

V. Other Supporting Materials

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METROPOLITAN TRANSPORTATION AUTHORITY
Statement Of Operations By Category
Reimbursable
2003 - 2008
(\$ in millions)

Line Number	Reimbursable	2003 Actual	2004 Mid-Year Forecast	2005 Preliminary Budget	2006	2007	2008
12	<u>Operating Revenue</u>						
13	Farebox Revenue	\$0	\$0	\$0	\$0	\$0	\$0
14	Toll Revenue	0	0	0	0	0	0
15	Other Revenue (Excludes B&T Investment Income for Capital)	0	0	0	0	0	0
16	Capital and Other Reimbursements	1,088	1,096	1,051	1,074	1,095	1,124
17	Total Operating Revenue	\$1,088	\$1,096	\$1,050.9	\$1,074.5	\$1,094.7	\$1,123.8
19	<u>Operating Expense</u>						
20	Labor Expenses:						
21	Payroll	\$439	\$454	\$430	\$440	\$448	\$459
22	Overtime	90	66	70	72	73	75
23	Health & Welfare	28	33	36	40	44	47
24	Pensions	13	19	28	33	35	38
25	Other-Fringe Benefits	105	110	107	110	111	114
26	Reimbursable Overhead	251	243	231	234	238	244
27	Sub-total Labor Expenses	\$927	\$925	\$901.4	\$928.4	\$949.1	\$976.6
29	Non-Labor Expenses:						
30	Traction and Propulsion Power	\$0	\$0	\$0	\$0	\$0	\$0
31	Fuel for Buses and Trains	0	0	0	0	0	0
32	Insurance	4	4	5	5	5	5
33	Claims	1	0	0	0	0	0
34	Paratransit Service Contracts	0	0	0	0	0	0
35	Maintenance and Other Operating Contracts	49	40	32	32	32	32
36	Professional Service Contracts	18	24	23	22	22	22
37	Materials & Supplies	83	97	83	82	81	82
38	Other Business Expenses	6	6	5	5	5	5
39	Sub-total Non-Labor Expenses	\$161	\$171	\$149.4	\$146.0	\$145.6	\$147.2
41	Other Expense Adjustments:						
42	Other	\$0	\$0	\$0	\$0	\$0	\$0
43	Sub-total Other Expense Adjustments	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
45	Total Operating Expense Before Depreciation	\$1,088	\$1,096	\$1,050.9	\$1,074.5	\$1,094.7	\$1,123.8
47	Depreciation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
49	Total Operating Expense	\$1,088	\$1,096	\$1,050.9	\$1,074.5	\$1,094.7	\$1,123.8
51	Baseline Surplus/(Deficit)	\$0	\$0	\$0.0	\$0.0	\$0.0	(\$0.0)
53	<u>GAP CLOSING ACTIONS:</u>						
54	Program to Eliminate the Gap	0	0	0	0	0	0
55	Increased Fare and Toll Yields	0	0	0	0	0	0
57	Net Surplus/(Deficit)	\$0	\$0	\$0.0	\$0.0	\$0.0	(\$0.0)

METROPOLITAN TRANSPORTATION AUTHORITY
Statement Of Operations By Category
Non-Reimbursable / Reimbursable
2003 - 2008
(\$ in millions)

