13	1.078	13	1.078	13	1.078
Water Intrusion Remediation		0	0.000	12	0.998	12	0.998	12	0.998	12	0.998
Sub-Total	Maintenance	67	\$ 6.720	328	\$ 39.351	332	\$ 36.467	367	\$ 43.698	304	\$ 33.509
Other											
Security Post Reductions		0	0.000	13	0.916	13	0.916	13	0.916	13	0.916
Title Downgrades		0	0.000	0	0.836	0	0.836	0	0.836	0	0.836
Sub-Total	Other	0	\$ 0.000	13	\$ 1.752						
Service Support											
Bus Shifter Economies		0	0.000	21	2.137	21	2.137	21	2.137	21	2.137
Eliminate Night Shift Revenue Processing		10	0.278	10	0.605	10	0.605	10	0.605	10	0.605
Eliminate WEP Program		0	0.000	19	2.563	19	2.563	19	2.563	19	2.563
Platform Controller Reduction		0	0.000	14	0.955	14	0.955	14	0.955	14	0.955
RTO Safety Initiative Efficiencies		0	0.000	17	1.575	17	1.575	17	1.575	17	1.575
Revenue Collection Efficiencies		10	0.953	10	0.691	10	0.691	10	0.691	10	0.691
Service Support Efficiencies - Buses		0	0.000	0	0.300	0	0.300	0	0.300	0	0.300
Service Support Efficiencies - Subways		0	0.000	9	0.734	9	0.734	9	0.734	9	0.734

MTA NEW YORK CITY TRANSIT
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Traffic Checking Efficiencies		1	0.212	2	0.743	4	1.715	4	1.865	4	1.865
Sub-Total	Service Support	21	\$ 1.443	102	\$ 10.303	104	\$ 11.275	104	\$ 11.425	104	\$ 11.425
Total Programs		103	\$ 9.929	501	\$ 60.973	510	\$ 61.939	545	\$ 69.303	482	\$ 59.114

MTA New York City Transit/Staten Island Railway
February Financial Plan 2009-2012
Additional Actions for Budget Balance-Proposed Savings
Amounts Better/(Worse) in millions

Proposal	2008		2009		2010		2011		2012		Proposal Rqmt	
	EOY	Amount	Hearing	Env Rv								
TBD												
Administration												
Managerial 5% - Bus Service Streamlining			14	1.9	14	1.9	14	1.9	14	1.9		
Managerial 5% - Station Automation			9	0.6	9	1.2	9	1.2	9	1.2		
Managerial 5% - Subways Reorganization			68	7.2	68	7.2	68	7.2	68	7.2		
Managerial 5% - Other			15	3.3	15	3.3	15	3.3	15	3.3		
Additional Administrative Reductions (7.5% Mgrl/PTE/Clerical)			223	10.7	223	21.9	223	21.9	223	21.9		
TIS Contract Reforecast		0.3	21	3.6		(3.3)		(0.1)		(0.4)		
OTPS Reductions				3.6		4.6		1.7		1.9		
Subtotal Administration	0	0.3	350	30.9	329	30.9	329	37.0	329	37.0		
Customer Convenience/Amenities												
Eliminate Station Customer Assistant (SCA) Tours			596	16.0	596	38.4	596	38.4	596	38.4		
Reduce Staffing at Stations with >1 Full-Time Booth			212	9.1	212	13.6	212	13.6	212	13.6		Y
Subtotal Customer Convenience/Amenities	0	0.0	808	25.1	808	52.0	808	52.0	808	52.0		
Maintenance												
Track Cleaning Reduction			86	7.4	86	7.4	86	7.4	86	7.4		
Eliminate Depot Bus Quality Control Program			67	2.2	67	13.1	67	13.1	67	13.1		
R62 Converter - Actual Bid Savings				5.2		0.3		0.0				
Subtotal Maintenance	0	0.0	153	14.7	153	20.8	153	20.5	153	20.5		
Paratransit												
Raise Fare to Twice the Regular Base Fare			-	18.0	-	36.0	-	36.0	-	36.0		Y
Tighten Late Cancellation/Customer No-Show Policy			-	2.4	-	2.4	-	2.4	-	2.4		
Increase Taxi/Voucher Trips by 5%				0.9		1.8		1.8		1.8		
Paratransit Rate Reduction Initiative			-	6.0	-	16.3	-	16.3	-	16.3		
Subtotal Paratransit	-	0.0	-	27.3	-	56.5	-	56.5	-	56.5		
Service - Subways												
Shorten G to Court Square All Times			10	0.2	10	1.9	10	1.9	10	1.9		Y
Increase B Subdiv Headway on Weekends to 10 Minutes			40	2.9	40	5.0	40	5.0	40	5.0		
Revise Midday & Evening Guidelines to 125% Seated Load			22	1.4	22	8.4	22	8.4	22	8.4		
Increase Headways During 2-5am to 30 Minutes			-	0.3	-	4.1	-	4.1	-	4.1		
Operate N via Manhattan Bridge Late Nights			6	0.3	6	0.4	6	0.4	6	0.4		Y

MTA New York City Transit/Staten Island Railway
February Financial Plan 2009-2012
Additional Actions for Budget Balance-Proposed Savings
Amounts Better/(Worse) in millions

Proposal	2008		2009		2010		2011		2012		Proposal Rqmt	
	EOY	Amount	EOY	Amount	EOY	Amount	EOY	Amount	EOY	Amount	Hearing	Env Rv
												<u>TBD</u>
Eliminate W and Extend Q to Astoria			9	0.3	9	3.0	9	3.0	9	3.0		Y
Operate M to Broad St Rush Hrs; Eliminate Z, Add J Local Svce			26	0.2	26	2.4	26	2.4	26	2.4		Y
Subtotal Service - Subways	0	0.0	113	5.5	113	25.2	113	25.2	113	25.2		
Service - Buses												
Revised Platform Budget Forecast			30	2.6	30	4.1	30	4.1	30	4.1		
Cancel X23/X24 Takeover			0	0.0	30	5.3	30	5.3	30	5.3		
Express Bus Service Adjustments to Reflect Demand			52	7.3	52	10.9	52	10.9	52	10.9		Y
Eliminate Low Performing Weekend Express Bus Svc			8	0.6	8	0.9	8	0.9	8	0.9		Y
Discontinue Overnight Service on Low Performing Routes			19	1.3	19	2.0	19	2.0	19	2.0		Y
Discontinue Bus to Baretto Park Pool & SIR Baseball Special			0	0.1	-	0.1	-	0.1	-	0.1		
Reduce Service Span on Low Performing Routes			16	1.1	16	1.6	16	1.6	16	1.6		Y
Restructure Local Bus Routes to Elim Underutilized Segments			56	4.2	56	6.3	56	6.3	56	6.3		Y
Discontinue Weekend Service on Low Performing Routes			145	10.1	145	15.1	145	15.1	145	15.1		Y
Elim or Restruc Local Bus Routes that Duplicate Subway			62	3.9	62	5.9	62	5.9	62	5.9		Y
Discontinue Low Performing Local Routes w/ Alts Available			350	19.6	350	36.2	350	36.2	350	36.2		Y
Bus Maint & Cleaning Positions Assoc with Actions Above			109		109		109		109			
Subtotal Service - Buses	0	0.0	848	50.8	879	88.4	879	88.4	879	88.4		
Other												
Defer NYCERS 55/25 AMC Refund Payment		10.0				0.0		0.0		0.0		
Revised Farebox Revenue Forecast		2.4				0.0		0.0		0.0		
SIR 5% Managerial Reduction			2	0.2	2	0.2	2	0.2	2	0.2		
TOTAL	0	12.7	2,274	154.5	2,284	279.8	2,284	279.8	2,284	279.8		

MTA NEW YORK CITY TRANSIT
 February Plan 2009-2012
 Summary of Post 2009 PEGs
 (\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Other											
Unspecified		0	0.000	0	0.000	0	59.613	0	119.226	0	178.839
Sub-Total	Other	0	\$ 0.000	0	\$ 0.000	0	\$ 59.613	0	\$ 119.226	0	\$ 178.839
Total Programs		0	\$ 0.000	0	\$ 0.000	0	\$ 59.613	0	\$ 119.226	0	\$ 178.839

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
<i>Farebox Revenue:</i>													
Subway	\$170.9	\$163.1	\$184.7	\$179.1	\$179.5	\$184.3	\$183.9	\$177.3	\$179.3	\$190.3	\$175.2	\$186.6	\$2,154.2
Bus	62.3	60.2	68.9	66.2	67.4	67.9	69.0	67.1	67.9	70.5	63.7	64.6	795.6
Paratransit	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.1	1.2	13.3
Fare Media Liability	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	47.1
Fare Increase 6/1/09	-	-	-	-	-	57.1	57.3	55.3	55.9	59.1	54.1	56.9	395.7
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	(0.1)	0.5	0.5	0.5	0.5	0.5	0.5	0.4	3.2
Farebox Revenue	\$238.1	\$228.1	\$258.6	\$250.3	\$251.8	\$314.8	\$315.7	\$305.2	\$308.6	\$325.5	\$298.5	\$313.6	\$3,409.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Other Operating Revenue:</i>													
Fare Reimbursement	9.8	8.4	11.8	9.3	10.9	8.5	3.9	2.2	7.7	11.6	10.0	9.6	103.8
Paratransit Reimbursement	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	94.8
Other	9.0	9.2	11.2	8.9	9.7	9.1	8.9	9.1	8.9	9.1	8.9	8.9	110.8
Other Operating Revenue	\$26.7	\$25.5	\$30.8	\$26.1	\$28.5	\$25.5	\$20.7	\$19.2	\$24.5	\$28.6	\$26.8	\$26.4	\$309.4
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$264.8	\$253.6	\$289.4	\$276.4	\$280.3	\$340.4	\$336.5	\$324.5	\$333.1	\$354.1	\$325.4	\$340.0	\$3,718.5
Operating Expenses													
<i>Labor:</i>													
Payroll	\$237.5	\$220.8	\$234.3	\$231.5	\$238.6	\$230.5	\$242.3	\$234.7	\$233.5	\$234.9	\$238.9	\$249.4	\$2,826.8
Overtime	20.7	20.2	20.7	20.9	20.9	20.6	20.8	20.3	21.1	21.8	19.9	21.0	248.9
Total Salaries & Wages	\$258.2	\$241.0	\$255.0	\$252.3	\$259.5	\$251.1	\$263.0	\$255.0	\$254.6	\$256.6	\$258.8	\$270.4	\$3,075.7
Health and Welfare	40.6	40.2	40.2	40.2	40.3	40.6	41.9	42.2	41.9	41.9	41.9	44.1	496.1
OP&E Current Payment	21.5	21.2	21.2	21.2	21.3	21.4	22.1	22.3	22.1	22.1	21.9	23.3	261.9
Pensions	15.0	15.0	15.0	15.0	15.0	24.6	527.6	15.0	15.0	15.0	15.0	15.0	702.2
Other Fringe Benefits	20.8	20.5	21.7	21.6	20.9	21.3	23.2	20.8	21.9	20.0	21.8	22.5	257.0
Total Fringe Benefits	\$97.9	\$97.0	\$98.1	\$97.4	\$97.4	\$108.0	\$614.9	\$100.2	\$100.9	\$99.0	\$100.8	\$105.0	\$1,717.2
Reimbursable Overhead	(19.1)	(15.5)	(15.6)	(15.8)	(19.4)	(15.8)	(15.6)	(19.0)	(15.5)	(19.5)	(15.5)	(15.8)	(202.2)
Total Labor Expenses	\$337.0	\$322.5	\$337.5	\$334.7	\$337.5	\$343.3	\$862.3	\$336.2	\$340.1	\$336.1	\$344.1	\$359.5	\$4,590.8
<i>Non-Labor:</i>													
Traction and Propulsion Power	\$14.9	\$17.2	\$17.2	\$15.7	\$14.6	\$14.6	\$16.9	\$16.9	\$16.8	\$17.1	\$14.6	\$16.4	\$192.8
Fuel for Buses and Trains	15.2	14.2	14.2	15.1	15.5	13.8	15.1	15.3	12.9	15.1	14.5	13.3	174.3
Insurance	3.4	3.4	4.1	4.1	4.2	4.2	4.2	4.2	4.2	4.2	4.3	4.3	48.9
Claims	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	76.5
Paratransit Service Contracts	29.4	29.1	32.4	29.1	29.4	30.0	29.8	29.2	29.1	33.0	32.8	33.5	366.7
Maintenance and Other Operating Contracts	19.9	21.6	23.0	20.4	19.2	20.1	18.6	19.0	18.9	19.1	19.5	15.0	234.2
Professional Service Contracts	7.8	7.4	9.2	7.2	7.3	8.8	7.2	7.6	9.3	8.1	7.1	11.2	98.2
Materials & Supplies	24.2	25.5	27.2	26.4	26.3	28.7	28.6	29.0	28.3	26.7	26.6	28.2	325.6
Other Business Expenses	3.4	3.4	4.8	3.6	3.6	3.6	3.6	3.6	3.6	3.7	3.5	4.5	44.8
Total Non-Labor Expenses	\$124.6	\$128.3	\$138.5	\$128.0	\$126.4	\$130.1	\$130.3	\$131.2	\$129.5	\$133.4	\$129.2	\$132.7	\$1,562.0
<i>Other Expenses Adjustments:</i>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expense Adjustments	\$0.0												
<i>Gap Closing Expenses:</i>													
Additional Actions for Budget Balance: Expense Impact	(\$2.4)	(\$2.3)	(\$2.4)	(\$2.4)	(\$11.0)	(\$15.3)	(\$23.7)	(\$15.9)	(\$17.2)	(\$18.4)	(\$19.1)	(\$21.0)	(\$151.1)
Total Gap Closing Expenses	(\$2.4)	(\$2.3)	(\$2.4)	(\$2.4)	(\$11.0)	(\$15.3)	(\$23.7)	(\$15.9)	(\$17.2)	(\$18.4)	(\$19.1)	(\$21.0)	(\$151.1)
Total Expenses before Non-Cash Liability Adjs.	\$459.3	\$448.4	\$473.6	\$460.3	\$452.9	\$458.2	\$968.8	\$451.5	\$452.5	\$451.1	\$454.1	\$471.2	\$6,001.7
Depreciation	95.0	95.5	96.1	96.6	97.2	97.7	98.3	99.4	100.5	101.5	102.6	104.8	1,185.2
OP&E Obligation	-	-	263.9	-	-	263.9	-	-	263.9	-	-	263.9	1,055.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$554.2	\$544.0	\$833.5	\$556.9	\$550.1	\$819.7	\$1,067.1	\$550.9	\$816.8	\$552.6	\$556.7	\$839.9	\$8,242.3
Net Surplus/(Deficit)	(\$289.5)	(\$290.4)	(\$544.1)	(\$280.5)	(\$269.8)	(\$479.3)	(\$730.6)	(\$226.4)	(\$483.7)	(\$198.5)	(\$231.3)	(\$499.8)	(\$4,523.9)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
<i>Farebox Revenue:</i>													
Subway	\$170.9	\$163.1	\$184.7	\$179.1	\$179.5	\$184.3	\$183.9	\$177.3	\$179.3	\$190.3	\$175.2	\$186.6	\$2,154.2
Bus	62.3	60.2	68.9	66.2	67.4	67.9	69.0	67.1	67.9	70.5	63.7	64.6	795.6
Paratransit	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.1	1.2	13.3
Fare Media Liability	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	47.1
Fare Increase 6/1/09	-	-	-	-	-	57.1	57.3	55.3	55.9	59.1	54.1	56.9	395.7
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	(0.1)	0.5	0.5	0.5	0.5	0.5	0.5	0.4	3.2
Total Farebox Revenue	\$238.1	\$228.1	\$258.6	\$250.3	\$251.8	\$314.8	\$315.7	\$305.2	\$308.6	\$325.5	\$298.5	\$313.6	\$3,409.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<i>Other Operating Revenue:</i>													
Fare Reimbursement	9.8	8.4	11.8	9.3	10.9	8.5	3.9	2.2	7.7	11.6	10.0	9.6	103.8
Paratransit Reimbursement	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	94.8
Other	9.0	9.2	11.2	8.9	9.7	9.1	8.9	9.1	8.9	9.1	8.9	8.9	110.8
Total Other Operating Revenue	\$26.7	\$25.5	\$30.8	\$26.1	\$28.5	\$25.5	\$20.7	\$19.2	\$24.5	\$28.6	\$26.8	\$26.4	\$309.4
Capital and Other Reimbursements	79.1	68.8	71.0	71.7	81.1	72.5	89.6	80.4	72.0	81.9	69.5	73.1	910.7
Total Revenue	\$343.9	\$322.4	\$360.4	\$348.1	\$361.4	\$412.9	\$426.1	\$404.8	\$405.1	\$436.0	\$394.9	\$413.2	\$4,629.2
Expenses													
<i>Labor:</i>													
Payroll	\$272.7	\$251.4	\$266.9	\$263.4	\$274.4	\$262.7	\$274.4	\$269.1	\$264.7	\$271.0	\$269.5	\$281.9	\$3,222.0
Overtime	26.8	25.3	25.8	26.0	27.1	25.7	26.0	26.5	26.3	27.9	25.0	26.1	314.5
Total Salaries & Wages	\$299.5	\$276.6	\$292.7	\$289.4	\$301.5	\$288.5	\$300.3	\$295.6	\$291.0	\$298.8	\$294.5	\$307.9	\$3,536.4
Health and Welfare	42.5	42.0	42.0	42.0	42.1	42.4	43.8	44.1	43.8	43.8	43.8	46.1	518.5
OPEB Current Payment	21.5	21.2	21.2	21.2	21.3	21.4	22.1	22.3	22.1	22.1	22.1	23.3	261.9
Pensions	15.1	15.1	15.1	15.1	15.1	24.7	544.8	15.1	15.1	15.1	15.1	15.1	720.0
Other Fringe Benefits	30.4	28.6	30.0	29.9	30.5	29.6	31.4	30.0	29.9	29.9	29.6	30.8	360.4
Total Fringe Benefits	\$109.4	\$106.9	\$108.3	\$108.2	\$109.0	\$118.2	\$642.1	\$111.4	\$110.9	\$110.7	\$110.6	\$115.3	\$1,860.7
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$408.9	\$383.5	\$401.0	\$397.6	\$410.5	\$406.7	\$942.4	\$407.0	\$401.9	\$409.5	\$405.1	\$423.2	\$5,397.2
<i>Non-Labor:</i>													
Traction and Propulsion Power	\$14.9	\$17.2	\$17.2	\$15.7	\$14.6	\$14.6	\$16.9	\$16.9	\$16.8	\$17.1	\$14.6	\$16.4	\$192.8
Fuel for Buses and Trains	15.2	14.2	14.2	15.1	15.5	13.8	15.1	15.3	12.9	15.1	14.5	13.3	174.3
Insurance	3.4	3.4	4.1	4.1	4.2	4.2	4.2	4.2	4.2	4.2	4.3	4.3	48.9
Claims	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	76.5
Paratransit Service Contracts	29.4	29.1	32.4	29.1	29.4	30.0	29.8	29.2	29.1	33.0	32.8	33.5	366.7
Maintenance and Other Operating Contracts	22.2	24.0	25.4	22.7	21.6	22.5	20.9	21.4	21.3	21.6	22.1	17.6	263.3
Professional Service Contracts	8.8	8.6	10.7	8.8	8.5	10.4	8.4	8.8	10.9	9.3	8.3	13.3	114.7
Materials & Supplies	28.0	29.5	31.7	31.1	30.6	33.7	34.3	34.8	34.3	31.3	31.0	33.7	384.0
Other Business Expenses	3.6	3.6	4.0	3.8	3.8	3.8	3.8	3.8	3.8	3.9	3.7	3.8	45.2
Total Non-Labor Expenses	\$131.8	\$136.0	\$146.0	\$136.8	\$134.5	\$139.3	\$139.7	\$140.7	\$139.7	\$141.9	\$137.6	\$142.2	\$1,666.3
<i>Other Expense Adjustments:</i>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expense Adjustments	\$0.0												
<i>Gap Closing Expenses:</i>													
Additional Actions for Budget Balance: Expense Impact	(\$2.4)	(\$2.3)	(\$2.4)	(\$2.4)	(\$11.0)	(\$15.3)	(\$23.7)	(\$15.9)	(\$17.2)	(\$18.4)	(\$19.1)	(\$21.0)	(\$151.1)
Total Gap Closing Expenses	(\$2.4)	(\$2.3)	(\$2.4)	(\$2.4)	(\$11.0)	(\$15.3)	(\$23.7)	(\$15.9)	(\$17.2)	(\$18.4)	(\$19.1)	(\$21.0)	(\$151.1)
Total Expenses before Non-Cash Liability Adjs.	\$538.4	\$517.2	\$544.6	\$532.0	\$534.0	\$530.7	\$1,058.4	\$531.9	\$524.5	\$533.0	\$523.6	\$544.4	\$6,912.4
Depreciation	95.0	95.5	96.1	96.6	97.2	97.7	98.3	99.4	100.5	101.5	102.6	104.8	1,185.2
OPEB Obligation	-	-	263.9	-	-	263.9	-	-	263.9	-	-	263.9	1,055.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$633.4	\$612.8	\$904.5	\$628.6	\$631.2	\$892.2	\$1,156.7	\$631.2	\$888.8	\$634.5	\$626.2	\$913.0	\$9,153.0
Net Surplus/(Deficit)	(\$289.5)	(\$290.4)	(\$544.1)	(\$280.5)	(\$269.8)	(\$479.3)	(\$730.6)	(\$226.4)	(\$483.7)	(\$198.5)	(\$231.3)	(\$499.8)	(\$4,523.9)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2009 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Fare Revenue	\$237.8	\$227.7	\$261.1	\$248.4	\$250.7	\$260.8	\$256.2	\$252.8	\$252.4	\$264.6	\$247.7	\$254.6	\$3,014.8
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Fare Increase 6/1/09	-	-	-	-	-	57.1	57.3	55.3	55.9	59.1	54.1	56.9	395.7
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	(0.1)	0.5	0.5	0.5	0.5	0.5	0.5	0.4	3.2
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.0	0.0	0.0	0.0	0.0	43.8	45.0	0.0	0.0	0.0	0.0	15.0	103.8
Paratransit Reimbursement	2.8	35.1	2.8	2.8	27.8	2.8	2.8	6.9	2.8	2.8	2.8	2.9	94.9
Other	56.5	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	15.2	113.0
Other Operating Revenue	\$59.3	\$39.2	\$6.9	\$6.9	\$31.9	\$50.7	\$51.9	\$11.1	\$6.9	\$6.9	\$6.9	\$33.1	\$311.7
Capital and Other Reimbursements	78.8	69.5	70.6	71.3	81.8	72.1	104.7	96.6	87.2	97.0	85.7	89.0	1,004.3
Total Receipts	\$375.9	\$336.4	\$338.6	\$326.7	\$364.3	\$441.2	\$470.6	\$416.2	\$402.9	\$428.1	\$395.0	\$434.0	\$4,729.8
Expenditures													
<u>Labor:</u>													
Payroll	\$240.0	\$249.5	\$239.0	\$364.0	\$244.2	\$242.4	\$256.1	\$238.9	\$266.5	\$348.3	\$249.4	\$265.9	\$3,204.3
Overtime	26.8	25.3	25.8	26.0	27.1	25.7	26.0	26.5	26.3	27.9	25.0	24.3	312.7
Total Salaries & Wages	\$266.9	\$274.8	\$264.8	\$390.1	\$271.3	\$268.1	\$282.0	\$265.4	\$292.8	\$376.2	\$274.4	\$290.2	\$3,517.0
Health and Welfare	42.5	42.0	42.0	42.0	42.1	42.4	43.8	44.1	43.8	43.8	43.8	42.7	515.1
OPEB Current Payment	21.5	21.2	21.2	21.2	21.3	21.4	22.1	22.3	22.1	22.1	22.1	23.3	261.9
Pensions	15.1	15.1	15.1	15.1	15.1	281.7	14.9	15.1	15.1	15.1	15.1	280.5	712.6
Other Fringe Benefits	24.2	24.7	24.2	33.9	24.6	24.4	26.3	24.1	26.3	32.0	24.4	25.8	314.8
Total Fringe Benefits	\$103.2	\$103.1	\$102.5	\$112.2	\$103.0	\$370.0	\$107.1	\$105.4	\$107.3	\$112.9	\$105.4	\$372.4	\$1,804.5
GASB Account	3.2	3.2	3.2	4.8	3.2	3.2	3.2	3.2	3.2	4.8	3.2	3.2	41.2
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$373.2	\$381.0	\$370.4	\$507.0	\$377.5	\$641.3	\$392.3	\$374.0	\$403.3	\$493.9	\$382.9	\$665.8	\$5,362.7
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$14.9	\$17.2	\$17.2	\$15.7	\$14.6	\$14.6	\$16.9	\$16.9	\$16.8	\$17.1	\$14.6	\$16.4	\$192.8
Fuel for Buses and Trains	15.2	14.2	14.2	15.1	15.5	13.8	15.1	15.3	12.9	15.1	14.5	13.3	174.3
Insurance	0.0	5.3	8.7	0.0	0.2	7.6	11.3	0.0	7.6	0.0	0.0	8.4	49.0
Claims	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	59.4
Paratransit Service Contracts	29.0	28.7	32.0	28.7	29.0	29.5	29.4	28.7	28.7	32.6	32.4	33.0	361.7
Maintenance and Other Operating Contracts	22.2	24.0	25.4	22.7	21.6	22.5	20.9	21.4	21.3	21.6	22.1	28.3	274.0
Professional Service Contracts	8.8	8.6	9.5	8.8	8.5	9.1	8.4	8.8	9.6	9.3	8.3	12.1	109.7
Materials & Supplies	28.0	33.2	35.4	33.8	30.4	33.4	34.1	32.5	31.1	27.1	26.8	33.2	379.0
Other Business Expenditures	3.6	3.6	4.0	3.8	3.8	3.8	3.8	3.8	3.8	3.9	3.7	3.8	45.2
Total Non-Labor Expenditures	\$126.5	\$139.8	\$151.3	\$133.6	\$128.4	\$139.3	\$144.7	\$132.5	\$136.8	\$131.6	\$127.3	\$153.4	\$1,645.1
<u>Other Expenditure Adjustments:</u>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expenditure Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<u>Gap Closing Expenditures:</u>													
Additional Actions for Budget Balance: Expenditure Impact	(\$2.4)	(\$2.3)	(\$2.4)	(\$2.4)	(\$11.0)	(\$15.3)	(\$23.7)	(\$15.9)	(\$17.2)	(\$18.4)	(\$19.1)	(\$21.0)	(\$151.1)
Total Gap Closing Expenditure	(\$2.4)	(\$2.3)	(\$2.4)	(\$2.4)	(\$11.0)	(\$15.3)	(\$23.7)	(\$15.9)	(\$17.2)	(\$18.4)	(\$19.1)	(\$21.0)	(\$151.1)
Total Expenditures	\$497.4	\$518.5	\$519.2	\$638.2	\$495.0	\$765.3	\$513.2	\$490.6	\$522.9	\$607.1	\$491.1	\$798.2	\$6,856.7
Net Cash Deficit (excluding Opening Cash Balance)	(\$121.5)	(\$182.2)	(\$180.6)	(\$311.5)	(\$130.7)	(\$324.1)	(\$42.6)	(\$74.4)	(\$120.0)	(\$179.0)	(\$96.1)	(\$364.1)	(\$2,126.9)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2009 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Fare Revenue	(\$0.3)	(\$0.5)	\$2.5	(\$1.9)	(\$1.2)	\$3.5	(\$1.8)	\$3.4	\$0.3	(\$1.4)	\$3.8	(\$1.7)	\$4.7
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Fare Increase 6/1/09	-	-	-	-	-	-	-	-	-	-	-	-	-
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other Operating Revenue:</i>													
Fare Reimbursement	(9.8)	(8.4)	(11.8)	(9.3)	(10.9)	35.3	41.1	(2.2)	(7.7)	(11.6)	(10.0)	5.4	0.0
Paratransit Reimbursement	(5.1)	27.2	(5.1)	(5.1)	19.9	(5.1)	(5.1)	(1.0)	(5.1)	(5.1)	(5.1)	(5.0)	0.1
Other	47.5	(5.0)	(7.1)	(4.8)	(5.6)	(5.0)	(4.8)	(5.0)	(4.8)	(4.9)	(4.8)	6.3	2.2
Total Other Operating Revenue	32.6	13.8	(23.9)	(19.2)	3.4	25.1	31.2	(8.2)	(17.6)	(21.7)	(19.9)	6.6	2.3
Capital and Other Reimbursements	(0.4)	0.7	(0.4)	(0.4)	0.7	(0.4)	15.1	16.2	15.1	15.1	16.2	15.9	93.6
Total Receipt Adjustments	\$32.0	\$14.0	(\$21.8)	(\$21.5)	\$2.9	\$28.3	\$44.5	\$11.4	(\$2.2)	(\$7.9)	\$0.1	\$20.9	\$100.6
Expenditures													
<i>Labor:</i>													
Payroll	\$32.7	\$1.9	\$27.9	(\$100.6)	\$30.2	\$20.3	\$18.3	\$30.1	(\$1.8)	(\$77.4)	\$20.1	\$16.0	\$17.7
Overtime	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7
Total Salaries & Wages	32.7	1.9	27.9	(100.6)	30.2	20.3	18.3	30.1	(1.8)	(77.4)	20.1	17.7	19.4
Health and Welfare	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	3.3
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	0.0	0.0	0.0	0.0	0.0	(257.1)	529.9	0.0	0.0	0.0	0.0	(265.5)	7.4
Other Fringe Benefits	6.2	3.8	5.8	(4.0)	6.0	5.2	5.1	6.0	3.5	(2.2)	5.2	5.0	45.6
Total Fringe Benefits	6.2	3.8	5.8	(4.0)	6.0	(251.8)	535.0	6.0	3.5	(2.2)	5.2	(257.1)	56.3
GASB Account	(3.2)	(3.2)	(3.2)	(4.8)	(3.2)	(3.2)	(3.2)	(3.2)	(3.2)	(4.8)	(3.2)	(3.2)	(41.2)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$35.7	\$2.5	\$30.6	(\$109.4)	\$33.0	(\$234.7)	\$550.1	\$32.9	(\$1.4)	(\$84.4)	\$22.2	(\$242.6)	\$34.5
<i>Non-Labor:</i>													
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	3.4	(1.9)	(4.6)	4.1	4.0	(3.3)	(7.0)	4.2	(3.3)	4.2	4.3	(4.1)	(0.1)
Claims	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	17.1
Paratransit Service Contracts	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	5.0
Maintenance and Other Operating Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10.7)	(10.7)
Professional Service Contracts	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	1.3	5.0
Materials & Supplies	0.0	(3.8)	(3.8)	(2.8)	0.3	0.3	0.3	2.3	3.3	4.3	4.3	0.5	5.0
Other Business Expenditures	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Non-Labor Expenditures	\$5.3	(\$3.8)	(\$5.2)	\$3.2	\$6.1	(\$0.0)	(\$5.0)	\$8.3	\$3.0	\$10.3	\$10.3	(\$11.2)	\$21.2
<i>Other Expenditures Adjustments:</i>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expenditures Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>Gap Closing Expenditures:</i>													
Additional Actions for Budget Balance: Expenditure Impact	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Gap Closing Expenditure	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.													
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$41.0	(\$1.3)	\$25.3	(\$106.2)	\$39.0	(\$234.7)	\$545.2	\$41.2	\$1.6	(\$74.1)	\$32.5	(\$253.8)	\$55.7
Depreciation Adjustment	95.0	95.5	96.1	96.6	97.2	97.7	98.3	99.4	100.5	101.5	102.6	104.8	1,185.2
OPEB Obligation	-	-	263.9	-	-	263.9	-	-	263.9	-	-	263.9	1,055.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$167.9	\$108.2	\$363.5	(\$31.0)	\$139.1	\$155.2	\$688.0	\$152.0	\$363.7	\$19.6	\$135.2	\$135.7	\$2,397.0

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2009 ADOPTED BUDGET
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Subway	127.3	121.4	139.2	134.5	135.5	136.9	132.3	126.0	132.6	142.7	130.9	137.5	1,596.7
Bus	58.7	55.8	65.8	62.2	64.6	62.7	59.8	57.0	62.3	67.1	60.2	60.3	736.6
Subtotal	186.0	177.2	205.0	196.6	200.1	199.6	192.1	183.1	194.9	209.8	191.1	197.8	2,333.3
Paratransit*	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.8	0.7	0.7	8.2
Subtotal	186.6	177.8	205.7	197.3	200.8	200.3	192.8	183.8	195.6	210.6	191.8	198.5	2,341.6
Fare Increase 6/1/09	0.0	0.0	0.0	0.0	0.0	(3.1)	(3.1)	(3.0)	(3.1)	(3.2)	(2.9)	(3.1)	(21.6)
Additional Actions for Budget Balance: Ridership Impact	0.0	0.0	0.0	0.0	(0.6)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.6)	(0.7)	(5.4)
Baseline Total Ridership	186.6	177.8	205.7	197.3	200.2	196.5	189.0	180.0	191.8	206.6	188.2	194.7	2,314.6
Post 2009 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Ridership	186.6	177.8	205.7	197.3	200.2	196.5	189.0	180.0	191.8	206.6	188.2	194.7	2,314.6

* Paratransit ridership includes guests and personal care attendants.

