

MTA 2005

Final Proposed Budget

November Financial Plan 2005 – 2008

Volume 1 – MTA Consolidated



November 24, 2004



Metropolitan Transportation Authority

TABLE OF CONTENTS

VOLUME 1

I. Introduction

Letter from Executive Director.....	(i)
-------------------------------------	-----

II. MTA Consolidated 2004-2008 Financial Plan (Non-Reimbursable)

2005: Where the Dollars Come From and Where the Dollars Go.....	1
2004-2008 Financial Plan: Statement of Operations by Category.....	3
Executive Director's Recommendation for Closing the GAP.....	5
2004-2008 Cash Receipts and Expenditures.....	6
2004-2008 Cash Reconciliation.....	8
2004-2008 Summary of Cash Subsidy Allocation by Agency.....	10
2004-2008 Debt Service Allocation by Agency.....	11

III. Major Assumptions 2004-2008 Projections

Utilization (Revenue, Ridership, Vehicle Traffic).....	13
Subsidies.....	21
Debt Service.....	45
Debt Service Affordability Statement.....	49
Payroll.....	53
Pensions.....	55
Other Baseline Assumptions.....	57

IV. Program to Eliminate the Gap

Overview.....	59
Fare and Toll Revenue Changes.....	61
2004-2008 Consolidated Program to Eliminate the Gap (PEG).....	65
Reconciliation of PEG Programs (July vs. November Financial Plans).....	69
2004-2008 PEGs by Agency.....	78

V. Other Supporting Materials

2003-2008 Consolidated and Agency Statements of Operations by Category (Accrued (Non-Reimbursable and Reimbursable), Cash, Cash Adjustments).	95
Year-to-Year Changes by Category.....	147
Non-Recurring Revenues and Savings, and Reserves.....	148
2004-2008 MTA Financial Plan Detail (alternate format).....	152
2003-2008 Positions (Headcount).....	168
2003-2008 Positions – Changes Between July and November.....	173

VI. MTA Capital Program Information

2004 Program Funding by Elements.....	177
2004 Project Commitments and Total Costs by Agency.....	181
Forecast of Project Completions 2005-2008.....	190
Project Completions with Net Operating Impacts Exceeding \$1 Million.....	202

VII. Appendix

Executive Director Certification.....	205
---------------------------------------	-----

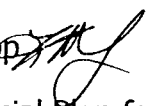
I. Introduction

Memorandum



Metropolitan Transportation Authority

State of New York

Date November 24, 2004
To Chairman Kalikow and MTA Board Members
From Katherine N. Lapp 
Re November Financial Plan for 2005-2008 & Final Proposed 2005 Budget

I am transmitting to you for your consideration the November Financial Plan for 2005-2008 which includes an MTA-wide consolidated plan for 2005 reflecting the proposal I outlined to you at last week's Board meeting.

In July, the Board was provided a 2005-2008 Financial Plan which, at that time, projected a \$309M surplus in 2004, a \$436M deficit in 2005 a \$1.36 billion deficit in 2006, a \$1.68 billion deficit in 2007 and a \$2.08 billion deficit in 2008. Since that Plan was released last summer, we have realized improvements in our 2004 budget in the amount of \$330 million -- increasing the 2004 surplus to \$639 million. These improvements are as follows:

- ✓ \$166 million increase in our real estate tax subsidies over and above those projected in early 2004;
- ✓ \$61 million in lower than expected debt service costs in 2004; and
- ✓ \$103 million of improvements in agency and other baseline changes largely related to the shifting of expenses from 2004 to 2005.

In light of the continuing growth in the region's real estate market (residential and commercial), our projection for real estate related tax subsidies has been increased by \$104 million in 2005 over and above that projected last summer. Given the historic volatility of these revenues, however, I only recommend this change if the Board also approves, as

indicated below, the creation of a \$200 million stabilization account out of this year's surplus to hedge against a downturn in our real estate tax subsidies in 2005. In addition, adjustments were also made in 2005 to reduce our debt service costs by \$42 million to reflect lower interest rates and timing changes in issuance schedules.

When all of the improvements in 2004 and 2005 are accounted for the baseline projections for the budget before gap closing actions are as follows:

2004	-	\$639 million surplus
2005	-	\$116 million deficit
2006	-	\$1.267 billion deficit
2007	-	\$1.540 billion deficit
2008	-	\$1.884 billion deficit

While, at first blush, the Board might conclude that the previously noticed fare/toll increases are not necessary in 2005, I strongly disagree with that approach given the billion dollar deficits looming in a mere 14 months.

As such, the plan set forth to the Board is a prudent, measured and necessary plan to begin the difficult process of placing this agency back on sound financial footing in the years to come. The essential elements of this plan, as I outlined at the November 18th Board meeting, are as follows;

- ✓ Implement a 5% increase in fare box revenue and \$0.50 toll increase effective March '05;
- ✓ Increase the express bus fare by \$1.00;
- ✓ Maintain fundamental service levels;
- ✓ Avoid layoffs of represented employees; and
- ✓ Create a stabilization account in the amount of \$200M out of the \$639M surplus in 2004 to offset a potential decrease in real estate related tax subsidies in 2005.

Included within the 2005 are expense reductions throughout the MTA of \$117 million with a concomitant reduction in the headcount of 1,295 positions.

If the Board were to adopt the strategy proposed above, the budget forecast would be as follows;

2004	-	\$459 million surplus
2005	-	\$55 million surplus
2006	-	\$606 million deficit
2007	-	\$690 million deficit
2008	-	\$994 million deficit

Assuming the stabilization account were to remain intact at the end of 2005, those monies could be applied to the benefit of our riders to offset the severe service reductions totaling \$180 million in 2006 (e.g. eliminating 33 bus routes, 30 minute headways on late night subway service, abandon certain LIRR branches).

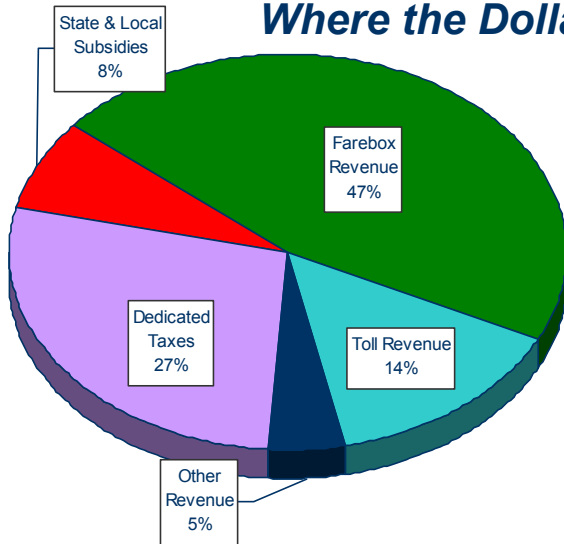
As a cautionary note, Board members are reminded that the 2005-2009 Capital Plan approved by the Board in September and submitted to the State in October, remains unfunded. Efforts to secure Federal, State and local resources needed to support this plan continue, as do our efforts to secure increased subsidies for our operating budget for 2006.

I look forward to the Board input on this plan over the next few weeks and the 2005 budget adoption at the December Board meeting.

II. MTA Consolidated 2004-2008 Financial Plan (Non-Reimbursable)

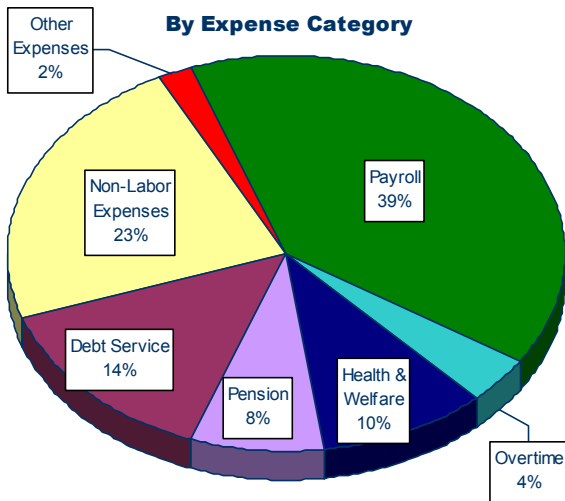
MTA 2005 Preliminary Budget Baseline Before Gap Closing Actions

Where the Dollars Come From...

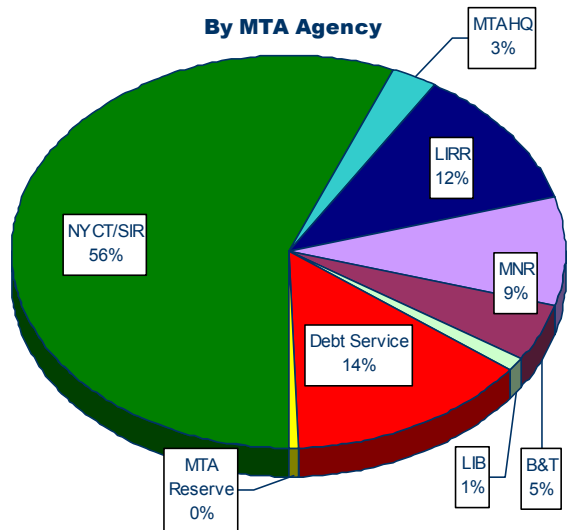


By Revenue Source (in millions)	
Farebox Revenue	\$3,486
Toll Revenue	1,095
Other Revenue	351
Dedicated Taxes	2,071
State & Local Subsidies	573
Total	\$7,576

Where the Dollars Go...



By Expense Category (in millions)	
Payroll	\$3,378
Overtime	345
Health & Welfare	831
Pension	645
Debt Service	1,208
Non-Labor Expenses	1,940
Other Expenses	173
Total	\$8,520
<i>Expenses exclude depreciation.</i>	



By MTA Agency (in millions)	
NYCT/SIR	\$4,779
MTAHQ	249
LIRR	980
MNR	768
B&T	389
LIB	107
Debt Service	1,208
MTA Reserve	40
Total	\$8,520
<i>Expenses exclude depreciation.</i>	

The net difference between revenues and expenses is offset through the use of prior year's cash balances and cash flow timing adjustments (totaling \$2,277 million), and depreciation (\$1,449 million). This results in a year-end cash deficit of \$116 million.

[This page intentionally left blank]

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2005 - 2008
MTA Consolidated Accrued Statement of Operations By Category
2004 - 2008
(\$ in millions)

<div style="border: 1px solid black; padding: 2px;">Non-Reimbursable</div>	2004	2005 Final	<u>2006</u>	<u>2007</u>	<u>2008</u>
	November <u>Forecast</u>	Proposed <u>Budget</u>			
<u>Total Operating Revenue</u>					
Bridges and Tunnels (Excludes Investment Income)	\$1,122	\$1,131	\$1,136	\$1,141	\$1,144
Capital Construction Company	0	0	0	0	0
Long Island Bus	41	42	42	41	41
Long Island Rail Road	440	447	453	461	468
Metro-North Railroad	436	449	457	463	467
MTA Headquarters	17	18	18	18	18
New York City Transit	2,811	2,841	2,884	2,927	2,961
Staten Island Railway	5	5	5	5	5
Total	\$4,872	\$4,932	\$4,995	\$5,056	\$5,105
<u>Total Operating Expenses before Depreciation</u> ¹					
Bridges and Tunnels	\$329	\$363	\$387	\$410	\$424
Capital Construction Company	0	0	0	0	0
Long Island Bus	101	107	110	113	116
Long Island Rail Road	928	985	1,021	1,070	1,147
Metro-North Railroad	714	776	803	827	852
MTA Headquarters	227	233	232	239	245
New York City Transit	4,335	4,789	4,972	5,144	5,312
Staten Island Railway	27	28	29	30	31
Other	(23)	29	34	33	32
Total	\$6,639	\$7,312	\$7,589	\$7,865	\$8,160
<u>Depreciation</u>					
Bridges and Tunnels	\$42	\$46	\$50	\$54	\$59
Capital Construction Company	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Long Island Rail Road	229	260	272	269	253
Metro-North Railroad	161	184	194	200	207
MTA Headquarters	13	13	13	13	13
New York City Transit	891	982	1,087	1,191	1,293
Staten Island Railway	7	10	10	10	10
Total	\$1,343	\$1,495	\$1,626	\$1,738	\$1,836
<u>Net Operating Income/(Deficit)</u>					
Bridges and Tunnels (Excludes Depreciation)	\$793	\$768	\$750	\$730	\$720
Capital Construction Company	0	0	0	0	0
Long Island Bus	(60)	(66)	(69)	(72)	(75)
Long Island Rail Road	(717)	(799)	(841)	(877)	(933)
Metro-North Railroad	(439)	(511)	(540)	(564)	(592)
MTA Headquarters	(223)	(229)	(227)	(234)	(240)
New York City Transit	(2,416)	(2,930)	(3,175)	(3,409)	(3,643)
Staten Island Railway	(30)	(33)	(34)	(35)	(36)
Other	23	(29)	(34)	(33)	(32)
Total	(\$3,068)	(\$3,830)	(\$4,170)	(\$4,493)	(\$4,831)

Note: ¹ Excludes Debt Service

Executive Director's Recommendation for Closing the Gap

November Financial Plan 2005-2008

	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Baseline	\$639	(\$116)	(\$1,267)	(\$1,540)	(\$1,884)
Scaled Back 2005 PEGs	\$20	\$117	\$135	\$143	\$191
2006 PEGs	0	0	180	174	164
2005 Fare Increase	0	227	283	285	286
2007 Increased Fare and Toll Yields	0	0	0	240	242
Increase in Express Bus Fare to \$5.00	0	7	8	8	8
Stabilization Reserve	(200)	0	0	0	0
Prior year Carryover	0	(180)	55	0	0
November Plan Including Gap Closing Actions	\$459	\$55	(\$606)	(\$690)	(\$994)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2005 - 2008
MTA Consolidated Cash Statement of Operations By Category
2004 - 2008
(\$ in millions)

	2004 November <u>Forecast</u>	2005 Final Proposed <u>Budget</u>	2006 <u>Plan</u>	2007 <u>Plan</u>	2008 <u>Plan</u>
<u>Total Receipts</u>					
Capital Construction Company	\$13	\$32	\$30	\$31	\$32
Long Island Bus	46	47	47	47	47
Long Island Rail Road	641	648	681	691	701
Metro-North Railroad	597	642	656	667	667
MTA Headquarters	53	53	54	55	56
New York City Transit	3,727	3,583	3,608	3,667	3,701
Staten Island Railway	6	6	6	6	6
Total	\$5,083	\$5,011	\$5,083	\$5,164	\$5,209
<u>Total Expenditures</u>					
Capital Construction Company	\$13	\$32	\$30	\$31	\$32
Long Island Bus	101	112	115	118	121
Long Island Rail Road	1,073	1,123	1,212	1,264	1,343
Metro-North Railroad	873	967	1,005	1,034	1,059
MTA Headquarters	256	269	268	275	282
New York City Transit	4,981	5,356	5,611	5,826	6,016
Staten Island Railway	29	29	30	31	32
Other	(4)	62	63	62	62
Total	\$7,322	\$7,949	\$8,334	\$8,641	\$8,947
<u>Net Operating Income/(Deficit)</u>					
Capital Construction Company	\$0	\$0	(\$0)	(\$0)	\$0
Long Island Bus	(\$55)	(\$65)	(\$68)	(\$71)	(\$74)
Long Island Rail Road	(\$432)	(\$475)	(\$530)	(\$573)	(\$642)
Metro-North Railroad	(\$276)	(\$324)	(\$349)	(\$367)	(\$393)
MTA Headquarters	(\$203)	(\$216)	(\$214)	(\$220)	(\$226)
New York City Transit	(\$1,254)	(\$1,773)	(\$2,003)	(\$2,159)	(\$2,315)
Staten Island Railway	(\$22)	(\$23)	(\$24)	(\$25)	(\$26)
Other	4	(62)	(63)	(62)	(62)
Total	(\$2,239)	(\$2,938)	(\$3,251)	(\$3,477)	(\$3,738)

Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
MTA Consolidated July Financial Plan Compared with November Financial Plan
Cash Reconciliation 2004 - 2008
(\$ in millions)

	Favorable/(Unfavorable)				
	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Baseline Net Cash Balance: 2005 Preliminary Budget (July)	\$309	(\$436)	(\$1,359)	(\$1,681)	(\$2,081)
<u>Final Proposed Budget Changes:</u>					
Total Budget Changes by Agencies (see following page for detail)	\$119	(\$182)	(\$62)	(\$26)	\$38
General Reserve	30	(10)	(10)	(10)	(10)
MTA Subsidy and Debt Service Cash Transactions:					
<u>Subsidies:</u>					
Dedicated Taxes					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	(\$1)	\$0	\$4	\$4	\$0
Mortgage Recording Tax (MRT)	97	24	30	37	38
MRT Transfer to Suburban Counties	(42)	(1)	(1)	(1)	(1)
Use of MRT Prior Year Balances	(30)	30	0	0	0
Urban Tax	105	76	83	93	101
Investment Income	<u>1</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>(1)</u>
<i>Sub-total</i>	\$130	\$132	\$118	\$134	\$138
State and Local Subsidies					
Nassau County Subsidy	(0)	(5)	(7)	(10)	(14)
CDOT Subsidy	3	2	(2)	(0)	(1)
Station Maintenance	<u>2</u>	<u>1</u>	<u>0</u>	<u>(1)</u>	<u>(2)</u>
<i>Sub-total</i>	\$5	(\$2)	(\$8)	(\$11)	(\$17)
Commuter Operating Capital Transfer - MNR M-7 Acceleration	0	0	0	0	0
Total Dedicated Taxes and State and Local Subsidies	\$134.2	\$130.0	\$109.7	\$123.0	\$120.9
<u>Debt Service:</u>					
Debt Restructuring Deferred Gain Adjustment	\$52	\$0	\$0	\$0	\$0
Annual Debt Requirement Shift / Lower Overall Interest Rates	<u>9</u>	<u>42</u>	<u>44</u>	<u>45</u>	<u>41</u>
Total Debt Service	\$61	\$42	\$44	\$45	\$41
<u>MTA Other Cash Transactions:</u>					
Total MTA Other Cash Transactions	(\$14)	\$10	\$11	\$9	\$8
Change in Prior Year Cash Balance	0	330	0	0	0
Baseline Net Cash Balance: 2005 Final Proposed Budget (November)	\$639	(\$116)	(\$1,267)	(\$1,540)	(\$1,884)
<u>GAP CLOSING ACTIONS:</u>					
July Plan 2005 Program to Eliminate the Gap (PEGs)	20	117	135	143	191
July Plan 2006 Program to Eliminate the Gap	0	0	164	167	166
Unspecified PEGs	0	0	16	7	(2)
2005 Fare Increase	0	227	283	285	286
2007 Increased Fare and Toll Yields	0	0	0	240	242
Increase in Express Bus Fare to \$5.00	0	7	8	8	8
Stabilization Reserve	(200)	0	0	0	0
Net Cash Balance from Previous Year (Gap Actions only)	0	(180)	55	0	0
Baseline Net Cash Balance: 2005 Final Proposed Budget (November)	\$459	\$55	(\$606)	(\$690)	(\$994)

Metropolitan Transportation Authority
November Financial Plan 2005-2008
MTA Consolidated July Financial Plan with November Financial Plan
Cash Reconciliation 2004 - 2008
Agency Details
(\$ in millions)

	Favorable/(Unfavorable)				
	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Agency Baseline Net Cash Deficit: 2005 Preliminary Budget (July)	(\$2,357)	(\$2,756)	(\$3,189)	(\$3,451)	(\$3,776)
Major Updates:					
Pensions	(\$16)	(\$18)	(\$14)	\$8	\$53
Paratransit Real Estate Yield	7	5	6	6	7
Paratransit Expenses (lower usage)	9	3	7	11	17
NYCT Facility Relocations	28	(27)	(1)	0	0
Timing Re-estimates NYCT & MNR	24	(21)	(5)	(0)	1
Farebox & Toll Re-estimate	3	26	21	17	8
Salary & Wages (reduced inflation)	0	0	5	27	52
Retro Wages NYCT, MNR & LIRR	25	(25)	0	0	0
MNR Change in Capital Project Activity Level	9	(16)	(22)	(23)	(13)
Insurance MTA-Wide	(3)	(8)	(9)	(12)	(16)
Departmental Re-estimates Real NYCT	14	4	(4)	(2)	(2)
LIRR Long Island Power Authority	(4)	(8)	(8)	(8)	(8)
Expected Energy Increases	0	(52)	(52)	(52)	(52)
NYCT 2004 Bus Cost Re-estimate	(1)	(3)	(3)	(3)	(3)
NYCT/LIRR Other Revenue	(1)	(3)	(2)	(1)	(1)
Other	25	(39)	19	6	(4)
Net Cash Deficit Before Subsidies and Debt Service	(\$2,239)	(\$2,938)	(\$3,251)	(\$3,477)	(\$3,738)
Total Changes	\$119	(\$182)	(\$62)	(\$26)	\$38

METROPOLITAN TRANSPORTATION AUTHORITY
Consolidated Summary of Subsidy Allocation By Agency - Cash Basis
2004 - 2008
(\$ in millions)

	2004 November <u>Forecast</u>	2005 Final Proposed <u>Budget</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
<i>Dedicated Taxes</i>					
New York City Transit	\$1,541	\$1,342	\$1,349	\$1,407	\$1,420
Commuter Railroads	412	412	420	431	440
Long Island Bus	28	32	38	38	36
Staten Island Railway	2	2	2	2	2
MTA Headquarters	234	242	240	247	254
General Reserve	0	40	40	40	40
	\$2,217	\$2,069	\$2,089	\$2,165	\$2,191
<i>State and Local Subsidies</i>					
New York City Transit	\$316	\$316	316	316	316
Commuter Railroads	236	241	238	258	267
Long Island Bus	14	13	13	13	13
Staten Island Railway	1	1	1	1	1
	\$568	\$572	\$569	\$589	\$598
Total Dedicated Taxes & State and Local Subsidies	\$2,785	\$2,641	\$2,658	\$2,754	\$2,789

[This page intentionally left blank]

III. Major Assumptions 2004-2008 Projections

Utilization
(Revenue, Ridership, Vehicle Traffic)

UTILIZATION – Baseline Before Gap-Closing Actions

2004 Ridership and Revenue

In 2004, ridership on the various MTA services is expected to increase on all MTA operations, as is vehicular traffic at MTA Bridges and Tunnels facilities. MTA consolidated ridership is projected to increase 2.5% in 2004, while traffic is expected to increase 1.3%. Ridership increases are projected to be 2.7% for New York City Transit and 1.2% for Metro-North Railroad's east-of-Hudson service, with a decline of 0.5% for Long Island Rail Road.

With last year's fare and toll increases instituted in May 2003, these increases continue to have an impact on 2004 fare and toll revenue levels when compared with 2003 results. MTA consolidated fare revenue is projected to increase 7.3% while toll revenue is expected to increase 6.7%. Fare revenue increases are projected to be 7.7% for New York City Transit, 5.6% for Long Island Rail Road, and 7.6% for Metro-North Railroad's east-of-Hudson service.

MTA consolidated ridership for 2004 in the November Financial Plan is 2.5 million fewer trips than was projected in the July Financial Plan, and vehicular crossings at Bridges and Tunnels facilities is 0.4 million less than in the July Financial Plan. The projection for New York City Transit ridership is 2.3 million less than the 2004 Mid-Year Forecast projection, and the 2004 November Forecast for Commuter Railroad ridership is modestly lower, down 0.2 million trips from the 2004 Mid-Year Forecast for Long Island Rail Road and with no change in the number of trips for Metro-North Railroad.

The MTA consolidated fare revenue projection for the 2004 November Forecast is \$0.6 million lower than the 2004 Mid-Year Forecast, while projected toll revenue is \$3.3 million greater than the 2004 Mid-Year Forecast. The 2004 November Forecast for New York City Transit fare revenue projection is \$0.2 million lower than the 2004 Mid-Year Forecast level, while fare revenue for the Commuter Railroads has been left unchanged.

2004 November Forecast projections are based on actual results through August 2004 for New York City Transit, Staten Island Railway, Metro-North Railroad and Bridges and Tunnels, and through September 2004 for Long Island Rail Road and Long Island Bus.

The changes in fare revenue, toll revenue, ridership and traffic – from the 2004 Mid-Year Forecast to the 2004 November Forecast – are primarily due to slower than anticipated recovery of jobs as a result of the lingering impacts of the regional recession and the service impacts and security concerns surrounding the Republican National Convention, which took place at the end of August. At B&T facilities, while traffic is down slightly, a greater percentage of overall traffic has been on the major facilities, resulting in a higher than anticipated average toll per crossing and, subsequently, greater toll revenue than projected in the 2004 Mid-Year Forecast.

2005 Ridership and Revenue

In 2005, ridership for each MTA service is expected to increase, as is vehicular traffic at MTA Bridges and Tunnels facilities. MTA consolidated ridership is projected to increase 1.4% in 2005, while traffic is expected to increase 0.6%. Ridership increases are projected to be 1.4% for New York City Transit, 0.7% for Metro-North Railroad's east-of-Hudson service, and 1.1% for Long Island Rail Road. MTA consolidated fare revenue is projected to increase 1.6% in 2005 over the 2004 projection, while toll revenue is expected to increase 0.5%. Fare revenue increases are projected to be 1.5% for New York City Transit, 1.5% for Long Island Rail Road, and 2.9% for Metro-North Railroad's east-of-Hudson service.

2005 MTA consolidated ridership is 4.4 million trips greater than ridership projected in the July Financial Plan, and the forecast Bridges and Tunnels vehicular traffic is 0.7 million greater than the July Financial Plan projection. Ridership projections for New York City Transit have increased by 4.4 million trips, and but ridership for Long Island Rail Road is now expected to be 0.2 million trips fewer than anticipated in the July Financial Plan.

Farebox revenue in the 2005 Final Proposed Budget is \$18.8 million improved from the 2005 Preliminary Budget, and toll revenue has also improved, up \$7.5 million from the 2005 Preliminary Budget. The New York City Transit farebox revenue estimate is \$18.8 million greater than projected in the 2004 Mid-Year Forecast, but Long Island Rail Road farebox revenue is \$0.1 million less than the 2005 Preliminary Budget, and farebox revenue for Long Island Rail Bus has also declined, down \$0.4 million.

2006 – 2008 Ridership and Revenue

For 2006 through 2008, MTA consolidated ridership is projected to increase by an average of 1.1% each year, while traffic is expected to increase by an average of 0.4% each year. Annual MTA consolidated fare revenue growth is projected to average 1.2% each year, while annual toll revenue growth is projected to average 0.3% each year.