Line Number	Non-Reimbursable / Reimbursable	2003 Actual	2004 Mid-Year Forecast	2005 Preliminary Budget	2006	2007	2008
12	<u>Operating Revenue</u>						
13	Farebox Revenue	\$3,206	\$3,428	\$3,467	\$3,518	\$3,567	\$3,610
14	Toll Revenue	1,022	1,087	1,087	1,092	1,096	1,099
15	Other Revenue (Excludes B&T Investment Income for Capital)	300	325	322	334	344	353
16	Capital and Other Reimbursements	1,174	1,121	1,078	1,104	1,126	1,157
17	Total Operating Revenue	\$5,702	\$5,960	\$5,955	\$6,047	\$6,133	\$6,220
19	<u>Operating Expense</u>						
20	Labor Expenses:						
21	Payroll	\$3,624	\$3,715	\$3,793	\$3,887	\$3,984	\$4,093
22	Overtime	455	420	411	426	434	447
23	Health & Welfare	731	774	873	957	1,048	1,145
24	Pensions	323	497	654	758	807	857
25	Other-Fringe Benefits	484	462	475	490	503	517
26	Reimbursable Overhead	(0)	1	(1)	(1)	(1)	(1)
27	Sub-total Labor Expenses	\$5,616	\$5,869	\$6,205	\$6,518	\$6,776	\$7,059
29	Non-Labor Expenses:						
30	Traction and Propulsion Power	\$188	\$201	\$220	\$224	\$225	\$225
31	Fuel for Buses and Trains	74	89	77	75	76	78
32	Insurance	61	69	71	75	80	84
33	Claims	107	101	106	109	111	114
34	Paratransit Service Contracts	109	146	173	204	241	284
35	Maintenance and Other Operating Contracts	445	513	510	534	543	551
36	Professional Service Contracts	224	217	214	213	216	221
37	Materials & Supplies	471	486	489	483	504	534
38	Other Business Expenses	88	106	95	97	102	107
39	Sub-total Non-Labor Expenses	\$1,767	\$1,929	\$1,955	\$2,014	\$2,098	\$2,198
41	Other Expense Adjustments:						
42	Other	(\$11)	(\$5)	\$6	\$17	\$24	\$34
43	General Reserve	0	30	30	30	30	30
44	Sub-total Other Expense Adjustments	(\$11)	\$25	\$36	\$47	\$54	\$64
46	Total Operating Expense Before Depreciation	\$7,372	\$7,823	\$8,196	\$8,579	\$8,928	\$9,322
48	Depreciation	\$1,228	\$1,366	\$1,496	\$1,593	\$1,678	\$1,755
50	Total Operating Expense (Excluding B&T Depreciation)	\$8,559	\$9,147	\$9,647	\$10,123	\$10,552	\$11,017
54	Net Operating Deficit Before Subsidies and Debt Service	(\$2,857)	(\$3,187)	(\$3,692)	(\$4,075)	(\$4,419)	(\$4,797)
59	Dedicated Taxes and State/Local Subsidies	\$2,577	\$2,652	\$2,515	\$2,552	\$2,634	\$2,671
61	Debt Service (excludes Service Contract Bonds)	(868)	(916)	(1,250)	(1,445)	(1,570)	(1,672)
63	Net Deficit After Subsidies and Debt Service	(\$1,148)	(\$1,452)	(\$2,426)	(\$2,968)	(\$3,356)	(\$3,799)
65	Conversion to Cash Basis: Depreciation	\$1,228	\$1,366	\$1,496	\$1,593	\$1,678	\$1,755
66	Conversion to Cash Basis: All Other	37	243	185	16	(3)	(38)
67	Net Cash Balance from Previous Year	34	151	309	0	0	0
69	Baseline Net Cash Balance	\$151	\$309	(\$436)	(\$1,359)	(\$1,681)	(\$2,081)
75	<u>GAP CLOSING ACTIONS:</u>						
76	Program to Eliminate the Gap	0	20	208	392	400	446
77	Increased Fare and Toll Yields	0	0	219	222	460	465
78	Increase in Express Bus Fare to \$6.00	0	0	19	20	20	20
79	Net Cash Balance from Previous Year (Gap Actions only)	0	0	20	31	0	0
81	Net Cash Surplus/(Deficit)	\$151	\$328	\$31	(\$695)	(\$801)	(\$1,151)

METROPOLITAN TRANSPORTATION AUTHORITY
Changes Year-to-Year By Category
2003-2008

Favorable/(Unfavorable)