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2009 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration:												
Managers/Supervisors	871	871	871	871	871	871	871	871	871	871	871	871
Professional, Technical, Clerical	1,606	1,606	1,606	1,606	1,606	1,606	1,606	1,606	1,606	1,606	1,606	1,606
Operational Hourlies	40	40	40	40	40	40	40	40	40	40	40	40
Total Administration	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517	2,517
Operations												
Managers/Supervisors	2,527	2,527	2,527	2,527	2,527	2,527	2,527	2,527	2,527	2,527	2,527	2,527
Professional, Technical, Clerical	400	400	400	400	400	400	400	400	400	400	400	400
Operational Hourlies	20,111	20,111	20,111	20,111	20,111	20,111	20,111	20,111	20,111	20,111	20,111	20,111
Total Operations	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038	23,038
Maintenance												
Managers/Supervisors	3,963	3,963	3,963	3,963	3,963	3,963	3,963	3,963	3,963	3,963	3,963	3,963
Professional, Technical, Clerical	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245
Operational Hourlies	16,395	16,395	16,395	16,395	16,395	16,395	16,395	16,395	16,395	16,395	16,395	16,395
Total Maintenance	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603	21,603
Engineering/Capital												
Managers/Supervisors	324	324	324	324	324	324	324	324	324	324	324	324
Professional, Technical, Clerical	1,112	1,112	1,112	1,112	1,112	1,112	1,112	1,112	1,112	1,112	1,112	1,112
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438
Public Safety												
Managers/Supervisors	93	93	93	93	93	93	93	93	93	93	93	93
Professional, Technical, Clerical	39	39	39	39	39	39	39	39	39	39	39	39
Operational Hourlies (other than uniformed)	383	383	383	383	383	383	383	383	383	383	383	383
Total Public Safety	515	515	515	515	515	515	515	515	515	515	515	515
Impact of Gap Closing Actions												
Additional Actions for Budget Balance												
Managers/Supervisors	(94)	(94)	(92)	(92)	(128)	(221)	(230)	(230)	(230)	(229)	(247)	(246)
Professional, Technical, Clerical	(23)	(29)	(33)	(34)	(34)	(187)	(187)	(187)	(187)	(186)	(180)	(171)
Operational Hourlies	(80)	(80)	(80)	(86)	(1,685)	(1,747)	(1,754)	(1,754)	(1,765)	(1,768)	(1,817)	(1,855)
Total Impact of Gap Closing Actions	(197)	(203)	(205)	(212)	(1,847)	(2,155)	(2,171)	(2,171)	(2,182)	(2,183)	(2,244)	(2,272)
Total Positions												
Managers/Supervisors	7,684	7,684	7,686	7,686	7,650	7,557	7,548	7,548	7,548	7,549	7,531	7,532
Professional, Technical, Clerical	4,379	4,373	4,369	4,368	4,368	4,215	4,215	4,215	4,215	4,216	4,222	4,231
Operational Hourlies	36,851	36,851	36,851	36,845	35,246	35,184	35,177	35,177	35,166	35,163	35,114	35,076
Total Positions	48,914	48,908	48,906	48,899	47,264	46,956	46,940	46,940	46,929	46,928	46,867	46,839

MTA Bus Company

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents the MTA Bus Company's 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012. The Adopted Budget reflects the inclusion of Gap Closing Actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan, which was adopted by the Board in December 2008.

Internal reduction actions include Administrative Savings identified following the July Plan but included below-the-line in the November Plan. All 2009 PEG items were moved above the line into generic budget categories. Additional Actions for Budget Balance are shown as discreet line items. This included adjusting routes to meet peak loading guidelines, elimination of underutilized routes, streamlining of select routes, reductions in administrative staff, and maintenance efficiencies. The proposed Agency-wide fare increase is shown as a separate revenue line item labeled "Fare Increase 6/1/09". Reorganization within MTA Bus occurred during the merge into Regional Bus which resulted in the realignment of numerous positions at no additional cost as reflected within the technical adjustments line. All changes are presented in the attached reconciliation to the November Financial Plan.

The attached information has been adjusted to incorporate re-estimated pension payments and fuel costs that were captured on an MTA-wide consolidated basis in the November Plan, and the transfer of costs and headcount associated with the Business Service Center to MTA Headquarters.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline										
Net Surplus/(Deficit)	3,495	(\$363.919)	3,549	(\$387.993)	3,549	(\$396.429)	3,549	(\$410.851)	3,549	(\$427.228)
Amendments:										
Technical Adjustments:		\$.000	8	\$.000	8	\$.000	8	\$.000	8	\$.000
Sub-Total Technical Adjustments	0	\$.000	8	\$.000						
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline				14.588		24.700		24.923		25.172
2009 PEG Program in Baseline	2.563		(6)	6.555	(6)	6.291	(6)	7.307	(6)	7.964
Internal Actions:										
Business Service Center		\$.153		\$.945		\$.973	33	\$3.433	33	\$3.450
Additional Actions for Budget Balance:										
AABB Revenue				\$.673		\$1.153		\$1.163		\$1.175
AABB Expense				\$15.478		\$21.656		\$20.183		\$20.916
Net AABB			190	\$16.151	190	\$22.809	190	\$21.346	190	\$22.091
Other Administrative Reductions	\$.259			\$.446						
Sub-Total Gap Closing Actions	0	\$2.975	184	\$38.685	184	\$54.774	217	\$57.010	217	\$58.677
Transfer Pension Valuations from HQ to Agency Forecasts		\$.000		(\$1.600)		(\$3.200)		(\$5.000)		(\$6.600)
Transfer Fuel into Agency Forecasts		\$2.003		\$9.695		\$6.500		\$4.659		\$5.615
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	3,495	(\$358.941)	3,357	(\$341.213)	3,357	(\$338.355)	3,324	(\$354.181)	3,324	(\$369.537)

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline Net Surplus/(Deficit)	16	\$0.000	16	\$0.000	16	\$0.000	16	\$0.000	16	\$0.000
<i>Technical Adjustments:</i>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>Gap Closing Actions:</i>		\$0.000		\$0.000		\$0.000		\$0.000		\$0.000
<i>Internal Actions:</i>		\$0.000		\$0.000		\$0.000		\$0.000		\$0.000
<i>Additional Actions for Budget Balance:</i>		\$0.000		\$0.000		\$0.000		\$0.000		\$0.000
Sub-Total Gap Closing Actions	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2009 February Financial Plan: Baseline Net Surplus/(Deficit)	16	\$0.000	16	\$0.000	16	\$0.000	16	\$0.000	16	\$0.000

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan: Baseline										
Net Surplus/(Deficit)	3,511	(\$280.254)	3,565	(\$302.487)	3,565	(\$306.223)	3,565	(\$317.063)	3,565	(\$331.510)
Amendments:										
Technical Adjustments:		\$.000	8	\$.000	8	\$.000	8	\$.000	8	\$.000
Sub-Total Technical Adjustments		\$.000	8	\$.000	8	\$.000	8	\$.000	8	\$.000
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline				14.588		24.700		24.923		25.172
2009 PEG Program in Baseline	2.563		(6)	6.555	(6)	6.291	(6)	7.307	(6)	7.964
Internal Actions:										
Business Service Center	\$.153			\$.945		\$.973	33	\$ 3.433	33	\$ 3.450
Additional Actions for Budget Balance:										
AABB Revenue				\$.673		\$ 1.153		\$ 1.163		\$ 1.175
AABB Expense			190	\$ 15.478	190	\$ 21.656	190	\$ 20.183	190	\$ 20.916
Net AABB				\$ 16.151		\$ 22.809		\$ 21.346		\$ 22.091
Other Administrative Reductions	\$.259			\$.446		\$.000		\$.000		\$.000
Sub-Total Gap Closing Actions	0	\$ 2.975	184	\$ 38.685	184	\$ 54.774	217	\$ 57.010	217	\$ 58.677
Transfer Pension Valuations from HQ to Agency Forecasts		\$.000		(\$ 1.600)		(\$ 3.200)		(\$ 5.000)		(\$ 6.600)
Transfer Fuel into Agency Forecasts		\$ 2.003		\$ 9.695		\$ 6.500		\$ 4.659		\$ 5.615
2009 February Financial Plan: Baseline Net										
Surplus/(Deficit)	3,511	(\$275.276)	3,373	(\$255.708)	3,373	(\$248.149)	3,340	(\$260.394)	3,340	(\$273.819)

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Operating Revenue					
Farebox Revenue	\$153.812	\$153.043	\$153.655	\$155.038	\$156.588
Fare Increase 6/1/09		14.588	24.700	24.923	25.172
Additional Actions for Budget Balance: Revenue Impact		0.673	1.153	1.163	1.175
Toll Revenue	-	-	-	-	-
Other Operating Revenue	23.005	23.005	23.005	23.005	23.005
Capital and Other Reimbursements					
Total Revenue	\$176.817	\$191.309	\$202.513	\$204.129	\$205.940
Operating Expenses					
<u>Labor:</u>					
Payroll	\$198.540	\$212.473	\$216.782	\$219.176	\$224.161
Overtime	42.276	38.847	39.573	40.456	41.346
Health and Welfare	39.251	37.731	40.371	43.192	46.212
OPEB Current Payment	12.000	12.600	13.230	13.892	14.586
Pensions	14.169	18.890	20.813	23.006	25.002
Other Fringe Benefits	18.140	18.496	18.842	19.262	19.686
Reimbursable Overhead	-	(0.943)	(0.963)	(0.984)	(1.004)
Total Labor Expenses	\$324.375	\$338.094	\$348.648	\$358.000	\$369.990
<u>Non-Labor:</u>					
Traction and Propulsion Power					
Fuel for Buses and Trains	\$47.350	\$40.589	\$37.881	\$38.287	\$39.141
Insurance	12.000	10.739	11.804	12.976	14.168
Claims	15.183	4.300	5.846	7.547	9.418
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	30.149	25.282	24.722	24.341	23.829
Professional Service Contracts	3.431	8.623	8.049	7.064	6.444
Materials & Supplies	21.483	27.441	27.646	28.285	29.021
Other Business Expenses	6.888	4.121	4.144	4.259	4.348
Total Non-Labor Expenses	\$136.483	\$121.096	\$120.091	\$122.758	\$126.369
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
Additional Actions for Budget Balance: Expense Impact		(\$15.478)	(\$21.656)	(\$20.183)	(\$20.916)
Total Gap Closing Actions	\$0.000	(\$15.478)	(\$21.656)	(\$20.183)	(\$20.916)
Total Expenses before Depreciation	\$460.858	\$443.712	\$447.083	\$460.576	\$475.442
Depreciation	29.500	37.110	40.185	42.235	42.235
OPEB Obligation	45.400	51.700	53.600	55.500	57.800
Environmental Remediation					
Total Expenses	\$535.758	\$532.522	\$540.868	\$558.311	\$575.477
Baseline Surplus/(Deficit)	(\$358.941)	(\$341.213)	(\$338.355)	(\$354.181)	(\$369.537)
Post 2009 Program to Eliminate the Gap (PEGs)	-	-	4.965	9.930	14.895
Net Surplus/(Deficit)	(\$358.941)	(\$341.213)	(\$333.390)	(\$344.251)	(\$354.642)

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	0.000	32.360	23.855	23.031	23.513
Total Revenue	\$0.000	\$32.360	\$23.855	\$23.031	\$23.513
Expenses					
<u>Labor:</u>					
Payroll	\$0.000	\$1.346	\$1.389	\$1.430	\$1.460
Overtime					
Health and Welfare					
OPEB Current Payment					
Pensions	-	0.087	0.089	0.092	0.094
Other Fringe Benefits	-	0.401	0.413	0.425	0.434
Reimbursable Overhead	-	0.943	0.963	0.984	1.004
Total Labor Expenses	\$0.000	\$2.777	\$2.855	\$2.931	\$2.992
<u>Non-Labor:</u>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	-	25.883	17.300	17.100	17.458
Professional Service Contracts	-	1.500	1.500	0.800	0.817
Materials & Supplies	-	2.200	2.200	2.200	2.246
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$29.583	\$21.000	\$20.100	\$20.521
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.000	\$32.360	\$23.855	\$23.031	\$23.513
Depreciation					
Total Expenses	\$0.000	\$32.360	\$23.855	\$23.031	\$23.513
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue	\$153.812	\$153.043	\$153.655	\$155.038	\$156.588
<i>Fare Increase 6/1/09</i>	-	14.588	24.700	24.923	25.172
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	0.673	1.153	1.163	1.175
Toll Revenue	-	-	-	-	-
Other Operating Revenue	23.005	23.005	23.005	23.005	23.005
Capital and Other Reimbursements	-	32.360	23.855	23.031	23.513
Total Revenue	\$176.817	\$223.669	\$226.368	\$227.161	\$229.453
Expenses					
<u>Labor:</u>					
Payroll	\$198.540	\$213.820	\$218.171	\$220.607	\$225.621
Overtime	42.276	38.847	39.573	40.456	41.346
Health and Welfare	39.251	37.731	40.371	43.192	46.212
OPEB Current Payment	12.000	12.600	13.230	13.892	14.586
Pensions	14.169	18.976	20.903	23.098	25.096
Other Fringe Benefits	18.140	18.897	19.255	19.688	20.120
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$324.375	\$340.871	\$351.503	\$360.932	\$372.982
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	47.350	40.589	37.881	38.287	39.141
Insurance	12.000	10.739	11.804	12.976	14.168
Claims	15.183	4.300	5.846	7.547	9.418
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	30.149	51.165	42.022	41.441	41.287
Professional Service Contracts	3.431	10.123	9.549	7.864	7.261
Materials & Supplies	21.483	29.641	29.846	30.485	31.267
Other Business Expenses	6.888	4.121	4.144	4.259	4.348
Total Non-Labor Expenses	\$136.483	\$150.679	\$141.091	\$142.858	\$146.890
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	(\$15.478)	(\$21.656)	(\$20.183)	(\$20.916)
Total Gap Closing Actions	\$0.000	(\$15.478)	(\$21.656)	(\$20.183)	(\$20.916)
Total Expenses before Depreciation	\$460.858	\$476.072	\$470.938	\$483.607	\$498.955
Depreciation	29.500	37.110	40.185	42.235	42.235
OPEB Obligation	45.400	51.700	53.600	55.500	57.800
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$535.758	\$564.882	\$564.723	\$581.342	\$598.990
Baseline Surplus/(Deficit)	(\$358.941)	(\$341.213)	(\$338.355)	(\$354.181)	(\$369.537)
Post 2009 Program to Eliminate the Gap (PEGs)	-	-	4.965	9.930	14.895
Net Surplus/(Deficit)	(\$358.941)	(\$341.213)	(\$333.390)	(\$344.251)	(\$354.642)

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$153.812	\$153.043	\$153.655	\$155.038	\$156.588
<i>Fare Increase 6/1/09</i>	-	14.588	24.700	24.923	25.172
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	0.673	1.153	1.163	1.175
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	23.005	23.005	23.005	23.005	23.005
Capital and Other Reimbursements	-	32.360	23.855	23.031	23.513
Total Receipts	\$176.817	\$223.669	\$226.368	\$227.161	\$229.453
Expenditures					
<u>Labor:</u>					
Payroll	\$198.540	\$213.820	\$218.171	\$220.607	\$225.621
Overtime	42.276	38.847	39.573	40.456	41.346
Health and Welfare	39.251	37.731	40.371	43.192	46.212
OPEB Current Payment	12.000	12.600	13.230	13.892	14.586
Pensions	14.169	18.976	20.903	23.098	25.096
Other Fringe Benefits	18.140	18.897	19.255	19.688	20.120
GASB Account	2.967	3.305	3.579	3.948	4.317
Reimbursable Overhead					
Total Labor Expenditures	\$327.342	\$344.176	\$355.081	\$364.879	\$377.298
<u>Non-Labor:</u>					
Traction and Propulsion Power					
Fuel for Buses and Trains	\$47.350	\$40.589	\$37.881	\$38.287	\$39.141
Insurance	12.000	10.739	11.804	12.976	14.168
Claims	3.451	4.300	5.846	7.547	9.418
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	30.149	51.165	42.022	41.441	41.287
Professional Service Contracts	3.431	10.123	9.549	7.864	7.261
Materials & Supplies	21.483	29.641	29.846	30.485	31.267
Other Business Expenses	6.888	4.121	4.144	4.259	4.348
Total Non-Labor Expenditures	\$124.751	\$150.679	\$141.091	\$142.858	\$146.890
<u>Other Expenditure Adjustments:</u>					
Other					
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>		(\$15.478)	(\$21.656)	(\$20.183)	(\$20.916)
Total Gap Closing Actions	\$0.000	(\$15.478)	(\$21.656)	(\$20.183)	(\$20.916)
Total Expenditures	\$452.093	\$479.377	\$474.517	\$487.555	\$503.272
Baseline Cash Deficit	(\$275.276)	(\$255.708)	(\$248.149)	(\$260.394)	(\$273.819)
Post 2009 Program to Eliminate the Gap (PEGs)			4.965	9.930	14.895
Net Cash Deficit	(\$275.276)	(\$255.708)	(\$243.184)	(\$250.464)	(\$258.924)

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Fare Increase 6/1/09</i>	-	-	-	-	-
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
GASB Account	(2.967)	(3.305)	(3.579)	(3.948)	(4.317)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$2.967)	(\$3.305)	(\$3.579)	(\$3.948)	(\$4.317)
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	11.732	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
Total Non-Labor Expenditures	\$11.732	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$8.765	(\$3.305)	(\$3.579)	(\$3.948)	(\$4.317)
Depreciation Adjustment	29.500	37.110	40.185	42.235	42.235
OPEB Obligation	45.400	51.700	53.600	55.500	57.800
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$83.665	\$85.505	\$90.206	\$93.787	\$95.718
Post 2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
Total Cash Conversion Adjustments	\$83.665	\$85.505	\$90.206	\$93.787	\$95.718

MTA BUS COMPANY
February Financial Plan 2009 - 2012
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
(\$ in millions)

	2008	2009			
	Final	Adopted			
	Estimate	Budget	2010	2011	2012
<u>Baseline Ridership</u>					
Fixed Route	119.789	118.591	118.947	119.066	120.256
Fare Increase Express 6/1/09		(0.695)	(1.187)	(1.186)	(1.174)
Fare Increase Local 6/1/09		(0.922)	(2.673)	(2.680)	(2.711)
AABB		(0.588)	(1.176)	(1.176)	(1.176)
Baseline Total Ridership	119.789	116.386	113.910	114.024	115.195
<i>Impact of:</i>					
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
Total Ridership	119.789	116.386	113.910	114.024	115.195
<u>Farebox Revenue</u>					
Fixed Route	153.812	153.043	153.655	155.038	156.588
Fare Increase 6/1/09		14.588	24.700	24.923	25.172
AABB		0.673	1.153	1.163	1.175
Baseline Total Revenue	153.812	168.304	179.508	181.124	182.935
<i>Impact of:</i>					
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
Total Revenue	153.812	168.304	179.508	181.124	182.935

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Office of the EVP	5	5	5	5	5
Human Resources	7	7	7	5	5
Office of Management and Budget	7	11	11	11	11
Technology & Information Services	15	26	26	26	26
Material	22	19	19	19	19
Controller	47	44	44	14	14
Office of the President	2	4	4	4	4
System Safety Administration	3	5	5	5	5
Law	22	24	24	24	24
Corporate Communications	8	1	1	1	1
Labor Relations	6	5	5	4	4
Non-Departmental	0	18	18	18	18
Total Administration	144	169	169	136	136
Operations					
Buses	2,145	2,161	2,161	2,161	2,161
Office of Senior Vice President	11	0	0	0	0
Office of the Executive Vice President, Regional	0	7	7	7	7
Safety & Training	19	24	24	24	24
Road Operations	107	110	110	110	110
Transportation Support	14	22	22	22	22
Operations Planning	15	18	18	18	18
Revenue Control	7	27	27	27	27
Total Operations	2,318	2,369	2,369	2,369	2,369
Maintenance					
Buses	888	780	780	780	780
Maintenance Support/CMF	12	54	54	54	54
Facilities	57	72	72	72	72
Supply Logistics	68	69	69	69	69
Total Maintenance	1,025	975	975	975	975
Engineering/Capital					
Capital Program Management	14	14	14	14	14
Public Safety					
Security	10	14	14	14	14
Impact of Gap Closing Actions					
<i>Additional Actions for Budget Balance</i>		(168)	(168)	(168)	(168)
Total Positions	3,511	3,373	3,373	3,340	3,340
Non-Reimbursable	3,495	3,357	3,357	3,324	3,324
Reimbursable	16	16	16	16	16
Total Full-Time	3,511	3,373	3,373	3,340	3,340
Total Full-Time Equivalents					
Impact of:					
Post 2009 Program to Eliminate the Gap	-	-	-	-	-
Total Positions	3,511	3,373	3,373	3,340	3,340
<i>Non-Reimbursable</i>	3,495	3,357	3,357	3,324	3,324
<i>Reimbursable</i>	16	16	16	16	16
<i>Total Full-Time</i>	3,511	3,373	3,373	3,340	3,340
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

MTA BUS COMPANY
February Financial Plan 2009 - 2012
Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP		2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration						
	Managers/Supervisors	45	72	72	65	65
	Professional, Technical, Clerical	99	97	97	71	71
	Operational Hourlies	-	-	-	-	-
	Total Administration	144	169	169	136	136
Operations						
	Managers/Supervisors	279	295	295	295	295
	Professional, Technical, Clerical	63	47	47	47	47
	Operational Hourlies	1,976	2,027	2,027	2,027	2,027
	Total Operations	2,318	2,369	2,369	2,369	2,369
Maintenance						
	Managers/Supervisors	167	180	180	180	180
	Professional, Technical, Clerical	11	12	12	12	12
	Operational Hourlies	847	783	783	783	783
	Total Maintenance	1,025	975	975	975	975
Engineering/Capital						
	Managers/Supervisors	7	7	7	7	7
	Professional, Technical, Clerical	7	7	7	7	7
	Operational Hourlies	-	-	-	-	-
	Total Engineering/Capital	14	14	14	14	14
Public Safety						
	Managers/Supervisors	4	5	5	5	5
	Professional, Technical, Clerical	2	4	4	4	4
	Operational Hourlies	4	5	5	5	5
	Total Public Safety	10	14	14	14	14
Impact of Gap Closing Actions						
Additional Actions for Budget Balance						
	Managers/Supervisors		(18)	(18)	(18)	(18)
	Professional, Technical, Clerical		-	-	-	-
	Operational Hourlies		(150)	(150)	(150)	(150)
	Total Impact of Gap Closing Actions	0	(168)	(168)	(168)	(168)
Total Positions						
	Managers/Supervisors	502	541	541	534	534
	Professional, Technical, Clerical	182	167	167	141	141
	Operational Hourlies	2,827	2,665	2,665	2,665	2,665
	Total Baseline Positions	3,511	3,373	3,373	3,340	3,340

MTA BUS COMPANY
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Administration											
CNG Fuel Tax Rebate		0	1.851	0	0.800	0	0.000	0	0.000	0	0.000
Eliminate Use of Legacy Computer System		0	0.000	0	0.000	0	0.000	0	0.424	0	0.432
Worker's Compensation Management		0	0.000	(6)	2.698	(6)	3.009	(6)	3.360	(6)	3.746
Sub-Total	Administration	0	\$ 1.851	(6)	\$ 3.498	(6)	\$ 3.009	(6)	\$ 3.784	(6)	\$ 4.178
Maintenance											
Maintenance Material Reduction		0	0.712	0	2.579	0	2.632	0	2.684	0	2.739
Sub-Total	Maintenance	0	\$ 0.712	0	\$ 2.579	0	\$ 2.632	0	\$ 2.684	0	\$ 2.739
Safety											
Claims Reduction		0	0.000	0	0.478	0	0.650	0	0.839	0	1.047
Sub-Total	Safety	0	\$ 0.000	0	\$ 0.478	0	\$ 0.650	0	\$ 0.839	0	\$ 1.047
Total Programs		0	\$ 2.563	(6)	\$ 6.555	(6)	\$ 6.291	(6)	\$ 7.307	(6)	\$ 7.964

MTA Bus Company

2009 Additional Actions for Budget Balance
February Financial Plan 2009 - 2012
(\$ in millions)

	Positions	2009	(Favorable)/Unfavorable		2012	Total	Proposal Requirement
			2010	2011			Hearing Env Rv
Administration							
Reduce managerial workforce by 5%	9	\$ 1,200	\$ 1,222	\$ 1,250	\$ 1,277	\$ 4,949	
Additional managerial, professional and admin. reductions	9	1,200	1,222	1,250	1,277	4,949	
Subtotal Administration	18	2,400	2,445	2,499	2,554	9,899	TBD
<i>% of Total Proposed</i>		14.9%	10.7%	11.7%	11.6%	12.0%	
Customer Convenience/Amenities							
None	-	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Customer Convenience/Amenities	-	-	-	-	-	-	
<i>% of Total Proposed</i>		0.0%	0.0%	0.0%	0.0%	0.0%	
Maintenance							
Reduce facility contract expenditures	-	\$ 1,000	\$ 1,019	\$ 1,041	\$ 1,064	\$ 4,124	
Reimbursement for third party non-revenue maintainer work	8	0.600	-	-	-	0.600	
Implement new allocation formulas for maintenance hourly positions	14	0.500	0.509	0.521	0.532	2.062	
Subtotal Maintenance	22	2,100	1,528	1,562	1,596	6,787	
<i>% of Total Proposed</i>		13.0%	6.7%	7.3%	7.2%	8.2%	
Revenue Enhancement							
Express Bus Fare Increase (\$6.25 effective 07/01/2009)	57	4,187	8,374	8,482	8,868	29,911	Yes
Subtotal Revenue Enhancement	57	4,187	8,374	8,482	8,868	29,911	
<i>% of Total Proposed</i>		25.9%	36.7%	39.7%	40.1%	36.3%	
Safety							
None	-	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Safety	-	-	-	-	-	-	
<i>% of Total Proposed</i>		0.0%	0.0%	0.0%	0.0%	0.0%	
Security							
None	-	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Security	-	-	-	-	-	-	
<i>% of Total Proposed</i>		0.0%	0.0%	0.0%	0.0%	0.0%	
Service							
Adjust peak period express bus to meet loading guidelines	61	\$ 4,323	\$ 6,734	\$ 6,763	\$ 6,954	\$ 24,773	Yes
Discontinue underused express and local routes	7	0.199	0.469	0.469	0.488	1.625	
Use NYCT DOB Facilities for layover	2	0.769	0.756	0.761	0.793	3.079	
Steamlining of routes	1	0.273	0.440	0.442	0.457	1.612	
Additional streamlining of routes	-	0.200	0.363	0.368	0.380	1.311	
Subtotal Service	71	5,764	8,762	8,803	9,072	32,400	
<i>% of Total Proposed</i>		35.7%	38.4%	41.2%	41.1%	39.3%	
Service Support							
None	-	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Service Support	-	-	-	-	-	-	
<i>% of Total Proposed</i>		0.0%	0.0%	0.0%	0.0%	0.0%	
Other							
Extend savings provided by Alternate Fuel Excise Tax Credit	-	\$ 1,700	\$ 1,700	\$ -	\$ -	\$ 3,400	
Subtotal Other	-	1,700	1,700	-	-	3,400	
<i>% of Total Proposed</i>		10.5%	7.5%	0.0%	0.0%	4.1%	
Total Proposed	168	\$ 16,151	\$ 22,809	\$ 21,346	\$ 22,091	\$ 82,397	