MTA consolidated ridership is projected to be 3.0 million greater than the July Financial Plan estimate in 2005, but 0.3 million lower in 2007 and 7.7 million lower in 2008. For 2006 and 2007, NYCT ridership is now projected to be modestly greater than the July Financial Plan projections – up 4.0 million in 2006 and up 0.2 million in 2007 – but 2008 NYCT ridership is now expected to be 6.5 million lower than was projected in the July Financial Plan. Commuter Railroad ridership projections are lower than the projections in the July Financial Plan, down 0.9 million in 2006, down 0.5 million in 2007 and down 0.2 million in 2008. B&T traffic projections for 2006 and 2007 are marginally greater than projections in the July Financial Plan, up 0.7 million trips in 2006 and up 0.3 million in 2007, but traffic projections for 2008 are 0.1 million lower than the July Financial Plan estimate.

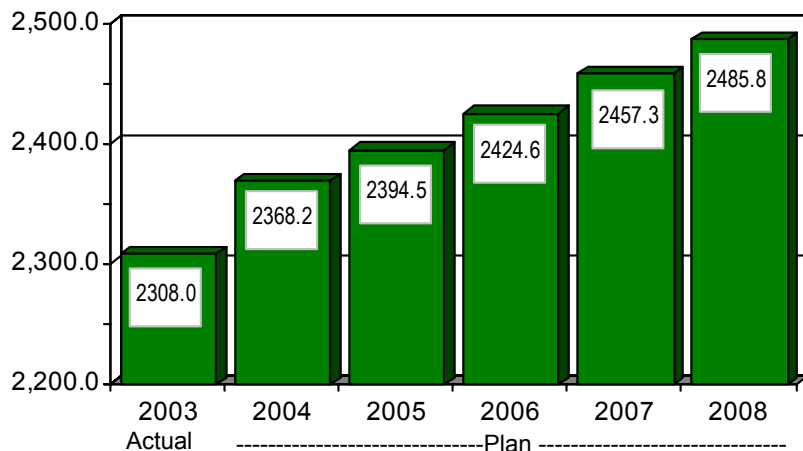
Compared with the July Financial Plan, MTA consolidated fare revenue is projected to be greater for 2006 to 2008. In 2006, MTA consolidated revenue is \$13.4 million higher, \$11.1 million higher in 2007 and \$3.7 million higher in 2008. The increase is attributable to fare revenue improvement for New York City Transit, with increases in \$18.5 million in 2006, \$14.1 million in 2007 and \$6.0 million in 2008. Partially offsetting these improvements, fare revenue for Long Island Rail Road is lower than the July Financial Plan projections, down \$4.7 million in 2006, \$2.5 million in 2007 and \$1.9 million in 2008. B&T toll revenue shows modest increases from the July Financial Plan, increasing \$7.3 million 2006, \$6.0 million in 2007 and \$4.4 million in 2008.

Utilization After Gap-Closing Actions

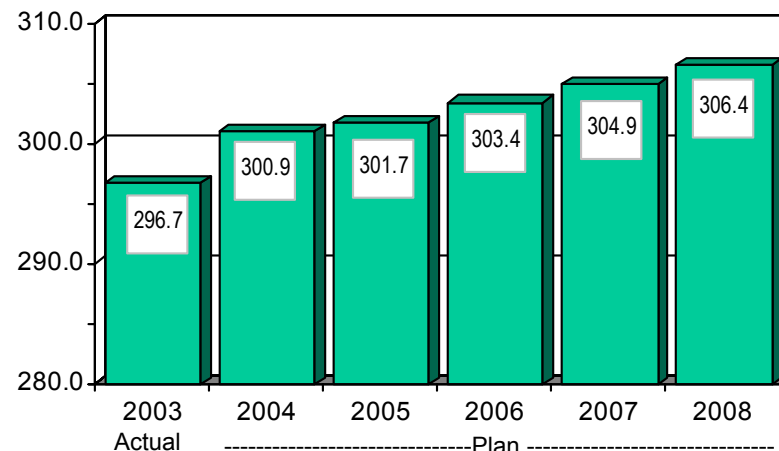
As the result of proposed fare and toll increases, which would be implemented no later than March 31, 2005 if approved, farebox and toll revenues will increase – and associated ridership and vehicular crossings will decline – during the November Financial Plan period of 2005 through 2008. Specific impacts are discussed in the “Program to Eliminate the Gap (PEG)” section of this volume.

MTA Consolidated Utilization – Baseline Before Gap-Closing Actions

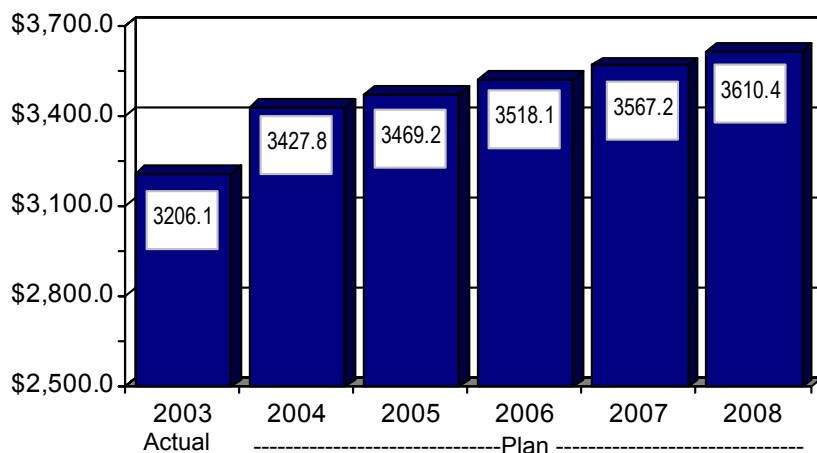
MTA Ridership (in millions)



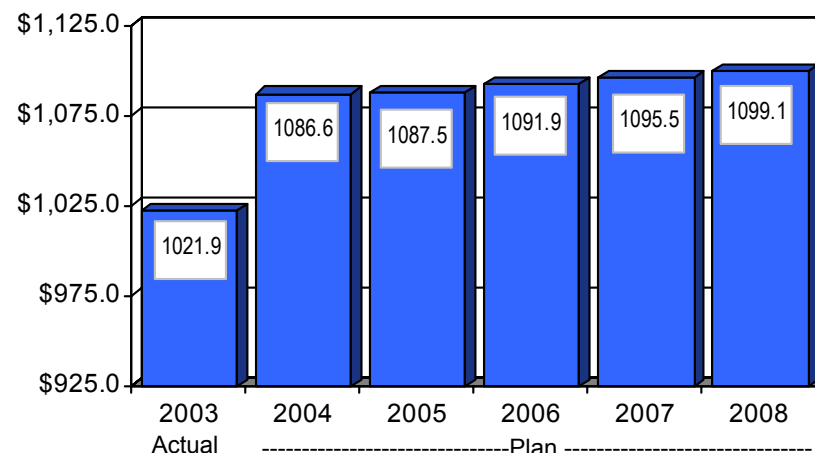
B&T Traffic (in millions)



MTA Fare Revenue (in millions)



B&T Toll Revenue (in millions)



Note: Metro-North Railroad ridership and fare revenue figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only. Data exclude Paratransit operations and Fare Media Liability.

MTA Consolidated Utilization

Baseline Before Gap-Closing Actions

MTA Agency Ridership and Traffic Projections, in millions

November Financial Plan 2005-2008

	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Traffic					
Bridges & Tunnels	300.5	302.4	304.1	305.2	306.3
Ridership					
Long Island Bus ¹	30.0	30.1	30.2	30.4	30.5
Long Island Rail Road	80.5	81.4	82.4	83.9	85.0
Metro-North Railroad ²	71.3	71.8	73.0	73.7	74.5
New York City Transit ^{1, 3}	2,176.0	2,207.0	2,232.8	2,258.9	2,277.8
Staten Island Railway	3.4	3.4	3.4	3.5	3.5
<i>Total Ridership</i>	<i>2,361.2</i>	<i>2,393.7</i>	<i>2,421.8</i>	<i>2,450.3</i>	<i>2,471.3</i>

July Financial Plan 2005-2008 ⁴

	Mid-Year Forecast				
	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Traffic					
Bridges & Tunnels	300.9	301.7	303.4	304.9	306.4
Ridership					
Long Island Bus ¹	30.0	30.1	30.2	30.4	30.6
Long Island Rail Road	80.7	81.6	83.4	84.4	85.3
Metro-North Railroad ²	71.3	71.8	73.0	73.7	74.5
New York City Transit ^{1, 3}	2,178.4	2,202.6	2,228.8	2,258.7	2,284.2
Staten Island Railway	3.4	3.4	3.4	3.5	3.5
<i>Total Ridership</i>	<i>2,363.8</i>	<i>2,389.4</i>	<i>2,418.8</i>	<i>2,450.7</i>	<i>2,478.1</i>

Plan-to-Plan Changes

Favorable / (Unfavorable)

	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Traffic					
Bridges & Tunnels	(0.4)	0.7	0.7	0.3	(0.1)
Ridership					
Long Island Bus ¹	0.0	0.1	0.0	(0.1)	(0.2)
Long Island Rail Road	(0.2)	(0.2)	(0.9)	(0.5)	(0.2)
Metro-North Railroad ²	0.0	0.0	(0.0)	(0.0)	0.0
New York City Transit ^{1, 3}	(2.3)	4.4	4.0	0.2	(6.5)
Staten Island Railway	0.0	0.0	0.0	0.0	0.0
<i>Total Ridership</i>	<i>(2.5)</i>	<i>4.2</i>	<i>3.0</i>	<i>(0.4)</i>	<i>(6.8)</i>

¹ Excludes Paratransit Operations.

² Metro-North Railroad ridership and farebox revenue figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

³ Excludes Fare Media Liability.

⁴ July Financial Plan has been adjusted to exclude impacts from Paratransit and Fare Media Liability.

MTA Consolidated Utilization

Baseline Before Gap-Closing Actions

MTA Agency Fare and Toll Revenue Projections, in millions

November Financial Plan 2005-2008

	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Toll Revenue					
Bridges & Tunnels	\$1,089.9	\$1,094.9	\$1,099.2	\$1,101.5	\$1,103.5
Fare Revenue					
Long Island Bus ¹	\$36.0	\$36.2	\$36.3	\$36.5	\$36.7
Long Island Rail Road	415.2	421.5	427.0	434.5	440.5
Metro-North Railroad ²	406.7	418.5	426.0	431.0	435.3
New York City Transit ^{1, 3}	2,547.5	2,585.1	2,617.2	2,649.7	2,673.3
Staten Island Railway	3.2	3.2	3.3	3.3	3.4
<i>Total Farebox Revenue</i>	<i>3,408.6</i>	<i>3,464.5</i>	<i>3,509.7</i>	<i>3,555.1</i>	<i>3,589.1</i>

July Financial Plan 2005-2008 ⁴

	Mid-Year Forecast				
	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Toll Revenue					
Bridges & Tunnels	\$1,086.6	\$1,087.5	\$1,091.9	\$1,095.5	\$1,099.1
Fare Revenue					
Long Island Bus ¹	\$36.0	\$36.0	\$36.3	\$36.4	\$36.4
Long Island Rail Road	415.2	421.6	431.6	437.0	442.3
Metro-North Railroad ²	406.7	418.5	426.0	431.0	435.3
New York City Transit ^{1, 3}	2,547.7	2,566.3	2,598.7	2,635.7	2,667.3
Staten Island Railway	3.2	3.2	3.3	3.3	3.4
<i>Total Farebox Revenue</i>	<i>3,408.8</i>	<i>3,445.7</i>	<i>3,495.9</i>	<i>3,543.3</i>	<i>3,584.7</i>

Plan-to-Plan Changes

Favorable / (Unfavorable)

	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Toll Revenue					
Bridges & Tunnels	\$3.3	\$7.5	\$7.3	\$6.0	\$4.4
Fare Revenue					
Long Island Bus ¹	\$0.0	\$0.1	\$0.1	\$0.1	\$0.3
Long Island Rail Road	0.0	(0.1)	(4.7)	(2.5)	(1.9)
Metro-North Railroad ²	0.0	0.0	(0.0)	0.0	0.0
New York City Transit ^{1, 3}	(0.2)	18.8	18.5	14.1	6.0
Staten Island Railway	0.0	0.0	0.0	0.0	0.0
<i>Total Farebox Revenue</i>	<i>(0.2)</i>	<i>18.8</i>	<i>13.9</i>	<i>11.7</i>	<i>4.4</i>

¹ Excludes Paratransit Operations.

² Metro-North Railroad ridership and farebox revenue figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

³ Excludes Fare Media Liability.

⁴ July Financial Plan has been adjusted to exclude impacts from Paratransit and Fare Media Liability.

MTA Consolidated Utilization

Baseline Before Gap-Closing Actions

2005 MTA Agency Ridership and Traffic Projections, in millions

	Mid-Year Forecast ⁴	Final Proposed Budget	Favorable / (Unfavorable)
Long Island Bus ¹	30.1	30.1	0.1
Long Island Rail Road	81.6	81.4	(0.2)
Metro-North Railroad ²	71.8	71.8	0.0
New York City Transit ^{1, 3}	2,202.6	2,207.0	4.4
Staten Island Railway	3.4	3.4	0.0
Total Ridership	2,389.4	2,393.7	4.2
 Bridges and Tunnels - Traffic	 301.7	 302.4	 0.7

2005 MTA Agency Fare and Toll Revenue Projections, in millions

	Mid-Year Forecast ⁴	Final Proposed Budget	Favorable / (Unfavorable)
Long Island Bus ¹	\$36.0	\$36.2	\$0.1
Long Island Rail Road	421.6	421.5	(0.1)
Metro-North Railroad ²	418.5	418.5	0.0
New York City Transit ^{1, 3}	2,566.3	2,585.1	18.8
Staten Island Railway	3.2	3.2	0.0
Total Farebox Revenue	\$3,445.7	\$3,464.5	\$18.8
 Bridges and Tunnels - Toll Revenue	 \$1,087.5	 \$1,094.9	 \$7.5

¹ Excludes Paratransit Operations.

² Metro-North Railroad ridership and farebox revenue figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

³ Excludes Fare Media Liability.

⁴ July Financial Plan has been adjusted to exclude impacts from Paratransit and Fare Media Liability.

[This page intentionally left blank]

Subsidies

SUBSIDIES - Major Assumptions

Overview

As shown on the tables beginning on the next page, Dedicated Taxes & State and Local Subsidies for the current year total \$2.793 billion on an accrual basis, which is \$141 million higher than the 2004 Mid-Year Forecast. This is due largely to the substantially higher forecasts for real estate taxes, which reflect increases of \$208 million.

During the period 2005 to 2008, this financial plan projects that overall Dedicated Taxes & State and Local Subsidies will increase over the levels projected in the July 2004 Plan by \$129 million in 2005, \$106 million in 2006, \$119 million in 2007 and \$119 million in 2008. While these increases are significant, they are lower than the \$141 million plan-to-plan increase for the current year (2004). The primary reason for the projected drop between 2004 and 2005 is that this plan assumes that interest rates will continue to rise and as that happens, real estate revenues will drop below the 2004 level. The 2004 November Forecast reflects no changes to the Mid-Year Forecast MMTOA and Petroleum Business Tax levels. Based on year-to-date September receipts from these two taxes, the projection for the year is on target with the July Plan.

The following pages contain accrual and cash summary tables for the subsidies and dedicated taxes. Following these are additional tables detailing the changes between the November Plan and the July Plan. Detailed narratives describing each subsidy, forecast methodologies and explanations of changes since the July Plan follow. Note that the details of Bridges and Tunnels operations that produce the Operating Surplus Transfer subsidy are discussed in Volume 2. Details regarding the distribution of the B&T Operating Surplus Transfer are contained in the Appendix of this volume.

MTA Consolidated Subsidies
November Financial Plan 2005 - 2008
Accrual Basis
(\$ in millions)

<u>Subsidies</u>	2004	2005	2006	2007	2008
<i>Dedicated Taxes</i>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$768.9	\$867.2	\$905.3	\$937.6	\$972.5
Petroleum Business Tax (PBT) Receipts	554.6	551.6	552.8	556.5	559.3
Mortgage Recording Tax (MRT)	604.8	416.3	416.5	431.1	415.5
MRT Transfer to Suburban Counties	(61.8)	(15.7)	(15.7)	(16.3)	(15.7)
Use of MRT Prior Year Balances	81.2	38.7	0.0	0.0	0.0
Reimburse Agency Security Costs	(26.4)	(29.3)	(31.4)	(33.4)	(33.4)
Urban Tax	301.2	232.6	247.5	274.4	278.5
Investment Income	4.9	9.8	12.0	12.0	13.2
	\$2,227.3	\$2,071.3	\$2,086.9	\$2,162.0	\$2,189.9
<i>State and Local Subsidies</i>					
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	7.4	10.5	10.5	10.5	10.5
CDOT Subsidy	51.3	54.4	59.5	67.3	72.9
Station Maintenance	127.9	129.7	132.0	134.7	137.7
	\$565.4	\$573.4	\$580.8	\$591.3	\$599.9
Commuter Operating Capital Transfer - MNR M-7	\$0.0	\$0.0	(\$10.0)	\$0.0	\$0.0
Total Dedicated Taxes & State and Local Subsidies	\$2,792.7	\$2,644.7	\$2,657.7	\$2,753.3	\$2,789.8
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	\$361.0	\$278.3	\$251.6	\$217.4	\$191.6
MTA Subsidy to Subsidiaries	43.8	36.0	31.3	33.2	34.0
	\$404.7	\$314.3	\$282.9	\$250.6	\$225.6
GROSS SUBSIDIES	\$3,197.4	\$2,959.0	\$2,940.6	\$3,003.9	\$3,015.3

MTA Consolidated Subsidies
November Financial Plan 2005 - 2008
Cash Basis
(\$ in millions)

	2004	2005	2006	2007	2008
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$765.8	\$866.1	\$909.6	\$941.2	\$972.5
Petroleum Business Tax (PBT) Receipts	554.6	551.6	552.8	556.5	559.3
Mortgage Recording Tax (MRT)	604.8	416.3	416.5	431.1	415.5
MRT Transfer to Suburban Counties	(61.8)	(15.7)	(15.7)	(16.3)	(15.7)
Use of MRT Prior Year Balances	81.2	38.7	0.0	0.0	0.0
Reimburse Agency Security Costs	(26.4)	(29.3)	(31.4)	(33.4)	(33.4)
Urban Tax	294.0	231.5	245.1	274.0	279.6
Investment Income	4.9	9.8	12.0	12.0	13.2
	\$2,217.1	\$2,069.0	\$2,088.8	\$2,165.1	\$2,191.0
<i>State and Local Subsidies</i>					
State Operating Assistance	\$194.9	\$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)	7.4	10.5	10.5	10.5	10.5
CDOT Subsidy	51.3	54.4	59.5	67.3	72.9
Station Maintenance	126.1	128.5	130.1	132.6	135.4
	\$567.6	\$572.2	\$579.0	\$589.3	\$597.6
Commuter Operating Capital Transfer - MNR M-7	\$0.0	\$0.0	(\$10.0)	\$0.0	\$0.0
Total Dedicated Taxes & State and Local Subsidies	\$2,784.7	\$2,641.2	\$2,657.8	\$2,754.4	\$2,788.6
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	\$384.9	\$286.6	\$254.2	\$220.8	\$194.2
MTA Subsidy to Subsidiaries	43.8	36.0	31.3	33.2	34.0
	\$428.7	\$322.6	\$285.5	\$254.0	\$228.1
GROSS SUBSIDIES	\$3,213.3	\$2,963.8	\$2,943.3	\$3,008.4	\$3,016.7

MTA Consolidated Subsidies
November Financial Plan 2005 - 2008
Summary of Changes Between November Plan and July Plan
Accrual Basis
(\$ in millions)

	2004	2005	2006	2007	2008
<u>Subsidies</u>	<i>Favorable/Unfavorable</i>				
<i>Dedicated Taxes</i>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT) Receipts	0.0	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	96.6	24.5	30.3	37.4	38.4
MRT Transfer to Suburban Counties	(42.3)	(0.9)	(1.1)	(1.4)	(1.5)
Use of MRT Prior Year Balances	(30.0)	30.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
Urban Tax	111.4	76.9	83.5	93.8	100.6
Investment Income	0.9	1.8	1.8	1.2	(0.7)
	\$136.7	\$132.2	\$114.5	\$131.0	\$136.9
<i>State and Local Subsidies</i>					
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	0.0	0.0	0.0	0.0
Nassau County Subsidy	(0.0)	(5.1)	(6.7)	(10.1)	(14.1)
CDOT Subsidy	3.0	1.6	(1.8)	(0.2)	(1.0)
Station Maintenance	1.4	0.5	(0.4)	(1.3)	(2.7)
	\$4.5	(\$3.0)	(\$8.9)	(\$11.7)	(\$17.7)
Commuter Operating Capital Transfer - MNR M-7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Dedicated Taxes & State and Local Subsidies	\$141.2	\$129.3	\$105.6	\$119.4	\$119.1
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	\$361.0	\$278.3	\$251.6	\$217.4	\$191.6
MTA Subsidy to Subsidiaries	43.8	36.0	31.3	33.2	34.0
Additional State Aid	0.0	0.0	0.0	0.0	0.0
	\$7.3	\$1.0	(\$4.9)	(\$7.9)	(\$12.6)
GROSS SUBSIDIES	\$148.5	\$130.3	\$100.7	\$111.5	\$106.5

MTA Consolidated Subsidies
November Financial Plan 2005 - 2008
Summary of Changes Between November Plan and July Plan
Cash Basis
(\$ in millions)

	2004	2005	2006	2007	2008
<u>Subsidies</u>	<i>Favorable/Unfavorable</i>				
<i>Dedicated Taxes</i>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	(\$0.5)	\$0.4	\$4.4	\$3.6	\$0.0
Petroleum Business Tax (PBT) Receipts	0.0	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	96.6	24.5	30.3	37.4	38.4
MRT Transfer to Suburban Counties	(42.3)	(0.9)	(1.1)	(1.4)	(1.5)
Use of MRT Prior Year Balances	(30.0)	30.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
Urban Tax	105.0	76.4	82.6	93.1	101.2
Investment Income	0.9	1.8	1.8	1.2	(0.7)
	\$129.7	\$132.1	\$118.0	\$134.0	\$137.5
<i>State and Local Subsidies</i>					
State Operating Assistance	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	0.0	0.0	0.0	0.0
Nassau County Subsidy	(0.0)	(5.1)	(6.7)	(10.1)	(14.1)
CDOT Subsidy	3.0	1.6	(1.8)	(0.2)	(1.0)
Station Maintenance	1.5	1.4	0.2	(0.6)	(1.6)
	\$4.5	(\$1.9)	(\$8.3)	(\$10.9)	(\$16.6)
Commuter Operating Capital Transfer - MNR M-7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Dedicated Taxes & State and Local Subsidies	\$134.2	\$130.1	\$109.7	\$123.0	\$120.9
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	\$9.1	\$0.4	(\$1.0)	(\$4.5)	(8.7)
MTA Subsidy to Subsidiaries	(2.8)	1.7	(3.9)	(3.0)	(3.4)
	\$6.3	\$2.1	(\$4.9)	(\$7.5)	(\$12.2)
GROSS SUBSIDIES	\$140.5	\$132.3	\$104.8	\$115.6	\$108.7

METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)

Metropolitan Mass Transportation Operating Assistance Taxes (MMTOA) consist of special State taxes imposed within the MTA Transportation District which, subject to State appropriation, supplement the general operating subsidies of transportation systems in the District. It comprises the following taxes: petroleum business tax (PBT), which is a small portion of the basic PBT imposed on petroleum businesses operating within New York State; sales tax of one-quarter of one percent (1/4%) imposed on sales and uses of certain tangible personal property and services; corporate franchise taxes imposed on certain transportation and transmission companies; and temporary corporate surcharges imposed on the portion of the franchise and other taxes of certain businesses attributable to the conduct of business within the transportation district.

The 2004 November Forecast reflects no changes to the Mid-Year Forecast MMTOA Tax levels. Based on year-to-date September receipts, the projection for the year is on target with the July Plan. Estimated Statewide MMTOA taxes for 2004 total approximately \$1,151.6 million, an increase of \$67.6 million over the 2003 level. Of this amount, \$1,086.6 million is allotted for Downstate transit properties. Of the Downstate share, \$174.6 million is earmarked to fund the State's 18-b obligations. The remainder is payable to New York City Transit for the benefit of NYCT and SIR, and to MTA for the benefit of Long Island Rail Road and Metro-North Railroad at a rate based on the percentage of the State Legislature's appropriation of all amounts from the MMTOA Account to such entities. For 2003, that percentage was 61.12% to NYCT and 27.71% to Commuter Railroads. Long Island Bus, city private buses and other downstate transportation properties also receive a portion of the MMTOA funds.

2004 November Forecast

The 2004 November Forecast maintains the July Plan's estimate of MMTOA cash receipts of \$737.7 million for NYCT, SIR and the Commuter Railroads, a \$6.8 million increase over 2003 level. In addition, \$28.1 million is allocated to Long Island Bus, with a resulting increase of \$13.3 million over the 2003 level. On an accrual basis MTA is forecasted to earn \$768.9 million in 2004. Actual through September year-to-date were assessed and the resulting projections for the year were right on target with those in the July Plan.

The 2004 November Forecast retains The July Plan's percentage allocations of MMTOA's downstate share that comes to MTA. NYCT/SIR's proposed appropriation is \$464.2 million or 56.5%, which reflects a decline in the percentage share to NYCT/SIR from 61.1% in 2003. As detailed in the July Plan Explanation, this is due to the State's use of some MMTOA funds to ensure that each downstate transit property would receive the same level of State aid as was

appropriated in 2003. Beginning in 2005, the MMTOA allocations are expected to revert to previous levels.

In 2004, allocation of the downstate share of MMTOA appropriations to the Commuter Railroads is \$273.6 or 26.5%, down from the 27.7% in the previous year.

2005 - 2008

In 2005, 2006, and 2007, MMTOA cash receipts are held at the July Plan levels. In each of the years, receipts are expected to be higher than the previous year's levels by \$100.3 million, \$43.5 million and \$31.6 million, respectively. On an accrual basis, 2005, 2006 and 2007 forecasts are \$98.4 million, \$38.0 million and \$32.3 million higher than the prior year.

The 2005 through 2008 forecasts assume the same growth rates as the July Plan. The tax growth rates are as follows:

	2005	2006	2007	2008
Sales Tax	3.7%	4.6%	4.4%	4.6%
Petroleum Business Tax	(1.5%)	0.5%	0.5%	0.5%
Corporate Franchise Tax	2.0%	0.0%	0.0%	0.0%
Corporate Tax Surcharge	4.2%	2.1%	2.7%	2.8%

It is also assumed that the allocation of the downstate share of MMTOA to NYCT/SIR and Commuter Railroads in calendar year 2005 is restored to 2003 appropriation levels for the period April 1 through December 31, and that full 2003 appropriation level is restored in 2006.