Line Number		2003	2004	Change	2005	Change	Change	Change	Change	Change
	Non-Reimbursable	Actual	Adopted Budget	2004 - 2003	Preliminary Budget	2005 - 2004	2006 - 2005	2007 - 2006	2008 - 2007	2008 - 2007
	Operating Revenue									
	Farebox Revenue	\$3,206	\$3,428	\$222	\$3,467	\$39	\$3,518	\$51	\$3,567	\$49
	Toll Revenue	1,022	1,087	65	1,087	1	1,092	4	1,096	4
	Other Revenue (Excludes B&T Investment Income for Capital)	300	325	25	322	(3)	334	11	344	10
	Capital and Other Reimbursements	86	25	(61)	27	2	29	2	32	2
	Total Operating Revenue	\$4,614	\$4,864	\$250	\$4,904	\$40	\$4,973	\$69	\$5,038	\$65
	Operating Expense									
	Labor Expenses:									
	Payroll	\$3,185	\$3,261	(\$76)	\$3,363	(\$102)	\$3,446	(\$83)	\$3,537	(\$91)
	Overtime	365	353	11	341	12	355	(13)	360	(6)
	Health & Welfare	703	741	(38)	837	(96)	917	(80)	1,004	(88)
	Pensions	309	478	(169)	626	(148)	726	(99)	772	(46)
	Other-Fringe Benefits	379	352	26	368	(16)	381	(12)	392	(11)
	Reimbursable Overhead	(252)	(242)	(10)	(232)	(10)	(234)	2	(239)	4
	Sub-total Labor Expenses	\$4,690	\$4,945	(\$255)	\$5,304	(\$359)	\$5,589	(\$286)	\$5,827	(\$237)
	Non-Labor Expenses:									
	Traction and Propulsion Power	\$188	\$201	(\$13)	\$220	(\$19)	\$224	(\$4)	\$225	(\$1)
	Fuel for Buses and Trains	74	89	(16)	77	12	75	2	76	(1)
	Insurance	57	65	(8)	66	(1)	70	(4)	74	(4)
	Claims	106	101	5	106	(5)	109	(3)	111	(2)
	Paratransit Service Contracts	109	146	(37)	173	(27)	204	(31)	241	(37)
	Maintenance and Other Operating Contracts	397	473	(77)	478	(4)	502	(24)	511	(8)
	Professional Service Contracts	206	193	13	190	3	191	(0)	194	(3)
	Materials & Supplies	388	389	(1)	406	(17)	401	5	423	(22)
	Other Business Expenses	81	100	(19)	90	10	92	(2)	97	(5)
	Sub-total Non-Labor Expenses	\$1,606	\$1,758	(\$152)	\$1,806	(\$48)	\$1,868	(\$62)	\$1,952	(\$84)
	Other Expense Adjustments:									
	Other	(\$11)	(\$5)	(\$7)	\$6	(\$10)	\$17	(\$12)	\$24	(\$7)
	General Reserve	0	30	(30)	30	0	30	0	30	0
	Sub-total Other Expense Adjustments	(\$11)	\$25	(\$37)	\$36	(\$10)	\$47	(\$12)	\$54	(\$7)
	Total Operating Expense Before Depreciation	\$6,284	\$6,728	(\$444)	\$7,145	(\$417)	\$7,505	(\$360)	\$7,833	(\$328)
	Depreciation	1,228	1,366	(138)	1,496	(130)	1,593	(97)	1,678	(85)
	Total Operating Expense (Excluding B&T Depreciation)	\$7,471	\$8,052	(\$581)	\$8,596	(\$544)	\$9,048	(\$452)	\$9,457	(\$409)
	Net Operating Deficit Before Subsidies and Debt Service	(\$2,857)	(\$3,187)	(\$330)	(\$3,692)	\$584	(\$4,075)	(\$521)	(\$4,419)	\$474
	Dedicated Taxes and State/Local Subsidies	\$2,577	\$2,652	\$74	\$2,515	(\$136)	\$2,552	\$37	\$2,634	\$82
	Debt Service (excludes Service Contract Bonds)	(868)	(916)	(48)	(1,250)	(334)	(1,445)	(195)	(1,570)	(125)
	Net Deficit After Subsidies and Debt Service	(\$1,148)	(\$1,452)	(\$304)	(\$2,426)	\$114	(\$2,968)	(\$679)	(\$3,356)	\$431
	Conversion to Cash Basis: Depreciation	\$1,228	\$1,366	\$138	\$1,496	\$130	\$1,593	\$97	\$1,678	\$85
	Conversion to Cash Basis: All Other	37	243	206	185	(58)	16	(169)	(3)	(19)
	Net Cash Balance from Previous Year	34	151	118	309	157	0	(309)	0	0
	Baseline Net Cash Balance	\$151	\$309	\$157	(\$436)	(\$745)	(\$1,359)	(\$923)	(\$1,681)	(\$321)
	Adjusted Net Cash Surplus/(Deficit)	\$151	\$309	\$157	(\$436)	(\$745)	(\$1,359)	(\$923)	(\$1,681)	(\$321)
	GAP CLOSING ACTIONS:									
	Program to Eliminate the Gap	0	20	20	208	189	392	184	400	8
	Increased Fare and Toll Yields	0	0	0	219	219	222	3	460	238
	Increase in Express Bus Fare to \$6.00	0	0	0	19	19	20	1	20	0
	Net Cash Balance from Previous Year	0	0	0	20	20	31	11	0	(31)
	Net Cash Surplus/(Deficit)	\$151	\$328	\$177	\$31	(\$298)	(\$695)	(\$725)	(\$801)	(\$106)

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN 2005-2008
MTA-WIDE NON-RECURRING REVENUES AND SAVINGS
(\$ in millions)

Non-recurring revenues and savings with a value of \$1 million or more in calendar years 2004 through 2008.