MTA BUS COMPANY
February Plan 2009-2012
Summary of Post 2009 PEGs
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Other											
Unspecified		0	0.000	0	0.000	0	4.965	0	9.930	0	14.895
Sub-Total	Other	0	\$ 0.000	0	\$ 0.000	0	\$ 4.965	0	\$ 9.930	0	\$ 14.895
Total Programs		0	\$ 0.000	0	\$ 0.000	0	\$ 4.965	0	\$ 9.930	0	\$ 14.895

MTA BUS COMPANY
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$12.210	\$11.021	\$12.957	\$12.483	\$13.495	\$12.727	\$12.520	\$12.394	\$13.366	\$14.491	\$12.769	\$12.610	\$153.043
Fare Increase 6/1/09	0.000	0.000	0.000	0.000	0.000	2.084	2.084	2.084	2.084	2.084	2.084	2.084	14.588
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.673
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	23.005
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$14.127	\$12.938	\$14.874	\$14.400	\$15.412	\$16.824	\$16.618	\$16.491	\$17.463	\$18.588	\$16.867	\$16.707	\$191.309
Operating Expenses													
Labor:													
Payroll	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$212.473
Overtime	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	38.847
Health and Welfare	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	37.731
OPEB Current Payment	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	12.600
Pensions	1.574	1.574	1.574	1.574	1.574	1.574	1.574	1.574	1.574	1.574	1.574	1.574	18.890
Other Fringe Benefits	1.541	1.541	1.541	1.541	1.541	1.541	1.541	1.541	1.541	1.541	1.541	1.541	18.496
Reimbursable Overhead	-	-	-	-	-	-	(0.157)	(0.157)	(0.157)	(0.157)	(0.157)	(0.157)	(0.943)
Total Labor Expenses	\$28.253	\$28.253	\$28.253	\$28.253	\$28.253	\$28.253	\$28.096	\$28.096	\$28.096	\$28.096	\$28.096	\$28.096	\$338.094
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	40.589
Insurance	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	10.739
Claims	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	4.300
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.107	2.107	2.107	2.107	2.107	2.107	2.107	2.107	2.107	2.107	2.107	2.107	25.282
Professional Service Contracts	0.719	0.719	0.719	0.719	0.719	0.719	0.719	0.719	0.719	0.719	0.719	0.719	8.623
Materials & Supplies	2.287	2.287	2.287	2.287	2.287	2.287	2.287	2.287	2.287	2.287	2.287	2.287	27.441
Other Business Expenses	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	4.121
Total Non-Labor Expenses	\$10.091	\$121.096											
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Gap Closing Actions:													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$15.478)
Total Gap Closing Actions	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$1.943)	(\$15.478)						
Total Expenses before Non-Cash Liability Adjs.	\$37.969	\$37.969	\$37.969	\$37.969	\$37.969	\$36.401	\$36.244	\$36.244	\$36.244	\$36.244	\$36.244	\$36.244	\$443.712
Depreciation	3.093	3.093	3.093	3.093	3.093	3.093	3.093	3.093	3.093	3.093	3.093	3.093	37.110
OPEB Obligation	4.308	4.308	4.308	4.308	4.308	4.308	4.308	4.308	4.308	4.308	4.308	4.308	51.700
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$45.370	\$45.370	\$45.370	\$45.370	\$45.370	\$43.802	\$43.645	\$43.645	\$43.645	\$43.645	\$43.645	\$43.645	\$532.522
Net Surplus/(Deficit)	(\$31.243)	(\$32.432)	(\$30.496)	(\$30.971)	(\$29.958)	(\$26.978)	(\$27.027)	(\$27.153)	(\$26.181)	(\$25.057)	(\$26.778)	(\$26.938)	(\$341.213)

MTA BUS COMPANY
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-	5.393	5.393	5.393	5.393	5.393	5.393	32.360
Total Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.393	\$5.393	\$5.393	\$5.393	\$5.393	\$5.393	\$32.360
Expenses													
<u>Labor:</u>													
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.224	\$0.224	\$0.224	\$0.224	\$0.224	\$0.224	\$1.346
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	0.014	0.014	0.014	0.014	0.014	0.014	0.087
Other Fringe Benefits	-	-	-	-	-	-	0.067	0.067	0.067	0.067	0.067	0.067	0.401
Reimbursable Overhead	-	-	-	-	-	-	0.157	0.157	0.157	0.157	0.157	0.157	0.943
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.463	\$0.463	\$0.463	\$0.463	\$0.463	\$0.463	\$2.777
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	4.314	4.314	4.314	4.314	4.314	4.314	25.883
Professional Service Contracts	-	-	-	-	-	-	0.250	0.250	0.250	0.250	0.250	0.250	1.500
Materials & Supplies	-	-	-	-	-	-	0.367	0.367	0.367	0.367	0.367	0.367	2.200
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.931	\$4.931	\$4.931	\$4.931	\$4.931	\$4.931	\$29.583
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.393	\$5.393	\$5.393	\$5.393	\$5.393	\$5.393	\$32.360
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.393	\$5.393	\$5.393	\$5.393	\$5.393	\$5.393	\$32.360
Net Surplus/(Deficit)	\$0.000	(\$0.000)	\$0.000										

MTA BUS COMPANY
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$12,210	\$11,021	\$12,957	\$12,483	\$13,495	\$12,727	\$12,520	\$12,394	\$13,366	\$14,491	\$12,769	\$12,610	\$153,043
Fare Increase 6/1/09	0.000	0.000	0.000	0.000	0.000	2.084	2.084	2.084	2.084	2.084	2.084	2.084	14,588
Additional Actions for Budget Balance: Revenue Impact	0.000	0.000	0.000	0.000	0.000	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0,673
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	1,917	23,005
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	5,393	5,393	5,393	5,393	5,393	5,393	32,360
Total Revenue	\$14,127	\$12,938	\$14,874	\$14,400	\$15,412	\$16,824	\$22,011	\$21,885	\$22,857	\$23,981	\$22,260	\$22,100	\$223,669
Expenses													
Labor:													
Payroll	\$17,706	\$17,706	\$17,706	\$17,706	\$17,706	\$17,706	\$17,930	\$17,930	\$17,930	\$17,930	\$17,930	\$17,930	\$213,820
Overtime	3,237	3,237	3,237	3,237	3,237	3,237	3,237	3,237	3,237	3,237	3,237	3,237	38,847
Health and Welfare	3,144	3,144	3,144	3,144	3,144	3,144	3,144	3,144	3,144	3,144	3,144	3,144	37,731
OPEB Current Payment	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	12,600
Pensions	1,574	1,574	1,574	1,574	1,574	1,574	1,589	1,589	1,589	1,589	1,589	1,589	18,976
Other Fringe Benefits	1,541	1,541	1,541	1,541	1,541	1,541	1,608	1,608	1,608	1,608	1,608	1,608	18,997
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$28,253	\$28,253	\$28,253	\$28,253	\$28,253	\$28,253	\$28,559	\$28,559	\$28,559	\$28,559	\$28,559	\$28,559	\$340,871
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	3,382	3,382	3,382	3,382	3,382	3,382	3,382	3,382	3,382	3,382	3,382	3,382	40,589
Insurance	0,895	0,895	0,895	0,895	0,895	0,895	0,895	0,895	0,895	0,895	0,895	0,895	10,739
Claims	0,358	0,358	0,358	0,358	0,358	0,358	0,358	0,358	0,358	0,358	0,358	0,358	4,300
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2,107	2,107	2,107	2,107	2,107	2,107	6,421	6,421	6,421	6,421	6,421	6,421	51,165
Professional Service Contracts	0,719	0,719	0,719	0,719	0,719	0,719	0,969	0,969	0,969	0,969	0,969	0,969	10,123
Materials & Supplies	2,287	2,287	2,287	2,287	2,287	2,287	2,653	2,653	2,653	2,653	2,653	2,653	29,641
Other Business Expenses	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	4,121
Total Non-Labor Expenses	\$10,091	\$10,091	\$10,091	\$10,091	\$10,091	\$10,091	\$15,022	\$15,022	\$15,022	\$15,022	\$15,022	\$15,022	\$150,679
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Gap Closing Actions:													
Additional Actions for Budget Balance: Expense Impact	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$15,478)
Total Gap Closing Actions	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$1.943)	(\$15,478)						
Total Expenses before Non-Cash Liability Adjs.	\$37,969	\$37,969	\$37,969	\$37,969	\$37,969	\$36,401	\$41,637	\$41,637	\$41,637	\$41,637	\$41,637	\$41,637	\$476,072
Depreciation	3,093	3,093	3,093	3,093	3,093	3,093	3,093	3,093	3,093	3,093	3,093	3,093	37,110
OPEB Obligation	4,308	4,308	4,308	4,308	4,308	4,308	4,308	4,308	4,308	4,308	4,308	4,308	51,700
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$45,370	\$45,370	\$45,370	\$45,370	\$45,370	\$43,802	\$49,038	\$49,038	\$49,038	\$49,038	\$49,038	\$49,038	\$564,882
Net Surplus/(Deficit)	(\$31,243)	(\$32,432)	(\$30,496)	(\$30,971)	(\$29,958)	(\$26,978)	(\$27,027)	(\$27,153)	(\$26,181)	(\$25,057)	(\$26,778)	(\$26,938)	(\$341,213)

MTA BUS COMPANY
February Financial Plan - 2009 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$12.210	\$11.021	\$12.957	\$12.483	\$13.495	\$12.727	\$12.520	\$12.394	\$13.366	\$14.491	\$12.769	\$12.610	\$153.043
<i>Fare Increase 6/1/09</i>	0.000	0.000	0.000	0.000	0.000	2.084	2.084	2.084	2.084	2.084	2.084	2.084	14.588
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.673
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	1.917	23.005
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	5.393	5.393	5.393	5.393	5.393	5.393	32.360
Total Receipts	\$14.127	\$12.938	\$14.874	\$14.400	\$15.412	\$16.824	\$22.011	\$21.885	\$22.857	\$23.981	\$22.260	\$22.100	\$223.669
Expenditures													
<u>Labor:</u>													
Payroll	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$17.706	\$17.930	\$17.930	\$17.930	\$17.930	\$17.930	\$17.930	\$213.820
Overtime	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	3.237	38.847
Health and Welfare	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	3.144	37.731
OPEB Current Payment	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	12.600
Pensions	1.574	1.574	1.574	1.574	1.574	1.574	1.589	1.589	1.589	1.589	1.589	1.589	18.976
Other Fringe Benefits	1.541	1.541	1.541	1.541	1.541	1.541	1.608	1.608	1.608	1.608	1.608	1.608	18.897
GASB Account	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	3.305
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$28.529	\$28.529	\$28.529	\$28.529	\$28.529	\$28.529	\$28.834	\$28.834	\$28.834	\$28.834	\$28.834	\$28.834	\$344.176
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	3.382	40.589
Insurance	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	10.739
Claims	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	4.300
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.107	2.107	2.107	2.107	2.107	2.107	6.421	6.421	6.421	6.421	6.421	6.421	51.165
Professional Service Contracts	0.719	0.719	0.719	0.719	0.719	0.719	0.969	0.969	0.969	0.969	0.969	0.969	10.123
Materials & Supplies	2.287	2.287	2.287	2.287	2.287	2.287	2.653	2.653	2.653	2.653	2.653	2.653	29.641
Other Business Expenses	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	0.343	4.121
Total Non-Labor Expenditures	\$10.091	\$10.091	\$10.091	\$10.091	\$10.091	\$10.091	\$15.022	\$15.022	\$15.022	\$15.022	\$15.022	\$15.022	\$150.679
<u>Other Expenditure Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000												
<u>Gap Closing Actions:</u>													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$1.943)	(\$15.478)
Total Gap Closing Actions	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$0.375)	(\$1.943)	(\$15.478)						
Total Expenditures	\$38.245	\$38.245	\$38.245	\$38.245	\$38.245	\$36.677	\$41.913	\$41.913	\$41.913	\$41.913	\$41.913	\$41.913	\$479.377
Net Cash Deficit	(\$24.118)	(\$25.307)	(\$23.371)	(\$23.845)	(\$22.833)	(\$19.852)	(\$19.902)	(\$20.028)	(\$19.056)	(\$17.932)	(\$19.653)	(\$19.812)	(\$255.708)

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN - 2009 ADOPTED BUDGET
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	9.462	8.540	10.040	9.673	10.457	9.862	9.702	9.604	10.357	11.229	9.895	9.771	118.591
Impact of:													
Fare Increase 6/1/09: Express Bus	0.000	0.000	0.000	0.000	0.000	(0.099)	(0.099)	(0.099)	(0.099)	(0.099)	(0.099)	(0.099)	(0.695)
Fare Increase 6/1/09: Local Bus	0.000	0.000	0.000	0.000	0.000	(0.132)	(0.132)	(0.132)	(0.132)	(0.132)	(0.132)	(0.132)	(0.922)
Additional Actions for Budget Balance: Ridership Impact	0.000	0.000	0.000	0.000	0.000	(0.084)	(0.084)	(0.084)	(0.084)	(0.084)	(0.084)	(0.084)	(0.588)
Baseline Total Ridership	9.462	8.540	10.040	9.673	10.457	9.547	9.387	9.289	10.042	10.914	9.580	9.456	116.386
Post 2009 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Ridership	9.462	8.540	10.040	9.673	10.457	9.547	9.387	9.289	10.042	10.914	9.580	9.456	116.386

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Staten Island Railway

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN FOR 2009-2012
2008 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2009**

In accordance with MTA approved Budget procedures, the following information presents MTA Staten Island Railway's 2008 Final Estimate, 2009 Adopted Budget and the Financial Plan for 2009-2012.

The Adopted Budget reflects the reclassification of 2009 PEGs to the baseline and the inclusion of a Gap Closing Action and Other Administrative Reductions that were presented "below-the-line" within the MTA Consolidated Statements in the November Financial Plan, which was adopted by the Board in December 2008. The February Financial Plan now includes these adjustments within individual generic expense categories.

These changes are presented in the attached reconciliation to the November Financial Plan and are described below:

- 2009 fare increase including additional revenue of \$0.644 million in 2009, \$1.161 million in 2010, \$1.176 million in 2011 and \$1.190 million in 2012.
- 2009 PEG distribution to generic expense categories of \$0.225 million in 2008, \$0.743 million in 2009 and \$0.428 million for each year 2010-2012. Four (4) headcount reductions for each year 2009-2012 are now included in the baseline.
- Business Service Center actions include expense reductions of \$0.131 million in 2011 and \$0.132 million in 2012 with two (2) headcount reductions both years.
- Additional Actions for Budget Balance with expense reductions of \$0.197 million and headcount reductions of two (2) for each year 2009-2012.
- Other Administrative Reductions distributed to generic expense categories of \$0.002 million for both 2008 and 2009.
- Inclusion of Pension valuation provisions of \$0.500 million in 2009, \$1.000 million in 2010, \$1.600 million in 2011 and \$2.200 million in 2012 that were captured in the Updated Forecast section of MTA Consolidated materials.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2009 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA Staten Island Railway
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan:										
Baseline Net Surplus/(Deficit)	275	(\$43.216)	280	(\$48.865)	280	(\$44.005)	279	(\$43.702)	279	(\$45.352)
<i>Amendments:</i>										
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<i>Gap Closing Actions:</i>										
2009 Fare/Toll Increase in Baseline				0.644		1.161		1.176		1.190
2009 PEG Program in Baseline	1	0.225	4	0.743	4	0.428	4	0.428	4	0.428
<i>Internal Actions:</i>										
Business Service Center							2	0.131	2	0.132
<i>Additional Actions for Budget Balance:</i>										
AABB Revenue										
AABB Expense			2	0.197	2	0.197	2	0.197	2	0.197
Net AABB			2	0.197	2	0.197	2	0.197	2	0.197
Other Administrative Reductions		\$.002		0.002						
Sub-Total Gap Closing Actions	1	\$.227	6	\$ 1.586	6	\$ 1.786	8	\$ 1.932	8	\$ 1.947
Transfer Pension Valuations from HQ to Agency Forecasts										
				(0.500)		(1.000)		(1.600)		(2.200)
Transfer Fuel into Agency Forecasts										
2009 February Financial Plan: Baseline										
Net Surplus/(Deficit)	274	(\$42.989)	274	(\$47.779)	274	(\$43.219)	271	(\$43.370)	271	(\$45.605)

MTA Staten Island Railway
February Financial Plan 2009 - 2012
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan:										
Baseline Net Surplus/(Deficit)	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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Gap Closing Actions:

Internal Actions:

Additional Actions for Budget Balance:

Sub-Total Gap Closing Actions	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2009 February Financial Plan:										
Baseline Net Surplus/(Deficit)	3	\$0.000								

MTA Staten Island Railway
February Financial Plan 2009 - 2012
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2008 November Financial Plan:										
Baseline Net Surplus/(Deficit)	278	(\$27.850)	283	(\$36.093)	283	(\$31.158)	282	(\$30.882)	282	(\$32.362)
Amendments:										
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Gap Closing Actions:										
2009 Fare/Toll Increase in Baseline				0.644		1.161		1.176		1.190
2009 PEG Program in Baseline	1	0.225	4	0.743	4	0.428	4	0.428	4	0.428
Internal Actions:										
Business Service Center							2	0.131	2	0.132
Additional Actions for Budget Balance:										
AABB Revenue										
AABB Expense			2	0.197	2	0.197	2	0.197	2	0.197
Net AABB			2	0.197	2	0.197	2	0.197	2	0.197
Other Administrative Reductions		\$.002		0.002						
Sub-Total Gap Closing Actions	1	\$.227	6	\$ 1.586	6	\$ 1.786	8	\$ 1.932	8	\$ 1.947
Transfer Pension Valuations from HQ to Agency Forecasts				(0.500)		(1.000)		(1.600)		(2.200)
Transfer Fuel into Agency Forecasts										
2009 February Financial Plan:										
Baseline Net Surplus/(Deficit)	277	(\$27.623)	277	(\$35.007)	277	(\$30.372)	274	(\$30.550)	274	(\$32.615)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2009- 2012
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Operating Revenue					
Farebox Revenue	\$ 4.402	\$ 4.707	\$ 5.047	\$ 5.112	\$ 5.176
Fare Increase 6/1/09		0.644	1.161	1.176	1.190
<i>Additional Actions for Budget Balance: Revenue Impact</i>					
Toll Revenue	-	-	-	-	-
Other Operating Revenue	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$6.473	\$7.422	\$8.279	\$8.359	\$8.437
Operating Expenses					
<u>Labor:</u>					
Payroll	\$ 15.167	\$ 15.677	\$ 16.197	\$ 16.406	\$ 16.766
Overtime	0.750	0.762	0.776	0.794	0.812
Health and Welfare	2.812	3.129	3.385	3.595	3.855
OPEB Current Payment	0.462	0.508	0.545	0.585	0.628
Pensions	4.717	5.465	6.446	7.258	8.307
Other Fringe Benefits	1.198	1.227	1.268	1.286	1.314
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$25.106	\$26.768	\$28.617	\$29.924	\$31.682
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$ 2.691	\$ 2.987	\$ 3.564	\$ 3.813	\$ 4.080
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.335	0.269	0.294	0.418	0.353
Claims	2.824	0.273	0.278	0.284	0.290
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	4.175	10.674	4.360	2.866	2.980
Professional Service Contracts	0.398	0.356	0.363	0.371	0.379
Materials & Supplies	0.991	1.029	1.077	1.108	1.133
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$11.419	\$15.593	\$9.941	\$8.865	\$9.220
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>		(0.197)	(0.197)	(0.197)	(0.197)
Total Gap Closing Actions	\$0.000	(\$0.197)	(\$0.197)	(\$0.197)	(\$0.197)
Total Expenses before Depreciation and GASB Adjs.	\$36.525	\$42.164	\$38.361	\$38.592	\$40.705
Depreciation	10.337	10.337	10.337	10.337	10.337
OPEB Obligation	2.600	2.700	2.800	2.800	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$49.462	\$55.201	\$51.498	\$51.729	\$54.042
Baseline Surplus/(Deficit)	(\$42.989)	(\$47.779)	(\$43.219)	(\$43.370)	(\$45.605)
Post 2009 Program to Eliminate the Gap (PEGs)	-	-	0.420	0.840	1.260
Net Surplus/(Deficit)	(\$42.989)	(\$47.779)	(\$42.799)	(\$42.530)	(\$44.345)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2009- 2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue					
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	1.422	1.487	1.545	1.605	1.672
Total Revenue	\$1.422	\$1.487	\$1.545	\$1.605	\$1.672
Expenses					
<u>Labor:</u>					
Payroll	\$ 0.277	\$ 0.271	\$ 0.277	\$ 0.282	\$ 0.288
Overtime	0.631	0.664	0.677	0.690	0.704
Health and Welfare	0.358	0.391	0.427	0.466	0.509
OPEB Current Payment	-	-	-	-	-
Pensions	0.087	0.089	0.090	0.092	0.094
Other Fringe Benefits	0.069	0.072	0.074	0.075	0.077
Reimbursable Overhead					
Total Labor Expenses	\$1.422	\$1.487	\$1.545	\$1.605	\$1.672
<u>Non-Labor:</u>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts					
Materials & Supplies					
Other Business Expenses					
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$1.422	\$1.487	\$1.545	\$1.605	\$1.672
Depreciation					
Total Expenses	\$1.422	\$1.487	\$1.545	\$1.605	\$1.672
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan 2009- 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Revenue					
Farebox Revenue	\$ 4.402	\$ 4.707	\$ 5.047	\$ 5.112	\$ 5.176
Fare Increase 6/1/09	-	0.644	1.161	1.176	1.190
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	-
Toll Revenue	-	-	-	-	-
Other Operating Revenue	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	1.422	1.487	1.545	1.605	1.672
Total Revenue	\$7.895	\$8.909	\$9.824	\$9.964	\$10.109
Expenses					
<u>Labor:</u>					
Payroll	\$ 15.444	\$ 15.948	\$ 16.474	\$ 16.688	\$ 17.054
Overtime	1.381	1.426	1.453	1.484	1.516
Health and Welfare	3.170	3.520	3.812	4.061	4.364
OPEB Current Payment	0.462	0.508	0.545	0.585	0.628
Pensions	4.804	5.554	6.536	7.350	8.401
Other Fringe Benefits	1.267	1.299	1.342	1.361	1.391
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$26.528	\$28.255	\$30.162	\$31.529	\$33.354
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$ 2.691	\$ 2.987	\$ 3.564	\$ 3.813	\$ 4.080
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.335	0.269	0.294	0.418	0.353
Claims	2.824	0.273	0.278	0.284	0.290
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	4.175	10.674	4.360	2.866	2.980
Professional Service Contracts	0.398	0.356	0.363	0.371	0.379
Materials & Supplies	0.991	1.029	1.077	1.108	1.133
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$11.419	\$15.593	\$9.941	\$8.865	\$9.220
<u>Other Expenses Adjustments:</u>					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
Additional Actions for Budget Balance: Expense Impact	\$ -	\$ (0.197)	\$ (0.197)	\$ (0.197)	\$ (0.197)
Total Gap Closing Actions	\$0.000	(\$0.197)	(\$0.197)	(\$0.197)	(\$0.197)
Total Expenses before Depreciation	\$37.947	\$43.651	\$39.906	\$40.197	\$42.377
Depreciation	10.337	10.337	10.337	10.337	10.337
OPEB Obligation	2.600	2.700	2.800	2.800	3.000
Environmental Remediation	-	-	-	-	-
Total Expenses	\$50.884	\$56.688	\$53.043	\$53.334	\$55.714
Baseline Surplus/(Deficit)	(\$42.989)	(\$47.779)	(\$43.219)	(\$43.370)	(\$45.605)
Post 2009 Program to Eliminate the Gap (PEGs)	-	-	0.420	0.840	1.260
Net Surplus/(Deficit)	(\$42.989)	(\$47.779)	(\$42.799)	(\$42.530)	(\$44.345)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2009- 2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$ 4.402	\$ 4.707	\$ 5.047	\$ 5.112	\$ 5.176
Vehicle Toll Revenue	-	-	-	-	-
<i>Fare Increase 6/1/09</i>		0.644	1.161	1.176	1.190
<i>Additional Actions for Budget Balance: Revenue Impact</i>					
Other Operating Revenue	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	1.422	1.487	1.545	1.605	1.672
Total Receipts	\$7.895	\$8.909	\$9.824	\$9.964	\$10.109
Expenditures					
<u>Labor:</u>					
Payroll	\$ 15.708	\$ 15.948	\$ 16.474	\$ 16.688	\$ 17.054
Overtime	1.381	1.426	1.453	1.484	1.516
Health and Welfare	3.170	3.520	3.812	4.061	4.364
OPEB Current Payment	0.462	0.508	0.545	0.585	0.628
Pensions	1.881	5.554	6.536	7.350	8.401
Other Fringe Benefits	1.267	1.299	1.342	1.361	1.391
GASB Account	0.230	0.265	0.290	0.317	0.347
Reimbursable Overhead					
Total Labor Expenditures	\$24.099	\$28.520	\$30.452	\$31.846	\$33.701
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$ 2.691	\$ 2.987	\$ 3.564	\$ 3.813	\$ 4.080
Fuel for Buses and Trains					
Insurance	0.335	0.269	0.294	0.418	0.353
Claims	2.824	0.273	0.278	0.284	0.290
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	4.175	10.674	4.360	2.866	2.980
Professional Service Contracts	0.398	0.356	0.363	0.371	0.379
Materials & Supplies	0.991	1.029	1.077	1.108	1.133
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenditures	\$11.419	\$15.593	\$9.941	\$8.865	\$9.220
<u>Other Expenditure Adjustments:</u>					
Other					
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>		\$ (0.197)	\$ (0.197)	\$ (0.197)	\$ (0.197)
Total Gap Closing Actions	\$0.000	(\$0.197)	(\$0.197)	(\$0.197)	(\$0.197)
Total Expenditures	\$35.518	\$43.916	\$40.196	\$40.514	\$42.724
Baseline Cash Deficit	(\$27.623)	(\$35.007)	(\$30.372)	(\$30.550)	(\$32.615)
Post 2009 Program to Eliminate the Gap (PEGs)			0.420	0.840	1.260
Net Cash Deficit	(\$27.623)	(\$35.007)	(\$29.952)	(\$29.710)	(\$31.355)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2009- 2012
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Receipts					
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle Toll Revenue	-	-	-	-	-
Fare Increase 6/1/09	-	-	-	-	-
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	\$ (0.264)	\$ -	\$ -	\$ -	\$ -
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	2.923	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
GASB Account	(0.230)	(0.265)	(0.290)	(0.317)	(0.347)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$2.429	(\$0.265)	(\$0.290)	(\$0.317)	(\$0.347)
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>					
<i>Additional Actions for Budget Balance: Expense Impact</i>	\$ -	\$ -	\$ -	\$ -	\$ -
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$2.429	(\$0.265)	(\$0.290)	(\$0.317)	(\$0.347)
Depreciation Adjustment	10.337	10.337	10.337	10.337	10.337
OPEB Obligation	2.600	2.700	2.800	2.800	3.000
Environmental Remediation	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$15.366	\$12.772	\$12.847	\$12.820	\$12.990
Post 2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
Total Cash Conversion Adjustments	\$15.366	\$12.772	\$12.847	\$12.820	\$12.990

MTA Staten Island Railway
February Financial Plan 2009- 2012
Ridership/Traffic Volume (Utilization)
(in millions)

	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Baseline Total Ridership	4.412	4.598	4.856	4.910	4.964
<i>Impact of:</i>					
<i>Fare Increase 6/1/09</i>	0.000	(0.038)	(0.068)	(0.069)	(0.070)
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0	0	0	0	0
<i>Post 2009 Program to Eliminate the Gap (PEGs)</i>	0	0	0	0	0
Total Ridership	4.412	4.560	4.788	4.841	4.894

MTA STATEN ISLAND RAILWAY
February Financial Plan 2009- 2012
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Executive	11	10	10	10	10
General Office	10	10	10	8	8
Purchasing/Stores	7	6	6	6	6
Total Administration	28	26	26	24	24
Operations					
Transportation	94	99	99	98	98
Maintenance					
Mechanical	36	36	36	36	36
Car and Station Cleaning	19	18	18	18	18
Power/Signals	28	28	28	28	28
Maintenance of Way	49	49	49	49	49
Bridge and Buildings	21	21	21	21	21
Material Handling	2	2	2	2	2
Total Maintenance	155	154	154	154	154
Engineering/Capital					
None	0	0	0	0	0
Public Safety					
Police	0	0	0	0	0
Impact of Gap Closing Actions					
<i>Additional Actions for Budget Balance</i>		(2)	(2)	(2)	(2)
Baseline Total Positions	277	277	277	274	274
Non-Reimbursable	274	274	274	271	271
Reimbursable	3	3	3	3	3
Total Full-Time	277	277	277	274	274
Total Full-Time Equivalents	0	0	0	0	0
Impact of:					
Post 2009 Program to Eliminate the Gap	0	0	0	0	0
Total Positions	277	277	277	274	274
<i>Non-Reimbursable</i>	274	274	274	271	271
<i>Reimbursable</i>	3	3	3	3	3
<i>Total Full-Time</i>	277	277	277	274	274
<i>Total Full-Time Equivalents</i>	0	0	0	0	0