PETROLEUM BUSINESS TAXES (PBT) (Trust Fund Taxes)

The Statewide Dedicated Funds Pool is the repository for revenues from the following dedicated taxes and fees: petroleum business taxes, a business privilege tax imposed on petroleum businesses operating in New York State; motor fuel taxes, an excise tax levied with respect to gasoline and diesel motor fuels; and motor vehicle fees that are derived mainly from vehicle registration and driver license fees. Subject to statutory allocation under current State Law, thirty-four percent (34%) of the Dedicated Funds Pool is currently deposited in the Mass Transportation Trust Fund (MTTF) for MTA's benefit. Amounts transferred from the MTTF Account to the MTA's Dedicated Tax Fund constitute MTTF Receipts. For the purposes of budget preparations MTTF Receipts are also referred to as PBT Receipts interchangeably. Eighty-five percent (85%) of the MTTF Receipts are payable to New York City Transit (NYCT) for the benefit of NYCT and SIR, and the remaining 15% to MTA for the benefit of LIRR and Metro-North.

MTA utilizes the MTTF Receipts (PBT) to pay debt service on MTA's Dedicated Tax Fund Bonds (DTF Bonds). Debt service on DTF Bonds is payable first from PBT Receipts and then, to the extent of any deficiency, from MMTOA Taxes. On an annual basis to date, PBT Receipts have been sufficient to meet all debt service commitments and no MMTOA Taxes have been used.

After debt obligations are satisfied, the remaining PBT funds are transferred for use by New York City Transit and the Commuter Railroads as a subsidy.

2004 November Forecast

The 2004 November Forecast assumes no changes in PBT Receipts from the Mid-Year Forecast. Actuals through September year-to-date were assessed and the resulting projections for the year were on target with those in the July Plan.

MTA 2004 PBT Receipts are estimated at \$554.6 million, an increase of \$88.9 million compared with the 2003 receipts. Of the MTA allocation, 85% or \$471.4 million is earmarked for New York City Transit and 15% or \$83.2 million for the Commuter Railroads.

2005 - 2008

The 2005 through 2008 forecasts inflate the 2004 level by the same growth rates applied in July Plan. As a result, there are no changes from the July Plan. The growth rates were:

	2005	2006	2007	2008
Base PBT	(1.7%)	0.5%	0.3%	0.5%
Supplemental PBT	1.3%	0.2%	1.2%	0.5%

SUMMARY OF DEDICATED TAX FUND PROJECTIONS
November Financial Plan 2005 - 2008
Tax Yield Distribution 2003 -2008
(\$ in millions)

	ACTUAL	FORECAST				
	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Net Base PBT Collections Available for Distribution	\$849.9	\$964.6	\$947.2	\$952.0	\$954.8	\$959.6
<i>Forecast of Supplemental PBT Collections for Distribution:</i>						
Supplemental PBT Collections	\$519.7	\$666.5	\$675.1	\$673.8	\$681.9	\$685.3
Month Cash Lag / DOT Special Programs	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Net Supplemental PBT Collections Available for Distribution	\$519.7	\$666.5	\$675.1	\$673.8	\$681.9	\$685.3
Total Net PBT Collections Available for Distribution	\$1,369.6	\$1,631.1	\$1,622.4	\$1,625.8	\$1,636.7	\$1,644.9
<i>Distribution Shares:</i>						
MTA Total	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Other Transit	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Highway Trust Fund	63.0%	63.0%	63.0%	63.0%	63.0%	63.0%
General Fund	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
Share Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<i>Amount of Total Net Collections Available for the MTA:</i>						
MTA Total	\$465.7	\$554.6	\$551.6	\$552.8	\$556.5	\$559.3
NYCT/SIR Share of MTA Total	395.8	471.4	468.9	469.8	473.0	475.4
Commuter Railroad Share of MTA Total	<u>69.9</u>	<u>83.2</u>	<u>82.7</u>	<u>82.9</u>	<u>83.5</u>	<u>83.9</u>
MTA Total of Net Collections	\$465.7	\$554.6	\$551.6	\$552.8	\$556.5	\$559.3

MORTGAGE RECORDING TAXES (MRT)

Mortgage Recording Taxes consist of two taxes: Mortgage Recording Tax-1 (MRT-1) and Mortgage Recording Tax-2 (MRT-2).

MRT-1 is imposed on the borrower for recorded mortgages of real property situated in New York State, subject to certain exclusions, and collected by New York City and the seven other counties within the MTA's service area, at the rate of one-quarter of one percent ($1/4\%$) of the debt secured by certain real estate mortgages. It must be applied, first, to meet MTA Headquarters operating expenses and, second, to make deposits into the New York City Transit (NYCT) Account (55% of the remaining amount) and the Commuter Railroad Account (45% of the remaining amount).

Moneys in the NYCT Account are required to be used to pay operating and capital costs of the Transit Authority, its subsidiaries, and SIR. Moneys in the Commuter Railroad Account are required to be used first to pay up to \$20 million to the State Suburban Transportation Fund each year to finance certain types of highway capital projects in certain areas of the Transportation District. In the event the transfer would result in Commuter Railroad operating deficit, the amount of the deficit is appropriated to the MTA for Commuter Railroad operating purposes, and not transferred to the Suburban Fund. After first making the required transfers to the State Suburban Transportation Fund, the balance in the Commuter Railroad Account is required to be used to pay operating and capital costs of the commuter railroad operations of MTA, other than SIR.

MRT-2 is a tax imposed on the institutional lender. It consists of one-quarter of one percent ($1/4\%$) of certain recorded mortgages within New York State secured by real estate improved or to be improved by structures containing one to six dwelling units in the Authority's service area. MRT-2 Receipts are to be applied, first, to make deposits into the Payment Sub-accounts of Dutchess, Orange and Rockland counties and, second, to make deposits into the Corporate Purposes Sub-account for the purposes of paying operating and capital costs, including debt service and debt service reserve requirements, if any, incurred for the benefit of MTA, the Transit Authority and their respective subsidiaries.

Each year, MTA is required to transfer in equal quarterly installments, from the Corporate Transportation Account to the Metropolitan Transportation Authority's Dutchess, Orange and Rockland Fund (DORF) an annual amount of \$5.0 million, of which \$1.5 million is for each of the counties of Dutchess and Orange, and \$2.0 million is for the county of Rockland. Additionally, MTA must transfer from that Account to such fund for each of these three counties, respectively, an amount equal to the product of (i) the percentage by which such county's mortgage recording tax payment to MTA in the preceding calendar year increased over such payment in calendar year 1989 and (ii) \$1.5 million each for Dutchess and Orange Counties and \$2.0 million for Rockland County.

2004 November Forecast

Mortgage Recording Tax cash receipts for October 2004 year-to-date were \$69.3 million (15%) more than the Mid-year Forecast, and \$157.4 (42%) more than 2003 for the same period. Much of the favorable variance in the early months of 2004 were due to processing delays from heavy volume of mortgage recordings stemming from low interest rates that have continued from 2003 through 2004. Although the rate of mortgage recordings has shown signs of slowing due to moderate increases in interest rate in 2004, the volume remains relatively heavy stemming from continuing low interest rates that have fostered extraordinarily high levels of mortgage refinancing that have continued through 2004.

For the 2004 November Forecast, total MRT cash receipts are \$96.6 million higher than the 2004 Mid-Year Forecast. MRT-1 receipts on a cash basis are estimated at \$330.4 million, an increase of \$71.6 million over the July Plan, and MRT-2 receipts are estimated at \$274.3 million, an increase of \$24.9 million over the July Plan. Compared to 2003 receipts

The MRT forecast applies 16 models in total, with New York City and the seven suburban counties (8 jurisdictions) each having an MRT-1 model and an MRT-2 model, with each model forecasting tax collections. Models are time-series regression models, with a log-log specification. Tax collections are a function of the ten-year U.S. Treasury Note rate and population of the county (or New York City).

Global Insight's projection for the 10-year U.S. Treasury Note calls for a rate of 4.4% in 2004, unchanged from the July Plan. Interest rates for personal mortgages consistently rise and fall as the T-Note rate changes. Population forecasts for each county vary; for 2004, population increases are projected to be 0.3% for New York City, 0.4% for Nassau and Suffolk, 0.3% for Westchester, 1.4% for Putnam, 0.9% for Dutchess, 0.4% for Rockland and 1.6% for Orange. In the July Plan, population increases were projected to be 0.3% for New York City, 0.4% for Nassau and Suffolk, 0.3% for Westchester, 1.5% for Putnam, 0.6% for Dutchess, 0.4% for Rockland and 0.8% for Orange.

The 2004 November Forecast includes ten months of actual tax receipts. The last two months were derived from tax receipts for last two months of 2003, adjusted by impacts projected from the models.

Research of MRT historical tax yields and historical interest rate levels indicated that when interest levels dropped, mortgage activity climbed and conversely, when interest levels increased, mortgage activity dropped. At the end of 2003, leading forecasters were predicting that interest rates would increase steadily during 2004. This has not been the case and the volume of mortgage recording remained high, resulting in robust mortgage taxes in 2004.

Of the total MRT-1 Receipts of \$330.4 million, \$234.3 million is expected to be applied to the MTA Headquarters operating deficit in 2004. Of the total MRT-2 receipts available for transfer to MTA, after all required adjustments, NYCT/SIR share is estimated at \$260.4 million, and the Commuter Railroads share is estimated at \$45.9 million. These subsidy allocations include distribution of \$81.2 million of prior year MRT-2 collections.

2005 - 2008

While refinancing activity is expected to fall off as interest rates increase, the fall off is not expected to materially impact receipts until around the middle of 2005. Therefore, 2005 MRT collections have been estimated using a two-step process. The first half of 2005 is based on MRT collection levels for the first half of 2004, as well as the models' impacts on this base. The second half of 2005 is based on the second half of 2003; this base, along with the model impacts, is used to develop a model-based estimate for the second half of 2004, which in turn is run through the model to come to an estimate for the second half of 2005. The annual 2005 forecast are then used as the basis for projections for 2006 through 2008.

Global Insight's projection for the 10-year U.S. Treasury Note calls for rates of 5.3% in 2005, 5.5% in 2006, 5.5% in 2007 and 6.0% in 2008. These are slightly higher than the T-Note rate projections used in the July Plan: 5.1% for 2005, 5.4% for 2006 5.5% for 2007 and 6.0% for 2008. Annual population changes are consistent with the annual 2004 forecasts, and are unchanged from the July Plan projections.

In each of the years 2005, 2006, and 2007, total MRT collections on a cash basis were \$24.5 million, \$30.3 million, \$37.4 million and \$38.4 million higher than the July Plan, respectively.

Additional Assumptions

The MTA General Reserve is valued at \$40.0 million annually beginning in 2006 and is funded from MRT-2. Funding for the reserve is earmarked before the transfer to NYCT and Commuter Railroads subsidy accounts. In the July Plan, the reserve was \$30 million annually in 2004 through 2008. The unspent 2004 reserve was carried over for use in 2005. Also, MRT-2 funds the Agency Security Costs, which reimburses the agencies for security expenses. MTA Police manages the fund.

URBAN TAXES

Urban Taxes consist of two taxes: a Mortgage Recording Tax imposed on New York City commercial properties' mortgages that exceed \$500,000, and a Real Property Transfer Tax imposed on New York City commercial properties valued over \$500,000. It is available only for transit purposes in New York City. New York City Transit (NYCT) is entitled to 90% of the revenues collected for its general operations. In addition, NYCT receives 6% of the revenues collected for partial reimbursement of Paratransit costs. The remaining 4% is earmarked as subsidy for the City private buses.

2004 November Forecast

In the 2004 November Forecast, Urban Tax receipts on a cash basis are estimated at \$294.0 million. This represents an increase of \$105.0 million over the July Plan, and an increase of \$128.3 million over the 2003 actuals.¹

In making the projections for 2004 and the out-years two models were applied, one for the Mortgage Recording Tax and one for the Real Property Transfer Tax (RPTT). Each model forecasts tax collections. Models are time-series regression models, with a log-log specification. Tax collections are a function of the ninety-day U.S. Treasury Bill rate and New York City private-sector employment. The ninety-day T-Bill rate is forecast to be 1.3 percent for 2004, up from 1.1 percent in the July Plan. Conversely, New York City private-sector employment is now expected to grow by 1.1 percent in 2004, down from the July Plan projection of 1.6 percent.

The 2004 projections include actual collections through October. Based on the year-to-date collections, Urban Tax receipts are way above the target due to the continued robust real estate market, particularly in commercial real estate, the primary source of the Urban Tax receipts. The Urban Tax projection for the final two months of 2004 is based on the average monthly collection for the first ten months of 2004, adjusted downwards (by \$2.9 million per month for RPTT and by \$0.3 million per month for MRT) to reflect unusually large transaction levels experienced during the year.

2005 - 2008

The MRT and RPTT projections for 2005 are based on adjusted 2004 projections. Downward adjustments of \$29.5 million for RPTT and \$3.2 million for MRT were made to take account of unusually large 2004 transaction levels. The ninety-day T-Bill rate is projected to be 2.7 percent for 2005, up from 2.2

¹ The 2004 Urban Tax improvement also increased Urban Tax revenues earmarked for Paratransit, which is included in NYCT's other operating revenues. The increase compared to July was \$7.0 million in 2004, \$5.0 million in 2005, \$6.0 million in 2006 and 2007, and \$7 million in 2008.

percent in the July Plan. Stronger growth is expected in New York City private-sector employment, forecast to be 1.8 percent compared with the July Plan projection of 1.7 percent.

Cash projections for 2005 are \$76.4 million above the July 2004 projections. In 2006 and 2007, projected receipts are \$82.6 million and \$93.1 million over the July Plan projections, respectively. In 2006, T-Bill rates are expected to reach 3.25 percent and rise to 3.57 percent by 2008. Compared with the July Plan, these rates are higher than projected for 2006 and 2007, but are lower for 2008. Growth in New York City private-sector employment will be a bit slower than projected in the July Plan, increasing by 1.62 percent in 2006 and tapering off to 0.69 percent by 2008. In the July Plan, the gradual slowdown in growth was less pronounced.

STATE AND LOCAL SUBSIDIES

State and Local Subsidies consist of New York State and Local Section 18-B Operating Assistance, Nassau County Subsidy, Station Maintenance and Connecticut Department of Transportation (CDOT) Subsidy to Metro-North Railroad. In addition the Commuter Railroads' subsidies include an operating capital transfer in 2006.

New York State 18-b Operating Assistance is direct State aid to the MTA appropriated by the State Legislature on an annual basis. Each County in the MTA Transportation District is required by the transportation law to match the State amounts by making quarterly payments of Local 18-b Operating Assistance to the MTA. Beginning in 1994, the State earmarked a portion of the dedicated taxes to fund the State's obligations for 18-b payments.

Nassau County subsidies consist of Nassau County payments to Long Island Bus. The Long Island Bus Local 18-b match is also included in the Nassau County subsidy.

Connecticut Department of Transportation (CDOT) subsidy payments are made to Metro-North Railroad as reimbursement for expenses associated with commuter train operations by Metro-North in the State of Connecticut.

Station Maintenance subsidy is paid by the City and each of the seven counties in the MTA region for the operation, maintenance and use of Commuter System passenger stations within the City and each of the counties. Station Maintenance base amounts were established in 1999 and are subject to CPI (Consumer Price Index) adjustment each year thereafter.

2004 Final Proposed Budget

In the 2004 November Forecast, State and Local cash subsidy receipts are estimated at \$567.6 million, an increase of \$4.5 million over the Mid-Year Forecast due to slightly higher CDOT and Station Maintenance subsidies than in the July Plan.

- CDOT subsidies were \$3.0 million higher than the July projections due to a reforecast of Connecticut's share.
- Station Maintenance was slightly increased by \$1.5 million due to changes in the CPI growth rates, as forecasted by Global Insight CPI.

State and Local 18-b Operating Assistance to MTA has not changed in the last 15 years. The 2004 November Forecast keeps these collections flat for the remainder of the plan period.

2005 - 2008

In 2005, 2006, 2007 and 2008, state and local subsidy levels are reduced from the July estimates by \$1.9 million, \$8.3 million, \$10.9 million and \$16.6 million, respectively. Most of the negative variances in the outer-years reflect the downward re-forecast of Nassau County Subsidies to Long Island Bus.

In January 2004, the MTA Board authorized the exercise of a M-7 car option to permit Metro-North to accelerate the purchase of 120 additional cars. Included in the action was a provision for the Metro-North Operating Budget to transfer savings of \$10 million to the capital program. Metro-North's financial plan includes the requisite \$10 million savings in 2004 – 2006. Since this will result in \$10 million in commuter rail subsidy savings, a commensurate operating capital transfer is included as a reduction to 2006 commuter rail subsidies. The car purchase payment schedule will require the transfer in that year.

MTA SUBSIDY TO SUBSIDIARIES

In the 2004 November Forecast, total estimated MTA subsidy payment to its subsidiaries is \$43.8 million, a reduction of \$2.8 million from the Mid-Year Forecast. Staten Island Railroad's (SIR) share is \$19.5 million, Long Island Bus' (LIB) share is \$11.3 million and NYCT's share is \$13.0 million.

SIR's share reflects amounts needed to cover the operating deficit after all other subsidies and operating revenues are allocated. A full discussion of SIR operating deficit is contained in Volume 2.

The July Plan included \$14.8 million in MTA subsidies to Long Island Bus. This was reduced to \$11.3 million in the November Forecast due to a one-time deferral of pension payments to 2005. As noted in the "Pensions" section of this report, the deferral of 2004 payments to 2005 was permitted by recent State legislation. The MTA subsidies to Long Island Bus in 2005 through 2008 have been re-forecasted from the July Plan estimates to total \$16.8 million in 2005, \$13.9 million in 2006, and \$14.8 million in each of the years 2007 and 2008.

The 2004 forecast provides \$13.0 million in MTA subsidy to NYCT in order to cover the reduced NYCT share of MMTOA funds appropriated in 2004. Since it is assumed that NYCT's share will be increased in 2005 through 2008, this provision is not included in those years.

MTA New York City Transit Subsidy Allocation
2003-2008
Cash Basis
(\$ in millions)

	2003	2004	2005	2006	2007	2008
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assist. (MMTOA)	461.8	462.7	532.9	558.3	579.8	602.9
Petroleum Business Tax (PBT) Receipts	395.8	471.4	468.9	469.8	473.0	475.4
Mortgage Recording Tax (MRT)	196.3	313.1	109.2	75.6	80.1	61.8
Urban Tax	165.8	294.0	231.5	245.1	274.0	279.6
	\$1,219.7	\$1,541.2	\$1,342.4	\$1,348.8	\$1,406.8	\$1,419.7
<i>State and Local Subsidies</i>						
State Operating Assistance	158.2	158.2	158.2	158.2	158.2	158.2
Local Operating Assistance	158.2	158.2	158.2	158.2	158.2	158.2
	\$316.4	\$316.4	\$316.4	\$316.4	\$316.4	\$316.4
Total Dedicated Taxes & State and Local Subsidies	\$1,536.1	\$1,857.6	\$1,658.7	\$1,665.1	\$1,723.2	\$1,736.1
<i>Inter-agency Subsidy Transactions</i>						
Bridges and Tunnels Operating Surplus Transfer	231.2	142.6	91.0	74.3	57.5	44.2
MTA Subsidy to Subsidiaries	0.0	13.0	0.0	0.0	0.0	0.0
	\$231.2	\$155.6	\$91.0	\$74.3	\$57.5	\$44.2
GROSS SUBSIDIES	\$1,767.3	\$2,013.2	\$1,749.8	\$1,739.4	\$1,780.7	\$1,780.2

MTA Commuter Railroad Subsidy Allocation
2003-2008
Cash Basis
(\$ in millions)

<u>Subsidies</u>	2003	2004	2005	2006	2007	2008
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	267.6	273.6	300.0	311.5	321.3	331.8
Petroleum Business Tax (PBT) Receipts	69.9	83.2	82.7	82.9	83.5	83.9
Mortgage Recording Tax (MRT)	46.1	50.3	19.3	13.3	14.1	10.9
Investment Income	4.4	4.9	9.8	12.0	12.0	13.2
	\$388.0	\$411.9	\$411.8	\$419.8	\$430.9	\$439.8
<i>State and Local Subsidies</i>						
State Operating Assistance	29.3	29.3	29.3	29.3	29.3	29.3
Local Operating Assistance	29.2	29.3	29.3	29.3	29.3	29.3
CDOT Subsidy	61.0	51.3	54.4	59.5	67.3	72.9
Station Maintenance	121.7	126.1	128.5	130.1	132.6	135.4
	\$241.2	\$235.9	\$241.4	\$248.1	\$258.5	\$266.8
Commuter Operating Capital Transfer - MNR M-7 Acceleration	\$0.0	\$0.0	\$0.0	(\$10.0)	\$0.0	\$0.0
Total Dedicated Taxes & State and Local Subsidies	\$629.2	\$647.8	\$653.1	\$657.9	\$689.3	\$706.6
<i>Inter-agency Subsidy Transactions</i>						
Bridges and Tunnels Operating Surplus Transfer	327.8	242.3	195.5	179.9	163.3	150.0
GROSS SUBSIDIES	\$956.9	\$890.1	\$848.7	\$837.9	\$852.6	\$856.6

MTA Long Island Bus Subsidy Allocation
2003-2008
Cash Basis
(\$ in millions)

	2003	2004	2005	2006	2007	2008
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
MMTOA Allocation	14.8	28.1	31.6	38.1	38.4	35.9
	14.8	28.1	31.6	38.1	38.4	35.9
<i>State and Local Subsidies</i>						
State Operating Assistance	18.9	7.0	3.0	3.0	3.0	3.0
Nassau County Subsidy	8.3	7.4	10.5	10.5	10.5	10.5
	27.2	14.4	13.5	13.5	13.5	13.5
Total Dedicated Taxes & State and Local Subsidies	42.0	42.4	45.1	51.5	51.8	49.4
<i>Inter-agency Subsidy Transactions</i>						
MTA Subsidy to Subsidiaries	13.3	11.3	16.8	13.9	14.8	14.8
GROSS SUBSIDIES	\$55.3	\$53.7	\$61.9	\$65.4	\$66.6	\$64.1

MTA Staten Island Railway Subsidy Allocation
2003-2008
Cash Basis
(\$ in millions)

	2003	2004	2005	2006	2007	2008
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	1.4	1.4	1.7	1.7	1.8	1.9
Mortgage Recording Tax (MRT)	0.1	0.2	0.0	0.0	0.0	0.0
	\$1.5	\$1.6	\$1.7	\$1.7	\$1.8	\$1.9
<i>State and Local Subsidies</i>						
State Operating Assistance	0.5	0.5	0.5	0.5	0.5	0.5
Local Operating Assistance	0.5	0.5	0.5	0.5	0.5	0.5
	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
Total Dedicated Taxes & State and Local Subsidies	\$2.5	\$2.6	\$2.6	\$2.7	\$2.8	\$2.9
<i>Inter-agency Subsidy Transactions</i>						
MTA Subsidy to Subsidiaries	18.4	19.5	19.2	17.4	18.4	19.2
GROSS SUBSIDIES	\$20.8	\$22.1	\$21.9	\$20.1	\$21.2	\$22.1

MTA Headquarters Subsidy Allocation
2003 - 2008
Cash Basis
(\$ in millions)

	2003	2004	2005	2006	2007	2008
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Mortgage Recording Tax						
Net Receipts After Agency Transfers	249.4	322.4	326.6	327.5	336.9	342.8
<u>Adjustments</u>						
Funding of General Reserve	0.0	0.0	(40.0)	(40.0)	(40.0)	(40.0)
Diversion of MRT to Suburban Counties	(14.0)	(61.8)	(15.7)	(15.7)	(16.3)	(15.7)
Agency Security Costs from MRT	(23.4)	(26.4)	(29.3)	(31.4)	(33.4)	(33.4)
<i>Total Adjustments</i>	(37.4)	(88.2)	(85.0)	(87.1)	(89.7)	(89.1)
Net Funding of MTA Headquarters	\$212.1	\$234.3	\$241.6	\$240.4	\$247.2	\$253.7

Debt Service

Debt Service in the Financial Plan

The following table reflects debt service projections for 2004 through 2008 associated with existing approved Capital Programs as well as estimates associated with MTA's next five-year capital program for the 2005–2009 period. The table compares all MTA and TBTA debt service, excluding State Service Contract and Convention Center obligations, as published in the MTA July 2004 Financial Plan with newly revised estimates for this November 2004 Financial Plan. Debt service is estimated to be \$233 million lower over the Financial Plan years.

Changes in Forecasted Debt Service (\$ in millions)			
Year	July Plan Debt Service	November Plan Debt Service	Difference Favorable/(Unfavorable)
2004	916.2	\$855.6	\$60.6
2005	1,250.1	1,208.1	42.0
2006	1,445.0	1,400.6	44.4
2007	1,570.1	1,525.4	44.6
2008	<u>1,672.1</u>	<u>1,631.2</u>	<u>40.9</u>
Total:	<u>6,853.5</u>	<u>\$6,621.0</u>	<u>\$232.5</u>

The July Plan to November Plan variance of \$60 million in 2004 is largely the result of recognizing a favorable adjustment in the form of a deferred gain from the 2002 debt restructuring. This adjustment, comprising \$52 million of deposits to debt service accounts, was omitted from the July 2004 Financial Plan. As reported in July, the benefit was assumed to have been realized in 2003. Further review found that these funds were available for use in 2004.

The July Plan to November Plan variances in the 2005 – 2008 period are the result of lower overall assumed interest rates for new borrowing and adjustments to the cashflow forecast for capital spending. Assumed interest rates reflect a downward trend in municipal market forward curves, and a policy change in the debt service model to increase variable rate debt to 25 percent of new debt issuance. These factors lower debt service requirements in the forecast period.

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	2004	2005	2006	2007	2008
Forecasted New Money Bonds (\$ in millions)	373.6 *	2,874.4	2,072.0	1,797.1	1,357.4
Assumed Interest Rates **					
Transportation Revenue Bonds	4.71%	4.82%	4.97%	5.08%	5.18%
Dedicated Tax Fund Bonds	4.54%	4.65%	4.79%	4.90%	4.99%
Triborough Bridge & Tunnel Authority	4.54%	4.65%	4.79%	4.90%	4.99%

* Forecasted borrowing for remainder of 2004.

** 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.
- Split of fixed-rate debt versus variable rate debt each year is 75% / 25%.
- New bond issues expected interest rate at time of issuance use weighted average of fixed and variable assumptions. Variable rate is assumed at 4%.
- 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.
- New money bonds for 2005-2009 transit and commuter projects assumed issued 100% under the Transportation Revenue credit.
- All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
- No reserve funds.

2004 Debt Service is updated to reflect actual deposits to debt service accounts from January 1 through September 30. Due to the continued low interest rate environment, the assumed rate on variable rate bonds was lowered in the July Financial Plan from 4% to 2% for the remainder of 2004. This lower rate for the remainder of 2004 continues to be assumed in this plan.

Bond proceeds as a funding source in the next capital program, the 2005-2009 Capital Programs, are assumed to be \$4 billion. For further capital program details see "Draft 2005-2009 Capital Program" published on September 29, 2004.