Agency	2004 Mid-Year Forecast		2005 Preliminary Budget		2006 Plan	2007 Plan		2008 Plan	
Bridges & Tunnels	\$ 2.5	Lower than anticipated costs associated with E-ZPass Customer Service Center		None	None		None		None
	\$ 24.6	WTC claim settlement; cash received in 2004, accrual booked in 2003							
Subtotal	<u>\$ 27.1</u>		<u>\$ -</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	\$ 7.9	WTC Claim Settlement	\$ 30.0	2003 Pension Pre-payment	None	None		None	
Subtotal	<u>\$ 7.9</u>		<u>\$ 30.0</u>		<u>\$ -</u>	<u>\$ -</u>		<u>\$ -</u>	
Metro-North Railroad	\$ 1.6	Lower costs due to M7 procurement	\$ 1.2	Outside building withdrawal from GCT power grid	None	\$1.6	Equipment Replacement Plan - Disposal Costs	\$3.3	Equipment Replacement Plan - Harlem & Hudson
	\$ 3.7	WTC Claim Settlement	\$ (1.2)	Outside building withdrawal from GCT power grid		\$2.2	Equipment Replacement Plan - Harlem & Hudson	\$1.0	Office Space Renovation
			\$ 20.0	2003 Pension Pre-payment		\$3.8	Equipment Strategy - Genesis Locomotive Remanufacture		
						\$3.3	Equipment Strategy - West of Hudson Locomotive Remanufacture		
Subtotal	<u>\$ 5.3</u>		<u>\$ 20.0</u>		<u>\$ -</u>	<u>\$ 10.9</u>		<u>\$ 4.3</u>	
Staten Island Railway	None		None		None	None		None	
Subtotal	<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>		<u>\$ -</u>	

Agency	2004	2005 Plan	2006 Plan	2007 Plan	2008 Plan
MTA Capital Construction Company	None	None	None	None	None
Subtotal	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
MTA Headquarters	\$ 7.5 WTC Claim Settlement	None	None	None	None
Subtotal	<u>\$ 7.5</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
New York City Transit	\$ 10.3 Drawdown of accumulated transit adjudication funds \$ 42.5 Timing of MaBSTOA pension payments \$ 10.8 Drawdown of accumulated stabilization fund interest income \$ 10.1 Insurance reimbursements associated with non-World Trade Center losses \$ 103.1 WTC Settlement \$ 2.6 Paratransit rent savings \$ 1.3 Materiel vendor inspection claim settlement \$ 1.2 Eliminate Health & Welfare deposit requirement	\$ 3.5 Reduce normal replacement costs--data processing equipment \$ 68.1 Timing of MaBSTOA pension payments	None	None	None
Subtotal	<u>\$ 181.9</u>	<u>\$ 71.6</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
MTA Transactions	\$ 111.2 Prior year MRT distributed to NYCT & CR \$ 30.0 NYCT Debt Pre-payment in 2003 \$ 49.7 CR Debt Pre-payment in 2003	\$ 8.7 Prior year MRT distributed to NYCT & CR \$ 16.7 NYCT Debt Pre-payment in 2003 \$ 15.3 CR Debt Pre-payment made in early 2004 (originally scheduled to be made in Dec. 2003)	\$ - None	\$ - None	\$ - None
Subtotal	<u>\$ 190.9</u>	<u>\$ 40.7</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Non-Recurring Resources (>or = \$1million)	\$ 420.6	\$ 162.3	\$ -	\$ 10.9	\$ 4.3

Note: The 2003 closing cash balance MTA-wide was \$32.1 million higher than the February Plan. As is the case with all positive cash balances, this is carried into the next year. Similarly, 2005's closing cash balance of \$308 million (before gap closing) is utilized in 2006.