MTA STATEN ISLAND RAILWAY
February Financial Plan 2009- 2012
Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Final Estimate	2009 Adopted Budget	2010	2011	2012
Administration					
Managers/Supervisors	13	12	12	12	12
Professional, Technical, Clerical	15	14	14	12	12
Operational Hourlies	-	-	-	-	-
Total Administration	28	26	26	24	24
Operations					
Managers/Supervisors	7	9	9	9	9
Professional, Technical, Clerical	4	4	4	4	4
Operational Hourlies	83	86	86	85	85
Total Operations	94	99	99	98	98
Maintenance					
Managers/Supervisors	11	10	10	10	10
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	141	141	141	141	141
Total Maintenance	155	154	154	154	154
Engineering/Capital					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
Total Engineering/Capital	-	-	-	-	-
Public Safety					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
Total Public Safety	-	-	-	-	-
Impact of Gap Closing Actions					
<i>Additional Actions for Budget Balance</i>					
Managers/Supervisors		(2)	(2)	(2)	(2)
Professional, Technical, Clerical					
Operational Hourlies					
Total Impact of Gap Closing Actions	-	(2)	(2)	(2)	(2)
Total Baseline Positions					
Managers/Supervisors	31	29	29	29	29
Professional, Technical, Clerical	22	21	21	19	19
Operational Hourlies	224	227	227	226	226
Total Baseline Positions	277	277	277	274	274

MTA STATEN ISLAND RAILWAY
February Plan 2009-2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Administration											
Administrative Efficiencies		1	0.085	2	0.244	2	0.244	2	0.244	2	0.244
Hiring Delay/Vacancy Savings		0	0.140	0	0.315	0	0.000	0	0.000	0	0.000
Operational Reorganization		0	0.000	1	0.077	1	0.077	1	0.077	1	0.077
S.I. Medical Assessment Facility		0	0.000	0	0.030	0	0.030	0	0.030	0	0.030
Sub-Total	Administration	1	\$ 0.225	3	\$ 0.666	3	\$ 0.351	3	\$ 0.351	3	\$ 0.351
Service											
PC Based Interlocking Control		0	0.000	1	0.077	1	0.077	1	0.077	1	0.077
Sub-Total	Service	0	\$ 0.000	1	\$ 0.077	1	\$ 0.077	1	\$ 0.077	1	\$ 0.077
Total Programs		1	\$ 0.225	4	\$ 0.743	4	\$ 0.428	4	\$ 0.428	4	\$ 0.428

MTA STATEN ISLAND RAILWAY
February Plan 2009-2012
Summary of Post 2009 PEGs
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>								
Other											
Unspecified		0	0.000	0	0.000	0	0.420	0	0.840	0	1.260
Sub-Total	Other	0	\$ 0.000	0	\$ 0.000	0	\$ 0.420	0	\$ 0.840	0	\$ 1.260
Total Programs		0	\$ 0.000	0	\$ 0.000	0	\$ 0.420	0	\$ 0.840	0	\$ 1.260

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.337	\$0.318	\$0.367	\$0.356	\$0.352	\$0.385	\$0.454	\$0.427	\$0.431	\$0.456	\$0.406	\$0.418	\$4.707
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Fare Increase 6/1/09</i>	-	-	-	-	-	0.095	0.096	0.091	0.092	0.096	0.085	0.089	0.644
<i>Additional Actions for Budget Balance: Revenue Impact</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.217	0.166	0.189	0.169	0.190	0.171	0.078	0.070	0.220	0.227	0.189	0.185	2.071
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$0.554	\$0.484	\$0.556	\$0.525	\$0.542	\$0.651	\$0.628	\$0.588	\$0.743	\$0.779	\$0.680	\$0.692	\$7.422
Operating Expenses													
Labor:													
Payroll	\$1.382	\$1.267	\$1.300	\$1.325	\$1.275	\$1.273	\$1.275	\$1.274	\$1.326	\$1.380	\$1.300	\$1.300	\$15.677
Overtime	0.063	0.091	0.072	0.069	0.111	0.084	0.097	0.042	0.055	0.025	0.021	0.032	0.762
Health and Welfare	0.280	0.270	0.262	0.270	0.260	0.280	0.270	0.250	0.238	0.250	0.250	0.249	3.129
OPEB Current Payment	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.043	0.043	0.043	0.043	0.508
Pensions	0.460	0.460	0.460	0.460	0.460	0.460	0.440	0.435	0.440	0.450	0.470	0.470	5.465
Other Fringe Benefits	0.108	0.104	0.105	0.107	0.107	0.105	0.102	0.120	0.105	0.090	0.090	0.084	1.227
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$2.335	\$2.234	\$2.241	\$2.273	\$2.255	\$2.244	\$2.226	\$2.163	\$2.207	\$2.238	\$2.174	\$2.178	\$26.768
Non-Labor:													
Traction and Propulsion Power	\$0.205	\$0.235	\$0.250	\$0.240	\$0.235	\$0.225	\$0.228	\$0.250	\$0.250	\$0.250	\$0.300	\$0.319	\$2.987
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.022	0.022	0.023	0.022	0.022	0.023	0.022	0.022	0.023	0.022	0.022	0.024	0.269
Claims	0.023	0.023	0.022	0.023	0.023	0.022	0.023	0.023	0.022	0.023	0.023	0.023	0.273
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.884	10.674
Professional Service Contracts	0.028	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.028	0.356
Materials & Supplies	0.085	0.086	0.086	0.085	0.086	0.086	0.085	0.086	0.086	0.085	0.086	0.087	1.029
Other Business Expenses	-	-	0.001	-	-	0.001	-	-	0.001	-	-	0.002	0.005
Total Non-Labor Expenses	\$1.253	\$1.286	\$1.302	\$1.290	\$1.286	\$1.277	\$1.278	\$1.301	\$1.302	\$1.300	\$1.351	\$1.367	\$15.593
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Gap Closing Expenses:													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.017)	(\$0.197)
Total Gap Closing Expenses	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.017)	(\$0.197)
Total Expenses before Non-Cash Liability Adjs.	\$3.572	\$3.504	\$3.526	\$3.546	\$3.525	\$3.505	\$3.488	\$3.448	\$3.492	\$3.521	\$3.509	\$3.528	\$42.164
Depreciation	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.877	10.337
OPEB Obligation	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	2.700
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$4.657	\$4.589	\$4.611	\$4.631	\$4.610	\$4.590	\$4.573	\$4.533	\$4.577	\$4.606	\$4.594	\$4.630	\$55.201
Net Surplus/(Deficit)	(\$4.103)	(\$4.105)	(\$4.055)	(\$4.106)	(\$4.068)	(\$3.939)	(\$3.945)	(\$3.945)	(\$3.834)	(\$3.827)	(\$3.914)	(\$3.938)	(\$47.779)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2009 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.337	\$0.318	\$0.367	\$0.356	\$0.352	\$0.385	\$0.454	\$0.427	\$0.431	\$0.456	\$0.406	\$0.418	\$4.707
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Fare Increase 6/1/09</i>	0.000	0.000	0.000	0.000	0.000	0.095	0.096	0.091	0.092	0.096	0.085	0.089	0.644
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.217	0.166	0.189	0.169	0.190	0.171	0.078	0.070	0.220	0.227	0.189	0.185	2.071
Capital and Other Reimbursements	0.121	0.121	0.122	0.125	0.125	0.126	0.126	0.126	0.126	0.125	0.123	0.121	1.487
Total Revenue	\$0.675	\$0.605	\$0.678	\$0.650	\$0.667	\$0.777	\$0.754	\$0.714	\$0.869	\$0.904	\$0.803	\$0.813	\$8.909
Expenses													
<u>Labor:</u>													
Payroll	\$1.404	\$1.289	\$1.322	\$1.348	\$1.298	\$1.296	\$1.298	\$1.297	\$1.349	\$1.403	\$1.322	\$1.322	\$15.948
Overtime	0.118	0.146	0.127	0.124	0.166	0.140	0.153	0.098	0.111	0.080	0.076	0.087	1.426
Health and Welfare	0.312	0.302	0.294	0.303	0.293	0.313	0.303	0.283	0.271	0.283	0.282	0.281	3.520
OPEB Current Payment	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.043	0.043	0.043	0.043	0.508
Pensions	0.466	0.466	0.467	0.468	0.468	0.468	0.448	0.443	0.448	0.458	0.478	0.476	5.554
Other Fringe Benefits	0.114	0.110	0.111	0.113	0.113	0.111	0.108	0.126	0.111	0.096	0.096	0.090	1.299
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$2.456	\$2.355	\$2.363	\$2.398	\$2.380	\$2.370	\$2.352	\$2.289	\$2.333	\$2.363	\$2.297	\$2.299	\$28.255
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.205	\$0.235	\$0.250	\$0.240	\$0.235	\$0.225	\$0.228	\$0.250	\$0.250	\$0.250	\$0.300	\$0.319	\$2.987
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.022	0.022	0.023	0.022	0.022	0.023	0.022	0.022	0.023	0.022	0.022	0.024	0.269
Claims	0.023	0.023	0.022	0.023	0.023	0.022	0.023	0.023	0.022	0.023	0.023	0.023	0.273
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.884	10.674
Professional Service Contracts	0.028	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.028	0.356
Materials & Supplies	0.085	0.086	0.086	0.085	0.086	0.086	0.085	0.086	0.086	0.085	0.086	0.087	1.029
Other Business Expenses	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.002	0.005
Total Non-Labor Expenses	\$1.253	\$1.286	\$1.302	\$1.290	\$1.286	\$1.277	\$1.278	\$1.301	\$1.302	\$1.300	\$1.351	\$1.367	\$15.593
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
<u>Gap Closing Expenses:</u>													
<i>Additional Actions for Budget Balance: Expense Impact</i>	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.017)	(\$0.197)
Total Gap Closing Expenses	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.017)	(\$0.197)
Total Expenses before Non-Cash Liability Adjs.	\$3.693	\$3.625	\$3.648	\$3.671	\$3.650	\$3.631	\$3.614	\$3.574	\$3.618	\$3.646	\$3.632	\$3.649	\$43.651
Depreciation	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.877	10.337
OPEB Obligation	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	2.700
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$4.778	\$4.710	\$4.733	\$4.756	\$4.735	\$4.716	\$4.699	\$4.659	\$4.703	\$4.731	\$4.717	\$4.751	\$56.688
Net Surplus/(Deficit)	(\$4.103)	(\$4.105)	(\$4.055)	(\$4.106)	(\$4.068)	(\$3.939)	(\$3.945)	(\$3.945)	(\$3.834)	(\$3.827)	(\$3.914)	(\$3.938)	(\$47.779)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2009 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.337	\$0.318	\$0.367	\$0.356	\$0.352	\$0.385	\$0.454	\$0.427	\$0.431	\$0.456	\$0.406	\$0.418	\$4.707
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Fare Increase 6/1/09</i>	0.000	0.000	0.000	0.000	0.000	0.095	0.096	0.091	0.092	0.096	0.085	0.089	0.644
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.540	0.800	0.008	0.008	0.008	0.008	0.008	0.615	0.052	0.008	0.008	0.008	2.071
Capital and Other Reimbursements	0.121	0.121	0.122	0.125	0.125	0.126	0.126	0.126	0.126	0.125	0.123	0.121	1.487
Total Receipts	\$0.998	\$1.239	\$0.497	\$0.489	\$0.485	\$0.614	\$0.684	\$1.259	\$0.701	\$0.685	\$0.622	\$0.636	\$8.909
Expenditures													
Labor:													
Payroll	\$1.230	\$1.230	\$1.845	\$1.230	\$1.230	\$1.230	\$1.230	\$1.230	\$1.803	\$1.230	\$1.230	\$1.230	\$15.948
Overtime	0.118	0.146	0.127	0.124	0.166	0.140	0.153	0.098	0.111	0.080	0.076	0.087	1.426
Health and Welfare	0.312	0.302	0.294	0.303	0.293	0.313	0.303	0.283	0.271	0.283	0.282	0.281	3.520
OPEB Current Payment	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.043	0.043	0.043	0.043	0.508
Pensions	0.466	0.466	0.467	0.468	0.468	0.468	0.448	0.443	0.448	0.458	0.478	0.476	5.554
Other Fringe Benefits	0.114	0.110	0.111	0.113	0.113	0.111	0.108	0.126	0.111	0.096	0.096	0.090	1.299
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.265	0.265
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$2.282	\$2.296	\$2.886	\$2.280	\$2.312	\$2.304	\$2.284	\$2.222	\$2.787	\$2.190	\$2.205	\$2.472	\$28.520
Non-Labor:													
Traction and Propulsion Power	\$0.205	\$0.235	\$0.250	\$0.240	\$0.235	\$0.225	\$0.228	\$0.250	\$0.250	\$0.250	\$0.300	\$0.319	\$2.987
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.022	0.022	0.023	0.022	0.022	0.023	0.022	0.022	0.023	0.022	0.022	0.024	0.269
Claims	0.023	0.023	0.022	0.023	0.023	0.022	0.023	0.023	0.022	0.023	0.023	0.023	0.273
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.890	0.884	10.674
Professional Service Contracts	0.028	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.028	0.356
Materials & Supplies	0.085	0.086	0.086	0.085	0.086	0.086	0.085	0.086	0.086	0.085	0.086	0.087	1.029
Other Business Expenses	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.002	0.005
Total Non-Labor Expenditures	\$1.253	\$1.286	\$1.302	\$1.290	\$1.286	\$1.277	\$1.278	\$1.301	\$1.302	\$1.300	\$1.351	\$1.367	\$15.593
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000												
Gap Closing Expenditures:													
Additional Actions for Budget Balance: Expenditure Impact	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.017)	(\$0.197)
Total Gap Closing Expenditure	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.016)	(\$0.017)	(\$0.017)	(\$0.016)	(\$0.017)	(\$0.197)
Total Expenditures	\$3.519	\$3.566	\$4.171	\$3.553	\$3.582	\$3.565	\$3.546	\$3.507	\$4.072	\$3.473	\$3.540	\$3.822	\$43.916
Net Cash Deficit	(\$2.521)	(\$2.327)	(\$3.674)	(\$3.064)	(\$3.097)	(\$2.951)	(\$2.862)	(\$2.248)	(\$3.371)	(\$2.788)	(\$2.918)	(\$3.186)	(\$35.007)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2009 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Fare Increase 6/1/09</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.323	0.634	(0.181)	(0.161)	(0.182)	(0.163)	(0.070)	0.545	(0.168)	(0.219)	(0.181)	(0.177)	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.323	\$0.634	(\$0.181)	(\$0.161)	(\$0.182)	(\$0.163)	(\$0.070)	\$0.545	(\$0.168)	(\$0.219)	(\$0.181)	(\$0.177)	\$0.000
Expenditures													
<u>Labor:</u>													
Payroll	\$0.174	\$0.059	(\$0.523)	\$0.118	\$0.068	\$0.066	\$0.068	\$0.067	(\$0.454)	\$0.173	\$0.092	\$0.092	(\$0.000)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.265)	(0.265)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$0.174	\$0.059	(\$0.523)	\$0.118	\$0.068	\$0.066	\$0.068	\$0.067	(\$0.454)	\$0.173	\$0.092	(\$0.173)	(\$0.265)
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Expenditures:</u>													
<i>Additional Actions for Budget Balance: Expenditure Impact</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Gap Closing Expenditure	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.													
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$0.497	\$0.693	(\$0.704)	(\$0.043)	(\$0.114)	(\$0.097)	(\$0.002)	\$0.612	(\$0.622)	(\$0.046)	(\$0.089)	(\$0.350)	(\$0.265)
Depreciation Adjustment	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.877	10.337
OPEB Obligation	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	0.225	2.700
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$1.582	\$1.778	\$0.381	\$1.042	\$0.971	\$0.988	\$1.083	\$1.697	\$0.463	\$1.039	\$0.996	\$0.752	\$12.772

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2009 ADOPTED BUDGET
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
 (in millions)

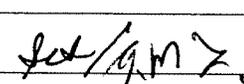
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.361	0.322	0.386	0.355	0.366	0.383	0.378	0.345	0.420	0.464	0.405	0.413	4.598
Impact of:													
Fare Increase 6/1/09	0.000	0.000	0.000	0.000	0.000	(0.006)	(0.006)	(0.005)	(0.005)	(0.006)	(0.005)	(0.005)	(0.038)
<i>Additional Actions for Budget Balance: Ridership Impact</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Post 2009 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Ridership	0.361	0.322	0.386	0.355	0.366	0.377	0.372	0.340	0.415	0.458	0.400	0.408	4.560

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2009 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	13	13	13	13	13	13	13	13	13	13	13	12
Professional, Technical, Clerical	15	15	15	15	15	15	14	14	14	14	14	14
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	28	28	28	28	28	28	27	27	27	27	27	26
Operations												
Managers/Supervisors	8	8	8	8	8	8	8	8	8	8	8	9
Professional, Technical, Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	81	81	81	82	82	83	85	86	86	86	86	86
Total Operations	93	93	93	94	94	95	97	98	98	98	98	99
Maintenance												
Managers/Supervisors	10	10	10	10	10	10	10	10	10	10	10	10
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	135	135	136	138	138	138	138	138	140	140	141	141
Total Maintenance	148	148	149	151	151	151	151	151	153	153	154	154
Engineering/Capital												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	-											
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-											
Impact of Gap Closing Actions												
Additional Actions for Budget Balance												
Managers/Supervisors	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Impact of Gap Closing Actions	(2)											
Total Positions												
Managers/Supervisors	29	29	29	29	29	29	29	29	29	29	29	29
Professional, Technical, Clerical	22	22	22	22	22	22	21	21	21	21	21	21
Operational Hourlies	216	216	217	220	220	221	223	224	226	226	227	227
Total Positions	267	267	268	271	271	272	273	274	276	276	277	277

VII. Appendix

Staff Summary

Subject MTA Consolidated 2009 Operating Budget
Department Chief Financial Officer
Department Head Name Gary J. Dellaverson
Department Head Signature 
Project Manager/Division Head Sharon C. Lubitz/ Gary M. Lanigan 

Date December 12, 2008
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	12/15	X		
2	Board	12/17	X		

Internal Approvals			
Order	Approval	Order	Approval
3	Executive Director	1	Chief Financial Officer
	Chief of Staff	2	Legal Administration
	Chief Operating Officer		
	Procurement		Other

Purpose:

To secure MTA Board adoption of MTA's Consolidated and Agencies' 2008 November Forecast and 2009 Final Proposed Budget (November Plan), pursuant to the Board approved budget process. This includes approval of various Gap Closing Actions, including the assumption that fares and tolls could be raised in 2009 to generate up to an estimated 23% increase in fare/toll revenues. This action does not approve the assumed fare/toll increase, which will be brought separately to the Board after the conclusion of the public hearing process during the first quarter of 2009. In addition, for those gap-closing actions that require a public hearing or for those that may be subject to an environmental review, the public hearing and/or environmental review process must be completed prior to any implementation. For those actions that do not require a public hearing or environmental review, agencies would begin taking steps for implementation in 2009. The MTA Consolidated Financial Plan and proposed headcount are contained in Attachments A and B, respectively. Approval is sought for Agencies' 2009 Program to Eliminate the Gap (PEGs) (Attachment C) and the measures for "Additional Actions for Budget Balance" (Attachment D). The proposed increases to fares and toll revenue yields as reflected in the November Plan are set forth in Attachment E.

Discussion:

In accordance with Board policy, the Executive Director submitted a final proposed budget for 2009 to the Board in November. This plan included updated forecasts of real-estate-related and state dedicated taxes, as well as an anticipated fall-off in ridership and increased debt service and pension costs, which have significantly worsened since the July Plan reflecting the continued contraction of the economy. Since July, including the updated forecasts, MTA's Baseline deficit in 2008 has increased by \$38 million to \$383 million and in 2009 by \$298 million to \$1,441 million. The Baseline deficits in the outyears of the Plan have also increased significantly to \$2,394 million in 2010, \$2,647 million in 2011 and \$2,972 million in 2012. The November Plan proposes gap-closing measures that are for the most part implementable at the discretion of the MTA Board. The Plan assumes that 2008 will end with a \$268 million cash balance, which will be used to partially fund 2009. The 2009 Final Proposed Budget includes significant fare/toll increases and major cuts to services to balance the budget and end the year with a \$65 million cash balance. The outyears of the Plan have gaps of \$266 million, \$454 million, and \$608 million, respectively, in 2010-2012; these gaps assume implementation of gap closing measures beginning in 2009.

The July Plan anticipated gap-closing contributions from the State and City; however, the impacts of a contracting economy on these entities have made those assumptions unrealistic and were deleted from the November Plan. On December 4, the Ravitch Commission released its report to the Governor, which included several recommendations to address the MTA's fiscal needs for both operating and capital and included new sources of revenue -- a mobility tax on employer payrolls, tolls on the City "free" bridges -- as well as creation of a new Regional Bus Authority, a Capital Finance Authority, and other valuable recommendations. A copy of the Report of the Ravitch Commission was previously distributed. While the Ravitch recommendations would eliminate the MTA's structural deficit, provide long-term fiscal stability, fund the next capital program and preserve and expand the region's transportation network, thus ensuring the economic health of the region and the State, the plan will require a number of implementing steps outside the control of the MTA, including, enactment of State legislation.

The Board is required to adopt a budget for 2009 by December 31, 2008 that includes reasonable assumptions for budget balance. While the Ravitch Commission recommendations would share the burdens for closing MTA's budget on all those who use or benefit from the region's transportation system, and eliminate the need for dramatic reductions in service, the form and timing of potential action by the State Legislature precludes the MTA Board from assuming passage will occur in time to close the anticipated 2009 Budget deficit of \$1.4 billion. To that end, it is recommended that the Board approve the 2008 November Forecast and the 2009 Final Proposed Budget which assumes the gap-closing measures, discussed below. This would meet the mandate for the board to adopt a balanced budget based on reasonable assumptions before commencement of the 2009 fiscal year. In the event that external actions, such as implementation of the Ravitch Recommendations, in whole or material part, significantly affect the revenue projections contained herein, the Board will be presented with a modification to the adopted budget for its consideration. As noted, separate action on fare/toll increases and service reductions that are subject to the public hearing/environmental review would be brought to the Board subsequent to the conclusion of the public hearing/environmental process during the first quarter of 2009.

Gap Closing Actions

As set forth in the November Financial Plan, the 2008 estimate and the 2009 proposed budget includes a number of gap-closing items, for which approval is requested in this staff summary.

- MTA Internal Actions Proposed in July – The gap-closing internal actions anticipated in July remain in place. These include the Agency PEG programs which reflect cost reductions without cutting service over the plan period, continuing the 1.5% annual reduction begun last year. The budget also includes administrative reductions in hiring, travel, food and telecommunications in 2008 and 2009 at all agencies. It is also assumed that employees will make a modest contribution through negotiation of new contracts; savings are projected at \$53 million in 2009. Also, the new Business Service Center will incur expenses in 2008 – 2011 in order to consolidate back-office operations and provide savings by 2012. Modest savings of \$1 million in 2009 and \$3 million annually thereafter are also assumed from other reorganization initiatives that are within MTA's control.

MTA has also proposed reducing its subsidy support to LI Bus by \$4 million annually beginning in 2009. Moreover, in order to achieve budget balance for LI Bus in the absence of additional support from Nassau County or the State, LI Bus has proposed additional fare increases, which are 20% higher than MTA's proposed fare increases (discussed below).

MTA used a portion of the 2006 and 2007 surpluses to fund Capital Security and other non-recurring expenses. It is recommended that \$120 million of the funds in these accounts which have yet to be committed will be transferred back to the operating budget in 2008 to be used for future gap-closing. Funding for most of the Capital Security projects is expected to be part of the MTA's Capital Plan. Since the July Plan, it was determined that \$40 million should be budgeted in 2009 for those security projects that may need to be started earlier than the 2010-2014 Capital Program.

The November Plan includes an increase in revenues of \$10 million annually from charging official city, state and county vehicles for Bridge and Tunnel crossings. The MTA Board approved this in October 2008. Billings are expected to generate \$1 million in 2008 and \$10 million annually thereafter.

The MTA is proposing to borrow through inter-agency loans \$270 million in 2009 and 2010 (\$135 million each year) and to pay these loans back in 2011 and 2012. It is proposed that the Board authorize use of agency operating fund Accounts, Subsidy Stabilization Accounts, Mortgage Recording Tax Accounts and GASB Accounts to fund these loans.

- External Actions – It is proposed that the MTA will seek changes in federal legislation that would eliminate certain federal mandates for commuter rail employees without impacting employee benefits. For 2009, only \$15 million is assumed to be realized in the last quarter of the MTA calendar year which is commensurate with the Federal FY 2010 which begins October 1, 2009; savings of approximately \$62 million annually thereafter are assumed beginning in 2010. As part of the State executive budget process, MTA assumes adoption by the legislature of changes to tax statutes that enable MTA to generate \$50 million annually of additional revenue earmarked for

MTA. If these federal and state legislative actions are not enacted before year-end 2009, it is probable that the 2009 budget will still be balanced.

- Additional Actions for Budget Balance – In order to balance the budget as required by law, significant additional agency reductions are proposed. Each agency has identified actions to reduce its budget by an additional 4.7%. To meet the target, each agency identified additional administrative cuts that could be taken over and above the normal, recurring 1.5% reduction program proposed in July. For the additional reductions, each agency was required to meet an independent target of no less than 5% of its managerial expenses. Since administration is a small component of the overall budgets of MTA operating agencies, these additional administrative savings are not sufficient to meet the target. Reductions in service will be required to balance the budget under the November Plan. The proposed reductions are detailed in Attachment D and reflect 2008/2009 savings of \$279 million and 2010 savings of \$401 million. These projected savings exclude MTA Bus savings of \$16 million in 2009 and \$23 million in 2010; these savings are commensurate with the 4.7 % target noted above and will be used to reduce City Subsidy savings over the plan period. Note that some of these actions will require public hearings before implementation; the hearings were authorized by the Board in November, 2008 and are anticipated to take place by February 2009.

In addition, the MTA is conducting an analysis of the potential environmental impacts of the proposed actions in accordance with the New York State Environmental Quality Review Act (SEQRA). This review will cover all proposed service related actions and is targeted for completion in February 2009. The service reduction proposals are considered pending until completion of the environmental review. If the review determines that the proposed actions would not result in significant adverse impacts on the environment, no further action would be required from the Board. If significant environmental impacts are identified, the proposals, including the environmental impacts, will be resubmitted to the Board before implementation.

- Fare/Toll Increases – The November Plan assumes that the remaining deficit will be closed with a 23% increase in MTA consolidated farebox and toll revenue yield beginning June 1, 2009. The Board authorized hearings for this on November 20, 2008. As shown on Attachment E, the increase is expected to yield \$670 million in 2009 and \$1,147 million in 2010. The July Plan had anticipated an 8% yield increase beginning July 1, 2009, which was estimated to generate \$201 million in 2009, and \$404 million in 2010; the Ravitch Commission has recommended the 8% yield increase that was proposed in July.
- Downsizing Account – The Downsizing Account was established in the 2007 Adopted Budget in anticipation of major cost reductions that would need to be implemented in order to achieve budget balance after 2007. In late 2007 as part of the 2008 adoption process, the plan anticipated that these funds would not be needed until 2009. The baseline budget assumes that \$40.5 million of Mortgage Recording Tax-2 Corporate Account (MRT-2) would be set aside in 2009 to fund the costs of layoffs and other measures needed to produce cost reductions as adopted in the 2009 budget. The baseline for 2010 assumes an additional \$40.5 million for a total downsizing fund of \$81 million through 2010.

General Reserve – The Consolidated Plan provides for a \$75 million General Reserve annually beginning in 2009, consistent with recent Financial Plans. The 2008 November Plan assumes that the 2008 general reserve will not be needed this year.

Recommendation:

It is recommended that the Board:

- Adopt the 2009 Budget as summarized in the attached MTA Consolidated Statement of Operations by Category, including approving the 2008 November Plan projections, and 2008 and 2009 gap closing actions.
- Adopt Agency 2009 Budgets, including approving the 2008 November Plan projections, and 2008 and 2009 gap closing actions. As noted above, separate action on fare/toll increases and service reductions that are subject to the public hearing/environmental review would be brought to the Board subsequent to the conclusion of the public hearing/environmental process during the first quarter of 2009. It is assumed that additional revenues or savings for MTA Bus will result in a commensurate decrease in City Subsidy for MTA Bus.

- Authorize the transfer to agency stabilization accounts of unused monies totaling \$120 million, including associated interest earnings, set aside in 2006 and 2007 to fund capital security and other short-term projects. The funds would be returned to the stabilization accounts from which the monies originated by December 31, 2008. Moreover, authorize the Executive Director or his designee to assign up to \$40 million of these funds in 2009 to fund short-term capital security projects that can not be deferred until the next 5-year capital program.
- Authorize the MTA Treasurer to open the "Downsizing Account" in 2009 utilizing Mortgage Recording Tax-2 Corporate Account funds totaling \$40.5 million. These funds would be used to cover downsizing costs associated with the gap-closing measures contained in the November Plan.
- Authorize technical adjustments to Agency Budgets of a non-material nature in the February Financial Plan.
- Authorize adjustment of Agency 2009 budgets to reflect labor settlements approved from time to time by the Board.
- Approve budget and cash management actions, as has been done in past budget adoptions, below:

Use of All-Agency Security Pool

The 2008 MTA Headquarters (MTAHQ) Operating Budget authorizes the use of up to \$17 million and the 2009 MTAHQ Budget authorizes the use of up to \$17 million for certain MTA-wide security-related projects. Actual payments for these projects may occur in the fiscal year subsequent to the year of authorization. In order to implement this program, and to provide for these cross-fiscal-year expenses, the Board hereby authorizes the deposit in the Mortgage Recording Tax #2 (MRT-2) Corporate Purposes Account of such amounts from MRT-2 receipts (moneys that by statute are allocable at the Board's discretion); and the payment, subject to the approval of the Executive Director or his designee, from such MRT-2 Corporate Account, of reimbursements of Agency expenses (including MTAHQ expenses) for the security-related projects contemplated in the 2008 and 2009 budget lines for such purposes.