[This page intentionally left blank]

Debt Service Affordability Statement

Notes

- ¹ Unhedged tax-exempt variable rate debt, excluding Transportation Revenue Commercial Paper Notes, reflect assumed interest rate of 4.00% (2004 estimates based on actuals for first nine months and 2% for remainder).
- ² Unhedged taxable variable rate debt assumed interest rate of 4.50% (2004 estimates based on actuals for first nine months and 2% for remainder).
- ³ Interest rate on certain series of bonds associated with fixed payer swaps assumed at swap rate.
- ⁴ Total debt service excludes COPS lease payments, and includes deferred gain from debt restructuring in 2004 plus debt service prepayments made in 2003 for 2004 and 2005.
- ⁵ New money bonds amortized as 30-year level debt. Assumes an increase in the MTA/TBTA bond cap by the State Legislature in conjunction with the 2005-09 Capital Program. New debt issued assumed 75% fixed-rate and 25% variable rate.
- ⁶ Interest rates for new money fixed-rate bonds calculated from data provided by Bloomberg municipal fair market yield curves for "AA" and "A" Transportation trades and Bloomberg municipal forward curves.
- ⁷ 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.
- ⁸ 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. Assumes the continuation by the State Legislature of the temporary franchise surcharges that expire beginning in 2004.
- ⁹ 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.
- ¹⁰ 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.
- ¹¹ Transportation Revenue debt service includes effect of deferred gain of \$52 million from debt restructuring and prepayments of debt service in 2003 for 2004 and 2005
- ¹² Debt service schedules for each credit are attached as addendum hereto.

Special Note

Debt service estimates reflect a Financial Plan assumption of \$4 billion of bonds as a funding source for the Proposed 2005-2009 Capital Programs. All bonding for Transit and Commuter projects assumed to be issued under the Transportation Revenue Resolution. Bonds fund \$2.059 billion of Transit projects and \$686 million in Commuter projects. TBTA bonds fund the entire Bridges and Tunnels 2005-2009 Capital Program of \$1.255 billion.

[This page intentionally left blank]

Payroll

PAYROLL ASSUMPTIONS

Payroll expenses from 2005 through 2008 were influenced by a number of different factors including pattern settlement increases, Global Insight inflation assumptions, deferred salaries & wages, and capital project activity. Pattern settlement increases were assumed for represented personnel (either settled or pending). Regional CPI growth was assumed for 2005 and outer years for non-represented personnel and represented personnel upon contract expiration.

Results of collective bargaining for MTA Agencies are a major driving force on payrolls. As of July 2004, 19 units (31%) representing 43,025 employees (79%) have settled contracts through 2005 and 2006. Most of the remaining 43 units representing 11,549 employees are in negotiations. In general, MTA Agencies reflect pattern bargaining agreement increases of 3.0% in 2005 and 2006.

Overall, Global Insight CPI inflation increases for the MTA Region used in the November Plan have been adjusted downward from assumptions used in the July Plan. Global Insight All Urban Consumers (CPI-U) effective rates in March 2004 were as follows: 2004-2.34%, 2005-2.03%, 2006-2.20%, 2007-2.57%, and 2008-2.81%. Global Insight CPI effective rates in August 2004 were as follows: 2004-3.58%, 2005-1.93%, 2006-1.24%, 2007-1.94%, and 2008-2.09%.

Payroll Assumptions: 2004 - 2005

MTA Agency payroll expenses in 2004 through 2005 primarily reflect pattern bargaining agreement increases of 3.0% for represented employees and 1.93% for non-represented employees. NYC Transit payroll increases reflect primarily in-place contracts with an effective rate in 2005 of 3.0%. Long Island Rail Road payroll increases reflect pattern bargaining agreements of 3.0% annually for represented employees and CPI increases for management employees of 1.93%. Metro-North railroad agreement wages include an annual wage increase of 3.0% based on pending patterned labor settlements. MNR non-agreement salaries include a CPI-based increase of 2.0%. The payroll increase in Bridges & Tunnels from 2004 to 2005 resulted primarily from the annualizing of salaries for 2004 hires and expected adjustments in salaries due to pattern bargaining agreements (settled and pending), and CPI-U adjustments provided by Global Insight. Payroll increases in LI Bus, Headquarters, Staten Island Railway and Capital Construction primarily reflect pattern bargaining agreements (settled and pending), and CPI-U adjustments provided by Global Insight.

Both NYC Transit and Metro-North Railroad had unfavorable Salaries & Wage adjustments in 2005 of \$10.2 million and \$13.5 million, respectively, due to timing differences as a result of anticipated retroactive wage settlements.

From 2004 to 2005, MTA Agencies had additional labor expense increases primarily for employee vacancies, customer service and amenities improvements, increased maintenance of equipment, and security upgrades.

NYCT reimbursable payroll expenses decreased by \$23.6 million from 2004 to 2005 due to the completion of significant capital projects.

Payroll Assumptions: 2006 – 2008

MTA Agency payroll expenses in 2006 through 2008 primarily reflect CPI rate increases provided by Global Insight. NYC Transit 2006 through 2008 includes primarily CPI rate increases of 1.43% in 2006, 1.86% in 2007 and 2.08% in 2008. NYCT's major labor agreements expire December 2005. Long Island Rail Road payroll increases reflects pattern bargaining agreements of 3.0% annually for represented employees in 2006 and CPI increases for management employees of 1.24% for 2006. LIRR payroll increases in 2007 and 2008 include CPI increases for both represented and non-represented employees of 1.94% and 2.09%, respectively. Metro-North Railroad payroll increases reflects pattern bargaining agreements of 3.0% annually for represented employees in 2006 and CPI increases for management employees of 1.24% for 2006. MNR payroll increases in 2007 and 2008 include CPI increases for both represented and non-represented employees of 2.0% and 2.10%, respectively. Payroll increases in Bridges & Tunnels, LI Bus, Headquarters, Staten Island Railway and Capital Construction primarily reflect pattern bargaining agreements (settled and pending) and CPI-U adjustments provided by Global Insight.

From 2006 to 2008, MTA Agencies had additional labor expense increases primarily for on-going safety improvements to systems and facilities and increased maintenance of equipment.

Pensions

MTA Consolidated Pensions

MTA Consolidated Pensions November Financial Plan (\$ in millions)						
		2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
Accrual						
	Non-Reimbursable	\$495	\$645	\$740	\$763	\$767
	Reimbursable	18	29	34	36	36
	Total	513	673	773	799	803
Cash		\$408	\$484	\$725	\$780	\$789

MTA Consolidated Pensions November Financial Plan vs. July Financial Plan Favorable / (Unfavorable) (\$ in millions)						
		2004	2005	2006	2007	2008
Accrual						
	Non-Reimbursable	(\$16)	(\$18)	(\$14)	\$8	\$53
	Reimbursable	0	(1)	(1)	(1)	1
	Total	(16)	(19)	(15)	8	54
Cash		\$0	(\$13)	(\$9)	\$5	\$55

The July Plan included an actuarial reserve of \$25 million annually to cover anticipated increases stemming from changes in actuarial interest rates (reduced to 8%) and the associated costs of transferring employees who had been members of the Defined Contribution Plans (the LIRR and MNR) to the MTA Defined Benefit Plan. The independent actuarial firm (Milliman USA) completed their valuation in October 2004. The review resulted in costs exceeding the \$25 million reserve in 2004 through 2006. In 2007 and 2006, changes in NYCERS lowered overall MTA Pension costs.

Total net accrued pension costs in the November Plan increased \$16 million in 2004, \$18 million in 2005 and \$14 million in 2006. November net costs in 2007 and 2008 were \$8 million and \$53 million, respectively, lower than the July Plan.

The annual increase in pension costs from the Final Forecast for 2004 to the Proposed Budget for 2005 on an accrual basis is \$160 million. The bulk of the increase or \$142 million is due to NYCERS. This is consistent with the certification by the Chief Actuary of the New York City Pension Plans. It is in part due to the amortization of the past losses resulting from the bear market for 2000 to 2002. There is also an increase in the MTA Defined Benefit Plan which assumes that some 3,400 represented employees from MNR will choose to transfer from the Defined Contribution Plan to the Defined Benefit Plan.

The increase from 2005 to 2006 is some \$100 million, the bulk of which "\$90 million" is in the NYCERS Plan that reflects the continued amortization of the losses in the equities that resulted from the bear market. The increase from 2006 to 2007 is approximately \$25 million, almost all of which is in the NYCERS Plan and continues to reflect the amortization of the losses. The change to 2008 is very modest in large part because by that time all the NYCERS losses will have been amortized and the balance is just adjustments throughout the other pension plans.

The significant change between cash and accrual in 2004 and 2005 result from a number of factors. For the NYCERS Plan the accruals recognize liabilities sooner than the required cash payments. For the MaBSTOA, LIRR and MNR pension plans prior year payments reduce the cash needs in 2004 and 2005. Recently enacted New York State legislation provided for a one-time cash benefit in 2004 by delaying a December payment to January for the NYSLERS plans. For 2006 to 2008 the differences between accrual and cash are far less significant.

Other Baseline Assumptions

OTHER BASELINE ASSUMPTIONS

HEALTH & WELFARE

All of the MTA agencies were instructed to use the same inflators for Health and Welfare based on information provided by New York State after taking into account the Empire Plan's most recent report. An inflator of 12.9% over 2004 is assumed for 2005. For 2006 through 2008, annual increases of 9.3% are assumed for each year.

On a non-reimbursable basis, Agency-wide Health & Welfare expenses decreased for each year from the July Plan. In the July Plan some agencies had incorporated the revised Health & Welfare assumptions into their baselines, but other agencies had used higher inflators for 2005 and 2006. Decreasing from the higher inflators to the revised assumptions was the primary cause for Health & Welfare costs decreasing from the July Plan to the November Plan.

ENERGY

Traction and Propulsion

Varying inflators and assumptions were used for this expense category due to the unique nature of each agency's operations and needs. New York City Transit and Staten Island Railway applied NYPA rate increases, effective April 1, 2004, of 6.5% in 2004 and 5.3% thereafter for years 2005-2008. Long Island Rail Road, on the other hand, used actuals through August, which include recent LIPA increase, to calculate expenses for 2004. It used historical data, the M-7 delivery schedule, and price inflators to calculate expenses for years 2005-2008. In addition to CPI increases, Metro-North Railroad included a \$2.1 million provision for power cost increases in 2005. For years 2005-2008, Metro-North incorporated the net effect of new car procurements/retirements and service plan enhancements with the completion of the Harlem third track.

Fuel for Buses and Trains

In 2004, New York City Transit used an effective rate increase of 21.6% to address significant spikes in fuel prices. However, for years 2005-2008, inflation, or rather, deflation assumptions were applied based upon Global Insight's estimates. Similarly, for years 2004-2008, Long Island Bus applied deflation assumptions based upon Global Insight's estimates, which included adjustments to reflect lower natural gas prices.

Agency projections for power reflect current contracts with utilities. Changes since July primarily reflect usage adjustments. In addition, LIRR estimates reflected the latest LIPA increases of \$8 million annually.

Expected Energy Increases

MTA has included \$52 million annually in agency budgets to cover expected electricity and fuel increases in 2005 through 2008.

In regards to electricity, MTA agencies receive power from the New York Power Authority (NYPA) within New York City and Westchester, from the Long Island Power Authority (LIPA) in Nassau and Suffolk Counties, from Connecticut Light & Power (CL&P) and other utilities in CT, and from New York State Electric & Gas Corporation (NYSEG) in upstate New York.

NYPA costs, which include the cost of supply as well as the delivery charges from Con Edison. There are current proposals to raise the rates of both supply and delivery in 2005. For LIPA, there are proposed increases related to tariff changes and fuel cost adjustments. For CL&P, NYSEG and other smaller accounts, we estimate that there will be increases related to the cost of fuel. While agencies anticipated and budgeted for increases in 2005, recent rate proposals have substantially increased the estimated amounts of these increases.

In 2004, fuel prices reached historical high levels. The economic indicators used to provide forward prices in the July Plan assumed that prices would decrease toward the end of 2004 and continue into 2005. However, those estimates included a more precipitous drop toward the end of 2004 than has occurred. As a result, the November Plan has been adjusted to reflect current costs of fuel and the most recent Global Insight economic forecasts for 2005, which show less of a drop from 2004 levels. Given the volatility of fuel prices over the past year and its impact to agency operations, MTA has included a provision for increased fuel costs in 2005 through 2008.

INSURANCE

Revised Agency-wide forecasts were somewhat higher in 2004 primarily as a result of higher costs for terrorism insurance. The variances grow in future years because of significantly higher cost growth assumptions. In the July Plan, most of the Agencies used CPI growth; however, the November Plan uses a growth rate in the range of 10% per annum, which is more realistic for this category. The result is increased Insurance costs for agencies in each year of the Plan. Higher insurance costs compound with each year resulting in major increases in 2006, 2007 and 2008 from the July Plan.

The primary exception to this is the LIRR. In the July Plan the LIRR had assumed higher inflators in the range of 15% for 2005 through 2008. Lowering the inflator to the 10% range resulted in favorable changes in those years for the LIRR.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Increases in Maintenance and Other Operating Contracts for all agencies for 2005-2008 are inflated primarily by MTA Regional CPI-U forecasts provided by Global Insight.

NYC Transit's expenses in 2005 are projected to increase by approximately \$38 million, largely due to the timing of facilities and renovation expenses from 2004. MTA Bridges & Tunnels also had an increase of \$4.2 million in 2005, primarily due to higher maintenance expenses, E-ZPass expenses, and CPI increases for other expenses. B&T also increases its expenses by \$15.9 million in 2006 and \$11.6 million 2007, primarily due to new bridge painting requirements at the Henry Hudson, Verrazano-Narrows, and Triborough Bridges.

PROFESSIONAL SERVICE CONTACTS

Increases in Professional Service Contracts for all agencies for 2005-2008 are inflated primarily by MTA Regional CPI-U forecasts provided by Global Insight.

NYC Transit's expenses are projected to increase by \$4 million in 2005 largely due to the timing of expenses from 2004. Metro-North Railroad has a reduction of \$1.3 million in 2005 due to MTA consolidated service charges.

MATERIALS & SUPPLIES

Increases in Materials and Supplies for all agencies for 2005-2008 are inflated primarily by MTA Regional CPI-U forecasts provided by Global Insight.

NYC Transit's non-reimbursable expenses are projected to increase by \$22 million in 2005, largely due to the timing of programs/expenses from 2004. MTA Bridges and Tunnels expenses also increase in 2005 by \$8.4 million, which is primarily due to greater requirement for tag purchases, the E-ZPass tag swap program, and for the toll increase. The LIRR reflects a change in the allocation of expense in 2005 (inventory adjustments) of approximately \$6.0 million, which carries through to each year.

OTHER BUSINESS EXPENSES

Increases in Other Business Expenses for all agencies for 2005-2008 are inflated primarily by MTA Regional CPI-U forecasts provided by Global Insight.

MTA Capital Construction expenses increased 100% in 2005 over 2004 to include agency setup costs, which include procurement of copy machines, telephones, miscellaneous office furniture, computer equipment, and to establish an MTACC intranet. These cost decrease by 16% in 2006, and remain fairly constant in 2007 and 2008.

IV. Program to Eliminate the Gap

PROGRAM TO ELIMINATE THE GAP

Overview

This section contains information on proposed fare and toll changes and schedules detailing the Program to Eliminate the Gap (PEG). It indicates agency changes from the July Plan to November 1st. Subsequent to November 1st, the programs comprising the MTA's 2005 proposed PEG plan were revised to reflect the Executive Director's recommendations. The revisions were based on more current financial projection information and public input. The revisions scale back the 2005 proposed PEGs in order to generally maintain current service levels and achieve staff reductions without layoffs of union employees. These changes are also shown in this section.

The MTA's 2006 proposed PEG plan is generally unchanged from July; however, the dollar values and associated headcount projections have been modestly updated to reflect information available after July. Note that the 2006 PEG program is considered preliminary and implementation would be predicated on the health of MTA's baseline financial condition. A reassessment of 2006 will be presented in July 2005, the scheduled release of the Preliminary 2006 Budget.* As the Executive Director stated at the November Board meeting, if the Stabilization Reserve is not needed in 2005, it will be used to offset the most severe service cuts proposed in 2006.

This section also includes a description of the proposed fare and toll changes included in MTA's gap closing program.

This section contains three sets of schedules:

- 2004-2008 Consolidated – These schedules summarize the total 2005 and 2006 PEGs by Agency and by PEG category (e.g., Administration, Customer Convenience, etc.)
- Reconciliation of PEG Programs – These schedules reconcile the dollar values and associated headcount changes in the PEGs from July to November 1st (Volume 2) to November 18th (the release of the Executive Director's recommendation).

* Volume 2 of this report provides details for each Agency's PEGs and reflects the proposed 2005 and 2006 programs as of November 1st only. The PEGs in Volume 2, for the most part, are the *same as those presented in July*; however, the dollar values, associated headcount projections and timing of implementation were adjusted to reflect updated information available after July.

- 2004-2008 PEGs by Agency – These schedules present each Agency's recommended PEGs as of November 18th; the schedules separate the 2005 Programs from the 2006 Programs.

FARE AND TOLL CHANGES

The gap closing measures contained in the Financial Plan include proposed changes to fares and tolls to increase revenues beginning in 2005. All proposals are recommended to be implemented no later than March 31, 2005. The plan also contains an additional 5% increased revenue yield in 2007.

New York City Transit

The basic two-dollar single-trip fare and the MetroCard pay-per-ride bonus of 20 percent with a \$10 minimum purchase (or six trips for the price of five trips) would not change under the proposal. Also remaining unchanged is the seven-dollar price for the one-day unlimited-ride Fun Pass. Under the proposal, the 30-day unlimited-ride MetroCard would increase in price from \$70 to \$76 and the 7-day unlimited-ride MetroCard would increase in price from \$21 to \$24.

Pricing for express bus service would also change under the proposal. The price of a single express bus ride would increase from \$4 to \$5, and the price of the 7-day express bus pass would increase from \$33 to \$41. The express bus pricing differs from the July Financial Plan's gap-closing measures, which called for a \$6 express bus price. The November Financial Plan, in addition to the smaller increase in the express bus fare, differs from the July Financial Plan in that express bus service reductions are no longer included in the gap-closing program.

The implementation of these fare changes is expected to result in 6.3 million fewer projected trips and increased farebox revenue of \$103.9 million in 2005. In 2006, when the fare increase is expected to be in effect for a full year, ridership would be reduced by 7.6 million projected trips and farebox revenue would increase by \$126.9 million as a result of the fare increase.

Long Island Rail Road

An across-the-board 5% fare increase has been proposed for the Long Island Rail Road. There are also proposals to change three other fare components, which proposals would further increase fares for some customers. The one-way off-peak discount, currently 30% of the one-way peak fare, is expected to be reduced to 27.5% under the proposal. The 9% discount provided to Mail-N-Ride customers, and applied to the LIRR portion of joint monthly LIRR-MetroCard, is proposed to be reduced to a 5% discount. Those purchasing tickets on Long Island Rail Road trains would be subject to a higher on-board differential under the proposal, increasing from three dollars to five dollars per ticket.

The impact of these fare increases is anticipated to result in LIRR ridership declining by 2.1 million trips and farebox revenue increasing by \$18.5 million in 2005. Compared with the baseline forecasts, 2006 ridership is expected to be 2.5 million less and farebox revenue would increase by \$14.5 million.

Metro-North Railroad

As with LIRR, the fare proposal for the New York State portion of Metro-North Railroad includes an across-the-board 5% fare increase, and there are also proposals to change four other fare components, which proposals would further increase fares for some customers. These additional proposed changes are an increase in the on-board differential from \$3 to \$5 and a reduction from 9% to 5% in discount on the Metro-North portion of the joint MNR-MetroCard pass. The Metro-North fare proposal also includes a 1% commutation discount reduction in the outer-most fare zones, where the commutation discount is greater than 48 percent; other fare zones, currently at a 48 percent discount level, would remain unchanged by this component of the proposal. Finally, reverse commute travel during the morning – outbound from 5:30 AM to 9:00 AM – would be subject to peak period fares under the proposal.

Under this proposal, 2005 MNR ridership is expected to fall by 0.4 million passengers and revenue would increase by \$12.2 million in MNR's East-of-Hudson service area (Hudson, Harlem and New Haven Lines), while ridership is expected to decline by 0.2 million trips and revenue is expected to increase by \$0.4 million in MNR's West-of-Hudson service area (Port Jervis and Pascack Valley Lines). In 2006, MNR ridership is expected to be 0.4 million trips lower than the baseline forecast in the East-of-Hudson service area and the West-of-Hudson service area would have 0.2 million fewer trips, while farebox revenue is expected to increase by \$14.5 million and \$0.4 million for the East- and West-of-Hudson service areas, respectively.

Bridges and Tunnels

Cash and E-ZPass tolls for passenger cars at the major facilities – Bronx-Whitestone, Triborough and Throgs Neck Bridges and the Brooklyn-Battery and Queens Midtown Tunnels – are proposed to increase by 50 cents, to \$4.50 per crossing for cash and to \$4 for E-ZPass; at the Verrazano-Narrows Bridge, where tolls are only collected in the westbound direction, the toll is proposed to increase by one dollar to \$9 for cash tolls and to \$8 for E-ZPass. At the minor facilities – the Henry Hudson, Cross Bay and Marine Parkway Bridges – cash and E-ZPass tolls are proposed to increase 25 cents to \$2.25 per crossing for cash transactions, and to \$1.75 for E-ZPass transactions at the Henry Hudson Bridge. At the Cross Bay and Marine Parkway Bridges, E-ZPass transactions would increase from \$1.33 to \$1.50 per crossing. The base cash toll for commercial vehicles would increase by one dollar at the major facilities and by fifty cents at the minor facilities, and the base E-ZPass toll for commercial vehicles would increase by 80 cents at the major facilities and by 40 cents at the minor facilities. Additional charges, for both passenger cars and commercial vehicles, are assessed for towed items and for multiple axles; these additional fees are also increasing under the proposal.

The 2005 impact from these toll changes is expected to be 5.7 million fewer vehicle crossings at B&T facilities, while toll revenue is expected to increase \$97.8 million over the baseline forecast. In 2006, vehicle crossings are expected to be 7.4 million below the baseline and toll revenue is expected to be \$125.3 million greater than the baseline projection.

Staten Island Railway

Staten Island Railway is a subsidiary agency of New York City Transit and uses MetroCard technology for fare collection. SIR's fare levels are expected to increase and be consistent with fare levels proposed for NYCT. Additionally, it is expected that SIR would realize a modest increase in ridership and revenue resulting from the increase in the NYCT express bus fares. For 2005, the total impact from the proposed fare policy changes is expected to be a 0.1 million-trip increase and a \$0.2 million farebox revenue increase relative to the baseline projections. In 2006, ridership is expected to be 0.2 million above the baseline and farebox revenue would be \$0.3 million above the baseline projection.

Long Island Bus

Fare levels for Long Island Bus would increase to remain consistent with fare levels for NYCT. In 2005, ridership is expected to decline 0.1 million while farebox revenue would increase by \$1.1 million. Full year impacts in 2006 are projected to result in a 0.2 million decline in ridership and a \$1.3 million increase in farebox revenue.

MTA Gap-Closing

Impact of Fare and Toll Changes

2005 MTA Agency Ridership and Traffic Projections, in millions

	Before Fare & Toll Increases	After Fare & Toll Increases	Favorable / (Unfavorable)
Long Island Bus ¹	30.1	30.0	(0.1)
Long Island Rail Road	81.4	79.3	(2.1)
Metro-North Railroad ²	71.8	71.5	(0.4)
New York City Transit ^{1, 3}	2,207.0	2,200.6	(6.3)
Staten Island Railway ⁴	3.4	3.5	0.1
Total Ridership	2,393.7	2,384.9	(8.8)
 Bridges and Tunnels - Traffic	 302.4	 296.7	 (5.7)

2005 MTA Agency Fare and Toll Revenue Projections, in millions

	Before Fare & Toll Increases	After Fare & Toll Increases	Favorable / (Unfavorable)
Long Island Bus ¹	\$36.2	\$37.3	\$1.1
Long Island Rail Road	421.5	440.0	18.5
Metro-North Railroad ²	418.5	430.7	12.2
New York City Transit ^{1, 3}	2,585.1	2,689.0	103.9
Staten Island Railway ⁴	3.2	3.5	0.2
Total Farebox Revenue	\$3,464.5	\$3,600.5	\$136.0
 Bridges and Tunnels - Toll Revenue	 \$1,094.9	 \$1,192.7	 \$97.8
 <u>TOTAL FAREBOX & TOLL REVENUE</u>	 <u>\$4,559.4</u>	 <u>\$4,793.2</u>	 <u>\$233.8</u>

¹ Excludes Paratransit Operations.

² Metro-North Railroad ridership and farebox revenue figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

³ Excludes Fare Media Liability.

⁴ Includes impact from NYCT Express Bus fare increase.

METROPOLITAN TRANSPORTATION AUTHORITY
NOVEMBER FINANCIAL PLAN 2005 - 2008
CONSOLIDATED PROGRAMS to ELIMINATE THE GAP by CATEGORY AND AGENCY
2004 - 2008
(\$ in millions)

	2004		2005		2006		2007		2008	
	November Forecast		Preliminary Budget		Plan		Plan		Plan	
	<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>
Unspecified PEGs										
New York City Transit	0	0	0	0	0	5	0	0	0	0
Long Island Rail Road	0	0	0	0	0	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0	9	0	6	0	(2)
Bridges and Tunnels	0	0	0	0	0	2	0	0	0	0
Long Island Bus	0	0	0	0	0	0	0	0	0	0
Staten Island Railway	0	0	0	0	0	0	0	0	0	0
MTA Headquarters	0	0	0	0	0	0	0	0	0	0
MTA Capital Construction	0	0	0	0	0	0	0	0	0	0
Total Unspecified PEGs	0	0	0	0	0	16	0	7	0	(2)
PEG Implementation Provision	0	0	0	(20)	0	(30)	0	0	0	0

MTA Bridges and Tunnels
November Financial Plan 2005 - 2008
Summary of 2004 - 2008 Program to Eliminate the Gap
(\$ in millions)

	2004		2005		2006		2007		2008	
	<u>Positions¹</u>	<u>Dollars</u>	<u>Positions¹</u>	<u>Dollars</u>	<u>Positions¹</u>	<u>Dollars</u>	<u>Positions¹</u>	<u>Dollars</u>	<u>Positions¹</u>	<u>Dollars</u>
Unspecified PEGs	0	\$.000	0	\$.000	0	\$1.784	0	\$.288	0	\$.000
Total 2006 PEGS	0	\$.000	0	\$.000	0	\$4.129	0	\$2.633	0	\$2.345
GRAND TOTAL PEGs	0	\$.000	1	\$7.380	1	\$19.541	1	\$18.045	1	\$17.757

¹ Reflects the impact of amendments on year-end positions.