METROPOLITAN TRANSPORTATION AUTHORITY
MTA-WIDE JULY FINANCIAL PLAN 2005 - 2008
MTA OPERATING BUDGET RESERVES
(\$ in millions)

	2004 Mid-Year Forecast	2005 Preliminary Budget	2006	2007	2008
<u>MTA Consolidated:</u>	-				
MTA General Reserve		\$30.000	\$30.000	\$30.000	\$30.000
Gap Closers - PEG Implementation Provision	-	\$20.000	\$30.000	-	-
<u>MTAHQ:</u>					
Actuarial Pension Adjustment Reserve	\$25.000	\$25.000	\$25.000	\$25.000	\$25.000

Metropolitan Transportation Authority
July Financial Plan 2005 - 2008
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents
(\$ in millions)

MTA Agencies	2003 Actuals ¹	2004 Mid-Year Forecast	2005 Preliminary Budget	2006	2007	2008
NYC Transit	47,768	47,706	47,673	47,641	47,627	47,624
Long Island Rail Road	6,309	6,496	6,556	6,713	6,745	6,766
Metro-North Railroad ¹	5,993	5,803	5,920	5,934	5,950	5,960
Bridges & Tunnels	1,732	1,811	1,816	1,819	1,819	1,819
Headquarters	1,226	1,371	1,371	1,371	1,371	1,371
Long Island Bus	1,126	1,194	1,194	1,194	1,194	1,194
Staten Island Railway ²	305	313	313	313	313	313
Capital Construction Company	0	79	150	150	150	150
Baseline Total Positions	64,459	64,773	64,993	65,135	65,169	65,197
<i>Non-Reimbursable</i>	57,378	57,568	58,121	58,141	58,221	58,259
<i>Reimbursable</i>	7,081	7,205	6,872	6,994	6,948	6,938
<i>Total Full-Time</i>	64,047	64,369	64,590	64,732	64,766	64,794
<i>Total Full-Time-Equivalents</i>	412	404	403	403	403	403
<hr/>						
Impact of:						
PEGs	0	(90)	(2,731)	(4,856)	(4,690)	(4,870)
Increase Express Bus Fare	0	0	(58)	(58)	(58)	(58)
Total Positions	64,459	64,683	62,204	60,221	60,421	60,269

¹ For 2003, all Agencies except Metro-North reflect actual incumbents. Metro-North reflects authorized positions reduced by vacancies; 2003 stated as authorized positions, 2004 - 2008 as paid positions.

² Baseline positions for 2004 - 2008 include 10 authorized positions which represent vacancy savings in the February 2004 Financial Plan.

Metropolitan Transportation Authority
July Financial Plan 2005 - 2008
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents
(\$ in millions)

MTA Agencies	2003 Actuals ¹	2004 Mid-Year Forecast	2005 Preliminary Budget	2006	2007	2008
<i>Non-Reimbursable</i>	57,378	57,478	55,332	53,227	53,473	53,331
<i>Reimbursable</i>	7,081	7,115	4,083	2,080	2,200	2,010
<i>Total Full-Time</i>	64,047	64,279	61,801	59,818	60,018	59,866
<i>Total Full-Time-Equivalents</i>	412	314	(2,386)	(4,511)	(4,345)	(4,525)
<i>Non-Reimbursable</i>						
NYC Transit	42,278	42,018	42,357	42,431	42,457	42,464
Long Island Rail Road	5,539	5,789	5,884	5,813	5,851	5,872
Metro-North Railroad ¹	5,288	5,188	5,303	5,317	5,333	5,343
Bridges & Tunnels	1,687	1,766	1,771	1,774	1,774	1,774
Headquarters	1,174	1,320	1,319	1,319	1,319	1,319
Long Island Bus	1,113	1,180	1,180	1,180	1,180	1,180
Staten Island Railway ²	299	307	307	307	307	307
Capital Construction Company	0	0	0	0	0	0
<i>Total Non-Reimbursable</i>	57,378	57,568	58,121	58,141	58,221	58,259
<i>Reimbursable</i>						
NYC Transit	5,490	5,688	5,316	5,210	5,170	5,160
Long Island Rail Road	770	707	672	900	894	894
Metro-North Railroad ¹	705	615	617	617	617	617
Bridges & Tunnels	45	45	45	45	45	45
Headquarters	52	51	52	52	52	52
Long Island Bus	13	14	14	14	14	14
Staten Island Railway ²	6	6	6	6	6	6
Capital Construction Company	0	79	150	150	150	150
<i>Total Reimbursable</i>	7,081	7,205	6,872	6,994	6,948	6,938

¹ For 2003, all Agencies except Metro-North reflect actual incumbents. Metro-North reflects authorized positions reduced by vacancies; 2003 stated as authorized positions, 2004 - 2008 as paid positions.