Advance of Bridges and Tunnels Operating Surplus

As has been done on previous occasions, the Board should authorize Bridges and Tunnels to advance to MTA and NYC Transit, to the extent funds are available therefor, all or a part of the estimated operating surplus for the year 2009, when and as directed by the Executive Director or his designee.

General Reserve

The 2009 budget's expenditures include an MTA-wide \$75 million General Reserve, which is not allocated among the MTA Agencies. The Executive Director should be authorized to allocate the General Reserve in order to cover contingencies as may become necessary. This will assure the continued operations of MTA Headquarters and the operating agencies. Such expenditures shall be funded from MTA Corporate Account (MRT-2) monies.

Inter-Agency Loans

The Board should authorize the Executive Director or his designee, acting under Section 1266 (6-a) of the Public Authorities Law, to enter into inter-agency loan agreements among the Metropolitan Transportation Authority and its affiliates and subsidiaries. This authorization would allow the temporary movement of funds among agencies to meet cash flow requirements for operating or capital purposes resulting from a mismatch between the receipt of subsidies and other monies and cash flow needs. The statute requires that any such inter-agency loans be repaid no later than the end of the next succeeding calendar year.

Advance of MTA (Mortgage Recording Tax #2) Corporate Account Monies

Unlike all other forms of intergovernmental aid, these subsidy moneys, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that these funds be used to support the MTA Police, the All-Agency Security Pool (see above), other MTA Headquarters operations and MTA Bus capital projects as described below, and to temporarily help stabilize cash-flow requirements. As in the past, except as described below in the case of MTA Bus capital projects, the advance of such funds to the MTA and its affiliates and subsidiaries to stabilize cash-flow requirements may be made, provided that such advances are repaid prior to the end of the fiscal year in which made. The Treasurer is authorized to establish a "Downsizing Account" in 2009 using \$40.5 million of Mortgage Recording Tax #2 Corporate Account Monies.

Use of Stabilization Reserve: Provision for Prompt Payment of Contractual Obligations

In 1996, the Board approved the establishment of a Stabilization Reserve, to be held by the MTA Treasurer (the "Treasurer"), to stabilize MTA Agencies' cash flow requirements. The fund consists of two accounts, the MTA New York

City Transit Account (the "Transit Account") and the MTA Commuter Railroad Account (the "Commuter Railroad Account"). The Board should authorize the use of any balances in such accounts, plus any amounts authorized below to be transferred to such accounts, to meet the cash flow requirements of MTA New York City Transit and the MTA Commuter Railroads. MTA New York City Transit is hereby authorized to pay to the Treasurer for deposit in the Transit Account such amounts as it deems necessary to accomplish the purpose thereof, consistent with the 2008 November Plan and the 2009 budget; and the Treasurer, subject to the approval of the Executive Director or his designee, is hereby authorized to pay into the Commuter Railroad Account, such amounts as are deemed necessary to accomplish the purpose thereof, consistent with the 2008 November Plan and the 2009 budget. The Treasurer, upon request of MTA New York City Transit, shall pay to NYCT such amounts as are necessary to meet cash flow requirements of NYCT and as authorized by the MTA Executive Director or his designee, shall transfer from the Commuter Railroad Account such amounts as are necessary to meet the cash flow requirements of MTA Commuter Railroads. The Treasurer shall also use such funds as from time to time may be necessary or convenient to timely make debt service payments on MTA bonds.

MRT-2 Corporate Payments to MTA Bus Company

The MTA has agreed to pay the capital costs of the MTABC 2005-2009 capital program to the extent not otherwise paid from Federal grants assigned by the City to the MTA, together with the City's matching funds relating thereto, and other funding sources specifically dedicated to MTABC capital projects. This will require the MTA to (1) reimburse those funds expended prior to November 2006 on MTABC capital projects from other available sources, and (2) pay debt service for bonds and commercial paper expended after November 2006 on MTABC capital projects. The MTA is required to make such reimbursement and debt service payments until such amounts are paid in full. The amounts budgeted for such purposes to be transferred during the 2008 through 2010 period from MRT-2 to the MTA Bus Company are \$24.7 million for 2008 and \$23.2 million for 2009. These funds are to be administered by the MTA Treasurer and used only for the purpose of funding the 2005-2009 capital program debt service requirements and repayment of the non-MTABC capital funds expended for the MTABC.

In addition to the foregoing, the NYCT will reimburse the MTABC approximately \$11.5 million per year for debt service, which reflects the fact that the Federal grants and matching City moneys originally intended for use by the City franchise buses taken over by MTABC could not be used by MTABC, so they were assigned to NYCTA for use in its capital projects. MTA bond proceeds (which otherwise would have been used to finance the NYCTA projects) were used to finance certain MTABC projects, with the Federal grants and City matching moneys transferred from New York City to the NYCT. Consequently, to hold MTABC and NYCT harmless for this transfer, NYCT will pay the debt service on an equal amount of bonds and commercial paper. The MTA Treasurer is hereby authorized and directed to use NYCTA funds to pay debt service on bonds and commercial paper issued for the MTABC projects. Both the MRT-2 funds and the NYCT reimbursement funds, plus any earnings on the funds, will be held by the MTA Treasurer in an account called MTABC Stabilization Fund and used only for paying for the MTABC 2005-2009 capital program costs.

Government Accounting Standards Board (GASB) Contributions

In 2006 and 2007, funds were set aside from three sources -- agency contributions based on health and welfare costs, net savings from NYCERS pension costs in City FY2007 and \$80 million of 2006 surplus funds -- to help fund Other than Pension Employment (OPEB) liabilities as well as fund anticipated NYCERS and MaBSTOA pension refunds per current labor agreements. The November Plan reflects \$19 million that was paid to MaBSTOA for refunds in the Fall of 2008. As part of NYCT's 2008 November Forecast, it is now assumed that the funds set aside by NYCT for pension refunds to NYCERS will be used to cover the cost of amortizing NYCERS payments over several years and the remainder of the NYCT pension designated GASB Account will be used for budget balance in 2009. In June 2008, the MTA approved the establishment of the "MTA Retiree Welfare Benefits Trust" to govern the administration and investment of the OPEB trust assets. Pending transfer to the "Trust" the Treasurer will continue to hold the 2006 through 2008 funds set aside in discrete sub-accounts that comprise the GASB Account. Moreover, agencies will continue making contributions as set forth in the 2009 budget to the GASB Account in 2009. The Treasurer is authorized to use the GASB accounts to fund intra-agency loans as well as inter-agency loans. If an agency uses its own "GASB" funds to meet 2009 cash flow needs, the amounts withdrawn in 2009 must be paid back by December 31, 2011. If the GASB funds are used as inter-agency loans in 2009, they would be subject to repayment no later than December 31, 2010, consistent with the Inter-Agency Loan provision described above.

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METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2009 - 2012
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.	2007 Actual	2008 Final Estimate	2009 Final Proposed Budget	2010	2011	2012
7	Non-Reimbursable					
10	Operating Revenue					
11	\$3,995	\$4,246	\$4,229	\$4,252	\$4,319	\$4,390
12	1,251	1,273	1,264	1,264	1,268	1,275
13	480	460	479	500	526	556
14	0	0	0	0	0	0
15	\$5,726	\$5,979	\$5,971	\$6,016	\$6,113	\$6,221
17	Operating Expense					
18	Labor Expenses:					
19	\$3,861	\$4,093	\$4,250	\$4,362	\$4,462	\$4,544
20	482	490	471	478	489	499
21	617	686	752	819	886	958
22	270	327	356	387	423	463
23	851	889	913	896	871	876
24	445	477	488	502	519	530
25	(274)	(310)	(322)	(315)	(311)	(316)
26	\$6,252	\$6,653	\$6,908	\$7,128	\$7,339	\$7,552
28	Non-Labor Expenses:					
29	294	314	348	398	425	455
30	193	321	334	307	300	321
31	54	33	51	62	73	85
32	164	175	157	165	173	176
33	233	284	366	423	481	561
34	533	632	688	701	705	727
35	181	195	236	224	223	228
36	516	542	602	635	661	645
37	152	181	188	184	186	191
38	\$2,320	\$2,676	\$2,971	\$3,099	\$3,228	\$3,391
40	Other Expense Adjustments:					
41	(\$18)	(\$11)	(\$11)	(\$5)	(\$5)	(\$6)
42	0	0	75	75	75	75
43	(\$18)	(\$11)	\$64	\$70	\$70	\$69
45	\$8,554	\$9,319	\$9,943	\$10,297	\$10,637	\$11,012
47	\$1,687	\$1,755	\$1,905	\$2,015	\$2,082	\$2,144
48	1,291	1,313	1,379	1,436	1,495	1,556
49	0	38	8	8	8	9
51	\$11,533	\$12,424	\$13,235	\$13,756	\$14,223	\$14,721
53	(\$5,807)	(\$6,445)	(\$7,263)	(\$7,739)	(\$8,110)	(\$8,500)
55	\$4,559	\$4,289	\$4,095	\$4,102	\$4,205	\$4,335
56	(1,712)	(1,504)	(1,474)	(1,912)	(2,050)	(2,266)
58	(\$2,959)	(\$3,660)	(\$4,641)	(\$5,549)	(\$5,955)	(\$6,431)
60	\$2,978	\$3,105	\$3,292	\$3,458	\$3,585	\$3,709
61	(71)	(57)	(60)	(63)	(66)	(69)
62	(389)	314	213	(4)	65	69
64	(\$442)	(\$297)	(\$1,197)	(\$2,157)	(\$2,370)	(\$2,722)
65	0	(86)	(243)	(237)	(277)	(250)
66	0	155	1,238	2,063	2,193	2,364
67	937	495	268	65	0	0
68	\$495	\$268	\$65	(\$266)	(\$454)	(\$608)

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2009 - 2012
Updated Forecast and Gap Closing Programs
(\$ in millions)

Line No.	2008 Final Estimate	2009 Final Proposed Budget	2010	2011	2012	
10						
11	November Cash Balance Before Prior-Year Carry-Over	(\$297)	(\$1,197)	(\$2,157)	(\$2,370)	(\$2,722)
12						
13	Updated Forecast					
14						
15	Real Estate Related Taxes	(76)	(66)	(80)	(72)	(29)
16	State Dedicated Taxes	(15)	(175)	(133)	(133)	(123)
17	Pension Valuations	-	(35)	(70)	(105)	(140)
18	Fuel	6	31	45	32	39
19	Other	(1)	1	1	1	4
20	Sub-Total	(86)	(243)	(237)	(277)	(250)
21						
22	GAP CLOSING					
23						
24	Internal Actions:					
25	2009 Agency Program to Eliminate the Gap	16	82	81	88	78
26	Post-2009 Agency Program to Eliminate the Gap	-	0	97	175	276
27	Business Service Center	-	(8)	(10)	(15)	29
28	New Contracts Labor Contribution	-	53	82	85	86
29	MTA Reorganization	-	1	3	3	3
30	Reduce Subsidy to LIB	-	4	4	4	4
31	LIB Deficit Reduction	-	5	3	2	2
32	2006 Surplus Recovery	120	(40)	0	0	0
33	Eliminate E-Z Pass Forgiveness	1	10	10	10	10
34	Inter-Agency Loan	-	135	135	(135)	(135)
35	Sub-Total	137	242	404	217	354
36						
37	External Actions:					
38	Federal Legislative Actions	-	15	62	63	66
39	State Legislative Actions - Tax Statute Revisions	-	50	50	50	50
40	Sub-Total	-	65	112	113	116
41						
42	Additional Actions for Budget Balance:					
43	New York City Transit / Staten Island Railway	13	154	280	280	280
44	Bridges and Tunnels	-	17	24	7	11
45	Long Island Rail Road	-	36	53	53	54
46	Metro-North Railroad	-	35	35	35	35
47	MTA Headquarters	-	9	9	9	9
48	Long Island Bus	-	5	6	6	6
49	Other Administrative Reductions	5	10	0	0	0
50	Reimbursement Offset	-	(6)	(6)	(6)	(6)
51	Sub-Total	18	261	401	384	389
52						
53	Fare/Toll:					
54	Fare/Toll Yields on 6/1/09: 23.0%	-	670	1,147	1,172	1,188
55	Fare/Toll Yields on 1/1/11: 5.0%	-	-	-	307	319
56	Sub-Total	-	670	1,147	1,479	1,507
57						
58	UPDATED FORECAST	(86)	(243)	(237)	(277)	(250)
59	TOTAL GAP CLOSING	155	1,238	2,063	2,193	2,364
60						
61	Prior-Year Carry-Over	495	268	65	0	0
62						
63	Net Cash Surplus/(Deficit)	\$268	\$65	(\$266)	(\$454)	(\$608)

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2009 - 2012
Consolidated Positions Including Impact of Gap Closing Program

Category	2008 Final Estimate	2009 Final Proposed	2010	2011	2012
Baseline Non-Reimbursable	63,372	63,959	64,196	64,336	63,984
NYC Transit	43,637	44,113	44,242	44,335	43,941
Long Island Rail Road	6,136	6,134	6,181	6,169	6,163
Metro-North Railroad	5,466	5,511	5,580	5,633	5,681
Bridges & Tunnels	1,779	1,787	1,779	1,786	1,786
Headquarters	1,445	1,446	1,446	1,446	1,446
Long Island Bus	1,139	1,139	1,139	1,139	1,139
Staten Island Railway	275	280	280	279	279
Capital Construction Company	-	-	-	-	-
Bus Company	3,495	3,549	3,549	3,549	3,549
Gap Closing Program					
<i>Internal Actions:</i>					
<i>2009 Agency Program to Eliminate the Gap</i>	115	467	476	511	448
NYC Transit	103	501	510	545	482
Long Island Rail Road	11	15	15	15	15
Metro-North Railroad	-	(52)	(52)	(52)	(52)
Bridges & Tunnels	-	3	3	3	3
Headquarters	-	-	-	-	-
Long Island Bus	-	2	2	2	2
Staten Island Railway	1	4	4	4	4
Capital Construction Company	-	-	-	-	-
Bus Company	-	(6)	(6)	(6)	(6)
<i>Post-2009 Agency Program to Eliminate the Gap</i>	-	-	10	10	10
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	10	10	10
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<i>Additional Actions for Budget Balance (AABB)</i>	-	2,775	2,940	2,915	2,915
NYC Transit/Staten Island Railway	-	2,262	2,272	2,272	2,272
Long Island Rail Road	-	165	320	295	295
Metro-North Railroad	-	88	88	88	88
Bridges & Tunnels	-	28	28	28	28
Headquarters	-	21	21	21	21
Long Island Bus	-	21	21	21	21
Capital Construction Company	-	-	-	-	-
Bus Company	-	190	190	190	190
Business Service Center	(22)	(67)	(67)	(46)	249
NYC Transit	-	-	-	81	309
Long Island Rail Road	-	-	-	61	61
Metro-North Railroad	24	24	24	84	84
Bridges & Tunnels	-	-	-	16	41
Headquarters	(46)	(91)	(91)	(341)	(299)
Long Island Bus	-	-	-	15	15
Staten Island Railway	-	-	-	2	2
Capital Construction Company	-	-	-	3	3
Bus Company	-	-	-	33	33

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2009-2012
Consolidated Positions Including Impact of Gap Closing Program

Category	2008 Final Estimate	2009 Final Proposed	2010	2011	2012
Total Non-Reimbursable	63,279	60,784	60,837	60,949	60,365
NYC Transit/Staten Island Railway	43,808	41,626	41,736	41,710	41,151
Long Island Rail Road	6,125	5,954	5,836	5,788	5,782
Metro-North Railroad	5,442	5,451	5,520	5,513	5,561
Bridges & Tunnels	1,779	1,756	1,748	1,739	1,714
Headquarters	1,491	1,516	1,516	1,766	1,724
Long Island Bus	1,139	1,116	1,116	1,101	1,101
Capital Construction Company	-	-	-	-	-
Bus Company	3,495	3,365	3,365	3,332	3,332
Total Reimbursable	7,346	7,112	7,032	6,797	6,754
NYC Transit/Staten Island Railway	5,656	5,434	5,157	4,934	4,890
Long Island Rail Road	825	776	962	951	951
Metro-North Railroad	588	629	629	629	629
Bridges & Tunnels	53	45	53	53	53
Headquarters	44	48	51	53	54
Long Island Bus	14	14	14	14	14
Capital Construction Company	150	150	150	147	147
Bus Company	16	16	16	16	16
Total Positions	70,625	67,896	67,869	67,746	67,119
NYC Transit/Staten Island Railway	49,464	47,060	46,893	46,644	46,041
Long Island Rail Road	6,950	6,730	6,798	6,739	6,733
Metro-North Railroad	6,030	6,080	6,149	6,142	6,190
Bridges & Tunnels	1,832	1,801	1,801	1,792	1,767
Headquarters	1,535	1,564	1,567	1,819	1,778
Long Island Bus	1,153	1,130	1,130	1,115	1,115
Capital Construction Company	150	150	150	147	147
Bus Company	3,511	3,381	3,381	3,348	3,348
Total Full-Time	70,301	67,590	67,563	67,440	66,813
NYC Transit/Staten Island Railway	49,254	46,868	46,701	46,452	45,849
Long Island Rail Road	6,950	6,730	6,798	6,739	6,733
Metro-North Railroad	6,025	6,075	6,144	6,137	6,185
Bridges & Tunnels	1,832	1,801	1,801	1,792	1,767
Headquarters	1,535	1,564	1,567	1,819	1,778
Long Island Bus	1,044	1,021	1,021	1,006	1,006
Capital Construction Company	150	150	150	147	147
Bus Company	3,511	3,381	3,381	3,348	3,348
Total Full-Time-Equivalents	324	306	306	306	306
NYC Transit/Staten Island Railway	210	192	192	192	192
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	109	109	109	109	109
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

NOTE: It is assumed Program to Eliminate the Gap, Business Service Center and Additional Actions to Balance the Budget positions are Non-Reimbursable and Full-Time, although a small portion are Reimbursable and Full-Time Equivalents. The Capital Construction Company is the only exception, since the Agency is 100% Reimbursable.

ATTACHMENT C

METROPOLITAN TRANSPORTATION AUTHORITY
 November Plan 2009 - 2012
 Summary of 2009 Program to Eliminate the Gap(PEGs)
 (\$ in millions)

MTA-Wide	2008		2009		2010		2011		2012	
	Positions	Dollars								
MTA BRIDGES AND TUNNELS	0	0.000	3	0.264	3	0.313	3	0.323	3	0.334
MTA METRO-NORTH RAILROAD	0	0.000	(52)	9.226	(52)	9.251	(52)	9.251	(52)	9.251
MTA LONG ISLAND RAIL ROAD	11	5.094	15	7.891	15	6.145	15	5.731	15	5.820
MTA STATEN ISLAND RAILWAY	1	0.225	4	0.743	4	0.428	4	0.428	4	0.428
MTA BUS COMPANY	0	2.563	(6)	6.555	(6)	6.291	(6)	7.307	(6)	7.964
MTA LONG ISLAND BUS	0	0.000	2	0.640	2	0.540	2	0.400	2	0.340
MTA HEADQUARTERS	0	1.044	0	2.446	0	2.498	0	2.557	0	2.609
MTA NEW YORK CITY TRANSIT	103	9.929	501	60.973	510	61.939	545	69.303	482	59.114
Total MTA-Wide	115	\$ 18.855	467	\$ 88.738	476	\$ 87.405	511	\$ 95.300	448	\$ 85.860
MTA-Wide by Category										
Administration	16	5.386	59	17.883	62	19.030	62	19.834	62	20.278
Customer Convenience/Amenities	0	0.000	0	5.354	0	0.000	0	0.000	0	0.000
Maintenance	78	12.026	351	47.134	355	41.433	390	48.148	327	38.020
Other	0	0.000	15	4.708	15	10.378	15	10.478	15	10.518
Revenue Enhancement	0	0.000	(82)	1.157	(62)	1.508	(62)	1.346	(62)	1.253
Safety	0	0.000	0	0.478	0	0.650	0	0.839	0	1.047
Security	0	0.000	0	0.639	0	0.869	0	0.695	0	0.712
Service	0	0.000	1	1.002	1	2.380	1	2.450	1	2.520
Service Support	21	1.443	103	10.383	105	11.357	105	11.510	105	11.512
Total MTA-Wide by Category	115	\$ 18.855	467	\$ 88.738	476	\$ 87.405	511	\$ 95.300	448	\$ 85.860

METROPOLITAN TRANSPORTATION AUTHORITY
November Plan 2009 - 2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

LIST OF AGENCY PROGRAMS	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration										
MTA BRIDGES AND TUNNELS	0	0.000	3	0.264	3	0.313	3	0.323	3	0.334
MTA HEADQUARTERS	0	1.044	0	1.807	0	1.829	0	1.862	0	1.897
MTA BUS COMPANY	0	1.851	(6)	3.498	(6)	3.009	(6)	3.784	(6)	4.178
MTA NEW YORK CITY TRANSIT	15	1.766	58	9.567	61	12.445	61	12.428	61	12.428
MTA STATEN ISLAND RAILWAY	1	0.225	3	0.666	3	0.351	3	0.351	3	0.351
MTA LONG ISLAND RAIL ROAD	0	0.500	1	2.081	1	1.083	1	1.086	1	1.090
Sub-Total: Administration	16	\$ 5.386	59	\$ 17.883	62	\$ 19.030	62	\$ 19.834	62	\$ 20.278
Customer Convenience/Amenities										
MTA METRO-NORTH RAILROAD	0	0.000	0	5.354	0	0.000	0	0.000	0	0.000
Sub-Total: Customer Convenience/Amenities	0	\$ 0.000	0	\$ 5.354	0	\$ 0.000	0	\$ 0.000	0	\$ 0.000
Maintenance										
MTA BUS COMPANY	0	0.712	0	2.579	0	2.632	0	2.684	0	2.739
MTA LONG ISLAND BUS	0	0.000	2	0.370	2	0.270	2	0.180	2	0.160
MTA METRO-NORTH RAILROAD	0	0.000	8	0.790	8	0.801	8	0.816	8	0.833
MTA LONG ISLAND RAIL ROAD	11	4.594	13	4.044	13	1.263	13	0.770	13	0.779
MTA NEW YORK CITY TRANSIT	67	6.720	328	39.351	332	36.467	367	43.898	304	33.509
Sub-Total: Maintenance	78	\$ 12.026	351	\$ 47.134	355	\$ 41.433	390	\$ 48.148	327	\$ 38.020
Other										
MTA LONG ISLAND BUS	0	0.000	0	0.270	0	0.270	0	0.220	0	0.180
MTA METRO-NORTH RAILROAD	0	0.000	2	2.056	2	7.056	2	7.206	2	7.286
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.650	0	1.300	0	1.300	0	1.300
MTA NEW YORK CITY TRANSIT	0	0.000	13	1.752	13	1.752	13	1.752	13	1.752
Sub-Total: Other	0	\$ 0.000	15	\$ 4.708	15	\$ 10.378	15	\$ 10.478	15	\$ 10.518
Revenue Enhancement										
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.111	0	0.114	0	0.117	0	0.121

METROPOLITAN TRANSPORTATION AUTHORITY
November Plan 2009 - 2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

	2008		2009		2010		2011		2012	
	Positions	Dollars								
LIST of AGENCY PROGRAMS										
MTA METRO-NORTH RAILROAD	0	0.000	(62)	1,046	(62)	1,394	(62)	1,229	(62)	1,132
Sub-Total: Revenue Enhancement	0	\$ 0.000	(62)	\$ 1,157	(62)	\$ 1,508	(62)	\$ 1,346	(62)	\$ 1,253
Safety										
MTA BUS COMPANY	0	0.000	0	0.478	0	0.650	0	0.839	0	1.047
Sub-Total: Safety	0	\$ 0.000	0	\$ 0.478	0	\$ 0.650	0	\$ 0.839	0	\$ 1.047
Security										
MTA HEADQUARTERS	0	0.000	0	0.639	0	0.669	0	0.695	0	0.712
Sub-Total: Security	0	\$ 0.000	0	\$ 0.639	0	\$ 0.669	0	\$ 0.695	0	\$ 0.712
Service										
MTA STATEN ISLAND RAILWAY	0	0.000	1	0.077	1	0.077	1	0.077	1	0.077
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.925	0	2.303	0	2.373	0	2.443
Sub-Total: Service	0	\$ 0.000	1	\$ 1.002	1	\$ 2.380	1	\$ 2.450	1	\$ 2.520
Service Support										
MTA LONG ISLAND RAIL ROAD	0	0.000	1	0.080	1	0.082	1	0.085	1	0.087
MTA NEW YORK CITY TRANSIT	21	1.443	102	10,303	104	11,275	104	11,425	104	11,425
Sub-Total: Service Support	21	\$ 1.443	103	\$ 10,383	105	\$ 11,357	105	\$ 11,510	105	\$ 11,512
Total Agency PEGs	115	\$ 18,855	467	\$ 88,738	476	\$ 87,405	511	\$ 95,300	448	\$ 85,860

METROPOLITAN TRANSPORTATION AUTHORITY

November Plan 2009 - 2012

Summary of Post 2009 PEGs

(\$ in millions)

MTA-Wide	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
MTA BUS COMPANY	0	0.000	0	0.000	0	4.965	0	9.930	0	14.895
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.000	10	21,973	10	18,247	10	40,271
MTA LONG ISLAND BUS	0	0.000	0	0.000	0	1,481	0	2,982	0	4,473
MTA BRIDGES AND TUNNELS	0	0.000	0	0.000	0	2,010	0	11,308	0	16,962
MTA METRO-NORTH RAILROAD	0	0.000	0	0.000	0	9,251	0	18,502	0	27,753
MTA NEW YORK CITY TRANSIT	0	0.000	0	0.000	0	59,813	0	119,226	0	178,839
MTA HEADQUARTERS	0	0.000	0	0.000	0	2,162	0	4,431	0	6,707
MTA STATEN ISLAND RAILWAY	0	0.000	0	0.000	0	0,420	0	0,840	0	1,260
Total MTA-Wide	0	\$ 0.000	0	\$ 0.000	10	\$ 101,885	10	\$ 185,466	10	\$ 291,160
MTA-Wide by Category										
Administration	0	0.000	0	0.000	4	0,400	4	0,412	4	0,424
Other	0	0.000	0	0.000	5	101,403	5	184,969	5	290,649
Service Support	0	0.000	0	0.000	1	0,082	1	0,085	1	0,087
Total MTA-Wide by Category	0	\$ 0.000	0	\$ 0.000	10	\$ 101,885	10	\$ 185,466	10	\$ 291,160

METROPOLITAN TRANSPORTATION AUTHORITY
November Plan 2009 - 2012
Summary of Post 2009 PEGs
(\$ in millions)

LIST OF AGENCY PROGRAMS	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration										
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.000	4	0.400	4	0.412	4	0.424
Sub-Total: Administration	0	\$ 0.000	0	\$ 0.000	4	\$ 0.400	4	\$ 0.412	4	\$ 0.424
Other										
MTA BRIDGES AND TUNNELS	0	0.000	0	0.000	0	2.010	0	11.308	0	16.962
MTA METRO-NORTH RAILROAD	0	0.000	0	0.000	0	9.251	0	16.502	0	27.753
MTA HEADQUARTERS	0	0.000	0	0.000	0	2.162	0	4.431	0	6.707
MTA STATEN ISLAND RAILWAY	0	0.000	0	0.000	0	0.420	0	0.840	0	1.260
MTA BUS COMPANY	0	0.000	0	0.000	0	4.965	0	9.930	0	14.895
MTA NEW YORK CITY TRANSIT	0	0.000	0	0.000	0	59,613	0	119,228	0	176,839
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.000	5	21,491	5	17,750	5	39,760
MTA LONG ISLAND BUS	0	0.000	0	0.000	0	1,491	0	2,982	0	4,473
Sub-Total: Other	0	\$ 0.000	0	\$ 0.000	5	\$ 101,403	5	\$ 184,969	5	\$ 290,649
Service Support										
MTA LONG ISLAND RAIL ROAD	0	0.000	0	0.000	1	0.082	1	0.085	1	0.087
Sub-Total: Service Support	0	\$ 0.000	0	\$ 0.000	1	\$ 0.082	1	\$ 0.085	1	\$ 0.087
Total Agency PEGs	0	\$ 0.000	0	\$ 0.000	10	\$ 101,885	10	\$ 185,466	10	\$ 291,160

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**Metropolitan Transportation Authority
Financial Plan 2009-2012
Additional Actions for Budget Balance by Agency
(\$ in millions)**

	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
New York City Transit/Staten Island Railway	0	\$12.7	2,262	\$154.5	2,272	\$279.8	2,272	\$279.8	2,272	\$279.8
Bridges & Tunnels	0	0	28	17.1	28	24.2	28	7.4	28	10.7
Long Island Rail Road	0	0	165	36.2	320	52.8	295	52.6	295	54.0
Metro North Railroad	0	0	88	35.0	88	35.0	88	35.0	88	35.0
MTA Headquarters	0	0	21	8.6	21	8.7	21	8.9	21	9.1
Long Island Bus	0	0	21	5.4	21	5.9	21	5.9	21	5.9
Other Administrative Reductions	0	5.0	0	10.0	0	0	0	0	0	0
Reimbursement Offset	0	0	0	(5.8)	0	(5.8)	0	(5.8)	0	(5.8)
Total MTA-Wide	0	\$17.7	2,585	\$261.1	2,750	\$400.5	2,725	\$383.9	2,725	\$388.8
MTA Bus			190	\$16.2	190	\$22.8	190	\$21.3	190	\$22.1

Note: MTA Bus impact from Additional Actions for Budget Balance will be used to reduce NYC subsidy. MTACC is contributing an administrative reduction of 5% (\$1.1M). There are no position reductions.