MTA Staten Island Railway
November Financial Plan 2005 - 2008
Summary of 2004 - 2008 Programs to Eliminate the Gap
(\$ in millions)

	Favorable/(Unfavorable)									
	2004		2005		2006		2007		2008	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
<u>Revenue Enhancement:</u>										
Sub-Total Revenue Enhancement	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<u>Other:</u>										
Sub-Total Other	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<u>Unspecified PEGs</u>	0	\$.000	0	\$.000	0	\$.319	0	\$.319	0	\$.319
Total 2006 PEGs	0	\$.000	0	\$.000	34	\$2.529	34	\$2.596	34	\$2.670
GRAND TOTAL PEGs	0	\$.000	9	\$1.018	41	\$3.553	38	\$3.400	38	\$3.481

¹ Reflects the impact of amendments on year-end positions.

[This page intentionally left blank]

V. Other Supporting Materials

271

272 **B & T Charged Debt Service Detail by Type:**

273

274

Project Debt Service

275

B & T Own Purpose Debt Service	\$75.107	\$109.061	\$126.030	\$135.742	\$149.666	\$164.190
--------------------------------	----------	-----------	-----------	-----------	-----------	-----------

276

NYCT Transportation Project Debt Service	171.051	209.432	233.802	233.416	233.685	233.752
--	---------	---------	---------	---------	---------	---------

277

MTA Transportation Project Debt Service	73.455	93.105	103.943	103.770	103.891	103.920
---	--------	--------	---------	---------	---------	---------

278

279

Total Project Debt Service	\$319.613	\$411.597	\$463.775	\$472.928	\$487.242	\$501.862
-----------------------------------	------------------	------------------	------------------	------------------	------------------	------------------

280

281

282

283

Debt Service Cash Adjustments based on Deferred Gain:

284

285

Project Debt Service

286

B & T Own Purpose Debt Service	\$	-
--------------------------------	----	---

287

NYCT Transportation Project Debt Service	\$	64.226
--	----	--------

288

MTA Transportation Project Debt Service	\$	99.781
---	----	--------

289

290

Total Project Debt Service	\$164.007
-----------------------------------	------------------

290							
291	Finance/Subsidy Detail						
292	(\$ in millions)						
293							
294	Finance Expense	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
295							
296	<u>Subsidy Detail</u>						
297							
298	Staten Island Railway	(\$18.350)	(19.521)	(19.212)	(17.417)	(18.433)	(19.191)
299	Long Island Bus	(13.300)	(11.271)	(16.771)	(13.889)	(14.771)	(14.771)
300	NYCT	0.000	(13.000)	0.000	0.000	0.000	0.000
301							
302	Total Subsidies to Subsidiaries	(\$31.650)	(\$43.792)	(\$35.983)	(\$31.306)	(\$33.204)	(\$33.962)
303							
304	Total Finance Expense	(\$31.650)	(\$43.792)	(\$35.983)	(\$31.306)	(\$33.204)	(\$33.962)
305							
306			43.792	35.983	31.306	33.204	33.962
307							
308	Miscellaneous Detail						
309	(\$ in millions)						
310							
311	Commuter Railroad IG Share	(\$2.432)	(\$2.899)	(\$4.348)	(\$4.456)	(\$4.704)	(\$4.983)

METROPOLITAN TRANSPORTATION AUTHORITY
NOVEMBER 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 November Forecast	2005 Final Proposed Budget	2006 Plan	2007 Plan	2008 Plan
Bridges & Tunnels	\$2.3 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>\$26.9</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Long Island Bus	\$5.1 Recently enacted New York State legislations for a one-time cash benefit in 2004.	None	None	None	None
Subtotal	<u>\$5.1</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Long Island Rail Road	\$7.9 WTC Claim Settlement		None	None	None
Subtotal	<u>\$7.9</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Metro-North Railroad	\$3.7 WTC Loss Recovery	\$ 20.0 2003 Pension Pre-payment	None	\$1.8 Equipment Replacement Plan - Disposal Costs	\$1.0 Office Space Renovation
				\$3.8 Equipment Strategy - Genesis Locomotive Remanufacture	
				\$3.3 Equipment Strategy - West of Hudson Locomotive Remanufacture	
Subtotal	<u>\$3.7</u>	<u>\$ 20.0</u>	<u>\$ -</u>	<u>\$8.8</u>	<u>\$1.0</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	\$ -	\$ -	\$ -	\$ -	\$ -
MTA Headquarters	\$6.5 Recently enacted New York State legislation provided for a one-time cash benefit in 2004.	None	None	None	None
	\$7.5 WTC Claim Settlement				
Subtotal	\$14.0	\$ -	\$ -	\$ -	\$ -
New York City Transit	\$10.3 Drawdown of accumulated transit adjudication funds	\$3.5 Reduce Normal Replacement Costs - Data Processing Equipment	None	None	None
	\$42.5 Timing of MaBSTOA Pension Payments	\$68.1 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				
Subtotal	\$181.9	\$ 71.6	\$ -	\$ -	\$ -
MTA Transactions	\$120.0 Prior year MRT used to pay Suburban Highway Fund in 2004 for 2003, remainder distributed to NYCT & CR	\$8.7 Prior year MRT distributed to NYCT & CR	\$ - None	\$ - None	\$ - None
	\$52.0 Debt Service restructuring savings from 2003	\$30.0 MRT2 carryover for General Reserve unused in 2004			
	\$30.0 Benefit of NYCT Debt Pre-payment made in 2003	\$16.7 Benefit of NYCT Debt Pre-payment made in 2003			
	\$49.7 Benefit of CR Debt Pre-payment made in 2003	\$15.3 Benefit of CR Debt Pre-payment made in early 2004 (originally scheduled to be made in Dec. 2003)			
Subtotal	\$251.7	\$70.7	\$ -	\$ -	\$ -
Total Non-Recurring Resources (>or = \$1million)	\$491.2	\$162.3	\$ -	\$8.8	\$1.0

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

METROPOLITAN TRANSPORTATION AUTHORITY
NOVEMBER 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		\$40	\$40	\$40	\$40
Gap Closers - PEG Implementation Provision		\$20	\$30		
Gap Closers - Stabilization Reserve ¹	\$200				

¹ This reserve is intended to cover shortfalls in real estate revenues; any remainder will be used to reduce 2006 PEG actions.

[This page intentionally left blank]

REIMBURSABLE		FORECAST				
		2004	2005	2006	2007	2008
Revenue						
Farebox Revenue	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		12.4	12.7	13.2	13.6	13.9
Investment Income		0.0	0.0	0.0	0.0	0.0
Total Revenue		\$12.4	\$12.7	\$13.2	\$13.6	\$13.9
Expenses						
<u>Labor:</u>						
Payroll		\$4.1	\$4.1	\$4.2	\$4.3	\$4.4
Overtime		0.0	0.0	0.0	0.0	0.0
Health and Welfare		0.9	1.0	1.2	1.3	1.3
Pensions		0.2	0.2	0.2	0.3	0.3
Other Fringe Benefits		0.6	0.7	0.8	0.8	0.9
Reimbursable Overhead		6.6	6.7	6.8	6.9	7.1
Total Labor Expenses		\$12.4	\$12.7	\$13.2	\$13.6	\$13.9
<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		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<u>Other Expense 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		\$12.4	\$12.7	\$13.2	\$13.6	\$13.9
Add: Depreciation		-	-	-	-	-
Total Expenses After Depreciation		\$12.4	\$12.7	\$13.2	\$13.6	\$13.9
Less: Depreciation		-	-	-	-	-
Total Expenses		\$12.4	\$12.7	\$13.2	\$13.6	\$13.9
Net Income/(Deficit)		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

FORECAST					
	2004	2005	2006	2007	2008
<u>Deductions from Net Operating Income:</u>					
Investment Income	\$1.1	\$1.9	\$2.2	\$2.1	\$2.3
Total Debt Service	411.6	463.8	472.9	487.2	501.9
Construction Reserve and Capital Reimbursement Funds	14.1	14.4	14.6	14.9	15.2
Capital Projects	6.6	11.0	10.7	10.9	11.1
Gain on Escrow (2003 Only)	-	-	-	-	-
Total Deductions from Net Operating Income	\$433.4	\$491.1	\$500.4	\$515.1	\$530.5
Net Income Available for Transfer to MTA and NYCT	\$361.0	\$278.3	\$251.6	\$217.4	\$191.6
<u>Distribution of Funds to MTA:</u>					
Investment Income in Current Year	\$1.1	\$1.9	\$2.2	\$2.1	\$2.3
Accrued Current Year Allocation	226.6	192.1	178.6	161.6	148.7
Total Accrued Amount Distributed to MTA	\$227.7	\$194.0	\$180.8	\$163.7	\$151.0
<u>Distribution of Funds to NYCT:</u>					
First \$24 million of Surplus reserved for NYCT	\$24.0	\$24.0	\$24.0	\$24.0	\$24.0
Additional Accrued Current Year Allocation	110.3	62.2	49.0	31.8	18.9
Total Accrued Amount Distributed to NYCT	\$134.3	\$86.2	\$73.0	\$55.8	\$42.9
<u>Actual Cash Transfer to MTA and NYCT:</u>					
From Current Year Surplus	\$242.3	\$195.5	\$179.9	\$163.3	\$150.0
Investment Income in Prior Year	2.3	1.1	1.9	2.2	2.1
Total Cash Amount Distributed to MTA	\$244.6	\$196.6	\$181.9	\$165.5	\$152.1
Total Cash Amount Distributed to NYCT	\$142.6	\$91.0	\$74.3	\$57.5	\$44.2

FORECAST					
	2004	2005	2006	2007	2008
<u>Debt Service Detail by Agency:</u>					
B&T Own Purpose DS + Total BICs DS	\$109.1	\$126.0	\$135.7	\$149.7	\$164.2
NYCT Transportation DS + MRT Second Resolution DS	209.4	233.8	233.4	233.7	233.8
MTA Transportation DS + MRT Second Resolution DS	93.1	103.9	103.8	103.9	103.9
Total Debt Service by Agency	\$411.6	\$463.8	\$472.9	\$487.2	\$501.9
<u>Total Accrued Amount for Transfer to MTA and NYCT:</u>					
Total Adjusted Net Income Available for Transfer	\$772.6	\$742.1	\$724.5	\$704.6	\$693.5
Less: B&T Total Debt Service	(109.1)	(126.0)	(135.7)	(149.7)	(164.2)
Less: first \$24 million reserved for NYCT	(24.0)	(24.0)	(24.0)	(24.0)	(24.0)
Remainder of Total Accrued Amount for Transfer	\$639.5	\$592.1	\$564.7	\$531.0	\$505.3
<u>Calculation of Actual Cash Transfer to MTA:</u>					
Distribution of Remainder to MTA					
Fifty Percent of Total Accrued Amount for Transfer	\$319.7	\$296.0	\$282.4	\$265.5	\$252.6
Less: MTA Total Debt Service	(93.1)	(103.9)	(103.8)	(103.9)	(103.9)
MTA's Accrued Current Year Allocation	\$226.6	\$192.1	\$178.6	\$161.6	\$148.7
Cash Conversion of MTA's Accrued Amount					
Current Year Amount	\$204.0	\$172.9	\$160.7	\$145.4	\$133.8
Balance of Prior Year	38.3	22.7	19.2	17.9	16.2
Cash Transfer to MTA	\$242.3	\$195.5	\$179.9	\$163.3	\$150.0
<u>Calculation of Actual Cash Transfer to NYCT:</u>					
Distribution of Remainder to NYCT					
Fifty Percent of Total Accrued Amount for Transfer	\$319.7	\$296.0	\$282.4	\$265.5	\$252.6
Less: NYCT Total Debt Service	(209.4)	(233.8)	(233.4)	(233.7)	(233.8)
Plus: first \$24 million reserved for NYCT	24.0	24.0	24.0	24.0	24.0
NYCT's Accrued Current Year Allocation	\$134.3	\$86.2	\$73.0	\$55.8	\$42.9
Cash Conversion of NYCT's Accrued Amount					
Current Year Amount	\$120.9	\$77.6	\$65.7	\$50.2	\$38.6
Balance of Prior Year	21.7	13.4	8.6	7.3	5.6
Cash Transfer to NYCT	\$142.6	\$91.0	\$74.3	\$57.5	\$44.2

271
272
273
274
275
276
277
278
279
280

B & T Charged Debt Service Detail by Type:

Project Debt Service					
B & T Own Purpose Debt Service	\$109.1	\$126.0	\$135.7	\$149.7	\$164.2
NYCT Transportation Project Debt Service	209.4	233.8	233.4	233.7	233.8
MTA Transportation Project Debt Service	93.1	103.9	103.8	103.9	103.9
Total Project Debt Service	\$411.6	\$463.8	\$472.9	\$487.2	\$501.9

MTA STATEN ISLAND RAILWAYS SUBSIDIES
MULTI-YEAR FINANCIAL PLAN
2003 - 2008
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
9							
10	<u>Available Accrued Subsidies:</u>						
11							
12	State Operating Assistance	\$0.492	\$0.492	\$0.492	\$0.492	\$0.492	\$0.492
13	Dedicated Taxes (MMTOA)	1.436	1.439	1.657	1.736	1.803	1.875
14	City Operating Assistance	0.492	0.492	0.492	0.492	0.492	0.492
15	Mortgage Recording Tax	0.055	0.164	0.000	0.000	0.000	0.000
16	City Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
17							
18	Total Accrued Subsidies Available	\$2.475	\$2.587	\$2.641	\$2.720	\$2.787	\$2.859
19							
20							
21	<u>Available Cash Subsidies:</u>						
22							
23	State Operating Assistance	\$0.492	\$0.492	\$0.492	\$0.492	\$0.492	\$0.492
24	Dedicated Taxes (MMTOA)	1.436	1.439	1.657	1.736	1.803	1.875
25	City Operating Assistance	0.492	0.492	0.492	0.492	0.492	0.492
26	Mortgage Recording Tax	0.055	0.164	0.000	0.000	0.000	0.000
27	City Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
28							
29	Total Cash Subsidies Available	\$2.475	\$2.587	\$2.641	\$2.720	\$2.787	\$2.859
30							
31							
32	<u>Cash Flow Adjustment Detail:</u>						
33							
34	State Operating Assistance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
35	Dedicated Taxes (MMTOA)	0.000	0.000	0.000	0.000	0.000	0.000
36	City Operating Assistance	0.000	0.000	0.000	0.000	0.000	0.000
37	Mortgage Recording Tax	0.000	0.000	0.000	0.000	0.000	0.000
38	City Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
39							
40	Total Cash Flow Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND BUS SUBSIDIES
MULTI-YEAR FINANCIAL PLAN
2003 - 2008
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2003	2004	2005	2006	2007	2008
9							
10	<u>Available Accrued Subsidies:</u>						
11							
12	NON-NEW YORK STATE DETAIL						
13	(\$ in millions)						
14							
15	Nassau County	\$8.311	\$7.361	\$10.500	\$10.500	\$10.500	\$10.500
17	Additional Nassau County Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
18							
19	Total Non-New York State Subsidies	\$8.311	\$7.361	\$10.500	\$10.500	\$10.500	\$10.500
20							
21							
22	NEW YORK STATE DETAIL						
23	(\$ in millions)						
24							
25	<u>18-B Program:</u>						
26							
27	General Fund	\$2.077	\$1.476	\$2.077	\$2.077	\$2.077	\$2.077
28	MTOA	0.884	1.485	0.884	0.884	0.884	0.884
29							
30	Total 18-B Program Subsidies	\$2.961	\$2.961	\$2.961	\$2.961	\$2.961	\$2.961
31							
32	<u>Non 18-B MTOA Program:</u>						
33							
34	MTOA	\$14.805	\$31.164	\$32.776	\$33.723	\$34.776	\$35.913
35	MTOA Plus	0.000	0.000	0.000	0.000	0.000	0.000
36	Supplement	0.000	0.000	0.000	0.000	0.000	0.000
37							
38	Total Non 18-B MTOA Program Subsidies	\$14.805	\$31.164	\$32.776	\$33.723	\$34.776	\$35.913
39							
40	DMTTF Operating (PBT)	1.308	0.000	0.000	0.000	0.000	0.000
41							
42	Additional State Aid	14.901	0.000	0.000	0.000	0.000	0.000
43							
44	Total New York State Subsidies	\$33.975	\$34.125	\$35.737	\$36.684	\$37.737	\$38.874
45							
46	Total Baseline Accrued Subsidies Available	\$42.286	\$41.486	\$46.237	\$47.184	\$48.237	\$49.374
47							
48	MTA Subsidy	13.300	11.271	16.771	13.889	14.771	14.771
49							
50	Total Accrued Subsidies Available	\$55.586	\$52.757	\$63.008	\$61.073	\$63.008	\$64.145
51							
52							

	ACTUAL	FORECAST				
<u>Available Cash Subsidies:</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
NON-NEW YORK STATE CASH DETAIL						
(\$ in millions)						
Nassau County	\$8.311	\$7.361	\$10.500	\$10.500	\$10.500	\$10.500
Additional Nassau County Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-New York State Subsidies	\$8.311	\$7.361	\$10.500	\$10.500	\$10.500	\$10.500
NEW YORK STATE CASH DETAIL						
(\$ in millions)						
General Fund	\$2.077	\$1.626	\$2.077	\$2.077	\$2.077	\$2.077
MTOA	0.884	1.335	0.884	0.884	0.884	0.884
Total 18-B Program Subsidies	\$2.961	\$2.961	\$2.961	\$2.961	\$2.961	\$2.961
Non 18-B MTOA Program:						
Gross MTOA, MTOA Plus and Supplement	\$16.150	\$32.499	\$33.620	\$34.567	\$35.620	\$36.757
Less: Used for 18-B/other	(0.884)	(1.335)	(0.844)	(0.844)	(0.844)	(0.844)
Net MTOA, MTOA Plus and Supplement	\$15.266	\$31.164	\$32.776	\$33.723	\$34.776	\$35.913
From Carryover	(0.461)	(3.106)	(1.143)	4.350	3.600	0.000
Total Non 18-B MTOA Subsidies	\$14.805	\$28.059	\$31.633	\$38.073	\$38.376	\$35.913
DMTTF Operating (PBT)	1.308	0.327	0.000	0.000	0.000	0.000
Additional State Aid	14.662	3.725	0.000	0.000	0.000	0.000
Total New York State Cash Subsidies	\$33.736	\$35.072	\$34.594	\$41.034	\$41.337	\$38.874
Total Cash Subsidies Available	\$42.047	\$42.433	\$45.094	\$51.534	\$51.837	\$49.374
MTA Subsidy	13.300	11.271	16.771	13.889	14.771	14.771
Total Cash Subsidies Available	\$55.347	\$53.704	\$61.865	\$65.423	\$66.608	\$64.145
Cash Flow Adjustment Detail:						
Nassau County	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Additional Nassau County Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
18-B MTOA	0.000	0.000	(0.000)	0.000	0.000	0.000
Non 18-B MTOA	0.000	(3.106)	(1.143)	4.350	3.600	0.000
DMTTF Operating (PBT)	0.000	0.327	0.000	0.000	0.000	0.000
Additional State General Fund Aid	(0.240)	3.725	0.000	0.000	0.000	0.000
Total Cash Flow Adjustments	(\$0.239)	\$0.947	(\$1.143)	\$4.350	\$3.600	\$0.000

Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

MTA Agencies	2003 Actuals	2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
NYC Transit	47,768	47,799	47,753	47,739	47,702	47,699
Long Island Rail Road	6,309	6,413	6,515	6,730	6,762	6,783
Metro-North Railroad	5,993	5,821	5,890	5,916	5,933	5,943
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	305	313	313	313	313	313
Capital Construction Company	0	62	150	150	150	150
Baseline Total Positions	64,459	64,784	65,002	65,232	65,244	65,272
<i>Non-Reimbursable</i>	57,378	57,532	58,173	58,283	58,340	58,378
<i>Reimbursable</i>	7,081	7,252	6,829	6,949	6,904	6,894
Total Full-Time	64,047	64,380	64,625	64,855	64,867	64,895
Total Full-Time-Equivalents	382	366	339	339	339	339
Impact of:						
2005 PEGs	0	(47)	(1,346)	(1,662)	(1,472)	(1,672)
2006 PEGs	0	0	0	(2,254)	(2,277)	(2,254)
Increase Express Bus Fare	0	0	0	0	0	0
<i>Subtotal</i> ¹	0	(47)	(1,346)	(3,916)	(3,749)	(3,926)
Total Positions	64,429	64,699	63,618	61,278	61,457	61,308

¹ Differs from PEG summaries due to inclusion of Full-Time Equivalents (FTE's).

Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

MTA Agencies	2003 Actuals	2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
<i>Non-Reimbursable</i>	57,378	57,485	56,827	54,367	54,591	54,452
<i>Reimbursable</i>	7,081	7,205	5,483	3,033	3,155	2,968
<i>Total Full-Time</i>	64,047	64,333	63,279	60,939	61,118	60,969
<i>Total Full-Time-Equivalents</i>	382	319	(1,007)	(3,577)	(3,410)	(3,587)
<i>Non-Reimbursable</i>						
NYC Transit	42,278	42,065	42,398	42,494	42,496	42,503
Long Island Rail Road	5,539	5,702	5,841	5,829	5,867	5,888
Metro-North Railroad	5,288	5,192	5,342	5,365	5,382	5,392
Bridges & Tunnels	1,687	1,766	1,771	1,774	1,774	1,774
Headquarters	1,174	1,320	1,334	1,334	1,334	1,334
Long Island Bus	1,113	1,180	1,180	1,180	1,180	1,180
Staten Island Railway	299	307	307	307	307	307
Capital Construction Company	0	0	0	0	0	0
<i>Total Non-Reimbursable</i>	57,378	57,532	58,173	58,283	58,340	58,378
<i>Reimbursable</i>						
NYC Transit	5,490	5,734	5,355	5,245	5,206	5,196
Long Island Rail Road	770	711	674	901	895	895
Metro-North Railroad	705	629	548	551	551	551
Bridges & Tunnels	45	45	45	45	45	45
Headquarters	52	51	37	37	37	37
Long Island Bus	13	14	14	14	14	14
Staten Island Railway	6	6	6	6	6	6
Capital Construction Company	0	62	150	150	150	150
<i>Total Reimbursable</i>	7,081	7,252	6,829	6,949	6,904	6,894

**Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents**

MTA Agencies	2003 Actuals	2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
<i>Total Full-Time</i>						
NYC Transit	47,480	47,551	47,532	47,518	47,481	47,478
Long Island Rail Road	6,309	6,413	6,515	6,730	6,762	6,783
Metro-North Railroad	5,988	5,816	5,885	5,911	5,928	5,938
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	305	313	313	313	313	313
Capital Construction Company	0	62	150	150	150	150
<i>Total Full-Time</i>	64,047	64,380	64,625	64,855	64,867	64,895
<i>Total Full-Time-Equivalents</i>						
NYC Transit	288	248	221	221	221	221
Long Island Rail Road	0	0	0	0	0	0
Metro-North Railroad	5	5	5	5	5	5
Bridges & Tunnels	0	0	0	0	0	0
Headquarters	0	0	0	0	0	0
Long Island Bus	89	113	113	113	113	113
Staten Island Railway	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0
<i>Total Full-Time Equivalents</i>	382	366	339	339	339	339

**Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents**

MTA Agencies	2003 Actuals	2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
Impact: 2005 PEGs ¹						
NYC Transit	0	(33)	(963)	(1,230)	(1,043)	(1,256)
Long Island Rail Road	0	0	(204)	(258)	(258)	(258)
Metro-North Railroad	0	(5)	(143)	(139)	(139)	(126)
Bridges & Tunnels	0	0	(1)	(1)	(1)	(1)
Headquarters	0	(9)	(17)	(18)	(18)	(18)
Long Island Bus	0	0	(9)	(9)	(9)	(9)
Staten Island Railway	0	0	(9)	(7)	(4)	(4)
Capital Construction Company	0	0	0	0	0	0
<i>Total 2005 PEG Impact</i>	0	(47)	(1,346)	(1,662)	(1,472)	(1,672)
Impact: 2006 PEGs ¹						
NYC Transit	0	0	0	(1,885)	(1,908)	(1,885)
Long Island Rail Road	0	0	0	(260)	(260)	(260)
Metro-North Railroad	0	0	0	(75)	(75)	(75)
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	0	0	0	(34)	(34)	(34)
Capital Construction Company	0	0	0	0	0	0
<i>Total 2006 PEG Impact</i>	0	0	0	(2,254)	(2,277)	(2,254)

¹ Differs from PEG summaries due to inclusion of Full-Time Equivalents (FTE's).

**Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents**

MTA Agencies	2003 Actuals	2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
Impact: Total PEGs ¹						
NYC Transit	0	(33)	(963)	(3,115)	(2,951)	(3,141)
Long Island Rail Road	0	0	(204)	(518)	(518)	(518)
Metro-North Railroad	0	(5)	(143)	(214)	(214)	(201)
Bridges & Tunnels	0	0	(1)	(1)	(1)	(1)
Headquarters	0	(9)	(17)	(18)	(18)	(18)
Long Island Bus	0	0	(9)	(9)	(9)	(9)
Staten Island Railway	0	0	(9)	(41)	(38)	(38)
Capital Construction Company	0	0	0	0	0	0
Total PEG Impact	0	(47)	(1,346)	(3,916)	(3,749)	(3,926)
Impact: Increase Express Bus Fare						
NYC Transit	0	0	0	0	0	0
Long Island Rail Road	0	0	0	0	0	0
Metro-North Railroad	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	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0
Total Impact: Increase Express Bus Fare	0	0	0	0	0	0
Total Impact of PEGs & Express Bus Fare ¹	0	(47)	(1,346)	(3,916)	(3,749)	(3,926)

¹ Differs from PEG summaries due to inclusion of Full-Time Equivalents (FTE's).

Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
Summary of Changes Between July Financial Plan and November Financial Plan
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

MTA Agencies	2003 Actuals	2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
NYC Transit	0	(93)	(80)	(98)	(75)	(75)
Long Island Rail Road	0	83	41	(17)	(17)	(17)
Metro-North Railroad	0	(18)	30	18	17	17
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	0	0	0	0	0	0
Capital Construction Company	0	17	0	0	0	0
<i>Baseline Total Positions</i>	0	(11)	(9)	(97)	(75)	(75)
<i>Non-Reimbursable</i>	0	36	(52)	(142)	(119)	(119)
<i>Reimbursable</i>	0	(47)	43	45	44	44
<i>Total Full-Time</i>	0	(11)	(35)	(123)	(101)	(101)
<i>Total Full-Time-Equivalents</i>	0	0	26	26	26	26
Impact of:						
PEGs ¹	0	(43)	(1,385)	(940)	(941)	(944)
Increase Express Bus Fare	0	0	(58)	(58)	(58)	(58)
<i>Total Positions</i>	0	(54)	(1,452)	(1,095)	(1,074)	(1,077)

¹ Differs from PEG summaries due to inclusion of Full-Time Equivalents (FTE's).

Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
Summary of Changes Between July Financial Plan and November Financial Plan
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

MTA Agencies	2003 Actuals	2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
<i>Non-Reimbursable</i>	0	(7)	(1,495)	(1,140)	(1,118)	(1,121)
<i>Reimbursable</i>	0	(90)	(1,400)	(953)	(955)	(958)
<i>Total Full-Time</i>	0	(54)	(1,478)	(1,121)	(1,100)	(1,103)
<i>Total Full-Time-Equivalents</i>	0	(43)	(1,417)	(972)	(973)	(976)
<i>Non-Reimbursable</i>						
NYC Transit	0	(47)	(41)	(63)	(39)	(39)
Long Island Rail Road	0	87	43	(16)	(16)	(16)
Metro-North Railroad	0	(4)	(39)	(48)	(49)	(49)
Bridges & Tunnels	0	0	0	0	0	0
Headquarters	0	0	(15)	(15)	(15)	(15)
Long Island Bus	0	0	0	0	0	0
Staten Island Railway	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0
<i>Total Non-Reimbursable</i>	0	36	(52)	(142)	(119)	(119)
<i>Reimbursable</i>						
NYC Transit	0	(46)	(39)	(35)	(36)	(36)
Long Island Rail Road	0	(4)	(2)	(1)	(1)	(1)
Metro-North Railroad	0	(14)	69	66	66	66
Bridges & Tunnels	0	0	0	0	0	0
Headquarters	0	0	15	15	15	15
Long Island Bus	0	0	0	0	0	0
Staten Island Railway	0	0	0	0	0	0
Capital Construction Company	0	17	0	0	0	0
<i>Total Reimbursable</i>	0	(47)	43	45	44	44

Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
Summary of Changes Between July Financial Plan and November Financial Plan
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

MTA Agencies	2003 Actuals	2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
<i>Total Full-Time</i>						
NYC Transit	0	(93)	(106)	(124)	(101)	(101)
Long Island Rail Road	0	83	41	(17)	(17)	(17)
Metro-North Railroad	0	(18)	30	18	17	17
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	0	0	0	0	0	0
Capital Construction Company	0	17	0	0	0	0
<i>Total Full-Time</i>	0	(11)	(35)	(123)	(101)	(101)
<i>Total Full-Time-Equivalents</i>						
NYC Transit	0	0	26	26	26	26
Long Island Rail Road	0	0	0	0	0	0
Metro-North Railroad	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	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0
<i>Total Full-Time-Equivalents</i>	0	0	26	26	26	26

Metropolitan Transportation Authority
November Financial Plan 2005 - 2008
Summary of Changes Between July Financial Plan and November Financial Plan
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

MTA Agencies	2003 Actuals	2004 November Forecast	2005 Final Proposed Budget	2006	2007	2008
Impact: Total PEGs ¹						
NYC Transit	0	(21)	(1,173)	(815)	(816)	(819)
Long Island Rail Road	0	0	(158)	(98)	(98)	(98)
Metro-North Railroad	0	(22)	(37)	(37)	(37)	(37)
Bridges & Tunnels	0	0	0	1	1	1
Headquarters	0	0	0	0	0	0
Long Island Bus	0	0	9	9	9	9
Staten Island Railway	0	0	(26)	0	0	0
Capital Construction Company	0	0	0	0	0	0
Total PEG Impact	0	(43)	(1,385)	(940)	(941)	(944)
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	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	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0
Total Impact: Increase Express Bus Fare	0	0	(58)	(58)	(58)	(58)
Total Impact of PEGs & Express Bus Fare ¹	0	(43)	(1,443)	(998)	(999)	(1,002)

¹ Differs from PEG summaries due to inclusion of Full-Time Equivalents (FTE's).

VI. MTA Capital Program Information

NYC Transit
2004 Commitments By Element
(All \$ in Millions)

Category	Element	Element Description	2004 Plan	MTA Funding	Federal Funding	Local Funding
SECURITY						
	T41404	POLICE FACILITIES	12.8	12.8	0.0	0.0
		SUBTOTAL SECURITY	12.8	12.8	0.0	0.0
MISCELLANEOUS						
	T41602	MISCELLANEOUS	5.0	0.0	0.0	5.0
	T41604	M.I.S.	4.7	4.7	0.0	0.0
	T41605	ENGINEERING SERVICES	2.5	2.5	0.0	0.0
	T41606	ENVIRONMENTAL AND SAFETY	6.4	6.4	0.0	0.0
	T41607	EMPLOYEE FACILITIES	42.3	42.3	0.0	0.0
		SUBTOTAL MISCELLANEOUS	60.8	55.8	0.0	5.0
TOTAL NYCT						
			1,126.1	887.6	168.0	70.5

COMMUTER
2004 COMMITMENTS BY ELEMENT
(ALL \$ IN MILLIONS)

Category	Element	Element Description	2004 Plan	MTA Funding	Federal Funding	Local Funding
----------	---------	---------------------	-----------	----------------	--------------------	------------------

ROLLING STOCK

	A40101	REVENUE EQUIPMENT	257.9	245.6	0.0	12.3
	A40103	MISCELLANEOUS	3.1	3.1		
		SUBTOTAL ROLLING STOCK	261.0	248.7	0.0	12.3

LONG ISLAND RAILROAD

PASSENGER STATIONS

	L30203	PLATFORM IMP & OVERPASSES	0.1	0.1		
	L30204	STATION BUILDINGS	0.0	0.0		
	L30209	STATION & PARKING RESERVES	0.3	0.3		
		SUBTOTAL PASSENGER STATIONS	0.4	0.4	0.0	0.0

LINE STRUCTURES

	L30402	TUNNELS	0.1	0.1		
		SUBTOTAL LINE STRUCTURES	0.1	0.1	0.0	0.0

SHOPS & YARDS

	L30603	OTHER SHOPS & YARDS	0.4	0.4	0.0	0.0
	L30604	MISCELLANEOUS	1.0	1.0		
		SUBTOTAL SHOPS & YARDS	1.3	1.3	0.0	0.0

PASSENGER STATIONS

	L40204	STATION BUILDINGS	24.1	20.4	3.7	0.0
		SUBTOTAL PASSENGER STATIONS	24.1	20.4	3.7	0.0

TRACK

	L40301	ANNUAL TRACK REHAB PROGRAM	34.8	0.9	33.9	0.0
		SUBTOTAL TRACK	34.8	0.9	33.9	0.0

LINE STRUCTURES

	L40401	BRIDGES	0.1	0.1		
	L40402	TUNNELS	5.0	5.0	0.0	0.0
		SUBTOTAL LINE STRUCTURES	5.0	5.0	0.0	0.0

COMMUNICATIONS & SIGNALS

	L40502	SIGNAL IMPROVEMENTS	3.1	3.1	0.0	0.0
		SUBTOTAL COMMUNICATIONS & SIGNALS	3.1	3.1	0.0	0.0

SHOPS & YARDS

	L40603	OTHER SHOPS & YARDS	36.5	28.3	8.2	0.0
	L40604	MISCELLANEOUS	3.2	3.2	0.0	0.0
		SUBTOTAL SHOPS & YARDS	39.7	31.5	8.2	0.0

POWER

		MISCELLANEOUS	5.2	2.8	2.4	0.0
		SUBTOTAL POWER	5.2	2.8	2.4	0.0

MISCELLANEOUS

	L40804	MISCELLANEOUS	20.7	20.7	0.0	0.0
		SUBTOTAL MISCELLANEOUS	20.7	20.7	0.0	0.0

COMMUTER
2004 COMMITMENTS BY ELEMENT
(ALL \$ IN MILLIONS)

Category	Element	Element Description	2004 Plan	MTA Funding	Federal Funding	Local Funding
----------	---------	---------------------	-----------	----------------	--------------------	------------------

METRO NORTH

STATIONS

	M30211	PLATFORMS AND OVERPASSES	0.2	0.2		
		SUBTOTAL STATIONS	0.2	0.2	0.0	0.0

STATIONS

	M40201	GRAND CENTRAL TERMINAL	14.7	11.8	2.7	0.2
	M40202	OUTLYING STATIONS	59.0	36.0	8.5	14.5
	M40203	PARKING	21.9	19.7	2.2	0.0
		SUBTOTAL STATIONS	95.6	67.5	13.4	14.7

TRACK AND STRUCTURES

	M40301	TRACK	28.4	23.4	5.0	0.0
	M40302	STRUCTURES	6.5	5.0	0.0	1.4
	M40303	WEST OF HUDSON INFRASTRUCTURE	0.5	0.5	0.0	0.0
		SUBTOTAL TRACK AND STRUCTURES	35.4	29.0	5.0	1.4

POWER

	M40501	POWER	3.3	3.3	0.0	0.0
		SUBTOTAL POWER	3.3	3.3	0.0	0.0

SHOPS AND YARDS

	M40601	SHOPS AND YARDS	3.4	3.4	0.0	0.0
		SUBTOTAL SHOPS AND YARDS	3.4	3.4	0.0	0.0

MISCELLANEOUS

	M40801	MISCELLANEOUS	10.7	9.3	0.0	1.4
		SUBTOTAL MISCELLANEOUS	10.7	9.3	0.0	1.4

PLANNING AND CUSTOMER SERVICE

	N40905	CUSTOMER SERVICE PROJECTS	4.2	4.2	0.0	0.0
		SUBTOTAL PLANNING AND CUSTOMER SERVICE	4.2	4.2	0.0	0.0

TOTAL COMMUTER	548.2	451.9	66.5	29.8
-----------------------	--------------	--------------	-------------	-------------

Capital Construction Company
2004 Commitment Plan
(All \$ in Millions)

Category	Element	Element Description	2004 Plan	MTA Funding	Federal Funding	Local Funding
FULL LENGTH SECOND AVE SUBWAY						
	G4100102	2nd Avenue Final Design	180.0	179.0		1.0
	G4100103	2nd Avenue Construction	450.0	450.0		
		SUBTOTAL 2ND AVE SUBWAY	630.0	629.0	0.0	1.0
FULTON STREET TRANSIT CENTER						
	G4120101	Fulton Street Transit Center	19.0	0.0	19.0	
	G4120101	Fulton Street Transit Center	36.0	0.0	36.0	
		SUBTOTAL FULTON STREET TRANSIT CENTER	55.7	0.0	55.7	0.0
SOUTH FERRY TERMINAL						
	G4120201	South Ferry Terminal - Structural Box	6.5	0.0	6.5	
	G4120202	South Ferry Terminal - Finishes/System	2.5	0.0	2.5	
	G4120201	South Ferry Terminal - Structural Box	240.5	0.0	240.5	
	G4120202	South Ferry Terminal - Finishes/System	7.5	0.0	7.5	
		SUBTOTAL SOUTH FERRY TERMINAL	257.0	0.0	257.0	0.0
EAST SIDE ACCESS						
	G4090101	Program Management	12.0	12.0		
	G4090102	Design	20.0	20.0		
	G4090103	Project Management	9.0	9.0		
	G4090104	Force Account Design Support	5.5	5.5		
	G4090109	Real Estate	20.3	20.3		
	G4090111	Owner Controlled Ins.Program	48.9	48.9		
	G4090113	Construction Management	3.3	3.3		
	G4090119	MH Tunnel Excavation	265.6	265.6		
	G4090120	Queens Open Cut Excavation	100.5	100.5		
	G4090125	Wood Interlocking	20.1	20.1		
	G4090127	GCT Concourse Excavation	52.9	52.9		
	G4090133	Amtrak - Harold Stage 1&2 Mat	20.8	20.8		
	G4090135	LIRR - Harold Stage 1&2 Mat	10.3	10.3		
	G4090137	Arch Street Connection	11.2	11.2		
	G4090141	Manh Approach Tunnel Excavat	11.2	11.2		
	G4090142	Harold Structures - Part 1	80.2	80.2		
	G4090143	245 Park Avenue	5.8	5.8		
	G40901XX	Harold CIL Replacement (F&Point only)	28.5	28.5		
	G40901YY	Building Demo & Relocation	26.7	26.7		
		SUBTOTAL EAST SIDE ACCESS	752.9	752.9	0.0	0.0
TOTAL CAPITAL CONSTRUCTION			1,695.6	1,381.9	312.7	1.0

Bridges and Tunnels
2004 Commitments By Element
(All \$ in Millions)

Category	Project ID	Project Description	2004 Plan	MTA Funding	Federal Funding	Local Funding
STRUCTURES						
	D401MP	MARINE PARKWAY BRIDGE	\$3.25	\$3.25	\$0.00	\$0.00
	D401TN	THROGS NECK BRIDGE	\$12.92	\$12.92	\$0.00	\$0.00
	D401VN	VERRAZANO NARROWS BRIDGE	\$2.74	\$2.74	\$0.00	\$0.00
		SUBTOTAL STRUCTURES	\$18.91	\$18.91	\$0.00	\$0.00
ROADWAYS & DECKS						
	D402BW	BRONX WHITESTONE BRIDGE	\$0.75	\$0.75	\$0.00	\$0.00
	D402TB	TRIBOROUGH BRIDGE	\$2.50	\$2.50	\$0.00	\$0.00
	D402VN	VERRAZANO NARROWS BRIDGE	\$5.85	\$5.85	\$0.00	\$0.00
		SUBTOTAL ROADWAYS & DECKS	\$9.10	\$9.10	\$0.00	\$0.00
TOLL PLAZAS						
	D403AW	AGENCY WIDE	\$23.44	\$23.44	\$0.00	\$0.00
		SUBTOTAL TOLL PLAZAS	\$23.44	\$23.44	\$0.00	\$0.00
UTILITIES						
	D404AW	AGENCY WIDE	\$11.49	\$11.49	\$0.00	\$0.00
	D404BB	BROOKLYN BATTERY TUNNEL	\$0.70	\$0.70	\$0.00	\$0.00
	D404QM	QUEENS MIDTOWN TUNNEL	\$35.47	\$35.47	\$0.00	\$0.00
		SUBTOTAL UTILITIES	\$47.66	\$47.66	\$0.00	\$0.00
BUILDING & SITES						
	D405AW	AGENCY WIDE	\$0.34	\$0.34	\$0.00	\$0.00
	D405BB	BROOKLYN BATTERY TUNNEL	\$7.78	\$7.78	\$0.00	\$0.00
	D405TB	TRIBOROUGH BRIDGE	\$3.37	\$3.37	\$0.00	\$0.00
	D405VN	VERRAZANO NARROWS BRIDGE	\$1.57	\$1.57	\$0.00	\$0.00
		SUBTOTAL BUILDING & SITES	\$13.05	\$13.05	\$0.00	\$0.00
MISCELLANEOUS						
		AGENCY WIDE	\$2.11	\$2.11	\$0.00	\$0.00
		SUBTOTAL MISCELLANEOUS	\$2.11	\$2.11	\$0.00	\$0.00
TOTAL TBTA			\$114.26	\$114.26	\$0.00	\$0.00

2004 NYCT Commitments

Summed by project

Project ID	Project Description	2004 Plan	Project Budget
S4070105	SIR:Repair Thruspans: Amboy Rd,Bay St Bridges	\$10.06	\$10.83
S4070106	Sir: Rehabilitate 3 Substation Enclosures	\$2.93	\$2.93
S4070108	Clifton Shop Repairs JOC	\$0.85	\$8.28
T304119K	Station Rehab: 149Th St-Grand Concourse/Jerome Av Line	\$0.48	\$1.67
T40101B2	Procure 2 Ac Dynamometers	\$0.94	\$1,135.80
T40101CS	Procure R160 Train Operator Simulator	\$3.00	\$3.00
T403024P	Purchase 245 Paratransit Vehicles - 2004	\$13.72	\$13.72
T40302A0	Purchase 65 Articulated Buses	\$32.50	\$161.13
T40302S2	New Buses: Purchase 120 Standard Cng Buses	\$41.78	\$42.27
T40402S2	Station Structural Remediation: Kings Highway: Brighton Line-Bklyn	\$0.46	\$1.04
T40404M2	Fare Media Phase 1	\$0.50	\$0.50
T40404M4	AFC Replacement	\$9.99	\$10.30
T40404M6	AFC System Wrap-Up	\$10.50	\$10.50
T40407P2	Two new Escalators: Parson/Archer - ARC	\$0.72	\$0.10
T40409S2	Station Signage	\$0.40	\$0.40
T40411	Station Rehab: 71St Street: West End Line-Brooklyn	\$0.83	\$0.00
T40411	Station Rehab: Fort Hamilton Parkway: West End Line	\$0.78	\$0.00
T40411	Station Rehab: 79Th Street: West End Line-Brooklyn	\$0.77	\$0.00
T40411	Station Rehab: 20Th Avenue: West End Line-Brooklyn	\$0.77	\$0.00
T40411	Station Rehab: 18Th Avenue: West End Line-Brooklyn	\$0.76	\$0.00
T40411	Station Rehab: 25Th Avenue: West End Line	\$0.73	\$0.00
T40411	Station Rehab: Bay 50Th Street: West End Line-Bklyn	\$0.73	\$0.00
T40411	Station Rehab: Bay Parkway: West End Line	\$0.68	\$0.00
T40411	Station Rehab: 9Th Avenue: West End Line	\$0.63	\$0.00
T4041111	Station Rehab: New Lots Avenue: Canarsie Line	\$12.32	\$12.98
T4041112	Station Rehab: Sutter Avenue: Canarsie Line	\$13.27	\$14.31
T4041113	Station Rehab: Livonia Avenue: Canarsie Line	\$15.31	\$16.62
T4041114	Station Rehab: E. 105Th Street - Canarsie Line	\$8.46	\$9.13
T404111M	Station Rehab: Sutphin Blvd Mezzanine: Archer Av Line	\$5.30	\$4.48
T404112R	Station Rehab : Beach 116Th Street/Rockaway Line	\$5.86	\$4.58
T404113J	Station Rehab: Avenue M: Brighton Line-Brooklyn	\$1.01	\$1.69
T404113K	Station Rehab: Neck Road: Brighton Line-Brooklyn	\$0.99	\$1.49
T404113L	Station Rehab : Alabama Avenue: Jamaica Line-BMT	\$7.62	\$8.46
T404113M	Station Rehab: Van Siclen Avenue: Jamaica Line-BMT	\$7.20	\$7.85
T404113N	Station Rehab: Cleveland Street: Jamaica Line-BMT	\$7.57	\$8.25
T404113O	Station Rehab: Norwood Avenue: Jamaica Line-BMT	\$7.15	\$7.80
T404113P	Station Rehab: Crescent Street: Jamaica Line-BMT	\$7.29	\$7.95
T404113Q	Station Rehab: Avenue H: Brighton Line-Brooklyn	\$0.59	\$2.47
T404113R	Station Rehab: Avenue J: Brighton Line-Brooklyn	\$0.77	\$1.53
T404113S	Station Rehab: Avenue U: Brighton Line-Brooklyn	\$0.86	\$1.40
T404113Z	Station Rehab: Jay Street: Fulton Street Line	\$0.53	\$2.45
T404114N	Station Rehab: Moshulu Parkway- Jerome Line	\$12.96	\$13.84
T40411A6	Station Normal Replacement: 231St Street: Broadway/7Th Av Line	\$3.37	\$3.59
T40411PB	Station Normal Replacement: Pelham Bay Pkwy/Pelham	\$3.28	\$3.25
T40411T3	Rehab Times Sq Complex Ph3 DES	\$4.00	\$4.00
T40411X3	Station Rehab: Lawrence Street: Broadway Line	\$0.16	\$0.83
T40412X3	Passenger Transfer: Jay & Lawrence St	\$0.63	\$3.21
T40413	ADA: Bay Parkway/West End Line	\$0.22	\$0.00

2004 NYCT Commitments

Summed by project

Project ID	Project Description	2004 Plan	Project Budget
T4041301	ADA: Kings Highway-Brighton Line	\$0.36	\$0.49
T404133Z	ADA: Jay Street: Fulton Street Line	\$0.15	\$0.79
T40413A5	ADA: 168Th Street: 8Th Avenue Line	\$11.90	\$13.57
T40413A6	ADA: 231St Street: Broadway/7Th Av Line	\$12.49	\$13.70
T40413AA	ADA: Junction Blvd-Flushing Line	\$19.47	\$21.40
T40413LX	ADA: 135Th St-Lenox Av Line	\$0.80	\$1.57
T40413X3	ADA: Jay & Lawrence St Transfers	\$0.12	\$0.65
T40502FE	Track Force Account (2004)	\$35.00	\$35.00
T40502T5	In-House Track (2004)	\$99.76	\$103.46
T40502T6	Mainline Track Replacement: 2005	\$0.90	\$0.90
T40503MC	I/H Track Reconstr: 40 Switches (2004)	\$41.14	\$39.11
T40503NC	Replace 48 Switches In House: 2005	\$1.13	\$1.13
T40602T1	Tunnel Lighting : IND Chrystie St Connection: Tracks Bj1&2	\$3.55	\$3.55
T40602T2	Tunnel Lighting : IND 53 St Ln: N/E Lexington-Queens Plaza	\$15.59	\$12.59
T40602T3	Tunnel Lighting : IND Smith St Ln: S/O Jay--Carroll Prtl	\$7.18	\$7.18
T406036B	Ventilation Facilities: 4 Locs: 6 Av On W52 & W53-Queens Blvd Ln	\$60.53	\$65.15
T40603F1	Ventilation Facilities Rehab: 2 Locations-Fulton St Line	\$43.89	\$47.87
T40603F3	Ventilation Facilities: 5 Locations, 6Th Av Line, Manhattan	\$5.42	\$6.98
T40604	Pumping Facilities 3 Locations, Prospect Pk Line	\$0.68	\$0.87
T40703E2	Elevated Structure : Eastern Pkwy To Cypress Hills: Jamaica	\$12.49	\$13.55
T40703NB	Station Structural Remediation: Newkirk Av Station Phase 2 - Brt	\$0.64	\$1.22
T40703NL	Line Structure Overcoating: Sutter Av Portal To End: New Lots Line	\$10.43	\$10.43
T40703WE	Line Structure Overcoating: 24 Av To Stillwell: West End Line	\$8.03	\$8.03
T40803F2	Signal Systems: Queensborough Plaza Interlocking-Fls	\$70.55	\$156.93
T40803FD	Signal Systems: Dyre Avenue Line Signals	\$3.02	\$1.63
T40803FE	White Plains RD Phase III: E. 180Th St Interlocking	\$4.82	\$4.70
T40806D2	ATM Network System: B Division	\$77.98	\$84.24
T40806R2	Replace 7000 Handheld Radios	\$8.09	\$8.33
T40806T2	Platform Edge CCTV: 24 Stations - Canarsie Line	\$14.00	\$14.00
T4080701	Backup Command Center	\$12.89	\$13.57
T4080702	Relocate NYPD Communications Systems	\$6.52	\$7.00
T40807AB	ATS: B Division (Rcc Ph II)	\$3.36	\$12.47
T40902SE	Substation Enclosures: 11 Locations - (IRT-BMT)	\$16.48	\$19.36
T4100601	38Th St Yard/Shop Improvements-Bklyn	\$0.52	\$0.89
T41102H5	Fire Protection: Yard Hydrant Systems	\$13.72	\$14.80
T41105T4	In-House Yard Track : 2004	\$0.82	\$0.97
T41105T5	Yard Track: 2005	\$0.20	\$0.20
T41106S4	In-House Yard Switch Replacement: 2004	\$14.47	\$14.94
T41106S5	Replace 32 Yard Switches: 2005	\$0.59	\$0.59
T41109CS	Yard Signals: Corona - Flushing Line	\$1.68	\$1.68
T41203KP	Bus Terminal: Kings Plaza	\$1.83	\$2.05
T41203P2	Parking Expansion; ENY Depot	\$0.59	\$1.01
T4120401	Radio & Data Communication: Paratransit Avlm	\$16.75	\$17.30
T41204BC	Manhattanville Clean Fuel Conversion-Ph2	\$47.23	\$48.77
T41204EM	Fluid Application And Monitoring System	\$1.09	\$1.09
T41204HU	AVLC Service Mgmt/Cust Info Sys:126Th St	\$6.75	\$9.61
T41302O2	Convert 40 Redbirds:Rider/Transition Car	\$4.08	\$4.38
T41302O4	Purchase 36 Dual-Mode CWR Handler/Flatcars	\$8.36	\$8.79

2004 NYCT Commitments

Summed by project

Project ID	Project Description	2004 Plan	Project Budget
T41302O5	Convert 9 Redbirds To Hose & Reach Cars	\$1.27	\$1.48
T41302O6	R52 Diesel Locomotive Rebuild Pilot	\$7.90	\$8.40
T41302P2	Work Train & Special Equipment: 2 Track Geometry/Rail Inspection Cars	\$14.04	\$14.04
T41302P3	Purchase 12 Crane Cars	\$11.06	\$11.81
T41302P4	Purchase 9 Diesel-Electric Locomotives	\$22.24	\$23.28
T413043A	Replace Rubber-Tired Vehicles	\$5.65	\$5.65
T41404P3	Police District Office #33: East New York	\$12.83	\$13.65
T41602CR	Capital Revolving Fund: Capital Revolving Fund: 2004	\$5.00	\$25.00
T41604I3	Ethernet Migration:Livingston Plz & E. NY	\$4.65	\$7.30
T41605ME	Misc Engineering Services: 2004	\$1.00	\$18.31
T41605T1	Test Pits Contract (2004)	\$1.52	\$4.36
T41606A6	Asbestos Abatement: Priority VI	\$0.76	\$7.60
T41606A8	Asbestos Air Monitoring I/Q (Oss) 2003	\$4.00	\$4.00
T41606F3	Fire Alarms: 126Th St Depot	\$1.59	\$1.72
T41607/17	Employee Facilities: Chambers St-Broadway/7Th Av Line	\$0.15	\$0.15
T416073Z	Employee Facilities: Jay Street: Fulton Street Line	\$0.08	\$0.43
T41607CB	Command Building 9Th Ave & 54Th St	\$5.00	\$5.00
T41607EN	Employee Facilities: Dekalb Av/4Th Av (Phase II)	\$2.19	\$2.43
T41607LQ	2 Broadway: Phase II Furniture	\$13.67	\$13.67
T41607LR	Two Broadway Phase 2 Technology	\$13.29	\$13.29
T41607PB	Employee Facilityt: Pelham Bay Pkwy/Pelham	\$7.91	\$7.91
		\$1,126.08	\$2,592.61

Long Island Rail Road: 2004 Commitments
Summed by project
(\$ in millions)