² Baseline positions for 2004 - 2008 include 10 authorized positions which represent vacancy savings in the February 2004 Financial Plan.

Metropolitan Transportation Authority
July Financial Plan 2005 - 2008
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents
(\$ in millions)

MTA Agencies	2003 Actuals ¹	2004 Mid-Year Forecast	2005 Preliminary Budget	2006	2007	2008
<i>Total Full-Time</i>						
NYC Transit	47,480	47,458	47,426	47,394	47,380	47,377
Long Island Rail Road	6,309	6,496	6,556	6,713	6,745	6,766
Metro-North Railroad ¹	5,988	5,798	5,915	5,929	5,945	5,955
Bridges & Tunnels	1,732	1,811	1,816	1,819	1,819	1,819
Headquarters	1,226	1,371	1,371	1,371	1,371	1,371
Long Island Bus	1,007	1,043	1,043	1,043	1,043	1,043
Staten Island Railway ²	305	313	313	313	313	313
Capital Construction Company	0	79	150	150	150	150
<i>Total Full-Time</i>	<i>64,047</i>	<i>64,369</i>	<i>64,590</i>	<i>64,732</i>	<i>64,766</i>	<i>64,794</i>
<i>Total Full-Time-Equivalents</i>						
NYC Transit	288	248	247	247	247	247
Long Island Rail Road	0	0	0	0	0	0
Metro-North Railroad ¹	5	5	5	5	5	5
Bridges & Tunnels	0	0	0	0	0	0
Headquarters	0	0	0	0	0	0
Long Island Bus	119	151	151	151	151	151
Staten Island Railway ²	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0
<i>Total Full-Time Equivalents</i>	<i>412</i>	<i>404</i>	<i>403</i>	<i>403</i>	<i>403</i>	<i>403</i>

¹ For 2003, all Agencies except Metro-North reflect actual incumbents. Metro-North reflects authorized positions reduced by vacancies; 2003 stated as authorized positions, 2004 - 2008 as paid positions.

² Baseline positions for 2004 - 2008 include 10 authorized positions which represent vacancy savings in the February 2004 Financial Plan.

Metropolitan Transportation Authority
July Financial Plan 2005 - 2008
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents
(\$ in millions)

MTA Agencies	2003 Actuals ¹	2004 Mid-Year Forecast	2005 Preliminary Budget	2006	2007	2008
Impact: PEGs						
NYC Transit	0	(54)	(2,136)	(3,930)	(3,767)	(3,960)
Long Island Rail Road	0	0	(362)	(616)	(616)	(616)
Metro-North Railroad ¹	0	(27)	(180)	(251)	(251)	(238)
Bridges & Tunnels	0	0	(1)	0	0	0
Headquarters	0	(9)	(17)	(18)	(18)	(18)
Long Island Bus	0	0	0	0	0	0
Staten Island Railway ²	0	0	(35)	(41)	(38)	(38)
Capital Construction Company	0	0	0	0	0	0
<i>Total PEG Impact</i>	0	(90)	(2,731)	(4,856)	(4,690)	(4,870)
Impact: Increase Express Bus Fare						
NYC Transit	0	0	(58)	(58)	(58)	(58)
Long Island Rail Road	0	0	0	0	0	0
Metro-North Railroad ¹	0	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0	0
Headquarters	0	0	0	0	0	0
Long Island Bus	0	0	0	0	0	0
Staten Island Railway ²	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0
<i>Total Impact: Increase Express Bus Fare</i>	0	0	(58)	(58)	(58)	(58)

¹ For 2003, all Agencies except Metro-North reflect actual incumbents. Metro-North reflects authorized positions reduced by vacancies; 2003 stated as authorized positions, 2004 - 2008 as paid positions.

² Baseline positions for 2004 - 2008 include 10 authorized positions which represent vacancy savings in the February 2004 Financial Plan.