**Metropolitan Transportation Authority
Financial Plan 2009-2012
Additional Actions for Budget Balance by Agency Programs
(\$ in millions)**

	2008		2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration										
New York City Transit/Staten Island Railway		0.3	340	31.1	319	37.0	319	37.2	319	37.2
Bridges & Tunnels			14	4.8	14	3.0	14	3.0	14	3.0
Long Island Rail Road			27	4.7	32	4.8	32	5.1	32	5.2
Metro North Railroad			18	13.8	18	18.9	18	18.9	18	18.9
MTA Headquarters			21	8.6	21	8.7	21	8.9	21	9.1
Long Island Bus			6	1.7	6	1.6	6	1.7	6	1.7
Sub-Total: Administration	0	\$0.3	426	\$64.7	410	\$74.0	410	\$74.8	410	\$75.2
Customer Convenience & Amenities										
New York City Transit/Staten Island Railway			808	25.1	808	52.0	808	52.0	808	52.0
Bridges & Tunnels				0.7		0.9		0.9		0.9
Long Island Rail Road			12	2.5	43	4.5	43	4.6	43	4.7
Metro North Railroad			34	3.4	34	3.2	34	3.2	34	3.2
Sub-Total: Customer Convenience & Amenities	0	\$0.0	854	\$31.7	885	\$60.5	885	\$60.6	885	\$60.8
Maintenance										
New York City Transit/ Staten Island Railway			153	14.7	153	20.8	153	20.5	153	20.5
Bridges & Tunnels				6.1		13.1		(3.7)		(0.4)
Long Island Rail Road			56	12.1	105	21.0	100	21.9	100	22.4
Metro North Railroad			10	9.2	10	4.2	10	4.2	10	4.2
Sub-Total: Maintenance	0	\$0.0	219	\$42.1	268	\$59.1	263	\$42.9	263	\$46.7
Service										
New York City Transit/Staten Island Railway			961	56.3	992	113.6	992	113.6	992	113.6
Bridges & Tunnels				0.6		0.8		0.8		0.8
Long Island Rail Road			49	6.7	94	14.8	74	13.2	74	13.6
Metro North Railroad			16	7.6	16	7.7	16	7.7	16	7.7
Long Island Bus			15	1.3	15	1.8	15	1.8	15	1.8
Sub-Total: Service	0	\$0.0	1,041	\$72.4	1,117	\$138.6	1,097	\$137.1	1,097	\$137.6
Service Support										
Bridges & Tunnels			19	0.3	42	0.3	42	0.3	42	0.3
Long Island Rail Road				2.5		4.5		4.6		4.7
Sub-Total: Service Support	0	\$0.0	19	\$2.7	42	\$4.7	42	\$4.8	42	\$6.0

Metropolitan Transportation Authority
November Financial Plan 2009-2012
Additional Actions for Budget Balance Which Require Public Hearings (Service Related)
Amounts Better/(Worse) in millions

Agency	Proposal	2008		2009		2010		2011		2012		Public Hearing Required Y=Yes
		EOY	Amount	EOY	Amount	EOY	Amount	EOY	Amount	EOY	Amount	
NYCT/SIR												
Customer Convenience/Amenities												
	Reduce Staffing at Stations with >1 Full-Time Booth			212	9.1	212	13.6	212	13.6	212	13.6	Y
	Subtotal Customer Convenience/Amenities	0	\$0.0	212	\$9.1	212	\$13.6	212	\$13.6	212	\$13.6	
Service - Subways												
	Shorten G to Court Square All Times			10	0.2	10	1.9	10	1.9	10	1.9	Y
	Operate N via Manhattan Bridge Late Nights			6	0.3	6	0.4	6	0.4	6	0.4	Y
	Eliminate W and Extend Q to Astoria			9	0.3	9	3.0	9	3.0	9	3.0	Y
	Operate M to Broad St Rush Hrs; Eliminate Z, Add J Local Svce			26	0.2	26	2.4	26	2.4	26	2.4	Y
	Subtotal Service - Subways	0	\$0.0	51	\$0.9	51	\$7.7	51	\$7.7	51	\$7.7	
Service - Buses												
	Eliminate Low Performing Weekend Express Bus Svc			8	0.6	8	0.9	8	0.9	8	0.9	Y
	Discontinue Overnight Service on Low Performing Routes			19	1.3	19	2.0	19	2.0	19	2.0	Y
	Discontinue Bus to Baretto Park Pool & SIR Baseball Special			-	0.1	-	0.1	-	0.1	-	0.1	Y
	Reduce Service Span on Low Performing Routes			16	1.1	16	1.6	16	1.6	16	1.6	Y
	Restructure Local Bus Routes to Elim Underutilized Segments			56	4.2	56	6.3	56	6.3	56	6.3	Y
	Discontinue Weekend Service on Low Performing Routes			145	10.1	145	15.1	145	15.1	145	15.1	Y
	Elim or Restruc Local Bus Routes that Duplicate Subway			62	3.9	62	5.9	62	5.9	62	5.9	Y
	Discontinue Low Performing Local Routes w/ Alts Available			350	19.6	350	36.2	350	36.2	350	36.2	Y
	Subtotal Service - Buses	0	\$0.0	658	\$40.9	658	\$68.1	658	\$68.1	658	\$68.1	
	TOTAL NYCT	0	\$0.0	921	\$50.8	921	\$89.4	921	\$89.4	921	\$89.4	
LIRR												
Service												
	Eliminate Belmont Service except for Belmont Stakes			-	0.3	-	0.7	-	0.7	-	0.7	Y
	Eliminate West Hempstead Weekend Service			3	0.2	3	0.4	3	0.4	3	0.4	Y
	Reduce weekday off-peak and weekend service on the Port Washington branch from half-hourly to hourly service			6	0.6	6	1.2	6	1.2	6	1.3	Y
	TOTAL LIRR	0	\$0.0	9	\$1.1	9	\$2.3	9	\$2.3	9	\$2.4	
MTA Bus												
Service												
	Discontinue underused express and local routes			29	1.0	29	2.0	29	2.0	29	2.1	Y
	TOTAL MTA Bus	0	\$0.0	29	\$1.0	29	\$2.0	29	\$2.0	29	\$2.1	
LI Bus												
Service												
	Eliminate All Service on N51, N53, N65, N66, N67, N80, N87, N93			15	1.0	15	1.3	15	1.3	15	1.3	Y
	Route Streamlining ¹			-	0.4	-	0.5	-	0.5	-	0.5	Y
	TOTAL LI Bus	0	\$0.0	15	\$1.3	15	\$1.8	15	\$1.8	15	\$1.8	
B&T												
	None											
MNR												
	None											
MTAHQ												
	None											
MTACC												
	None											
TOTAL MTA AABBS SERVICE REQUIRING PUBLIC HEARINGS		0	\$0.0	974	\$54.2	974	\$95.4	974	\$95.5	974	\$95.7	

1- Of this action only route N2 requires a public hearing.

**New York City Transit/Staten Island Railway
November Financial Plan 2009-2012
Additional Actions for Budget Balance**

OVERVIEW

In response to the extremely weak economic environment and the resulting severe budget gap we are facing, MTA New York City Transit has developed several additional actions to achieve budget balance.

The proposed additional actions project significant savings primarily in the areas of subway/bus service, paratransit, customer convenience and administration.

Total savings (net of revenue losses) of \$167.2 million are proposed for 2008/2009 and \$279.8 million of savings are proposed for each year 2010 through 2012. End-of-year position reductions of 2,269 are proposed for 2009 and 2,279 for each year 2010 through 2012.

In evaluating proposed service reduction actions, every effort was made to identify those actions that would achieve savings while minimizing the impact to our customers.

Descriptions of the proposed additional actions are as follows:

SUBWAY SERVICE - SAVINGS \$5.5 MILLION 2009, \$25.2 MILLION ANNUALLY 2010-2012, POSITION REDUCTIONS 113

Shorten G to Court Square All Times

Currently the G operates from Smith/9th Streets in Brooklyn to Court Square in Queens during rush hours and middays, and is extended to 71st Ave/Forest Hills evenings, nights, and weekends. However, on most weekends, construction work requires the G to terminate at Court Square. This service change would have the G operate at all times to Court Square, requiring G customers traveling to/from the Queens Boulevard line to transfer between the G and the EV at Court Square/23rd St-Ely Ave. Scheduling service to 71st Ave/Forest Hills and then not operating that service is inefficient and confusing to riders. In addition, the travel market between Brooklyn and the areas of Queens east of Court Square is relatively small.

Increase Subdivision B Headway on Weekends to 10 Minutes

Currently, most Subdivision B lines operate on eight-minute headways on weekends. This proposal increases the headway from eight minutes to ten minutes on the ADEFGJMNQR on Saturdays and the ADEFGNQR on Sundays. Increasing headways to ten minutes will result in most trains operating over guidelines. However, weekend construction work often necessitates ten-minute headways for Subdivision B lines, and ten minute headways are actually smoother operationally.

Revise Midday & Evening Guidelines to 125% Seated Load

Currently, weekday midday and evening guidelines are for 100% seated load, which requires trains to be scheduled so that, on average, there are seats available for all customers. This proposal revises the guideline to 125% of a seated load, which is equivalent to 10-18 standees per car (depending on car type) at the maximum load point. Increasing this guideline to 125% will result in an increase in crowding as well as an increase in headways. Most affected customers will experience an average of 1-2 minutes of additional wait time. The 147AEFL lines are affected middays; the 1567ABEFNQR lines are affected evenings. After implementation of the Subdivision B 10-minute weekend headways (see above), most lines will already be at 125% seated load or greater on weekends.

Increase Headways From 2am-5am to 30 Minutes

Currently, headways are 20 minutes on all operating lines between 2:00AM and 5:00AM. This proposal will increase headways from 20 to 30 minutes late nights when subway ridership is lowest. All subway lines that operate during this overnight period are affected. Average waiting time for most late night customers will increase from 10 minutes to 15 minutes (less in corridors where multiple services operate during late nights).

Operate N via Manhattan Bridge Late Nights

Currently, the N operates via the Manhattan Bridge at all times except late nights, when it operates via the Montague Tunnel (replacing the R, which does not operate in Manhattan during late nights). Operating the N via the Manhattan Bridge late nights will result in no N service at five stations (two in Downtown Brooklyn and three in Lower Manhattan). Three of these stations will be closed entirely during late nights, while the other two are part of station complexes where service will still operate on other lines. Customers currently using these stations will be required to use the parallel 4 line, which serves stations within 200 feet of all of the N stations that will close; transfers between the N and the 4 are also available at both ends of the tunnel route segment to be closed. N customers traveling between Brooklyn and Manhattan will experience reduced travel time.

Eliminate W and Extend Q to Astoria

Currently, the W operates weekdays only between Astoria and Whitehall Street, supplementing N service in Queens and R service in Manhattan. This proposal would eliminate the W entirely. The Q would be extended from its current terminal at 57th St/7th Ave in Midtown to Astoria on weekdays, replacing the W. The N would replace the W in Manhattan north of Canal Street by operating local at all times. South of Canal Street, the R would continue to serve current W stations. As a result of this service change, some customers along the Broadway line south of Canal Street in Manhattan will experience longer wait times, some current N customers will experience slightly longer travel times, and Astoria customers will need to transfer to access Lower Manhattan. In addition, the extension of the Q and the N operating

local in Manhattan requires the N and Q to share the Astoria terminal and merge multiple times, potentially reducing reliability.

Operate M to Broad St. Rush Hours; Eliminate Z, Add J Local Service

Currently, the M operates during weekday rush hours between Metropolitan Avenue in Queens and Bay Parkway in Brooklyn. This proposal would shorten M service to only operate between Metropolitan Avenue in Queens and Broad Street in Manhattan. M service in southern Brooklyn supplements the D and R and is the most lightly-used rush-hour service. Current M riders would take the D or R instead, and may experience extra transfers, additional wait time, and/or additional walking time at the Manhattan end of their trips. In addition, JZ skip-stop service would be eliminated and the J would make all stops, requiring some partially offsetting increases in J service. Due to operational constraints at Broad Street, some rush-hour J trains would need to terminate at Chambers Street. As a result, some current JZ riders will have longer travel times, while others will have reduced waiting times.

BUS SERVICE - SAVINGS \$50.8 MILLION 2009, \$88.4 MILLION ANNUALLY 2010-2012, POSITION REDUCTIONS 848 For 2009, 879 For 2010-2012

Revised Platform Budget Forecast

Throughout the year, the service budget for the following year – known formally as the Platform Budget – is revised as new information is available and as specific schedules are developed. This item reflects changes that further reduce costs in the 2009 Platform Budget since it was last revised in September.

Cancel X23/X24 Takeover

Currently, Atlantic Express operates the X23 and X24 express bus routes from the south shore of Staten Island to Midtown Manhattan under contract with NYCDOT. When the Charleston Depot is opened on Staten Island in 2010, NYCT is scheduled to take over the operation of the service at a net cost. This proposal requires that New York City maintain its financial responsibility for X23/X24 service.

Express Bus Adjustments to Reflect Demand

In conjunction with the general fare increase, the express bus fare would be increased from \$5 to \$6.25; over time, it is anticipated that express bus service would be reduced to meet lower demand, with some partially offsetting service increases on adjacent local bus services. Service would be reduced on all express bus routes based on projected ridership declines. In addition, the X25 and X32 would be eliminated because the projected ridership would not be enough to operate a single express bus trip.

Eliminate Low Performing Weekend Express Bus Service

This proposal eliminates X27 and X28 weekend express bus service between southern Brooklyn and Manhattan, which are very lightly used. Both routes operate

near subway services; customers can walk or take local buses to reach the subway as an alternative.

Discontinue Overnight Service on Low Performing Routes

Ridership on all overnight local bus service was analyzed using MetroCard data. A guideline-based threshold of 15-20 passengers per hour was applied for the overnight period; routes that did not meet this ridership threshold for at least three consecutive hours during each day of service were initially identified for overnight elimination. Because of the high availability of alternatives in Manhattan, additional Manhattan routes were identified for overnight elimination.

Overnight service would be eliminated on 25 routes:

- B7, B14, B31, B45, B48, B57, B64, B65, B67, and B77 in Brooklyn
- Bx10 in The Bronx
- M1, M2, M16, M22, M23, M42, M50, M66, M79, M96, M102, M103, and M104 in Manhattan
- Q30 in Queens

Overnight service would continue to operate on 71 routes as well as the entire subway system.

Discontinue Bus to Baretto Park Pool & SIR Baseball Special

This proposal eliminates two seasonal special services with low ridership. In the Bronx, NYCT inaugurated shuttle service in the summer of 2008 between the subway and the pool at Barretto Point Park. In Staten Island, the Staten Island Railway operates a special train to the Stadium station at the Richmond County Ballpark on game days only.

Reduce Service Span on Low Performing Routes

Ridership during the first two and last two hours of service for all local bus routes that do not operate 24 hours was analyzed and compared to system averages. Routes falling below two-thirds of the system average in terms of passengers per trip during the beginning or end of service were identified for span reductions. Because these reductions eliminate just a handful of trips at either end of the service span of a route (while the majority of service on affected routes is retained), the customer impact is low.

The proposed span reductions are as follows:

- Weekday morning service would begin later on the B16, B69, B70, B71, Bx33, M11, M20, M21, S57, and S66
- Weekday evening service would end earlier on the B2, B4, B9, B11, B13, B16, B69, M21, Q42, Q79, S54, and S60
- On Saturdays, service would begin later on the M20, M100, and M116, while service would end earlier on the B9 and M20
- On Sundays, service would begin later on the M20 and end earlier on the B9 and Q48

Restructure Local Bus Routes to Eliminate Underutilized or Duplicative Segments

This proposal includes both route truncation and route restructuring. Two Manhattan routes that significantly overlap other bus services are proposed for truncation; the M104 would be shortened seven days a week while the M1 would be shortened on weekends only. In addition, to reduce duplication and to shorten travel times, the restructuring of numerous routes in the Lower East Side area of Manhattan (affecting the M9, M15, M20, and M21) and the Co-op City area of The Bronx (affecting the Bx26, Bx28, and Bx30) is proposed.

Discontinue Weekend Service on Low Performing Routes

This proposal would eliminate weekend service on local bus routes with low ridership and farebox recovery. Initially, routes with less than 2/3 of the system average ridership and farebox recovery on weekends were identified for weekend elimination. Additional routes were identified based on ridership trends and service duplication.

37 local bus routes are proposed for weekend elimination:

- B2, B4, B7, B16, B23, B24, B37, B39, B48, B57, B65, B69, B71, and B75 in Brooklyn
- Bx8 (Sun only), Bx14, Bx18, Bx20, Bx33, and Bx34 in The Bronx
- M6, M8, M18, M21, M22, M27, and M50 in Manhattan
- Q14, Q31, Q76, Q79, and Q84 in Queens
- S42, S54, S57, S60, and S76 in Staten Island

Eliminate or Restructure Local Bus Routes that Duplicate the Subway

The local bus network was analyzed for duplication with the subway network. Initial candidate routes had more than 50% of their length within 0.2 miles of a subway line; ridership and alternative services were then analyzed. This proposal would eliminate weekend service on four routes that operate above, below, or adjacent to one or more subway lines for their entire length (the B25, Bx4, M10, and Q56). Although these routes do carry significant numbers of customers, the subway provides direct alternative service. In addition, segments of the B13 and the Q24 that are underutilized and that duplicate the subway are also proposed for elimination.

Discontinue Low Performing Local Routes with Alternatives Available

Initially, local bus routes were identified for weekday elimination based on ridership, farebox recovery, and service duplication. Routes with less than 2/3 of the system average weekday ridership and farebox recovery and routes that primarily duplicate other bus or subway services were considered for weekday elimination. These routes were then analyzed based on the availability of practical alternatives (such as the availability of a parallel bus route within ½ mile). The routes proposed for weekday elimination have practical bus and/or subway alternatives for customers along the entire length of the route. While customers may experience additional walking or waiting time and may need to make an additional transfer, they will still be able to complete their trips.

The routes proposed for weekday elimination are:

- B23, B25, B37, B39, B51, and B75 in Brooklyn
- Bx4, Bx14, Bx20, and Bx34 in The Bronx
- M6, M8, M10, M18, M27, and M30 in Manhattan
- Q26, Q56, Q74, Q75, and Q84 in Queens

Maintenance and Cleaning Headcount

The proposed service changes reduce bus cleaning and maintenance requirements. The dollar value of this change is calculated automatically using standard cost factors and included as part of the savings shown for each service change. This change represents the position adjustment associated with this dollar savings in maintenance and cleaning.

PARATRANSIT - SAVINGS \$27.3 MILLION 2009, \$56.5 MILLION 2010-2012

Raise Fare to Twice the Regular Base Fare

This initiative will increase the Paratransit fare to double the regular base fare. Under the current fare structure, the increase would be from \$2 to \$4. ADA guidelines allow the Paratransit fare to be up to two times that of the non-discount base transit fare, and other cities/counties currently do this including SEPTA (Philadelphia), Atlanta, Miami-Dade, and Denver. To implement this change, New York City concurrence will be required to modify the current Memorandum of Understanding under which NYCT provides Paratransit service. The annual savings estimate reflects \$9.3 million in increased revenue from the fare change and \$26.7 million in operating savings from decreased ridership.

Tighten Customer Cancellation/No-Show Policy

Current Paratransit policy requires suspension of service if 40% of trips are late cancellation/no-shows in a month, provided 7 or more trips have been reserved during that month. This proposal tightens the policy, in line with that of Long Island Bus, and temporarily suspends service if there are 8 late cancellations/no-shows in a six-month period. It requires negotiation with the FTA.

Increase Taxi/Voucher Trips by 5%

Shift trips from primary carriers to lower cost taxi and black car services. This will require a major effort to expand the taxi/black car vendor base willing to provide paratransit services.

Paratransit Rate Reduction Initiative

This initiative will maximize use of in-house services and redistribute Paratransit service to lower priced carriers to reduce costs associated with higher priced contractors.

CUSTOMER CONVENIENCE - SAVINGS \$25.1 MILLION 2009, \$52.0 MILLION 2010-2012, POSITION REDUCTIONS 808

Eliminate Station Customer Assistant (SCA) Tours

SCA's are deployed at station entrances where all fare sales are handled by MetroCard vending machines. A recent internal study by NYCT found relatively low rates of SCA utilization/interaction with customers, even at high-registration control areas. Eliminating this function results in staffing reductions of 570 SCA's and 26 Station Supervisors.

Reduce Staffing at Stations with More Than One Full-Time Booth

Several stations and station complexes have more than one full-time booth – a total of 78 booths at 36 stations/complexes. It is proposed to eliminate 29 of these staffed booths. An additional 13 booths at major stations, such as Times Square and Penn Station, will have staffing reduced from full-time to part-time. All stations/complexes will retain one full-time booth.

ADMINISTRATION - SAVINGS \$31.2 MILLION 2008/2009, \$36.8 MILLION 2010, \$37.0 MILLION 2011-2012, POSITION REDUCTIONS 338 For 2009, 317 For 2010-2012

Managerial 5% Reduction - Bus Service Streamlining

In developing these proposed additional actions, an internal target was established to achieve a 5 percent reduction in managerial expenses. Towards that target, the bus service changes described above will allow the Department of Buses to reduce 14 superintendent positions: 8 from reclassification of depots downsized from mega-depot status; and 2 each from Training, the Bus Command Center, and the Shop.

Managerial 5% Reduction - Station Automation

Nine Superintendent positions can be eliminated in concert with booth closures, SCA eliminations and tour reductions noted above.

Managerial 5% Reduction - Subways Reorganization

The ongoing line management-based reorganization of the Department of Subways will streamline reporting relationships and eliminate existing organizational silos, resulting in a net savings of 68 positions. This includes 24 managers, 1 professional employee, 1 clerical position, 39 supervisors, and 3 hourly positions.

Managerial 5% Reduction - All Other

To achieve the overall target savings equivalent to 5 percent of managerial positions, departments were asked to identify reductions in administrative and support functions. In combination with the savings achieved by the Bus Service Streamlining, Station Automation and Subways Reorganization initiatives, this will result in saving the cost of 5 percent of NYCT's managerial workforce.

Additional Administrative Reductions

The 5 percent managerial reduction noted above was expanded to increase savings from managerial positions and include a similar reduction in professional, technical,

engineering (PTE) and clerical positions. Resultant savings will be approximately equivalent to the cost of 7.5 percent of NYCT's managerial, PTE and clerical positions.

TIS Contract Reforecast

A reforecast of projected contract costs/renewals results in changes in the timing of expenses over several years.

OTPS Reductions

Savings will be achieved through reductions in maintenance, operating, and professional service contracts based on reductions in usage and anticipated under spending.

MAINTENANCE - SAVINGS \$14.7 MILLION 2009, \$20.8 MILLION 2010, \$20.5 MILLION 2011-2012, POSITION REDUCTIONS 153

Track Cleaning Reduction

Resources were added for track cleaning in station areas during the fall of 2007 as part of the Safety and Customer Satisfaction Pilot Programs to increase the frequency of cleaning from weekly or bi-weekly to twice a week. Eight of the original 94 positions were reduced in 2008 due to productivity improvements. Because of budget constraints, the remaining 86 positions are now being eliminated and the track cleaning cycle at the pilot stations will revert back to its original schedule.

Eliminate Depot Bus Quality Control Program

Resources were added for a bus quality control program during the fall of 2007 as part of the Safety and Customer Satisfaction Pilot Programs to maintain buses in 'like new condition' based on strict internal and external appearance standards and a zero tolerance policy regarding graffiti, scratchiti and body damage. Initial funding was sufficient to enroll buses delivered in 2006 or overhauled in 2007. Shop work for this program was reduced by \$2.5 million in the 2009 Budget. Because of budget constraints, the total amount for depot inspections and maintenance associated with this initiative is being eliminated.

R62 Converter – Actual Bid Savings

The converters on the 315-car R62 fleet have deteriorated significantly and are being replaced as part of a fleet improvement project in conjunction with SMS on this car class. NYCT has now received a bid price that is significantly lower than budget which will result in savings to this project.

OTHER - SAVINGS \$10.0 MILLION 2008

Defer NYCERS 55/25 AMC Refund Forecast

The July Financial Plan assumed that the funding of the 55/25 additional member contribution refund would include a lump sum payment in 2008 reflecting the actual

cash refund to members as of June 2008. A deferral of \$75 million of the lump sum payment is included in the November financial Plan baseline, which means that this cost will be amortized through the normal cost funding mechanism. A re-estimate has resulted in an additional deferral of \$10.0 million.

REVENUE - INCREASE OF \$2.4 MILLION 2008

Revised Farebox Revenue Forecast

It is now estimated that an additional \$2.4 million of farebox revenue above the baseline estimate will be realized in 2008.

MTA New York City Transit/Staten Island Railway November Financial Plan 2009-2012 Additional Actions for Budget Balance-Proposed Savings Amounts Better/(Worse) in millions												
Proposal	2008		2009		2010		2011		2012		Proposal Rqmt	
	EOY	Amount	EOY	Amount	EOY	Amount	EOY	Amount	EOY	Amount	Hearing	Env Rv TBD
Administration												
Managerial 5% - Bus Service Streamlining			14	1.9	14	1.9	14	1.9	14	1.9		
Managerial 5% - Station Automation			9	0.6	9	1.2	9	1.2	9	1.2		
Managerial 5% - Subways Reorganization			68	7.2	68	7.2	68	7.2	68	7.2		
Managerial 5% - Other			15	3.3	15	3.3	15	3.3	15	3.3		
Additional Administrative Reductions (7.5% Mgrl/PTE/Clerical)			211	10.7	211	21.9	211	21.9	211	21.9		
TIS Contract Reforecast		0.3	21	3.6	(3.3)	(0.1)	211	(0.4)				
OTPS Reductions				3.6		4.6		1.7		1.9		
Subtotal Administration	0	0.3	338	30.9	317	36.8	317	37.0	317	37.0		
Customer Convenience/Amenities												
Eliminate Station Customer Assistant (SCA) Tours			596	16.0	596	38.4	596	38.4	596	38.4		
Reduce Staffing at Stations with >1 Full-Time Booth			212	9.1	212	13.6	212	13.6	212	13.6	Y	
Subtotal Customer Convenience/Amenities	0	0.0	808	25.1	808	52.0	808	52.0	808	52.0		
Maintenance												
Track Cleaning Reduction			86	7.4	86	7.4	86	7.4	86	7.4		
Eliminate Depot Bus Quality Control Program			67	2.2	67	13.1	67	13.1	67	13.1		
R62 Converter - Actual Bid Savings				5.2		0.3		0.0		0.0		
Subtotal Maintenance	0	0.0	153	14.7	153	20.8	153	20.5	153	20.5		
Paratransit												
Raise Fare to Twice the Regular Base Fare				18.0		36.0		36.0		36.0	Y	
Tighten Late Cancellation/Customer No-Show Policy				2.4		2.4		2.4		2.4		
Increase Taxi/Voucher Trips by 5%				0.9		1.8		1.8		1.8		
Paratransit Rate Reduction Initiative				6.0		16.3		16.3		16.3		
Subtotal Paratransit		0.0		27.3		56.5		56.5		56.5		
Service - Subways												
Shorten G to Court Square All Times			10	0.2	10	1.9	10	1.9	10	1.9	Y	
Increase B Subdiv Headway on Weekends to 10 Minutes			40	2.9	40	5.0	40	5.0	40	5.0		
Reduce Normal Business Adjustments			12	0.8	12	1.4	12	1.4	12	1.4		
Revise Midday & Evening Guidelines to 125% Seated Load			10	0.6	10	7.0	10	7.0	10	7.0		
Revise Midday & Evening Guidelines to 125% Seated Load			22	1.4	22	8.4	22	8.4	22	8.4		
Increase Headways During 2-5am to 30 Minutes				0.3		4.1		4.1		4.1		
Operate N via Manhattan Bridge Late Nights			6	0.3	6	0.4	6	0.4	6	0.4	Y	

MTA New York City Transit/Statens Island Railway												
November Financial Plan 2009-2012												
Additional Actions for Budget Balance-Proposed Savings												
Amounts Better/(Worse) in millions												
Proposal	2008		2009		2010		2011		2012		Proposal Rqmt	
	EOY	Amount	EOY	Amount	EOY	Amount	EOY	Amount	EOY	Amount	Hearing	Env Rv
Eliminate W and Extend Q to Astoria			9	0.3	9	3.0	9	3.0	9	3.0	Y	3.0
Operate M to Broad St Rush Hrs; Eliminate Z, Add J Local Svce			26	0.2	26	2.4	26	2.4	26	2.4	Y	2.4
Subtotal Service - Subways	0	0.0	113	5.5	113	25.2	113	25.2	113	25.2		25.2
Service - Buses												
Revised Platform Budget Forecast			30	2.6	30	4.1	30	4.1	30	4.1		4.1
Cancel X23/X24 Takeover			0	0.0	30	5.3	30	5.3	30	5.3		5.3
Express Bus Service Adjustments to Reflect Demand			52	7.3	52	10.9	52	10.9	52	10.9	Y	10.9
Eliminate Low Performing Weekend Express Bus Svc			8	0.6	8	0.9	8	0.9	8	0.9	Y	0.9
Discontinue Overnight Service on Low Performing Routes			19	1.3	19	2.0	19	2.0	19	2.0	Y	2.0
Discontinue Bus to Baretto Park Pool & SIR Baseball Special			0	0.1	0	0.1	0	0.1	0	0.1		0.1
Reduce Service Span on Low Performing Routes			16	1.1	16	1.6	16	1.6	16	1.6	Y	1.6
Restructure Local Bus Routes to Elim Underutilized Segments			56	4.2	56	6.3	56	6.3	56	6.3	Y	6.3
Discontinue Weekend Service on Low Performing Routes			145	10.1	145	15.1	145	15.1	145	15.1	Y	15.1
Elim or Restruc Local Bus Routes that Duplicate Subway			62	3.9	62	5.9	62	5.9	62	5.9	Y	5.9
Discontinue Low Performing Local Routes w/ Alts Available			350	19.6	350	36.2	350	36.2	350	36.2	Y	36.2
Bus Maint & Cleaning Positions Assoc with Actions Above			109		109		109		109		Y	
Subtotal Service - Buses	0	0.0	848	50.8	879	88.4	879	88.4	879	88.4		88.4
Other												
Defer NYCERS 55/25 AMC Refund Payment						0.0		0.0		0.0		0.0
Revised Farebox Revenue Forecast						0.0		0.0		0.0		0.0
SIR 5% Managerial Reduction			2	0.2	2,000	0.2	2	0.2	2	0.2		0.2
TOTAL	0	12.7	2,262	154.5	2,272	279.8	2,272	279.8	2,272	279.8		279.8

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MTA BRIDGES AND TUNNELS
November Financial Plan 2009-2012
Additional Actions for Budget Balance

In developing the additional actions for budget balance, B&T has followed the guidance of the MTA and put forth reductions that will not compromise the safety of the public or its employees. With that said, however, many of the actions proposed by B&T and accepted by the MTA will be difficult for employees and/or customers. A total of \$59.4 million in changes are being proposed over the 2009-2012 period with approximately 25 percent of the potential savings classified as administrative. A total of 14 non-represented positions would be reduced through these actions.