Agency	Category	Category Description	Element	Element Description	Project	Project Description	2004 Commitments	Total Project Value
L	302	PASSENGER STATIONS	03	PLATFORM IMP & OVERPASSES	2J	Diesel Fleet HLP	\$0.05	\$42.16
L	302	PASSENGER STATIONS	04	STATION BUILDINGS	4Q	Merrick Station Rehab	\$0.04	\$2.62
L	302	PASSENGER STATIONS	09	STATION & PARKING RESERVES	CD	Stations & Parking IV	\$0.31	\$2.52
L	304	LINE STRUCTURES	02	TUNNELS	4C	ERT Safety Improvements	\$0.05	\$79.99
L	306	SHOPS & YARDS	03	OTHER SHOPS & YARDS	1M	Diesel Fleet Yards	\$0.32	\$62.32
L	306	SHOPS & YARDS	03	OTHER SHOPS & YARDS	8J	Ronkonkoma Train Wash	\$0.08	\$12.61
L	306	SHOPS & YARDS	04	MISCELLANEOUS	5W	Valley Stream Employee Facility	\$0.95	\$5.38
A	401	ROLLING STOCK	01	REVENUE EQUIPMENT	1L	M-3 Overhauls (LIRR)	\$2.40	\$25.84
A	401	ROLLING STOCK	01	REVENUE EQUIPMENT	1X	Purchase of M7s (LIRR)	\$6.50	\$863.11
A	401	ROLLING STOCK	03	MISCELLANEOUS	1U	RS Program Admin (LIRR)	\$3.10	\$23.10
L	402	PASSENGER STATIONS	04	STATION BUILDINGS	24	Atlantic Terminal	\$10.70	\$81.71
L	402	PASSENGER STATIONS	04	STATION BUILDINGS	29	Jamaica Station	\$3.28	\$226.77
L	402	PASSENGER STATIONS	04	STATION BUILDINGS	33	Rosedale Station	\$0.33	\$3.20
L	402	PASSENGER STATIONS	04	STATION BUILDINGS	78	Jamaica Central Control Fit-Out	\$9.80	\$10.60
L	403	TRACK	01	ANNUAL TRACK REHAB PROGRAM	S4	2004 Track Program	\$30.91	\$31.29
L	403	TRACK	01	ANNUAL TRACK REHAB PROGRAM	S5	Main Line 3rd Track EIS	\$3.93	\$4.72
L	404	LINE STRUCTURES	01	BRIDGES	41	DB Bridge Rehabilitation	\$0.05	\$4.88
L	404	LINE STRUCTURES	02	TUNNELS	4Y	Tunnel Ventilation	\$4.96	\$90.62
L	405	COMMUNICATIONS & SIGNALS	02	SIGNAL IMPROVEMENTS	D5	Port Interlocking	\$0.03	\$9.18
L	405	COMMUNICATIONS & SIGNALS	02	SIGNAL IMPROVEMENTS	E5	DOT Grade Crossings	\$2.06	\$7.11
L	405	COMMUNICATIONS & SIGNALS	02	SIGNAL IMPROVEMENTS	L5	Signalization Babylon Speonk	\$1.00	\$30.93
L	406	SHOPS & YARDS	03	OTHER SHOPS & YARDS	1P	Design Electric Yard Expansion	\$0.33	\$0.94
L	406	SHOPS & YARDS	03	OTHER SHOPS & YARDS	39	Richmond Hill	\$11.95	\$15.90
L	406	SHOPS & YARDS	03	OTHER SHOPS & YARDS	6R	LIC Yard Phase II	\$9.00	\$9.00
L	406	SHOPS & YARDS	03	OTHER SHOPS & YARDS	7I	Automated Storage Upgrade	\$11.10	\$12.60
L	406	SHOPS & YARDS	03	OTHER SHOPS & YARDS	E6	EIS Design - Port Jefferson Yard	\$0.10	\$4.10
L	406	SHOPS & YARDS	03	OTHER SHOPS & YARDS	Y9	Mainline Branch Yard EIS/DSN	\$4.00	\$4.00
L	406	SHOPS & YARDS	04	MISCELLANEOUS	6V	Regulatory and Compliance	\$0.46	\$5.46
L	406	SHOPS & YARDS	04	MISCELLANEOUS	6W	Garden City Employee Facility	\$2.71	\$5.39
L	407	POWER	03	MISCELLANEOUS	2I	Valley Stream/Island Park Substations	\$2.90	\$22.98
L	407	POWER	03	MISCELLANEOUS	7Y	Babylon Substation	\$2.29	\$16.98
L	408	MISCELLANEOUS	04	MISCELLANEOUS	8Y	Program Administration	\$12.26	\$67.78
L	408	MISCELLANEOUS	04	MISCELLANEOUS	LI	Protective Liability	\$1.28	\$2.50
L	408	MISCELLANEOUS	04	MISCELLANEOUS	PD	Program Development Eng	\$4.51	\$4.85
L	408	MISCELLANEOUS	04	MISCELLANEOUS	PE	Program Development Eng	\$1.81	\$2.97
L	408	MISCELLANEOUS	04	MISCELLANEOUS	PF	Program Development Eng Signals	\$0.83	\$0.83
N	409	PLANNING AND CUSTOMER SERVICE	05	CUSTOMER SERVICE PROJECTS	DG	Long Beach Parking Facility	\$0.08	\$13.23
N	409	PLANNING AND CUSTOMER SERVICE	05	CUSTOMER SERVICE PROJECTS	DR	Murray Hill Station Rehab	\$1.86	\$3.50
N	409	PLANNING AND CUSTOMER SERVICE	05	CUSTOMER SERVICE PROJECTS	DT	New Hyde Park Fencing	\$0.16	\$0.89
N	409	PLANNING AND CUSTOMER SERVICE	05	CUSTOMER SERVICE PROJECTS	DY	Deer Park Parking	\$0.43	\$0.59
N	409	PLANNING AND CUSTOMER SERVICE	05	CUSTOMER SERVICE PROJECTS	FA	Lynbrook Station	\$0.58	\$0.80
N	409	PLANNING AND CUSTOMER SERVICE	05	CUSTOMER SERVICE PROJECTS	FB	Bellmore Wantagh Stairs	\$0.70	\$0.79
N	409	PLANNING AND CUSTOMER SERVICE	05	CUSTOMER SERVICE PROJECTS	FF	Forest Hills Pigeon Control	\$0.20	\$0.23
N	409	PLANNING AND CUSTOMER SERVICE	05	CUSTOMER SERVICE PROJECTS	FH	Copaigue Stairway	\$0.20	\$0.20
Total Agency							\$150.57	\$1,817.16

Bridges and Tunnels: 2004 Commitments
Summed by project

(\$ in millions)

Agency	Category	Category Description	Element	Element Description	Project	Project Description	2004 Commitments	Total Project Value
D	401	STRUCTURES	MP	MARINE PARKWAY BRIDGE	02	Structural Steel Repairs-Design	\$3.25	\$3.25
D	401	STRUCTURES	TN	THROGS NECK BRIDGE	87	Fender Improvements & Scour Backfill	\$12.92	\$9.52
D	401	STRUCTURES	VN	VERRAZANO NARROWS BRIDGE	36	Seismic Study & Retrofit of Suspended Spans-VN	\$2.74	\$2.74
D	402	ROADWAYS & DECKS	BW	BRONX WHITESTONE BRIDGE	82	Susp Span/Deck Replacement	\$0.75	\$231.60
D	402	ROADWAYS & DECKS	TB	TRIBOROUGH BRIDGE	64	Deck Replacement: Viaducts & Su	\$2.50	\$194.27
D	402	ROADWAYS & DECKS	VN	VERRAZANO NARROWS BRIDGE	28	Curb Plate/Scupper Installation -LL Susp.Span	\$5.85	\$6.15
D	403	TOLL PLAZAS	AW	AGENCY WIDE	36	Install CCTV Coverage at all Facilities	\$14.44	\$19.41
D	403	TOLL PLAZAS	AW	AGENCY WIDE	37	Operations Center @ RI & Other	\$0.20	\$14.84
D	403	TOLL PLAZAS	AW	AGENCY WIDE	39	Expansion of TRANSMIT System	\$4.10	\$4.80
D	403	TOLL PLAZAS	AW	AGENCY WIDE	41	Toll Registry Systems Replacement	\$3.70	\$8.25
D	403	TOLL PLAZAS	AW	AGENCY WIDE	80	VMS & Gantry Installation	\$1.00	\$8.36
D	404	UTILITIES	AW	AGENCY WIDE	32	Rotating Prism signs at Toll Plaza	\$5.98	\$8.20
D	404	UTILITIES	AW	AGENCY WIDE	34	Installation of Security Syste	\$5.51	\$9.11
D	404	UTILITIES	BB	BROOKLYN BATTERY TUNNEL	15	Repl Tunnel Traffic Control &	\$0.70	\$5.88
D	404	UTILITIES	QM	QUEENS MIDTOWN TUNNEL	80	Repl & Rehab Exhaust & Supply	\$35.47	\$50.80
D	405	BUILDING & SITES	AW	AGENCY WIDE	12	Hazardous Material Abatement	\$0.34	\$3.37
D	405	BUILDING & SITES	BB	BROOKLYN BATTERY TUNNEL	21	Service Building Rehab at BBT (Const)	\$5.70	\$6.05
D	405	BUILDING & SITES	BB	BROOKLYN BATTERY TUNNEL	46	Pipe Gallery Rehabilitation (Design)	\$0.30	\$0.32
D	405	BUILDING & SITES	BB	BROOKLYN BATTERY TUNNEL	47	New Sewer Connection at GI Vent Bldg(Design)	\$0.48	\$0.52
D	405	BUILDING & SITES	BB	BROOKLYN BATTERY TUNNEL	80	Str Rehab/Elev Rpl in all Vent	\$1.30	\$16.73
D	405	BUILDING & SITES	TB	TRIBOROUGH BRIDGE	67	Salt Storage Facility	\$3.37	\$4.19
D	405	BUILDING & SITES	VN	VERRAZANO NARROWS BRIDGE	38	Rehab of Building Roofs at VN	\$1.57	\$1.75
D	406	MISCELLANEOUS	AW	AGENCY WIDE	21	Capital Program Administration	\$1.36	\$4.81
D	406	MISCELLANEOUS	AW	AGENCY WIDE	22	Miscellaneous	\$0.02	\$2.01
D	406	MISCELLANEOUS	AW	AGENCY WIDE	28	Scope Development	\$0.72	\$4.77
Total Agency							\$114.26	\$621.69

Capital Construction Company: 2004 Commitments

Summed by project

(\$ in Millions)

Agency	Category	Category Description	Element	Element Description	Project	Project Description	2004 Commitments	Total Project Value
G	409	East Side Access	01	East Side Access	01	Program Management	\$12.00	\$90.57
G	409	East Side Access	01	East Side Access	02	Design	\$20.00	\$215.57
G	409	East Side Access	01	East Side Access	03	Project Management	\$9.00	\$39.44
G	409	East Side Access	01	East Side Access	04	Force Account Design Support	\$5.50	\$10.45
G	409	East Side Access	01	East Side Access	09	Real Estate	\$20.30	\$29.29
G	409	East Side Access	01	East Side Access	11	Owner Controlled Ins.Program	\$48.92	\$116.10
G	409	East Side Access	01	East Side Access	13	Construction Management	\$3.31	\$43.19
G	409	East Side Access	01	East Side Access	19	MH Tunnel Excavation	\$265.62	\$265.62
G	409	East Side Access	01	East Side Access	20	Queens Open Cut Excavation	\$100.54	\$100.54
G	409	East Side Access	01	East Side Access	25	Wood Interlocking	\$20.08	\$20.08
G	409	East Side Access	01	East Side Access	27	GCT Concourse Excavation	\$52.90	\$53.05
G	409	East Side Access	01	East Side Access	33	Amtrak - Harold Stage 1&2 Mat	\$20.84	\$9.91
G	409	East Side Access	01	East Side Access	35	LIRR - Harold Stage 1&2 Mat	\$10.34	\$29.46
G	409	East Side Access	01	East Side Access	37	Arch Street Connection	\$11.16	\$8.04
G	409	East Side Access	01	East Side Access	41	Manh Approach Tunnel Excavat	\$11.17	\$12.22
G	409	East Side Access	01	East Side Access	42	Harold Structures - Part 1	\$80.21	\$20.00
G	409	East Side Access	01	East Side Access	43	245 Park Avenue	\$5.83	\$5.83
G	409	East Side Access	01	East Side Access	XX	Harold CIL Replacement (F&Point only)	\$28.49	\$28.49
G	409	East Side Access	01	East Side Access	YY	Building Demo & Relocation	\$26.70	\$26.70
G	410	Full Length Second Avenue Subway	01	Full Length Second Avenue Subway	02	2nd Avenue Final Design	\$180.00	\$154.51
G	410	Full Length Second Avenue Subway	01	Full Length Second Avenue Subway	03	2nd Avenue Construction	\$450.00	\$625.00
G	412	Downtown Projects	01	Fulton Street Transit Center	01	Fulton Street Transit Center	\$55.70	\$750.00
G	412	Downtown Projects	02	South Ferry Terminal	01	South Ferry Terminal - Structural Box	\$247.00	\$247.50
G	412	Downtown Projects	02	South Ferry Terminal	02	South Ferry Terminal - Finishes/System	\$10.00	\$152.50
Total Agency							\$1,695.60	\$3,054.07

FORECAST OF PROJECT COMPLETIONS FOR NEW YORK CITY CAPITAL PROJECTS: 2005-2008

PROJECT ID CODE	PROJECT NAME	COMPLETION DATE	COMPLETION MONTH	COMPLETION YEAR	CENTRAK ALLOCATION
T31204EN	ENY Depot Rehab:Phs 3 - DES	01-Jan-05	January	2005	\$0.5
T31302RG	Purch Rail Grinder	01-Jan-05	January	2005	\$8.3
T4041115	Columbus Circle Cmplx Ph1 Fac	01-Jan-05	January	2005	\$14.8
T4080701	Back-up RCC Livingston Plaza	01-Jan-05	January	2005	\$13.6
T41605MT	Material Inspection/Testing	01-Jan-05	January	2005	\$10.7
T31604CP	Integrate Capital Sys:Phs 1	15-Jan-05	January	2005	\$14.6
T41102S1	New Yard, Phase 1 DES	15-Jan-05	January	2005	\$2.8
S4070108	Clifton Shop Repairs	17-Jan-05	January	2005	\$8.2
T404111E	Rehab E Tremont-W Farms WPR	18-Jan-05	January	2005	\$25.6
T404111F	Rehab Freeman St WPR	18-Jan-05	January	2005	\$11.9
S4070111	Misc Projects, Equip Purchases	31-Jan-05	January	2005	\$1.1
T30404U1	Station Power Upgrade:1992	31-Jan-05	January	2005	\$47.9
T30603MT	Fans:Montague Tube, 4 Fans	31-Jan-05	January	2005	\$34.9
T30803WE	Signals: West End (36St-Stlwl)	31-Jan-05	January	2005	\$160.6
T40407LX	New Esc Lexington Ave QBL	31-Jan-05	January	2005	\$11.0
T404115O	Rehab Lexington Ave QBL	31-Jan-05	January	2005	\$66.5
T404135O	ADA Lexington Ave QBL	31-Jan-05	January	2005	\$3.3
T40605CY	Power Distribution CNR Yd	31-Jan-05	January	2005	\$0.9
T412044D	Yukon Slab and Elevator	31-Jan-05	January	2005	\$4.1
T41606F9	Amsterdam Depot Fire Alarm	31-Jan-05	January	2005	\$1.6
T412044C	Parallelogram Lifts-5 Depots	15-Feb-05	February	2005	\$7.5
T41607LQ	Modular Furniture Systems	22-Feb-05	February	2005	\$13.7
S30203S1	Signals:St George-T'ville DES	28-Feb-05	February	2005	\$7.7
T404119I	Rehab 77th St LEX	28-Feb-05	February	2005	\$14.6
T404119J	Rehab 86th St LEX	28-Feb-05	February	2005	\$24.4
T404119V	Rehab 116th St LEX	28-Feb-05	February	2005	\$14.8
T40807C2	Command Center Migration	28-Feb-05	February	2005	\$36.8
T41404P4	Transit District 34-Stillwell	28-Feb-05	February	2005	\$16.9
T41607SB	Empl Fac Stillwell Terminal	28-Feb-05	February	2005	\$1.3
T40803C2	Sys-wide Signal Ctrl Mods Ph2	20-Mar-05	March	2005	\$26.7
T404111A	Rehab Mt Eden Ave JER	24-Mar-05	March	2005	\$12.3
T404111B	Rehab 176th St JER	24-Mar-05	March	2005	\$10.2
T404111C	Rehab 170th St JER	24-Mar-05	March	2005	\$10.7
T404111D	Rehab 167th St JER	24-Mar-05	March	2005	\$12.1
S3010102	SIR Station Rehab, 6 Locations	30-Mar-05	March	2005	\$8.3
T40101A4	Purchase 80 A Div Cars	31-Mar-05	March	2005	\$95.5
T403024P	275 Paratransit Vehicles 2004	31-Mar-05	March	2005	\$13.6
T40302S1	130 CNG Buses 2001	31-Mar-05	March	2005	\$42.5
T40407E1	Repl 8 Esc Bowling Green	31-Mar-05	March	2005	\$17.9
T41605E1	MTA Independent Engineer: 2002	31-Mar-05	March	2005	\$11.2
T41607PS	Print Shop, Dist Ctr Reloc	31-Mar-05	March	2005	\$13.4
T40413A2	ADA 179th St QBL	01-Apr-05	April	2005	\$13.5
T40703SB	Stillwell Terminal Recon	04-Apr-05	April	2005	\$294.7
T40806R2	RTO Radio Replacement	05-Apr-05	April	2005	\$7.4
T40413A3	ADA 125th St 8AV	07-Apr-05	April	2005	\$13.5
T40806T2	CCTV:24 Canarsie Stations	22-Apr-05	April	2005	\$14.4
T40806RB	Comm Rms: 98 Stns - IND/BMT	27-Apr-05	April	2005	\$50.1

FORECAST OF PROJECT COMPLETIONS FOR NEW YORK CITY CAPITAL PROJECTS: 2005-2008

PROJECT ID CODE	PROJECT NAME	COMPLETION DATE	COMPLETION MONTH	COMPLETION YEAR	CENTRAK ALLOCATION
T30807AT	Auto Trn Suprv, Phs 1 (Div A)	28-Apr-05	April	2005	\$186.5
T40413A4	ADA Euclid Ave FUL	28-Apr-05	April	2005	\$14.3
T4060402	Pumps 8AV 6 locs	29-Apr-05	April	2005	\$17.9
T40605CN	Replace +/- Cables CNR	30-Apr-05	April	2005	\$37.2
T41302ST	Purchase 4 Snow Throwers	01-May-05	May	2005	\$0.0
T40409PW	PA/CIS Wrap-Up	03-May-05	May	2005	\$3.6
T41606SW	Standpipes: 42 Stations	11-May-05	May	2005	\$13.6
T41606SX	Standpipes: 15 Stations DES	11-May-05	May	2005	\$0.2
T41606SY	Standpipes: 13 Stations DES	11-May-05	May	2005	\$0.5
T41605R1	Construction Support Reserve	27-May-05	May	2005	\$4.0
T40703M3	Control ROW Access 2003	30-May-05	May	2005	\$12.0
T30302H9	125 Hybrid-Electric Buses:1999	31-May-05	May	2005	\$51.8
T40902BB	Substn Bushwick-Boerum	31-May-05	May	2005	\$19.2
T41102SU	Security Upgrade All Yards	31-May-05	May	2005	\$4.5
T41606U2	UST Consultant Services	01-Jun-05	June	2005	\$6.0
T40803CI	SSI Pilot: Bergen St	18-Jun-05	June	2005	\$74.7
T404111G	Rehab Jackson Ave WPR	26-Jun-05	June	2005	\$15.0
T404111H	Rehab Prospect Ave WPR	26-Jun-05	June	2005	\$15.0
T404111J	Rehab Simpson St WPR	26-Jun-05	June	2005	\$16.6
T31604PM	Repl Prime Minicomputers	30-Jun-05	June	2005	\$2.1
T40409S1	Station Signage 2002	30-Jun-05	June	2005	\$3.9
T40602S2	Tun Ltg: 125th-168th St 8AV	30-Jun-05	June	2005	\$24.2
T40703BR	Overcoat 215 St-242 St BW7	30-Jun-05	June	2005	\$7.1
T40703S2	Strct Rehab: 125-168 St 8AV	30-Jun-05	June	2005	\$31.4
T40806A1	Antenna Cable Replacement	30-Jun-05	June	2005	\$9.0
T4100699	Rehab 99 St Ele/Lighting Shop	30-Jun-05	June	2005	\$2.5
T41403P1	Police Portable Radios	30-Jun-05	June	2005	\$14.2
T412044B	Castleton Exp Empl Fac & Store	13-Jul-05	July	2005	\$11.2
T40605C1	Circuit Breaker Houses: 3 Locs	23-Jul-05	July	2005	\$24.5
T40407US	Gap Fillers: Union Square	31-Jul-05	July	2005	\$16.1
T41606A5	Asbestos Abate Priority V	01-Aug-05	August	2005	\$6.3
T404119T	Railings 2000-2004 Rehabs	18-Aug-05	August	2005	\$3.4
T40806D1	Data Ntwk: SONET & IRT-ATM	31-Aug-05	August	2005	\$172.8
T40806P4	PA/CIS: 24 Stns Canarsie Line	31-Aug-05	August	2005	\$13.8
T31208W2	Waste Water Cntrl:5 Loc	30-Sep-05	September	2005	\$5.9
T404113C	Rehab Woodlawn JER	30-Sep-05	September	2005	\$16.7
T404113G	Rehab Fordham Rd JER	30-Sep-05	September	2005	\$15.2
T404133G	ADA Fordham Road JER	30-Sep-05	September	2005	\$6.4
T406021A	Tun Ltg 95th St-Pacific 4AV	30-Sep-05	September	2005	\$49.1
T41006HS	Rehab Sands St. Hydraulic Shop	30-Sep-05	September	2005	\$10.4
T416073C	Empl Fac Woodlawn Rd JER	30-Sep-05	September	2005	\$4.0
T404119R	Rehab Queens Plaza QBL	18-Oct-05	October	2005	\$35.6
T404139R	ADA Queens Plaza QBL	18-Oct-05	October	2005	\$4.9
T416079R	Empl Fac Queens Plaza QBL	18-Oct-05	October	2005	\$4.0
T40602S4	Tun Ltg Metro-Bedford XTN	30-Oct-05	October	2005	\$21.1
T40703S4	XTN Grmpt Av-Bedford-Nostrnd	30-Oct-05	October	2005	\$26.8
T41606U3	UST Connect: Mnville Depot	30-Oct-05	October	2005	\$2.7

FORECAST OF PROJECT COMPLETIONS FOR NEW YORK CITY CAPITAL PROJECTS: 2005-2008

PROJECT ID CODE	PROJECT NAME	COMPLETION DATE	COMPLETION MONTH	COMPLETION YEAR	CENTRAK ALLOCATION
T406036A	Fans 6AV 3 locs	31-Oct-05	October	2005	\$42.1
T41607EN	Empl Fac Dekalb Ave 4AV	31-Oct-05	October	2005	\$2.4
T404116J	Rehab 74th St-Broadway FLS	14-Nov-05	November	2005	\$20.6
T404116K	Rehab Roosevelt Ave QBL	14-Nov-05	November	2005	\$76.2
T404136K	ADA 74 St-Roosevelt Ave Cmplx	14-Nov-05	November	2005	\$14.3
T416076K	Empl Fac Roosevelt-74 St	14-Nov-05	November	2005	\$3.4
T40101W1	Purchase Subway Car Wheels	30-Nov-05	November	2005	\$5.3
T31602IO	Owner Controlled Insurance	01-Dec-05	December	2005	\$19.6
T30803CN	CBTC: Canarsie (8Av-RkPky)	15-Dec-05	December	2005	\$253.6
T30803CO	CBTC: Canarsie Phase 3B	15-Dec-05	December	2005	\$6.0
T41109CY	Canarsie Yard Signal Mod.	15-Dec-05	December	2005	\$48.6
T41606U1	UST Groundwater Remediation	30-Dec-05	December	2005	\$9.4
T30803CY	25Hz Signal Power Converters	31-Dec-05	December	2005	\$37.8
T31403RB	Police Radio Comm Sys Exp/Upgr	31-Dec-05	December	2005	\$129.9
T40302A0	315 Articulated Buses 2002	31-Dec-05	December	2005	\$156.0
T40302P1	Retrofit Particulate Filters	31-Dec-05	December	2005	\$21.0
T41203P1	Parking Expansion 4 Depots	31-Dec-05	December	2005	\$14.6
T41204P2	Paving: 3 Locs	31-Dec-05	December	2005	\$3.4
T41302O6	Modernize 12 Locomotives	31-Dec-05	December	2005	\$8.4
T413041A	Vehicle Replc 2000-2001	31-Dec-05	December	2005	\$10.6
T413042A	Vehicle Replc 2002-2003	31-Dec-05	December	2005	\$12.4
T40101A2	Purchase 320 A Div Cars	01-Jan-06	January	2006	\$490.7
T41607ED	Emp Fac Rockeflr Ctr 6AV DES	01-Jan-06	January	2006	\$0.0
T41606A7	Asbestos Abate IQ Cnslt 2002	07-Jan-06	January	2006	\$5.0
T40602T1	Tun Ltg Chrystie St Cut	27-Jan-06	January	2006	\$3.6
T40602T2	Tun Ltg 53rd St Tube QBL	27-Jan-06	January	2006	\$12.6
T40602T3	Tun Ltg Carroll-Jay St 6AV	27-Jan-06	January	2006	\$7.2
T40803Z2	Signal Key-By Circuit Mods	30-Jan-06	January	2006	\$32.2
T41006LT	Rehab Linden Track Shop	31-Jan-06	January	2006	\$8.0
T41605B3	Boring Services: M/Bx 2003	31-Jan-06	January	2006	\$1.2
T41605B4	Boring Services: Bx/Q/SI 2003	31-Jan-06	January	2006	\$1.0
T41606F6	Fire Sprinklers:Linden Shop	31-Jan-06	January	2006	\$1.9
T41203KP	Bus Terminal: Kings Plaza	01-Feb-06	February	2006	\$2.1
T40101CS	Cab Simulator for R160 cars	27-Feb-06	February	2006	\$2.0
T414042R	D.O. #23 Rockaway Park	01-Mar-06	March	2006	\$14.2
T41204HU	Bus Locator System	16-Mar-06	March	2006	\$9.6
T40302H1	200 Hybrid-Electric Buses 2000	31-Mar-06	March	2006	\$82.1
T40404M6	AFC Miscellaneous Tasks	31-Mar-06	March	2006	\$10.5
T40603EX	Elizabeth St/Bowery 6AV	31-Mar-06	March	2006	\$35.3
T40411W3	Water Condition Remedy 2004	09-Apr-06	April	2006	\$3.4
T40703L1	Strip-Repaint AST	10-Apr-06	April	2006	\$37.4
T40902X8	Substn Mod 239th St	23-May-06	May	2006	\$27.1
T41607PB	Emp Fac Pelham Bay Pkwy PEL	30-May-06	May	2006	\$7.9
T40413A5	ADA 168th St 8AV	23-Jun-06	June	2006	\$11.4
T404113B	Rehab 183rd St JER	24-Jun-06	June	2006	\$13.3
T404113H	Rehab Burnside Ave JER	24-Jun-06	June	2006	\$13.2
T404114L	Rehab Bedford Park Blvd JER	24-Jun-06	June	2006	\$12.0