Administration

Reduction in Non-Represented Employees \$6.0 million

There will be a reduction of 14 non-represented positions. These reductions will affect several departments requiring them to reorganize and re-engineer processes. Productivity is likely to be affected. If employees cannot be assigned to other vacancies, the elimination of these positions may require some involuntary separations.

Receipt of Lower-Than-Budgeted Bids \$7.3 million

Several different procurements or purchases are currently underway within the Agency. In some cases, lower-than-anticipated bids or prices have been received enabling B&T to reduce projected contracted expenses.

Guard Service Coverage at B&T 2 Broadway Offices \$0.5 million

B&T will reduce spending on private guard services by reprioritizing security coverage at its 2 Broadway offices.

Customer Convenience/Amenities

E-ZPass Paper Statements \$1.9 million

B&T E-ZPass customers can either receive free monthly e-mail statements or free bi-monthly paper statements mailed to their address of record. (55% of all B&T's E-ZPass accountholders receive the bi-monthly paper statements.) To reduce costs, B&T is proposing to move from free bi-monthly to free quarterly paper statements, thereby reducing operating costs by \$500,000 per year. While account balances can still be checked on line or by calling the E-ZPass Customer Service Center's toll free number, this change will likely result in additional in-lane interventions caused by negative E-ZPass accounts.

MTA BRIDGES AND TUNNELS
November Financial Plan 2009-2012
Additional Actions for Budget Balance

E-ZPass Bad Debt \$1.5 million

B&T will tighten controls over replenishment payments for E-ZPass accounts paying by check and cash. These accounts will always be required to carry positive balances in order to have an account in good standing. This change will result in less Bad Debt and fewer E-ZPass accounts going to collections. This change will also result in an increase in plaza interventions for bridge and tunnel staff when accounts are turned off, causing some traffic delays in the E-ZPass lanes. Calls by customers to the E-ZPass Customer Service Center are likely to increase as a result of this action.

Maintenance

Timing of Bridge Painting \$15.0 million

For efficiency purposes, attempts are made to coordinate large painting jobs with capital projects. This causes painting expenditures to vary by year. Due to rescheduling of capital construction, two major painting jobs originally expected to be carried out in 2009 and 2010 will be carried out later during the 2010 to 2014 capital program. In addition, B&T has been benefiting from some favorable recent bids on contracts, further reducing projected future expenses. The structural integrity of the facilities will not be compromised by this action.

Revenue

Rockaway Resident - Cross Bay Bridge Rebate Program \$13.0 million

This action would eliminate the rebate received by registered Rockaway residents using E-ZPass to travel over the Cross Bay Bridge. While B&T's net revenue will not change through this action, the elimination of this program, which was adopted by the MTA Board in 1998, will return to the MTA \$3.6 million per year in Mortgage Recording Tax funds, which are used to provide revenue to B&T that is equivalent to the rebate.

Service

Manual Toll Lane Scheduling \$3.0 million

Work schedule and staffing will be better aligned to meet the seasonally changing needs of B&T manual/cash toll collection. This will result in the closing of some manual/cash lanes in the periods of lower traffic demand and may result in slightly longer cash queues during these periods.

MTA BRIDGES AND TUNNELS
November Financial Plan 2009-2012
Additional Actions for Budget Balance

Service Support

Toll Collection Software Maintenance \$1.0 million

The maintenance contract for the toll collection in-lane system is being reduced by \$250,000 per year to eliminate contingency funding for potential future software changes. The funding that remains will cover the remaining portions of the contract, which has averaged about \$6.4 million annually over the last three years.

Other

B&T Facility Security Assignments \$6.0 million

In coordination with MTA Security, facility security assignments will be reprioritized, resulting in a reduction of 14 facility staff. These changes will not compromise the safety of customers and security of the facilities.

Truck Weight Enforcement \$4.1 million

B&T funded dedicated weight enforcement personnel and overtime in 2007 to enforce B&T rules and regulations in regard to trucks traveling on its bridges. The program was created to protect the key structural elements of the facilities by reducing or eliminating the number of overweight trucks. This program will continue, but at a reduced level.

MTA BRIDGES & TUNNELS
November Financial Plan 2009-2012
Additional Actions for Budget Balance
(\$ in millions)

		Favorable/(Unfavorable)					Total
	Positions	2009	2010	2011	2012	2009-2012	
Administration							
Reduction in Non-Represented Employees	14	1.5	1.5	1.5	1.5	6.0	
Receipt of Lower-than-Budgeted Bids	-	3.2	1.4	1.4	1.4	7.3	
Guard Service Coverage at 2 B'way Offices	-	0.1	0.1	0.1	0.1	0.5	
Subtotal Administration	14	4.8	3.0	3.0	3.0	13.8	
% of Total Proposed		28.1%	12.4%	40.8%	28.0%	23.3%	
Customer Convenience/Amenities							
E-ZPass Paper Statements	-	0.4	0.5	0.5	0.5	1.9	
Reduce E-ZPass Bad Debt	-	0.3	0.4	0.4	0.4	1.5	
Subtotal Customer Convenience/Amenities	-	0.7	0.9	0.9	0.9	3.4	
% of Total Proposed		4.1%	3.7%	12.2%	8.4%	5.7%	
Maintenance							
Timing of Bridge Painting	-	9.1	13.1	(3.7)	(0.4)	15.0	
Subtotal Maintenance	-	6.1	13.1	(3.7)	(0.4)	15.0	
% of Total Proposed		35.4%	54.0%	-50.4%	-3.4%	25.3%	
Revenue							
Rockaway Resident - Cross Bay Bridge Rebate Program	-	2.2	3.6	3.6	3.6	13.0	
Subtotal Revenue Enhancement	-	2.2	3.6	3.6	3.6	13.0	
% of Total Proposed		12.9%	15.0%	48.8%	33.6%	21.9%	
Safety							
None	-	0.0	0.0	0.0	0.0	0.0	
Subtotal Safety	-	0.0	0.0	0.0	0.0	0.0	
% of Total Proposed		0.0%	0.0%	0.0%	0.0%	0.0%	
Security							
None	-	0.0	0.0	0.0	0.0	0.0	
Subtotal Security	-	0.0	0.0	0.0	0.0	0.0	
% of Total Proposed		0.0%	0.0%	0.0%	0.0%	0.0%	
Service							
Manual Toll Lane Scheduling	-	0.8	0.8	0.8	0.8	3.0	
Subtotal Service	-	0.6	0.8	0.8	0.8	3.0	
% of Total Proposed		3.2%	3.3%	10.9%	7.5%	5.0%	
Service Support							
Toll Collection Software Maintenance	-	0.3	0.3	0.3	0.3	1.0	
Subtotal Service Support	-	0.3	0.3	0.3	0.3	1.0	
% of Total Proposed		1.5%	1.0%	3.4%	2.3%	1.7%	
Other							
B&T Facility Security Assignments	14	1.5	1.5	1.5	1.5	6.0	
Truck Weight Enforcement	-	1.0	1.0	1.0	1.0	4.1	
Subtotal Other	14	2.5	2.5	2.5	2.5	10.1	
% of Total Proposed		14.6%	10.5%	34.4%	23.6%	17.1%	
Total Proposed	28	\$17.1	\$24.2	\$7.4	\$10.7	\$59.4	

**MTA Long Island Rail Road
November Financial Plan 2009-2012
Additional Actions for Budget Balance**

Given the downturn in the economy and its impact on the financial plan, the MTA recently asked its agencies to develop additional actions to achieve budget balance, part of which would be achieved through a 5% cut in administrative/managerial costs.

The Long Island Rail Road's effort to meet its \$54 million annualized reduction target was difficult. The first priority was to identify as many actions as possible that would produce administrative savings and efficiencies but not impact mission critical services to customers. Consequently, approximately 64% of the full-year value of the LIRR's contingency plan package is achieved in this manner. Unfortunately, it is not possible to achieve a budget reduction of this magnitude without affecting service, and the remaining 36% of the package would result in reduced train service and/or customer amenities. That having been said, the actions in the plan were selected because they would have the lowest impact on the fewest number of riders.

The actions would place pressure on the LIRR to maintain service standards and sustain recent improvements in operating performance, because the size of the workforce would drop by 320 positions by the end of 2010 if the full plan were put into effect. It is anticipated that eliminating selected vacant positions and accomplishing the remainder through natural attrition could achieve this reduction. The LIRR is confident in the dedicated men and women of the LIRR to continue their record of accomplishment.

The list below summarizes the individual proposals:

ADMINISTRATION

Administrative Headcount Reductions

The LIRR would reduce its administrative staffing level by 18 positions by the end of 2010. Departments would balance the workload among remaining staff. Five of these positions are currently vacant. The rest would be eliminated through attrition.

Engineering Administrative & Support Headcount Reductions

The LIRR would eliminate five vacant positions in the Engineering Department that have administrative and support responsibilities.

Maintenance of Equipment Administrative Headcount Reductions

The LIRR would reduce staffing of the crew board that monitors staff utilization and manpower allocation. Two vacant positions would be eliminated.

Miscellaneous Non-Payroll reductions

Advertising, consulting and other non-payroll spending would be reduced.

Re-Estimate of Leave Balance Payments

Based on prior year trends, the LIRR believes it can reduce its budget provision for Leave Balance lump sum payments.

Eliminate Vacant Maintenance of Equipment Management Support Positions

The LIRR would eliminate five vacant management positions, including one Master Mechanic, two Supervisors of Equipment, one Software Configuration Manager and one Mechanical Engineer, Operations Engineering.

Reduction to Administrative Support Staffing and Non-Payroll in Transportation

The LIRR would reduce the size of its Special Duty Conductor team by one position through redeployment. This team monitors train crew fare collection practices. The Rail Road also would eliminate one vacant Transportation Supervisory position, which assists the Rail Road in recruiting for Transportation Manager positions by expanding the pool of eligible candidates. Finally, this reduction initiative will delay non-FRA required training.

CUSTOMER CONVENIENCE/AMENITIES

Close Ticket Windows/Reduce Ticket Selling Positions

The LIRR would close ticket offices at its 20 lowest utilized stations, reduce overnight ticket selling tours at Penn Station, Jamaica and Flatbush, and reduce the ticket clerk extra list and overtime. This would leave 30 stations with open ticket offices. Additional staffing for ticket vending machine maintenance would partially offset the impact of these reductions.

Delay/Cancel Maintenance Upgrades to M3 Toilets and Interiors

The LIRR would reduce the size of its mobile toilet gang, which is responsible for the maintenance and repair of toilets on the fleet. It would also cancel the scheduled overhaul of M3 toilets and the 6-year program to replace seats, windows, wainscot and lighting on the M3s.

Cancel the Elevator/Escalator Remote Sensor Pilot

The Engineering Department's budget contains funding to install elevator/escalator remote sensing system at selected sites as a pilot initiative. The sensors would enable the Rail Road to report the operating status of elevators and escalators in real time on the web site. The reduction would eliminate the funding for this pilot initiative.

Reduce Graffiti Removal and Station Maintenance

The dedicated Graffiti Removal Team would be eliminated and its two staff redeployed. Existing staff will address graffiti removal requests as workload permits.

Reduce Travel Information Office Staffing

The Travel Information Center staffing will be reduced by 11% through attrition. The travel information center handles customer calls for travel related information.

MAINTENANCE

Arch Street Maintenance Facility

The November Financial Plan adds new positions to the Maintenance of Equipment Department in 2010, when it would assume operational responsibility for the Arch Street Maintenance Facility. This proposal would forego the new positions and require the Maintenance of Equipment Department to shift existing budgeted work to the Arch Street Maintenance Facility.

Electrician Apprenticeship Program

The LIRR would cancel the start-up of a two year Electrician Apprenticeship Program within the Maintenance of Equipment Department. This would eliminate 15 vacant positions.

Eliminate Operating Funds for Bridge Painting

The LIRR would eliminate all bridge painting funded in the operating budget. Beginning in 2009, only capitally funded projects would take place.

Engineering Overtime Reductions

The Engineering Department will reduce its non-reimbursable overtime budget by 12%. This will be achieved by only performing critical repair needs on overtime. All other work will be conducted on straight time.

Extend Life Cycle Maintenance (LCM) Program.

Due to the better than anticipated performance of the M7 fleet, the LIRR would immediately re-balance the five-year LCM program from 90 pairs per year to 84 pairs per year. In order to achieve the full \$6.5 million in annual savings from this proposal, the Rail Road would need to secure an FRA waiver to extend the 5-year replacement requirement of air brakes to six years. Meetings with the FRA already have occurred.

Extend Vehicle Replacement Cycle – Reduce Annual Purchase Requirement

The LIRR would extend the replacement cycle by one year for most vehicle types, thereby reducing the number of work vehicles and passenger cars purchased, saving \$700,000 annually.

Improve Inventory Management

The LIRR believes that by implementing new oversight and accountability measures, it can reduce its materials purchases. The savings are net of adding two additional positions required to achieve these savings.

Re-Estimate of Material and Consultant Costs in Maintenance of Equipment

Based on prior year spending trends, the LIRR will reduce non-payroll funding for material and consultants to a level more in line with prior year actual costs.

Re-Estimate Life Cycle Maintenance Contingency Budget

The Maintenance of Equipment Life Cycle Maintenance budget reflects the rebuild and reuse of rolling stock components. The annual work level includes an assumption for rebuilding spare material. The spare LCM inventory rebuilt by the support shops would be reduced by 50% to reflect actual experience.

Reduce Right of Way Maintenance

The LIRR would generate \$2.4 million in savings by reducing its right of way and tree trimming efforts by 25%.

Reduce Staffing for Maintenance & Repair of Power and Communication Systems

The LIRR would reduce its staffing dedicated to communication, third-rail, lighting system, and substation maintenance by 11% through attrition. Remaining staff would absorb the workload.

Reduction in Station Maintenance

The LIRR would reduce its staffing dedicated to station and facility maintenance by 8% through attrition. In addition, the proposal would result in an 80% reduction to third party station painting. Requests for assistance from branch line managers and the public would be addressed as manpower becomes available.

REVENUE

Exterior Train Car Advertisement Pilot Project

The LIRR will pursue the placement of advertisements on the exterior of its M7 fleet. Based on placing advertisement on 100 cars, it is estimated that the LIRR would generate \$3 million annually.

SAFETY & SECURITY

Modify Gap Mitigation

The LIRR will pursue new FRA capital funds of approximately \$6 million to support a portion of the 5'7" platform gap mitigation work in 2008. Further, this proposal would eliminate via attrition two of the four special platform conductors that were funded per the Gap Safety Initiative.

Re-Estimate of Environmental Maintenance Costs

Based on prior experience, the LIRR believes it can reduce funding for Environmental Maintenance by 20%.

SERVICE

Reduce Spare Ratio - Place M3 Cars in Reserve

The LIRR would place 10 M3 cars into a non-revenue service reserve status. They would not be available for service.

Service Reductions

The LIRR would eliminate train service in a manner that impacts the least number of riders and would still leave them with viable alternative transportation options. Proposed service reduction would include: elimination of Port Washington off-peak half hourly service, elimination of non-Stakes Belmont service (visitors would have the option to utilize bus service from the nearby Queens Village Station), eliminate weekend West Hempstead service (riders would be able to utilize train service from the nearby Babylon and Hempstead branches). In addition, selected trains would be cancelled and combined in a manner that increases capacity utilization, bringing ridership levels close to the maximum permitted under the Service Guidelines. Specific proposals include merging two AM peak and two PM Babylon Branch trains, canceling one PM peak Long Beach train and canceling one Ronkonkoma PM peak train. These savings will also result in corresponding fleet support reductions.

SERVICE SUPPORT

Train Crew Staffing Reductions

Various crews would be combined to generate headcount savings through attrition. Further, additional Collector positions that supplement the base crew for fare collection on crowded trains would be reduced by 50% through attrition.

MTA Long Island Rail Road
November Financial Plan 2009-2012
Additional Actions for Budget Balance

MTA CATEGORY	DESCRIPTION	2009		2010		2011		2012	
		Pos YE	\$ millions	POS	\$ millions	POS	\$ millions	POS	\$ millions
Administration or Management	Administrative Headcount Reductions	13	\$1.2	18	\$1.6	18	\$1.8	18	\$1.9
Administration or Management	Engineering administrative & support headcount reductions	5	\$0.5	5	\$0.5	5	\$0.5	5	\$0.5
Administration or Management	Maintenance of Equipment administrative headcount reductions	2	\$0.2	2	\$0.2	2	\$0.2	2	\$0.2
Administration or Management	Miscellaneous Non-payroll reductions	-	\$1.8	-	\$1.7	-	\$1.7	-	\$1.7
Administration or Management	Re-estimate of leave balance payments	-	\$0.2	-	\$0.1	-	\$0.1	-	\$0.1
Administration or Management	Eliminate vacant Maintenance of Equipment management support positions	5	\$0.5	5	\$0.5	5	\$0.5	5	\$0.5
Administration or Management	Reduction to administrative support staffing and non-payroll in Transportation	2	\$0.4	2	\$0.3	2	\$0.3	2	\$0.3
		27	\$4.7	32	\$4.8	32	\$5.1	32	\$5.2
Customer Convenience & Amenities	Close ticket windows/reduce ticket selling positions	-	\$0.0	26	\$2.2	26	\$2.3	26	\$2.3
Customer Convenience & Amenities	Delay/cancel maintenance upgrades to M3 toilets & interiors	10	\$1.8	13	\$1.9	13	\$2.0	13	\$2.0
Customer Convenience & Amenities	Cancel the elevator/escalator remote sensor pilot	-	\$0.5	-	\$0.0	-	\$0.0	-	\$0.0
Customer Convenience & Amenities	Reduce graffiti removal and station maintenance	-	\$0.0	2	\$0.2	2	\$0.2	2	\$0.2
Customer Convenience & Amenities	Reduce Travel Information Office Staffing	2	\$0.2	2	\$0.2	2	\$0.2	2	\$0.2
		12	\$2.5	43	\$4.5	43	\$4.6	43	\$4.7
Maintenance	Arch Street Maintenance Facility	-	\$0.0	21	\$2.0	21	\$2.1	21	\$2.1
Maintenance	Electrician Apprentice Program	15	\$1.0	15	\$1.0	15	\$1.1	15	\$1.1
Maintenance	Eliminate operating funds for bridge painting	-	\$3.0	-	\$0.5	-	\$0.5	-	\$0.5

MTA Long Island Rail Road
November Financial Plan 2009-2012
Additional Actions for Budget Balance

MTA CATEGORY	DESCRIPTION	2009		2010		2011		2012	
		Pos YE	\$ millions	POS	\$ millions	POS	\$ millions	POS	\$ millions
Maintenance	Engineering overtime reductions	-	\$1.1	-	\$1.2	-	\$1.2	-	\$1.3
Maintenance	Extend Life Cycle Maintenance program	24	\$2.3	24	\$6.5	24	\$6.7	24	\$6.9
Maintenance	Extend vehicle replacement cycle - reduce annual purchase requirement	-	\$0.7	-	\$0.7	-	\$0.7	-	\$0.7
Maintenance	Improve Inventory Management	(2)	(\$0.3)	(2)	\$1.7	(2)	\$2.7	(2)	\$2.7
Maintenance	Re-estimate material and consultant costs in Maintenance of Equipment	-	\$0.3	-	\$0.3	-	\$0.3	-	\$0.3
Maintenance	Re-estimate Life Cycle Maintenance contingency budget	5	\$1.5	5	\$1.5	5	\$1.6	5	\$1.6
Maintenance	Reduce maintenance of right of way	-	\$0.6	15	\$2.4	15	\$2.3	15	\$2.4
Maintenance	Reduce staffing for maintenance & repair of Power and Communication systems	11	\$1.0	16	\$1.6	17	\$1.7	17	\$1.8
Maintenance	Reduction to station maintenance	3	\$0.9	11	\$1.6	5	\$1.1	5	\$1.1
Revenue	Exterior train car advertisement	56	\$12.1	105	\$21.0	100	\$21.9	100	\$22.4
Safety & Security	Modify gap mitigation schedule	2	\$6.2	4	\$0.2	4	\$0.2	4	\$0.2
Safety & Security	Re-estimate of environmental maintenance costs	-	\$0.0	-	\$0.0	-	\$0.0	-	\$0.0
Service	Reduce Spare Ratio - place M3 cars in reserve	2	\$6.2	4	\$0.2	4	\$0.3	4	\$0.3
Service	Service Reductions	40	\$4.5	85	\$12.6	65	\$11.0	65	\$11.3
Service Support	Train crew staffing reductions	49	\$6.7	94	\$14.8	74	\$13.2	74	\$13.6
		19	\$2.5	42	\$4.5	42	\$4.6	42	\$4.7
		19	\$2.5	42	\$4.5	42	\$4.6	42	\$4.7
		165	\$36.2	320	\$52.8	295	\$52.6	295	\$54.0

**MTA Metro-North Railroad
November Financial Plan 2009 to 2012
Additional Actions for Budget Balance**

In identifying \$35 million in additional actions to achieve budget balance, Metro-North Railroad used certain guiding principles. 1) None of the reductions would impact customer or employee safety. 2) Impacts to customers and existing employees would be minimized to the extent possible. 3) Opportunities to keep and grow revenue would be maintained.

Administrative reductions in the amount of \$13.8 million have been identified, including the elimination of 18 administrative positions. Ultimately, the overall reduction target could not be accomplished without affecting the quantity and quality of service for rail lines East and West of the Hudson River as well as impacting the workforce that provides those services.

ADMINISTRATION:

Administrative Position Reductions

Eighteen administrative positions will be identified for elimination; thirteen non-represented and five represented. Metro-North is attempting to achieve this goal by identifying vacant jobs. The reduction will result in deferral of select corporate priorities.

Reduce Operating Capital Funded Management Initiatives

A substantial number of Operating/Capital initiatives affecting IT and Operations would be eliminated or deferred. Several of these items will impact customers (purchasing additional buses for the Hudson Rail Link service and improving lighting at New Haven Line stations) as well as items that are required to maintain Metro-North infrastructure (a third rail gauge measurement system, a replacement wrecking crane and non-revenue vehicle replacements). Information Technology initiatives that are required to improve the railroad's network infrastructure for better communication and to effect efficiency investments will also be eliminated or deferred.

Reduce miscellaneous non-payroll expenditures budgeted for Maintenance and Other Operations Contracts, Professional Services & Business Expenditures.

Provisions for miscellaneous contracts and contracts for services will be reduced.

Reduce Advertising

This reflects a 69% reduction in advertising.

Eliminate expansion of handheld units to automate field reporting and provide for retrieval of data for C&S and Track & Structures Department

Reductions include the deferral of a project to adopt the new technology developed for the onboard ticket issuing machines to automate and better manage operations in the field.

Reduce non-capital vehicle replacements

Provision budgeted to replace electric and other specialty maintenance vehicles that do not meet capitalization criteria will be eliminated.

Reduce expenditures for special/employee recognition events

Provisions for miscellaneous expenditures budgeted for special/employee recognition events will be reduced.

CUSTOMER CONVENIENCE & AMENITIES:**CUSTOMER FEES****Eliminate toll free 1-800 Customer Information Center number**

Metro-North will eliminate the toll-free telephone number for its Customer Information Center; some customers would incur long-distance telephone charges.

Add CPI to 2009 Commissary

Metro-North will add a consumer price index increase mid-year to commissary items (including alcoholic beverages) purchased by customers.

GRAND CENTRAL TERMINAL ENVIRONMENT & SERVICES**Reduce GCT cleaning**

GCT cleaning would be reduced and six positions eliminated. Reductions would occur in two specific areas. The overnight cleaning crew in Grand Central would be reduced. This crew is tasked with cleaning the Terminal in a span of 3-1/2 hours and cleaning up after storms - rain and snow. This reduction will impact Metro-North's ability to clean the building in normal conditions, but will inhibit special event support (much of which takes place during the hours that the terminal is closed) and emergency response. Platforms will also be cleaned of paper and debris with less frequency. The frequency of power washing the tactile warning strips will also be reduced, resulting in increased dirtiness and continued deterioration.

Close GCT North Station Master's Office

The Station Master's Office (SMO) in Grand Central North will close. The SMO North Office provides a location for commuters and visitors to obtain assistance and directions on that side of the terminal.

Reduce GCT ticket sellers at the ticket windows

Two ticket seller positions will be eliminated. The amount of time that some customers will have to wait on line to purchase a ticket will increase.

CUSTOMER SERVICES

Reduce car cleaning

Eleven car cleaning positions in the Car Appearance Department will be eliminated. The proposed reduction of eleven positions would change the extraordinary car cleaning program from the current 60-day cycle to a 90-day cycle. It is anticipated that this will have a direct effect on the cleanliness and appearance of the fleet – inside and out.

Reduce station cleaning

Two cleaning positions will be eliminated: one from the New Haven Line and one from the Harlem Line. As a result, extraordinary cleaning work at stations will only be performed Monday through Friday.

Reduce the number of Customer Information Center phone service representatives

Four Telephone Representative positions will be eliminated in the Customer Information Center. This reduction will result in increased customer wait times for information during service disruptions and special events.

Close Ticket Offices

Ticket offices at Crestwood, Harrison and New Canaan stations will close. Ticket machines are available at those locations.

Reduce ticket window hours at 4 New Haven Line stations

Ticket window hours would also be reduced at 4 New Haven Line stations, Port Chester, Greenwich, Westport and Fairfield. Ticket machines are available at these locations.

Defer credit/debit rollout for On-Board Ticket Selling Machines

Defer the roll-out of credit/debit function for hand-held ticket machines. Although a much-desired customer amenity, activating this feature of the hand-helds will ultimately be deferred.

SERVICE:

Reduce car consist and increase loading standards for East of Hudson

East of Hudson, Metro-North currently has peak loading standards of not allowing occupancy to exceed 95% on any train ("the ceiling") and not reducing any consist if it will result in train occupancy above 87% ("the floor"). Under this proposal, Metro-North will increase the minimum to 95% and reduce peak consists to come as close to 95% occupancy as possible. Similarly in the off-peak, the minimum standards will be increased from 75% to 85% and reduce consists to maximize occupancies according to the new higher standard. On weekends, Metro-North will raise both the maximum (currently 75%) and the minimum (now 65%) to 80% and reduce consists wherever possible to ensure the highest occupancy according to the new higher standards.

Customers on all lines east of the Hudson will notice crowding and see standees on certain days.

Reduce car consist and increase loading standards for West of Hudson

West of Hudson, Metro-North will not change the existing 92% maximum peak loading standard, but will reduce consists wherever possible to maximize occupancies within that limit. West of Hudson, 3,600 of weekday customers will be affected; there is no impact to weekend service under this scenario. Savings will be realized through a reduction in propulsion costs.

Reduce service for east of Hudson, net of revenues

Eliminate nine East of Hudson trains (three Hudson Line; two Harlem Line; four New Haven Line). The reduction includes, one pm-peak train, seven off-peak weekday trains and one weekend train. Six of the nine trains will be combined with other trains, thereby increasing travel time. The remaining three trains will be eliminated, reducing train frequency. Over 2,000 customers will experience a reduction in train frequency from 30 up to 75 minutes and approximately 3,500 customers will experience an increase in travel time up to 19 minutes. Twelve engineer/conductor positions will be eliminated.

Reduce service for West of Hudson, net of revenues

West of Hudson, Port Jervis Line express trains will make local stops in New Jersey, adding 10-20 minutes of travel time. The weekend service on the Pascack Valley Line, which was just instituted a year ago, will be reduced.

Retire 30 M-1 cars

Metro-North has retained 30 M1 cars which now will be retired from service and prepared for disposal. This would further exacerbate the potential of not meeting consist compliance numbers, worsen crowding conditions, eliminate ability to have replacement vehicles for emergencies and not have a dedicated fleet for Yankee Stadium shuttle service.

MAINTENANCE:

Defer West of Hudson F-40 locomotive overhaul program

The overhaul of 2 F-40 locomotives will be deferred until 2010.

Reduce Maintenance of Equipment shop materials usage

The Equipment Department will implement an overall reduction in material usage; minor reduction in support shop pool levels, and a reduction in discretionary part change-outs.

Defer portion of M3 interior overhaul program

The overhaul of M3 car interiors will be reduced from 48 to 32 cars. Work will begin in 2009 but extend until the end of 2011.

Defer portion of regular cyclical seat change out program for all fleets

Reduce provision for cyclical seat replacement programs.

Reduce Maintenance of Equipment agreement personnel

Ten agreement positions will be eliminated in the Maintenance of Equipment department affecting all shops. Service could be negatively affected as it may take longer to return trains to service once they require unscheduled maintenance. In turn, fewer cars - and therefore fewer seats - would be available for customers.

Reduce overtime for Maintenance of Equipment, Maintenance of Way and Operating Services Departments

Metro-North will have fewer financial resources for emergency repairs and to quickly respond to service disruptions

Defer funding for repairs of accident damaged cars

The repair of two heavily-damaged coaches will be deferred.

Reduce purchase of shop tools

Provision to purchase and/or maintain shop equipment and tools will be reduced.

Reduce GCT restoration efforts

During the past 15 years, significant progress had been made in restoring and maintaining the Terminal to a high standard. This landmarked facility consistently receives almost perfect scores on Metro-North's customer surveys. The restoration work that began in Grand Central Terminal in the late 1990s is not complete and areas that continue to need attention such as fixing decayed entrance doors or water infiltration of the metal canopy will be partially deferred.

SAFETY/SECURITY:

Reduce Maintenance of Way agreement personnel

Ten radio maintainer agreement positions that would have been dedicated to Security System coverage will be eliminated. Originally, there was to be a dedicated staff available to maintain this system 24 hour 7 days a week. Under this reduction plan, coverage to make straight time repair and maintenance will only be available during two tours of duty, Monday to Friday only.

MTA Metro-North Railroad
November Financial Plan 2009 - 2012
Additional Actions for Budget Balance
(\$ in millions)

	2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
List of Programs								
Administration:								
Administrative position reductions	18	\$2.1	18	\$2.1	18	\$2.1	18	\$2.1
Reduce operating capital funded management initiatives	-	6.6	-	11.6	-	11.6	-	11.6
Reduce other nonpayroll expenditures for material, maintenance, other operating and professional service contracts and other business expenses.	-	2.8	-	2.9	-	2.9	-	2.9
Reduce advertising	-	1.5	-	1.5	-	1.5	-	1.5
Eliminate handheld expansion to automate field reporting and provide for retrieval of data for C&S and Track & Structures Dept.	-	0.4	-	0.4	-	0.4	-	0.4
Reduce non-capital vehicle replacements	-	0.2	-	0.2	-	0.2	-	0.2
Reduce expenditures spent on special/employee recognition events	-	0.2	-	0.2	-	0.2	-	0.2
Sub Total Administration	18	\$13.8	18	\$18.9	18	\$18.9	18	\$18.9
Customer Convenience & Amenities:								
Customer Fees								
Eliminate toll free 1-800 Customer Information Center number	-	\$0.2	-	\$0.2	-	\$0.2	-	\$0.2
Add CPI to 2009 Commissary	-	0.1	-	0.1	-	0.1	-	0.1
GCT								
Reduce GCT cleaning	6	0.6	6	0.6	6	0.6	6	0.6
Close GCT North Station Master's Office	2	0.2	2	0.2	2	0.2	2	0.2
Reduce GCT ticket sellers at the ticket windows	2	0.2	2	0.2	2	0.2	2	0.2

MTA Metro-North Railroad
November Financial Plan 2009 - 2012
Additional Actions for Budget Balance
(\$ in millions)

	2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Customer Services								
Reduce car cleaning	11	0.7	11	0.7	11	0.7	11	0.7
Reduce station cleaning	2	0.2	2	0.2	2	0.2	2	0.2
Reduce the number of Customer Information Center phone service representatives	4	0.4	4	0.4	4	0.4	4	0.4
Close Crestwood Station, Harrison and New Canaan ticket offices	3	0.3	3	0.3	3	0.3	3	0.3
Reduce ticket window hours at 4 New Haven line stations - Port Chester, Greenwich, Westport, Fairfield.	4	0.2	4	0.2	4	0.2	4	0.2
Defer credit/debit rollout for On-Board Ticket Selling Machines	-	0.3	-	0.0	-	0.0	-	0.0
Sub Total Customer Convenience & Amenities	34	\$3.4	34	\$3.2	34	\$3.2	34	\$3.2
Service:								
Reduce car consist and increase loading standards for East of Hudson	-	\$4.0	-	\$4.1	-	\$4.1	-	\$4.1
Reduce car consist and increase loading standards for West of Hudson	-	0.2	-	0.2	-	0.2	-	0.2
Reduce service for East of Hudson, net of revenues	12	1.5	12	1.5	12	1.5	12	1.5
Reduce service for West of Hudson, net of revenues	-	0.5	-	0.5	-	0.5	-	0.5
Retire 30 M-1 cars	4	1.4	4	1.4	4	1.4	4	1.4
Sub Total Service	16	\$7.6	16	\$7.7	16	\$7.7	16	\$7.7

MTA Metro-North Railroad
November Financial Plan 2009 - 2012
Additional Actions for Budget Balance
(\$ in millions)

	2009		2010		2011		2012	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Maintenance:								
Defer West of Hudson F-40 locomotive overhaul program	-	\$3.2	-	\$0.0	-	\$0.0	-	\$0.0
Reduce Maintenance of Equipment shop material usage	-	1.2	-	1.2	-	1.2	-	1.2
Defer portion of M3 interior overhaul program	-	0.8	-	0.0	-	0.0	-	0.0
Defer portion of regular cyclical seat change out program for all fleets	-	0.2	-	0.0	-	0.0	-	0.0
Reduce Maintenance of Equipment agreement personnel	10	1.0	10	1.0	10	1.0	10	1.0
Reduce overtime for Maintenance of Equipment, Maintenance of Way and Operations Services Departments	-	1.0	-	1.0	-	1.0	-	1.0
Defer funding for repairs to heavily damaged equipment	-	0.7	-	0.0	-	0.0	-	0.0
Reduce purchases of shop tools	-	0.3	-	0.1	-	0.1	-	0.1
Reduce GCT restoration efforts	-	0.8	-	0.8	-	0.8	-	0.8
Sub Total Maintenance	10	\$9.2	10	\$4.2	10	\$4.2	10	\$4.2
Safety/Security:								
Reduce Maintenance of Way agreement personnel	10	\$1.0	10	\$1.0	10	\$1.0	10	\$1.0
Sub Total Safety/Security	10	\$1.0	10	\$1.0	10	\$1.0	10	\$1.0
Other:								
Sub Total Other	0	0.0	0	0.0	0	0.0	0	0.0
Total 2009 Add'l Actions for Budget Balance	88	35.0	88	35.0	88	35.0	88	35.0

**MTA Headquarters
November Financial Plan 2009-2012
Additional Actions for Budget Balance**

MTA Headquarters' additional actions for budget balance in 2009 total \$8.6 million. These reductions include the attrition of 21 managerial and staff positions, and other managerial expenses (\$3.560 million); reduced advertising expenditures (\$0.697 million); and other than personnel expense reductions (\$4.343 million). The details are as follows:

5% Managerial Expense Reduction (\$3.560 million, 21 positions)

This proposal calls for the reduction of 10 managerial positions, 9 non-managerial support staff positions, and 2 MTA Police civilian managerial positions totaling \$2.395 million. It is expected that the reductions can be achieved primarily through attrition.

Other than personnel services managerial expense reductions related to position reductions of \$1.165 million are primarily for outside audit services, promotions and marketing, and professional services.

Advertising Reductions (\$0.727 million)

A reduction of \$0.697 million represents a budget reduction of 26% and leaves approximately \$1.6 million for management discretion for future programs or MTA-wide advertising campaigns. Also included is the elimination of contingency fees related to advertising for RFPs, public hearings, etc.

Other Than Personnel Reductions (\$4.313 million)

Maintenance and Utility Costs \$0.925 million

Maintenance and utility costs will be reduced due to general efficiencies in maintenance practices for all the MTA headquarters buildings.

Professional Services \$0.657 million

Through more efficient use of consulting services, savings can be achieved for Human Resources, the IT Data Center, and Treasury.

Non-Represented Personnel Costs \$0.592 million

Lower personnel costs are due to the hiring of vacant non-represented positions at lower compensation levels.

Legal and Claims Expenses \$0.584 million

Legal and claims expenses can be reduced due to the elimination of contingencies for claims previously settled and projected to be completed.

Information Technology Expenses \$0.400 million

Expenses can be reduced due to lower consulting needs as MTA Headquarters personnel become more efficient at solving problems in IT applications coordinating Headquarters personnel with Business Service Center staff.

Equipment and Supplies \$0.396 million

Reductions can be made in equipment and supplies needs through greater oversight and efficiencies.

Travel Expenses \$0.318 million

Additional travel reductions have been identified and eliminated; however, this reduction will impact MTA Headquarters visibility in the various Transit conferences related to issues for the New York region regarding Mass Transit.

Audit Expenses \$0.292 million

Reduced Audit fees are made possible by the decision to use one external audit company.

Police Academy Fees \$0.148 million

Reduced Police Academy fees reflect attrition and hiring projections.

MTA Headquarters
 November Financial Plan 2009-2012
 Additional Actions for Budget Balance

Additional Actions	Savings Category	Net Savings					
		2009	2010	2011	2012	2010	2012
5% Management Expense Reductions	Administrative	\$3.6	\$3.5	\$3.6	\$3.8		
<i>Reduction in Headcount</i>		21	21	21	21		
Salary		1.8	1.8	1.8	1.9		
Fringe		0.6	0.6	0.6	0.6		
Professional Services		0.4	0.4	0.4	0.4		
Outside Audit Services		0.1	0.1	0.1	0.1		
Outside Promo Marketing		0.2	0.2	0.2	0.2		
Various		0.5	0.5	0.5	0.5		
Advertising Reductions	Administrative	\$0.7	\$0.7	\$0.8	\$0.8		
Other than Personnel Reductions	Administrative	\$4.3	\$4.4	\$4.5	\$4.6		
Lower Maintenance and Utility Reserves		0.9	0.9	1.0	1.0		
Lower Personnel Costs		0.6	0.6	0.6	0.6		
Reduced Legal and Claims Expenses		0.6	0.6	0.6	0.6		
Reduced Contractual Needs		0.7	0.7	0.7	0.7		
Reduced Consulting Expenses		0.4	0.4	0.4	0.4		
Lower Equipment and Supplies		0.4	0.4	0.4	0.4		
Reduced Travel Expenses		0.3	0.3	0.3	0.3		
Reduced Audit Fees		0.3	0.3	0.3	0.3		
Reduced Police Academy Fees		0.1	0.2	0.2	0.2		
Total Additional Actions for Budget Balance		\$8.6	\$8.7	\$8.9	\$9.1		

MTA Long Island Bus November Financial Plan 2009-2012 Additional Actions for Budget Balance

Overview

In response to the extremely weak economic environment and the resulting severe budget gap, Long Island Bus has developed several additional action proposals that may be required to help meet our legal requirement of a balanced operating budget on a cash basis.

These proposed additional actions project significant savings primarily in bus service and administration. Total savings (net of revenue losses) are:

Programs	EOY Positions	Savings (\$'s in millions)				Total
		2009	2010	2011	2012	
Total of Proposals	21	\$ 5.4	\$ 5.9	\$ 5.9	\$ 5.9	\$ 23.2

In evaluating proposed service reduction actions, every effort was made to identify those actions that would achieve savings while minimizing the impact to our customers.

Descriptions of the proposed additional actions and their 2010 annual impact are as follows:

Service Delivery

Programs	EOY Positions	Savings (\$'s in millions)				Total
		2009	2010	2011	2012	
Service Delivery	15	\$ 1.3	\$ 1.8	\$ 1.8	\$ 1.8	\$ 6.7

1. Discontinue Underused Local Bus Routes.
\$1.3 million, 15 positions

Several bus routes perform well-below the system-wide average. This reduction is based on eliminating the least-utilized routes within the system. Specifically, the N51, N53, N80, N93, N65, N66, N67 and N87 routes have been identified.

2. Streamline Select Routes.
\$0.5 million, 0 positions

Several routes have minor variations from their primary path which can be revised to more efficiently serve their respective communities. Specifically, the N1, N2, N15, N20, N24, N27, N73, N81 routes have been identified for these improvements.

Administration

Programs	EOY Positions	Savings (\$'s in millions)				Total
		2009	2010	2011	2012	
Administration	6	\$ 1.7	\$ 1.6	\$ 1.7	\$ 1.7	\$ 6.7

1. Reduce Managerial Workforce by up to 10%.

\$0.8 million, 6 positions

Consolidation of senior management positions across the three companies has already begun, and this restructured leadership team will drive the effort to maximize efficiencies in all areas of bus operations and maintenance. Instead of having three separate executives, Joseph Smith is now Senior Vice President of NYCT DOB, President of MTA Bus Company, and President of LI Bus. As a result of this initiative, we can eliminate the following positions: President, Senior Vice President and a Senior Director and 3 Superintendents (Transportation).

2. Reduction in Operating and Professional Contracts.

\$0.5 million, 0 positions

Operating and service contracts were reviewed and where economies were possible, either through the use of internal workforce or lower service levels, the listed savings were realized. Every attempt was made to maintain reliability and safety while considering these reductions.

3. Increased Health & Welfare Employee Contributions Due to New Long Island Bus Lifetime Health Policy

\$0.3 million, 0 positions

Based on lifetime health approval for non-represented employees, employee contribution will increase from 1% of base to 18%/10% of health premium thereby reducing the cost to Long Island Bus net of premium for retirees.

Other

Programs	EOY Positions	Savings (\$'s in millions)				Total
		2009	2010	2011	2012	
Other	0	\$ 2.4	\$ 2.5	\$ 2.4	\$ 2.4	\$ 9.7

1. Realize Savings Driven from Reductions in CNG prices.

\$1.0 million, 0 positions

Current prices on CNG fuel fall substantially below the assumed prices in the November baseline. Savings of \$1.0 million in 2009 are achievable if these prices remain stable.

2. Explore Savings Available by Purchasing Natural Gas from an ESCO.

\$1.5 million, 0 positions

Energy Service Companies compete to provide energy and energy savings solutions to the end users. Long Island Bus will explore economies associated with purchasing natural gas from such a supplier in an effort to take advantage of lower prices offered by competition.

Long Island Bus

November Financial Plan 2009-2012
 2009 Additional Actions for 2008 Budget Balance
 (\$ in millions)

	Positions	2009	2010	2011	2012	Total
Administration						
10% Managerial Savings	6	\$ 0.800	\$ 0.824	\$ 0.839	\$ 0.858	\$ 3.320
Reduction in Operating & Professional Contracts		0.500	0.515	0.524	0.536	2.075
Increased Health & Welfare Employee Contributions due to new UB						
Lifetime Health Policy		0.300	0.309	0.315	0.322	1.245
Other		0.100				0.100
Subtotal Administration	6	1.700	1.647	1.678	1.715	6.740
% of Total Proposed		31.3%	27.9%	28.3%	28.8%	29.0%
Customer Convenience/Amenities						
None		\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Customer Convenience/Amenities						
% of Total Proposed		0.0%	0.0%	0.0%	0.0%	0.0%
Maintenance						
None		\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Maintenance						
% of Total Proposed		0.0%	0.0%	0.0%	0.0%	0.0%
Revenue Enhancement						
None		\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Revenue Enhancement						
% of Total Proposed		0.0%	0.0%	0.0%	0.0%	0.0%
Safety						
None		\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Safety						
% of Total Proposed		0.0%	0.0%	0.0%	0.0%	0.0%
Security						
None		\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Security						
% of Total Proposed		0.0%	0.0%	0.0%	0.0%	0.0%
Service						
N83 N53 N51/R0	10	\$ 0.672	\$ 0.897	\$ 0.913	\$ 0.934	\$ 3.416
N65/66/67 (Academic)	5	0.236	0.314	0.320	0.327	1.198
N87 Jones Beach		0.052	0.052	0.053	0.055	0.213
Route Streamlining		0.375	0.500	0.509	0.521	1.905
Subtotal Service	15	1.336	1.764	1.797	1.837	6.733
% of Total Proposed		24.6%	29.9%	30.3%	30.9%	29.0%
Service Support						
None		\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Service Support						
% of Total Proposed		0.0%	0.0%	0.0%	0.0%	0.0%
Other						
Reduce CNG Prices - Savings Assumed 10/31		1.000	1.040	1.019	0.999	4.058
CNG ESCO (April 2009 Implementation)		1.400	1.456	1.427	1.398	5.681
Subtotal Other		2.400	2.496	2.446	2.397	9.739
% of Total Proposed		44.2%	42.3%	41.3%	40.3%	42.0%
Total Proposed	22	\$ 16,561	\$ 21,343	\$ 18,884	\$ 18,953	\$ 75,741
Revised Total Proposed	21	\$ 5,436	\$ 5,907	\$ 5,520	\$ 5,949	\$ 23,212

**MTA Bus Company
November Financial Plan 2009-2012
Additional Actions for Budget Balance**

Overview

In response to the extremely weak economic environment and the resulting severe budget gap, MTA Bus Company has developed several additional proposals that may be required to achieve savings.

These proposed additional actions project significant savings primarily in bus service delivery, administration and maintenance. Total savings (net of revenue losses) are:

Program	EOY Positions	Savings (\$'s in millions)				Total
		2009	2010	2011	2012	
Total of Proposals	190	\$ 16.2	\$ 22.8	\$ 21.3	\$ 22.1	\$ 82.4

In evaluating proposed service reduction actions, every effort was made to identify those actions that would achieve savings while minimizing the impact to our customers.

Descriptions of the proposed additional actions and their 2010 annual impact are as follows:

Service Delivery

Program	EOY Positions	Savings (\$'s in millions)				Total
		2009	2010	2011	2012	
Service Delivery	150	\$ 10.0	\$ 17.1	\$ 17.3	\$ 17.9	\$ 62.3

- 1. Realign Peak Period Express Bus Service to MTA – NYCT Loading Guidelines.**
\$6.7 million, 61 positions

Currently, MTA Bus does not use loading guidelines. However, with the evolution of the MTA Bus organization and the accurate reporting of necessary ridership data on an on-going basis, the application of loading guidelines identical to that employed by NYCT's Operations Planning Division can now be achieved. Routes affected by this change include: BM1, BM2, BM3, BM4, BM5, BxM1, BxM2, BxM3, BxM4A/4B, BxM6, BxM7, BxM7A, BxM9, BxM10, BxM11, BxM18, QM1/1A, QM2, QM2A, QM4, QM10, QM11, QM12, QM21, QM24.

- 2. Discontinue Underused Express and Local Bus Routes.**
\$2.0 million, 29 positions

Several bus routes perform well-below the system-wide average. This reduction is based on eliminating the least-utilized routes within the system. Specifically, the QM22, QM23, BxM7B routes have been identified.

- 3. Utilize NYCT – Department of Buses Facilities for Mid-day Layovers.**
\$0.8 million, 2 positions

MTA Bus can save fuel and maintenance costs associated with mileage that can be eliminated by introducing mid-day layovers at DOB's Michael J. Quill, 100th Street and 126th Street Depots. This reduction represents those savings.

4. Streamline Select Routes.

\$0.8 million, 0 positions

Several routes have minor variations from their primary path which can be revised to more efficiently serve their respective communities. Specifically, the Q18, Q38, Q41, Q67, Q110, B103, BM2, BM3, QM21, BxM1 and BxM2 routes have been identified for these improvements.

5. Increase Express Bus Fare to \$6.25.

\$6.8 million, 57 positions

The express bus network currently achieves an average farebox recovery of slightly more than half that of the local bus network. This proposal improves express farebox recovery to match local. To achieve this improvement, the express bus fare would be increased from \$5 to \$6.25; over time, it is anticipated that express bus service would be reduced to meet lower demand, with some partially offsetting service increases on adjacent local bus services. All express routes would see weekday service reductions based on projected ridership decline. The \$6.8M represents the net savings of: Revenue increase resulting from the fare increase and service reductions, offset by revenue losses due to the anticipated loss of ridership and revenue resulting from fare increases.

Administration

Program	EOY Positions	Savings (\$'s in millions)				Total
		2009	2010	2011	2012	
Administration	18	\$ 2.4	\$ 2.4	\$ 2.5	\$ 2.6	\$ 9.9

1. Reduce Managerial Workforce by up to 10%.

\$2.4 million, 18 positions

Consolidation of senior management positions across the three companies has already begun, and this restructured leadership team will drive the effort to maximize efficiencies in all areas of bus operations and maintenance. Instead of having three separate executives, Joseph Smith is now Senior Vice President of NYCT DOB, President of MTA Bus Company, and President of LI Bus. As a result of this initiative, we can eliminate the following positions: President, Senior Vice President, Chief Maintenance Officer, Chief Transportation Officer, Chief Facilities Officer, General Counsel, Chief Officer Non-Revenue and two Superintendents (Maintenance) and nine Superintendents (Transportation).

Maintenance

Program	EOY Positions	Savings (\$'s in millions)				Total
		2009	2010	2011	2012	
Maintenance	22	\$ 2.1	\$ 1.5	\$ 1.6	\$ 1.6	\$ 6.8

1. Reduce facility contract expenditures.

\$1.0 million, 0 positions

Savings will be primarily achieved through the introduction of an in-house workforce which will complete select construction projects currently planned for completion by outside contracts in a more cost-efficient and timely manner.

- 2. Implement new allocation formulas for maintenance hourly positions.**
\$0.5 million, 14 positions (\$1.1 million, 22 positions in 2009)

MTA Bus will implement the budget and allocations models identified as a best practice by the Regional Bus Merger Team. The models, which will be applied to all MTA Bus operations and service requirements, use zero-based formulas and ratios to determine the proper level of fixed, unique, scheduled operation and variable/unscheduled requirements for maintenance and non-revenue hourly positions necessary to keep buses in a state of good repair.

Other

Programs	EOY Positions	Savings (\$'s in millions)				Total
		2009	2010	2011	2012	
Other	0	\$ 1.7	\$ 1.7	\$ -	\$ -	\$ 3.4

- 1. Extend savings provided by the Alternative Fuel Excise Tax Credit.**
\$1.7 million, 0 positions

An excise tax credit is available for alternative fuel that is sold for use or used as a fuel to operate a motor vehicle. The credit is \$0.50 per gasoline gallon equivalent (GGE) of compressed natural gas. The credit is currently available until December 31, 2009, but is expected to be extended. The savings proposed reflect savings through 2010.

MTA Bus Company

2009 Alternative Options for 2009 Budget Balance
 Revised on November 12, 2008
 (\$ in millions)

	Positions	2009	2010	2011	2012
			(Favorable)/Unfavorable		
Administration					
Reduce managerial workforce by 5%	9	\$ 1,200	\$ 1,222	\$ 1,250	\$ 1,277
Additional managerial, professional and admin. reductions	9	1,200	1,222	1,250	1,277
Subtotal Administration	18	2,400	2,445	2,499	2,554
% of Total Proposed		14.9%	10.7%	11.7%	11.6%
Customer Convenience/Amenities					
None		\$ -	\$ -	\$ -	\$ -
Subtotal Customer Convenience/Amenities			0.0%	0.0%	0.0%
% of Total Proposed					
Maintenance					
Reduce facility contract expenditures	-	\$ 1,000	\$ 1,019	\$ 1,041	\$ 1,064
Reimbursement for third party non-revenue maintainer work	8	0,600			
Implement new allocation formulas for maintenance hourly positions	14	0,500	0,509	0,521	0,532
Subtotal Maintenance	22	2,100	1,528	1,562	1,596
% of Total Proposed		13.0%	6.7%	7.3%	7.2%
Revenue Enhancement					
Express Bus Fare Increase (\$6.25 effective 07/01/2009)	57	3,400	6,799	6,905	7,231
Subtotal Revenue Enhancement	57	3,400	6,799	6,905	7,231
% of Total Proposed		21.1%	29.8%	32.3%	32.7%
Safety					
None		\$ -	\$ -	\$ -	\$ -
Subtotal Safety			0.0%	0.0%	0.0%
% of Total Proposed					
Security					
None		\$ -	\$ -	\$ -	\$ -
Subtotal Security			0.0%	0.0%	0.0%
% of Total Proposed					
Service					
Adjust peak period express bus to meet loading guidelines	61	\$ 4,323	\$ 6,734	\$ 6,763	\$ 6,954
Discontinue underused express and local routes	29	0,887	2,005	2,006	2,085
Use NYCT DOB Facilities for layover	2	0,769	0,756	0,761	0,793
Streamlining of routes	1	0,273	0,440	0,442	0,457
Additional streamlining of routes		0,200	0,403	0,408	0,420
Subtotal Service	93	6,651	10,338	10,380	10,709
% of Total Proposed		40.6%	45.3%	46.6%	48.5%
Service Support					
None		\$ -	\$ -	\$ -	\$ -
Subtotal Service Support			0.0%	0.0%	0.0%
% of Total Proposed					
Other					
Extend savings provided by Alternate Fuel Excise Tax Credit	-	\$ 1,700	\$ 1,700	\$ -	\$ -
Subtotal Other		1,700	1,700	-	-
% of Total Proposed		10.5%	7.5%	0.0%	0.0%
Total Proposed	190	\$ 16,151	\$ 22,809	\$ 21,346	\$ 22,091

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MTA Consolidated Utilization

MTA Agency Fare and Toll Revenue Projections, in millions
Including the Impact of PEGs and Fare/Toll Yields in 2009 & 2011

		2008 Final Estimate	2009 Final Proposed Budget	2010	2011	2012
Fare Revenue						
Long Island Bus ¹	- November Baseline	\$41.002	\$40.735	\$40.858	\$40.939	\$41.062
	- 6/1/09 Fare Yield	0.000	5.484	9.397	9.416	9.444
	- 1/1/11 Fare Yield	0.000	0.000	0.000	2.518	2.525
		\$41.002	\$46.219	\$50.255	\$52.873	\$53.032
Long Island Rail Road	- November Baseline	\$508.486	\$506.816	\$505.850	\$510.389	\$514.976
	- 6/1/09 Fare Yield	0.000	70.034	116.346	117.389	118.445
	- 1/1/11 Fare Yield	0.000	0.000	0.000	31.389	31.671
	- PEGs	0.000	0.400	0.800	0.800	0.800
		\$508.486	\$577.250	\$622.996	\$659.967	\$665.892
Metro-North Railroad ²	- November Baseline	\$507.229	\$512.005	\$519.188	\$533.717	\$549.503
	- 6/1/09 Fare Yield	0.000	41.882	70.920	73.206	75.571
	- 1/1/11 Fare Yield	0.000	0.000	0.000	18.036	18.624
	- PEGs	0.000	8.478	9.050	9.101	9.101
		\$507.229	\$562.365	\$599.158	\$634.060	\$652.798
MTA Bus Company	- November Baseline	\$153.812	\$153.043	\$153.655	\$155.038	\$156.588
	- 6/1/09 Fare Yield ³	0.000	14.588	24.700	24.923	25.172
	- 1/1/11 Fare Yield ³	0.000	0.000	0.000	9.535	9.630
		\$153.812	\$167.631	\$178.355	\$189.495	\$191.390
New York City Transit ¹	- November Baseline	\$2,974.848	\$2,949.781	\$2,963.662	\$3,006.537	\$3,052.846
	- 6/1/09 Fare Yield	0.000	395.744	670.002	679.699	690.174
	- 1/1/11 Fare Yield	0.000	0.000	0.000	184.312	187.151
		\$2,974.848	\$3,345.525	\$3,633.664	\$3,870.548	\$3,930.171
Staten Island Railway	- November Baseline	\$4.402	\$4.707	\$5.047	\$5.112	\$5.176
	- 6/1/09 Fare Yield	0.000	0.644	1.161	1.176	1.190
	- 1/1/11 Fare Yield	0.000	0.000	0.000	0.314	0.318
		\$4.402	\$5.351	\$6.208	\$6.602	\$6.685
Total Farebox Revenue	- November Baseline	\$4,189.779	\$4,167.087	\$4,188.260	\$4,251.731	\$4,320.151
	- 6/1/09 Fare Yield	0.000	528.376	892.526	905.809	919.995
	- 1/1/11 Fare Yield	0.000	0.000	0.000	246.104	249.919
	- PEGs	0.000	8.878	9.850	9.901	9.901
		\$4,189.779	\$4,704.341	\$5,090.635	\$5,413.545	\$5,499.967
Toll Revenue						
Bridges & Tunnels	- November Baseline	\$1,273.180	\$1,263.730	\$1,263.592	\$1,267.946	\$1,275.080
	- 6/1/09 Toll Yield	0.000	156.129	278.911	291.527	293.104
	- 1/1/11 Toll Yield	0.000	0.000	0.000	70.181	78.374
		\$1,273.180	\$1,419.859	\$1,542.503	\$1,629.654	\$1,646.558
TOTAL FARE & TOLL REVENUE ³						
	- November Baseline	\$5,462.959	\$5,430.817	\$5,451.852	\$5,519.677	\$5,595.231
	- 6/1/09 Fare/Toll Yield	0.000	684.505	1,171.437	1,197.337	1,213.100
	- 1/1/11 Fare/Toll Yield	0.000	0.000	0.000	316.285	328.293
	- PEGs	0.000	8.878	9.850	9.901	9.901
		\$5,462.959	\$6,124.200	\$6,633.139	\$7,043.199	\$7,146.525

¹ Excludes Paratransit Operations.

² Metro-North Railroad utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

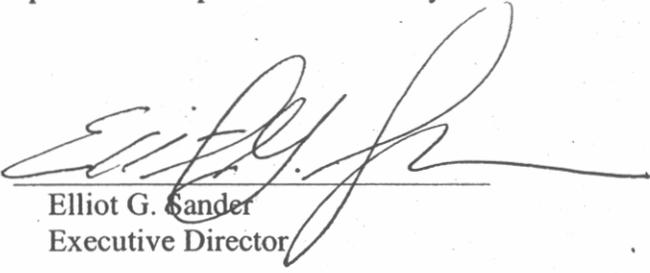
³ MTA Bus revenue from Fare Yield will be used to reduce NYC subsidy to MTA Bus.

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**Certification of the Executive Director
of the
Metropolitan Transportation Authority
in accordance with Section 202.3(l)
of the
State Comptroller's Regulations**

I, Elliot G. Sander, Executive Director of the Metropolitan Transportation Authority ("MTA"), hereby certify, to the best of my knowledge and belief after reasonable inquiry, including certifications from senior management at the MTA agencies, that the attached budget and financial plan is based on reasonable assumptions and methods of estimation and that the requirements of Section 202.3 and 202.4 of the Regulations referenced above have been satisfied.

Metropolitan Transportation Authority

By: 

Elliot G. Sander
Executive Director

Dated: February 13, 2009

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