FORECAST OF PROJECT COMPLETIONS FOR NEW YORK CITY CAPITAL PROJECTS: 2005-2008

PROJECT ID CODE	PROJECT NAME	COMPLETION DATE	COMPLETION MONTH	COMPLETION YEAR	CENTRAK ALLOCATION
T404114M	Rehab Kingsbridge Rd JER	24-Jun-06	June	2006	\$12.9
T41302P2	Purchase 2 Tk Gm/Rail Ins Cars	28-Jun-06	June	2006	\$14.0
T40411T2	Rehab Times Sq Complex Ph2	30-Jun-06	June	2006	\$117.4
T40413T2	ADA Times Square: Ph 2	30-Jun-06	June	2006	\$9.8
T40703NL	Ovrcoat Sutter Av-New Lots NLT	30-Jun-06	June	2006	\$10.4
T40703WE	Overcoat West End Line	30-Jun-06	June	2006	\$7.4
T41607LR	System Support Equip/Cabling	30-Jun-06	June	2006	\$13.3
T40903S1	Rehab Harlem Substn 8AV	07-Jul-06	July	2006	\$24.2
T40411A6	Rehab 231st St BW7	25-Jul-06	July	2006	\$5.1
T40413A6	ADA 231st St BW7	25-Jul-06	July	2006	\$13.7
T41004A1	Recon: Corona Maint Shop	30-Jul-06	July	2006	\$207.6
T41102H5	Yard Hydrant Systems	30-Aug-06	August	2006	\$14.8
T40806P2	PA/CIS: 156 Stations IRT	18-Sep-06	September	2006	\$156.0
T304119Q	Reh:14St BW7 DES	01-Oct-06	October	2006	\$1.8
T40902SE	Substation Enclosures	30-Oct-06	October	2006	\$19.4
T41605C1	Concrete Cylinder Testing	23-Nov-06	November	2006	\$0.7
T41606A1	Asbestos Dispos IQ Cnslt 2003	24-Nov-06	November	2006	\$0.4
T41203BC	Grand Avenue Depot/CMF	30-Nov-06	November	2006	\$261.7
T41604I3	ISD: Systems (2002)	30-Dec-06	December	2006	\$7.4
T40302E1	100 OTR Express Buses 2002	31-Dec-06	December	2006	\$47.1
T40404M4	Replace AFC Electronics	31-Dec-06	December	2006	\$10.3
T41302O2	Convert 40 Rider, De-Icer Cars	31-Dec-06	December	2006	\$4.4
T41302O5	Convert 9 Reach Cars	31-Dec-06	December	2006	\$1.5
T41602CR	Capital Revolving Fund	31-Dec-06	December	2006	\$25.0
T404114N	Rehab Mosholu Pky JER	31-Jan-07	January	2007	\$13.8
T40603EY	Fan: Stanton / Chrystie 6AV	31-Jan-07	January	2007	\$25.4
T40703E2	JAM EParkway-Cypress Hills	28-Feb-07	February	2007	\$13.7
T41204BC	Manhattanville CNG Mods	28-Feb-07	February	2007	\$48.8
T404113L	Rehab Alabama Ave JAM	15-Mar-07	March	2007	\$8.5
T404113M	Rehab Van Siclen Ave JAM	15-Mar-07	March	2007	\$7.9
T404113N	Rehab Cleveland St JAM	15-Mar-07	March	2007	\$8.3
T404113O	Rehab Norwood Ave JAM	15-Mar-07	March	2007	\$7.8
T404113P	Rehab Crescent St JAM	15-Mar-07	March	2007	\$7.9
T40903S3	Rehab Cliff St Substn 8AV	23-Apr-07	April	2007	\$34.4
T404112C	Rehab: Gun Hill Rd WPR	30-Apr-07	April	2007	\$27.1
T404112E	Rehab: 238th St WPR	30-Apr-07	April	2007	\$15.9
T404112F	Rehab: 233rd St WPR	30-Apr-07	April	2007	\$13.8
T404112G	Rehab: 225th St WPR	30-Apr-07	April	2007	\$13.2
T404112H	Rehab: 219th St WPR	30-Apr-07	April	2007	\$14.8
T404112I	Rehab: Burke Ave WPR	30-Apr-07	April	2007	\$13.1
T404112J	Rehab: Allerton Ave WPR	30-Apr-07	April	2007	\$14.5
T404112K	Rehab: Bronx Park East WPR	30-Apr-07	April	2007	\$14.5
T404112O	Rehab 241st St WPR	30-Apr-07	April	2007	\$20.2
T404119B	Rehab Pelham Pky WPR	30-Apr-07	April	2007	\$17.6
T404132F	ADA 233rd St WPR	30-Apr-07	April	2007	\$4.5
T404139B	ADA Pelham Pkwy WPR	30-Apr-07	April	2007	\$4.2
T40413AA	ADA Junction Blvd FLS	30-Apr-07	April	2007	\$18.6

FORECAST OF PROJECT COMPLETIONS FOR NEW YORK CITY CAPITAL PROJECTS: 2005-2008

PROJECT ID CODE	PROJECT NAME	COMPLETION DATE	COMPLETION MONTH	COMPLETION YEAR	CENTRAK ALLOCATION
T40703LW	Strip-Repnt Bx Pk E-241 WPR	30-Apr-07	April	2007	\$14.6
T40703WR	WPR Bronx Pk East-241 St	30-Apr-07	April	2007	\$77.8
T408039C	Concourse Fixed Block Signals	30-Apr-07	April	2007	\$224.1
T40407E2	Repl 12 Esc Herald Square	22-May-07	May	2007	\$38.8
S4070105	Repair 3 Thruspans	30-May-07	May	2007	\$10.8
T304027M	Rpr: Avenue M-Brighton	31-May-07	May	2007	\$0.3
T304027O	Rpr: Neck Rd-Brighton	31-May-07	May	2007	\$0.5
T41606A8	Asbestos Mon IQ Cnslt 2003	14-Jul-07	July	2007	\$4.0
T41302P3	Purchase 12 Crane Cars	31-Jul-07	July	2007	\$11.8
T404113A	Rehab Myrtle Ave CNR	03-Sep-07	September	2007	\$37.2
T404113I	Rehab Wyckoff Ave MRT	03-Sep-07	September	2007	\$9.8
T404133A	ADA Myrtle-Wyckoff Complex	03-Sep-07	September	2007	\$17.8
T416073A	Empl Fac Myrtle Ave CNR	03-Sep-07	September	2007	\$8.1
T40302S2	120 CNG Buses 2004	30-Sep-07	September	2007	\$42.3
T41605T1	Test Pits Contracts	15-Jan-08	January	2008	\$4.8
T40101B2	Purchase 660 B Div Cars	31-Mar-08	March	2008	\$1,140.2
T406036B	Fans 6AV 4 locs	30-Apr-08	April	2008	\$65.2
T40603F1	Fans FUL 2 locs	30-Apr-08	April	2008	\$47.9
T40411PB	Rehab Pelham Bay Pkwy PEL	30-May-08	May	2008	\$3.3
T40806T1	Systemwide App Migration Ph 1	30-Jun-08	June	2008	\$35.5
T41302P4	Purchase 9 Locomotives	30-Jun-08	June	2008	\$23.3
T40803F2	Flushing Interlocking Ph 2	13-Jul-08	July	2008	\$158.9
T41605CA	Concrete Batch Plnt Inspection	31-Oct-08	October	2008	\$1.5
T41302O4	Purchase 36 CWR Handlers	01-Dec-08	December	2008	\$8.8
T413043A	Vehicle Replc 2004	31-Dec-08	December	2008	\$5.6
			Total Agency		\$7,374.7

Long Island Rail Road Completions: 2004-2008						
(\$ in millions)						
As of October 28, 2004						
			<u>Project</u>	<u>Project Description</u>	<u>Completion</u>	
<u>Agency</u>	<u>Category</u>	<u>Element</u>	<u>No.</u>		<u>Date</u>	<u>Completion Amount (est)</u>
L	408	04	PD	Program Development - CPM	Jun-06	\$6.60
L	406	03	6R	LIC Yard - Phase II	Sep-06	\$9.00
L	08A	03	W2	Mineola Grade Crossings	Oct-06	\$41.90
A	401	01	1X	Purchase 452 M-7 cars	Dec-06	\$863.10
L	402	04	24	Atlantic Terminal	Dec-06	\$81.70
L	402	04	29	Jamaica Station	Dec-06	\$227.00
L	402	05	J2	Mineola Intermodal	Jan-07	\$25.00
L	406	03	L1	Land Acquisition - Port Jeff Branch Yard	Feb-07	\$4.00
L	302	05	9E	Valley Stream Parking	Apr-07	\$2.28
L	406	03	7I	ASRS/WCS	Nov-07	\$12.60
L	406	03	Y9	Mainline Branch Yard EIS	Dec-07	\$4.00
					Total Agency	\$1,821.52

Metro-North Railroad: 2004-2008

(\$ in millions)

As of October 28, 2004

Project Identification	Project Description	Completion Date	Completion Amount (est)
M302-09-25	Middletown Parking/Station	Jan-04	0.38
M302-15-10	Patterson Parking	Jan-04	1.20
M402-02-01	Customer Information - Outlying Stations	Feb-04	1.14
M404-01-14	Battery Charger Replacement	Feb-04	1.13
A401-02-07	Diesel Locomotives - WoH (MNR)	Mar-04	3.52
M302-15-01	Spring Valley Station & Parking	Mar-04	5.39
M403-02-01	Bridge Preservation	Apr-04	1.14
M404-01-05	Replace High Cycle Rate Relays	Apr-04	0.54
M302-15-06	Pelham Station and Parking Improvements	May-04	4.59
M403-01-05	Drainage/Undercutting Improvements	Jun-04	1.80
A401-02-06	Comet V Coaches - WoH (MNR)	Sep-04	74.08
M302-15-13	Beacon Riverfront to Dia Connection Project	Sep-04	1.00
M402-03-07	Woodbury Station and Parking Facility	Sep-04	0.42
M302-08-01	Replace Ticket Office Machines	Oct-04	5.36
M302-08-02	Automated Ticket Selling	Oct-04	12.24
M303-08-01	Mid-Harlem Third Track	Oct-04	53.17
M402-03-15	Cortlandt Short Term Parking Expansion	Oct-04	0.55
M403-01-09	Cyclical Track Program - 2003	Oct-04	11.41
A401-01-08	M3A Car Remanufacture Spec Development	Nov-04	0.50
M305-05-01	GCT Third Rail Replacement	Nov-04	6.87
M305-06-13	GCT Emergency Generator	Nov-04	1.89
M403-03-04	West of Hudson Improvements	Nov-04	2.50
M302-05-17	GCT Leaks Remediation	Dec-04	1.95
M302-09-18	Parking Rehabilitation	Dec-04	0.82
M302-11-23	Hudson Line Platform and Station Improvements	Dec-04	5.61
M303-10-04	GCT Trainshed Rehabilitation Phase II	Dec-04	2.61
M304-05-12	Code Rack/Local Control Panel Replacement	Dec-04	2.10
M307-01-06	Penn Station Access	Dec-04	3.67
M402-01-03	GCT Ventilation Rehabilitation	Dec-04	7.86
M402-01-05	GCT Life Safety Lighting /Emergency Power - Study	Dec-04	0.08
M402-02-12	Southeast (Brewster North) Station Parking Improvements	Dec-04	1.00
M402-02-21	Station Application - Express TVM's	Dec-04	2.73
M402-02-22	NHL Station Improvements	Dec-04	0.70
M402-03-06	West of Hudson Parking Expansion	Dec-04	13.86
M402-03-10	Port Chester Parking Expansion	Dec-04	5.96
M403-02-09	Rock Slope Remediation	Dec-04	7.69
M404-01-06	Rehab Electric Switch Machines	Dec-04	1.00
M404-01-07	Optimize Signal Relay Circuits	Dec-04	2.59
M404-01-12	Upper Harlem Capacity Improvements	Dec-04	8.27
M405-01-07	Install 2nd Feeder - Substation A29-A33	Dec-04	1.53
M404-01-02	Mobile/Portable Radios Replacement	Jan-05	1.20
M404-01-15	Code Rack/Local Control Panel Replacement	Jan-05	2.18
M402-02-09	Hudson Line Station Impr. (Morris Hts - Greystone)	Feb-05	87.56
M403-01-10	Cyclical Track Program - 2004	Mar-05	9.51
M402-02-10	Mid-Harlem Stations Rehab (Tuckahoe - NWP)	May-05	22.64
M404-01-18	Brook Street Grade Crossing Elimination	May-05	5.08
M402-01-02	GCT Exterior Rehab/Repainting	Jun-05	20.33
M402-02-19	Directional/Informational Station Signage	Jun-05	1.61
M402-03-02	Parking GEC	Jun-05	4.80
M403-02-02	ROW Fencing Installation	Jun-05	2.99

Metro-North Railroad: 2004-2008

(\$ in millions)

As of October 28, 2004

Project Identification	Project Description	Completion Date	Completion Amount (est)
M404-01-10	Install Kit Room Backup	Jun-05	4.92
M408-01-01	Systemwide Asbestos/Lead Abatement	Jun-05	6.10
M406-01-07	Beekman Street MN/MTA Police Facility	Jul-05	0.46
M301-22-11	West of Hudson Loco/Cab Car Retrofit	Aug-05	1.10
M402-01-09	GCT Hazmat Storage Room Renovation	Aug-05	0.34
M404-01-03	Purchase Rolling Stock Radios/PA Equip.	Aug-05	1.40
M403-02-04	Rail-Top Culverts Rehabilitation	Sep-05	3.36
M403-02-06	Rehab/Replace Undergrade Bridges	Sep-05	13.44
M406-01-05	Depot Place M of W Yard	Sep-05	4.58
M402-02-02	Automated Ticket Selling - Express TVMs	Oct-05	4.92
M403-02-07	Remove Obsolete Facilities	Oct-05	4.90
M403-02-12	Port Jervis Line Structures Rehabilitation	Oct-05	3.14
M405-01-01	Replace Supply Substation - Bridge 23 Mt.Vernon	Oct-05	1.18
M402-03-13	North White Plains Parking - EIS	Nov-05	1.51
M403-02-03	Purchase MofW Equipment	Nov-05	7.51
M403-02-08	Replace Bridge Timbers	Nov-05	2.80
M404-01-17	Corporate Data Network	Nov-05	2.60
M405-01-02	GCT Third Rail Rehabilitation	Nov-05	3.23
M406-01-06	Port Jervis Yard Inspection Track - MN Share	Nov-05	1.41
M304-04-04	Network Infrastructure - MN Share	Dec-05	3.39
M402-01-06	GCT Trainshed Rehabilitation Phase II	Dec-05	11.84
M402-01-08	GCT Vestibule Rehabilitation	Dec-05	1.02
M402-02-16	Yankee Stadium Station - Preliminary Engineering	Dec-05	0.72
M402-02-20	Miscellaneous Station Improvements	Dec-05	1.08
M402-03-03	Parking Rehabilitation	Dec-05	0.30
M402-03-09	Mamaroneck Station Parking Rehabilitation	Dec-05	2.85
M403-01-02	GCT Switch/Track Rehabilitation	Dec-05	7.73
M403-01-04	Turnouts - Yards/Sidings Rehabilitation	Dec-05	3.66
M404-01-09	Upgrade Network Infrastructure (NYS Only)	Dec-05	33.36
M405-01-09	Substation Retrofit - New Haven Line (NYS) - MN Share	Dec-05	2.83
M406-01-01	Harmon Shop/Yard Rehabilitation	Dec-05	101.54
M402-02-13	Larchmont Station Improvements	Jan-06	12.41
M403-01-11	Port Jervis Line Track Rehabilitation	Feb-06	13.74
M403-01-03	Turnouts - Mainline/High Speed Rehabilitation	Mar-06	48.29
M402-03-04	Parking Expansion	Jun-06	4.92
M402-03-14	Brewster Parking Expansion	Jun-06	2.64
M402-03-11	Beacon Parking & Access Improvements	Jul-06	10.49
M402-02-07	Lower Harlem Station Rehab	Aug-06	13.24
M402-03-08	Pearl River Parking Expansion (Site II)	Aug-06	3.11
M402-03-12	Salisbury Mills-Cornwall Parking Access	Aug-06	4.64
M402-02-11	Upper Harlem Station Rehabilitation - Phase II	Sep-06	9.89
M402-02-14	West of Hudson Station Rehabilitation	Sep-06	5.59
M402-03-16	Irvington Station Parking Improvements	Sep-06	3.75
A401-01-07	West of Hudson Comet Overhauls	Nov-06	11.01
M402-02-08	Hudson Line Overpass Improvements	Nov-06	42.89
M403-02-05	Rehab/Replace Overhead Bridges	Nov-06	2.26
M303-09-26	Rehab/Replace Overhead Bridges	Dec-06	0.67
M402-01-07	GCT Elevator Rehabilitation	Dec-06	5.45
M402-02-17	Upper Hudson Stations Improvements	Dec-06	7.96
M405-01-04	Replace Park Avenue Tunnel Alarm	Dec-06	0.28

Metro-North Railroad: 2004-2008

(\$ in millions)

As of October 28, 2004

Project Identification	Project Description	Completion Date	Completion Amount (est)
M405-01-05	Replace Park Avenue Viaduct Alarm	Dec-06	0.14
M408-01-11	Traction Power Study	Dec-06	5.68
M402-01-01	GCT Leaks Remediation	Feb-07	5.68
M405-01-06	Replace Switchgear - 59th Street and 72nd Street	Jun-07	10.56
A401-01-01	Purchase M-7 Cars - 300 Cars	Dec-07	616.79
M404-01-19	Operations Control Center	Feb-08	2.90
A401-01-02	M-2 Car Remanufacture	Dec-08	27.20
		Total Agency	<u>1,530.17</u>

Bridges and Tunnels Completions: 2004-2008

(\$ in millions)

As of October 28, 2004

						<u>Completion Amount (est)*</u>
<u>Agency</u>	<u>Category</u>	<u>Element</u>	<u>Project</u>	<u>Project Description</u>	<u>Completion Date</u>	
D	401	BW	82	Truss Removal & Fairing Installation (BW-82A)	Jan-04	\$37.66
D	405	BB	43	Rehab Battery Parking Garage	May-04	\$41.97
D	404	QM	10	Repl. Drainage Pump at QMT	Jun-04	\$8.13
D	402	TB	64	Deck Replacement: Viaducts & Suspended Ropes	Jul-04	\$202.28
D	304	TN	37	Rehab Substation and Feeders	Jul-04	\$27.05
D	401	HH	86	Structural Steel Repairs	Aug-04	\$10.00
D	402	VN	84	Feas. Study to Widen Belt Pkwy	Oct-04	\$0.99
D	403	AW	35	Installation of Weather Recording System	Oct-04	\$1.68
D	405	AW	42	Consolidated Revenue Facility	Nov-04	\$12.90
D	402	TN	81	Structural Steel Rehab & Drainage System Impr.	Nov-04	\$17.34
D	402	CB	10	Rehab Drainage System	Dec-04	\$3.64
D	402	VN	85	Conc Repairs & Sealing-Brooklyn Anchorage	Dec-04	\$7.35
D	405	TB	67	Salt Storage Facility	Jan-05	\$5.17
D	401	TN	85	Suspended Span Cable Rewrap (Design)	Feb-05	\$2.09
D	402	TB	09	Deck Repl HRLS & Appr. Spans &	Feb-05	\$51.23
D	402	TN	82	Rehab of Orthotropic Deck	Mar-05	\$10.11
D	404	CB	12	Structural & Elect. Rehab	Mar-05	\$6.65
D	404	VN	82	Rehab Elec Sys on Susp Spans	Mar-05	\$24.10
D	401	QM	82	Rehab 36th St/2nd Ave Overpass (Design)	Apr-05	\$1.89
D	402	HH	80	Replacement of Lower Level Deck (Design)	Jul-05	\$4.62
D	403	VN	03	Toll Plaza Rehab Study	Aug-05	\$1.53
D	404	BB	82	Upgrade of Electrical System (Design)	Aug-05	\$4.26
D	404	AW	34	Installation of Security System	Sep-05	\$10.89
D	405	BB	46	Pipe Gallery Rehabilitation (Design)	Sep-05	\$0.36
D	405	BB	47	New Sewer Connection at GI Vent Bldg(Design)	Sep-05	\$0.52
D	404	MP	05	Replacement of Elevators at No. Towers	Dec-05	\$4.74
D	401	TN	87	Fender Improvements & Scour Backfill	Dec-05	\$7.05
D	401	BW	84	Repl of Main Cable & Anchorage	Dec-05	\$4.48
D	401	CB	08	Desk & Drainage Rehab. (Design)	Dec-05	\$3.30
D	403	AW	41	Toll Registry Arch Const-VES	Jan-06	\$7.50
D	401	MP	02	Structural Steel Repairs (Design)	Jan-06	\$2.11
D	405	VN	38	Rehab of Building Roofs	Apr-06	\$2.05
D	403	AW	37	Operations Center @ RI & Other	Apr-06	\$15.99
D	404	AW	32	Rotating Prism signs at Toll Plaza	Aug-06	\$8.28
D	405	BB	80	Str Rehab/Elev Rpl in all Vent	Sep-06	\$17.85
D	402	BW	82	Susp Span/Deck Replacement	Nov-06	\$187.21
D	402	BB	28	Rehab Tunnel Walls Rdway & Dra	Nov-06	\$8.11
D	402	BW	89	Reconstr. all Approaches/Lower Garage Rehab	Dec-06	\$8.79
D	401	VN	36	Seismic Study & Retrofit of Suspended Spans-VN	Dec-06	\$3.01
D	405	MP	08	New Service Building	Dec-06	\$8.89
D	405	AW	12	Hazardous Material Abatement	Dec-06	\$3.30
D	406	AW	22	Miscellaneous	Dec-06	\$1.95
D	402	TB	65	Deck Repl:Manhattan Plz & Ramps (Design)	Jan-07	\$23.29
D	405	BB	21	Service Building Rehab at BBT (Const)	Jun-07	\$5.30
D	403	AW	36	Install CCTV Coverage at all Facilities	Jul-07	\$19.63
D	402	VN	28	Curb Plate/Scupper Installation -LL Susp.Span	Dec-07	\$6.63
D	402	VN	80	Rehab. Susp. Decks-Upper Lvl. (Design)	Dec-07	\$4.18
D	404	QM	80	Repl & Rehab Exhaust & Supply	Mar-08	\$36.65
D	403	AW	39	Expansion of Transit System	Dec-08	\$5.13
Agency Total:						<u>\$889.82</u>

* Estimate may change based on the 2005 Capital Budget Update submission due on 10/30/04

Capital Construction Company: Completions 2005-2009
(\$ in Millions)
As of October 28, 2004

PROJECT ID CODE	PROJECT NAME	COMPLETION DATE	CENTRAK ALLOCATION
G4090137	Arch Street Yard Connection	Sep-05	\$11.60
G4100104	MTA Independent Engineer - SAS	Mar-05	\$0.96
G4090125	Wood Interlocking	Nov-05	\$18.02
G4120104	FSTC - 2/3 Rehab & 4/5 Stair	Sep-06	\$38.00
G4090120	Queens Open Cut Excavation	Nov-06	\$103.37
G4090143	245 Park Avenue	Dec-06	\$5.75
G4120201	South Ferry Terminal Structure	Dec-06	\$247.50
G4090127	GCT Concourse Excavation	Mar-07	\$76.07
G4120102	FSTC-Dey St Conc Struct Box	Mar-07	\$152.50
G4100106	SAS Tunnels 92 St-62 St	Jun-07	\$399.00
G4090107	GCT East Yd Track & Systems	Sep-07	\$58.70
G4120202	South Ferry Terminal Finishes	Dec-07	\$152.50
G4090142	Harold Strucutres - Part 1	Jan-08	\$38.07
G4120101	Fulton Street Transit Center	Aug-08	\$530.36
G4090119	MH Tunnel Excavation	Jan-09	\$407.69

Total Agency \$2,240.10

PROJECTED COMPLETIONS 2004-2008
NET OPERATING BUDGET COSTS EXCEEDING \$1 MILLION

LIRR CAPITAL PROJECTS

Project: Purchase of Electric Fleet

As part of the LIRR's program of increasing the overall size of its rolling stock fleet and upgrading the M-3 component of the fleet (PN1L) the LIRR will implement a Life Cycle Maintenance (LCM) program. This is anticipated to have start-up costs for material items ranging from \$3.0 million to \$5.0 million during the transition period. The rail road is now in the process of determining these costs. In addition, as the overall size of the fleet increases there will be increases in the annual maintenance and operating costs. These costs will be determined as part of LCM Transition Team.

Project: Purchase of M-7s -- See above

Project: M-3 Overhauls -- See above

Project: Jamaica Station and Air Train Complex

Beginning in December 2003 the Air Train Complex will open in phases until achieving full beneficial use in 2006. Certain elements of the Air Train Complex facility are being managed by the NY/NJ Port Authority and the LIRR will be making payments to the PA for cleaning and maintenance costs. In addition, the complex includes the Jamaica Central Control Facility which the LIRR will be responsible to maintain and operate. The full annual costs are projected to be \$1.3 million.

Project: Arch Street Shop and Yard

The shop facility will achieve beneficial use at the end of 2004. The Long Island Rail Road is pursuing an agreement to lease the facility to Bombardier. Bombardier would use the facility to do warranty and modification work on the new M7 cars. During the term of the lease, Bombardier would cover maintenance and operating costs. After the expiration of the lease, the LIRR would incur the projected annual maintenance cost of approximately \$.8 million. There are no operational costs projected until after 2007.

MNR CAPITAL PROJECTS

Project: Purchase of Electric Fleet (180 M-7 cars)

Annual impact starting in 2005 is \$1.0m. 2006 (only) impact increases to \$3.4m because of a one-time disposition cost for ACMUs and M1s.

B&T CAPITAL PROJECTS

B&T does not anticipate any of these completed projects will result in operating impacts of a \$1 million or more.

NYCT CAPITAL PROJECTS

Project: Automatic Train Supervision – A Division

Project completion in 2004. Annual operating impact starts in 2005.

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

Project completion in 2006. Annual operating impact starts in 2007.

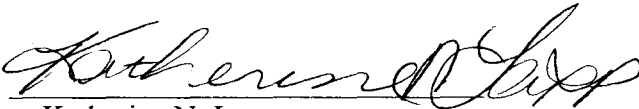
[This page intentionally left blank]

VII. Appendix

**Certification of the Executive Director
of the
Metropolitan Transportation Authority
in accordance with Section 202.3(l)
of the
State Comptroller's Regulations**

I, Katherine N. Lapp, 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, subject to the items identified in the attached letter to the State Comptroller, dated November 24, 2004, 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: 
Katherine N. Lapp
Executive Director

Dated: November 24, 2004

[This page intentionally left blank]