

IV. Gap Closing and other Policy Actions

IV. Gap Closing Programs and Other Policy Actions

Proposed Policy Actions

The Agency sections of the November Plan include baseline financial submissions as well as information on below-the-line PEGs. This section details Gap Closing and Other below-the-line Policy actions that are being proposed by the Executive Director.

Agency Service Enhancements

The July Plan included significant debt service savings, of which approximately \$10 million was identified as recurring. That Plan proposed earmarking these savings for service improvements including: intensive cleaning initiatives affecting track, infrastructure and stations at NYCT Subways; additional service to match increased Staten Island Ferry service for NYCT Bus and SIR; and, for the commuter railroads, increased peak service, increased early afternoon service from Penn Station for LIRR and expanded late-night service from Grand Central Terminal for MNR.

As a result of MTA's improved finances, the MTA Executive Director is recommending an additional \$50 million be made available in 2006 to fund additional service enhancements. Of this, \$17 million will be used to defer for one year (until January 2007) implementation of the change in NYCT's off-peak bus guidelines. The July Plan and the NYCT baseline plan for November assumes this program will be implemented in 2006. The remaining funds will be allocated among MTA agencies for various enhancements to benefit customers, including increased cleaning initiatives, additional service and a greater police presence.

Cleaning Initiatives - NYCT is proposing improvements to station cleaning through better refuse collection and an increase in general cleaning. Improvements to track cleaning and maintenance will also deter fires and improve reliability. This would be accomplished by better refuse collection, improving water intrusion remediation in tunnels, and scraping of steel dust from track roadbeds.

The LIRR is proposing to improve the appearance of its fleet by adding Car Appearance Maintainer positions in order to increase the level of lay-up cleanings and to reduce the time between extraordinary (heavy) cleanings from 90 to 60 days on its electric fleet. In addition, it would fund the creation of a Quality of Life Maintenance Team to address graffiti removal, expand heavy-duty power washing of stations, underpasses and other infrastructure, and perform right of way clean up, particularly in station areas.

At Metro-North, car cleaners are also being added. These initiatives will reduce the time between extraordinary cleanings from 90 to 60 days on its entire fleet. Lay-up cleaning efforts will also be improved.

Service Initiatives - The LIRR has proposed several service enhancements for implementation starting in 2006 as follows:

- Provide additional Main Line/Huntington service to address overcrowding on Ronkonkoma and Huntington trains. To accomplish this, weekend service to Huntington would be provided on the half-hour; Ronkonkoma trains will no longer stop at Carle Place, Mineola and New Hyde Park; and, scheduled connecting service to Port Jefferson branch trains will be removed from Ronkonkoma trains. The changes are expected to result in an increase in ridership.
- Restore Hempstead train number 719, which was cut from the 2005 operating budget. This action will increase LIRR's AM car requirement by four cars.
- Add late evening service on the Montauk Branch in order to provide hourly service to Patchogue in response to customer complaints of service gaps and to address a service gap between Patchogue and Speonk. Specifically, LIRR will add an additional eastbound train originating at Penn Station and making selected stops from Babylon to Patchogue, an additional eastbound train originating at Penn Station and making selected stops from Babylon to Speonk, and an additional westbound train to Penn Station making selected stops from Patchogue to Babylon. This is expected to generate increased ridership.
- Add additional weekend service on the Port Washington Branch to provide half-hour service. This increase in service will address growth in weekend ridership and from the MTA's City Ticket initiative.

MNR plans to expand service to growing markets on all three East-of-Hudson Lines. These enhancements will add service both weekdays and weekends, with the focus on three growing markets: early morning commuters, weekend discretionary customers, and weekday commutation/discretionary customers (customers traveling at the fringes of the PM peak period). In total, these enhancements are expected to add 50 to 60 weekly trains which will generate increased ridership.

The components of the MNR enhancement include:

- Expanded service on all three lines during the fringes of the PM peak periods (3:00PM to 5:00PM and 7:00PM to 9:00PM);
- Expanded Harlem Line and New Haven Line service on weekends;
- Improved service on all three lines during the early AM peak period (5:30AM to 7:00AM).

MTAHQ proposals for MTA Police include, through 2007, the hiring of 41 additional police officers, as follows:

- Expand the K-9 Unit by 25 officer/dog teams, with 10 added in 2005, 10 added in 2006 and 5 added in 2007.
- Add 16 officers to enhance MTAPD's visibility at terminals, stations, within rail yards and shops, and provide security inspections at key infrastructure throughout the system.

The Executive Director proposes that \$35 million be set aside annually to fund these Service Enhancement initiatives in 2007-2009. The implementation of these programs will result in headcount increases, the specific of which are still being developed. The delay of NYCT's Off-Peak Bus Seated Load Guideline PEG until 2007 will delay headcount savings of approximately 400 positions for a year. The other MTA-wide service and cleaning initiatives are likely to increase staffing by over 200 positions per year.

Security

The Executive Director is proposing that an additional \$100 million be set-aside from the 2005 operating surplus to cover capital security needs. One advantage of using the surplus for this purpose is that it will reduce the need for future debt service costs that would otherwise be incurred if the projects were funded through the capital budget. While an exact list of programs has not yet been established, a portion of this could cover some immediate security needs not in the MTA Capital Program. Monies could be used to fund Closed Circuit Security Cameras in 60 subway stations and to initiate a pilot program to install these cameras on some buses. In addition, NYCT will be installing Emergency Exit Buttons that will allow riders to exit more easily in the event of an emergency. NYCT will also be installing Subway Car Seat Locks in its 60 foot B-Division cars which have seats that can be opened (causing a potential security risk).

Also, in 2002, the MTA had a threat and vulnerability assessment completed; during which critical infrastructure and facilities were identified for security enhancement projects: \$591 million was set aside in the Capital Budget to move certain projects forward. At that time, the scopes of work were very conceptual and required the initiation of design work to further define these projects. As the design process has progressed, total project costs have been revised to reflect the best available current cost information. To address projected increases in cost from the original project estimates, the MTA will be utilizing security experts to re-evaluate capital security priorities and a value – engineering process to determine whether these projects should be modified or re-ordered. A portion of the \$100 million may be dedicated to offsetting necessary cost increases.

Pension Liability Reduction

The Executive Director is recommending that \$450 million of the 2005 operating surplus be used to pay down the accrued unfunded liabilities in MTA pensions plans, which currently exceed \$2 billion. By applying the \$450 million to the liabilities, MTA would recognize a savings of approximately \$42 million per year in contributions to these pension funds. The attractiveness of this proposal is that the benefit accrues to the benefit of the pension plans and the associated on-going savings to out-year MTA operating budgets.

2005 Holiday Season Customer Fare Initiatives

In order to provide immediate benefits for MTA riders, the MTA Executive Director has authorized Agency Presidents to implement the following promotional fare initiatives for MTA customers during the upcoming 2005 holiday season:

- Half-fare on local buses and subways (including NYCT, SIR, MTA Bus and LI Bus) on holidays and weekends beginning Thanksgiving Day through January 2, 2006, including Friday, November 25, 2005 and Monday, December 26, 2005. This initiative will also include NYCT Access-A-Ride and LIB Able Ride services.
- Half-fare on local buses and subways (including NYCT, SIR, MTA Bus and LI Bus) beginning December 24, 2005 through January 2, 2006. This initiative will also include NYCT Access-A-Ride and LIB Able Ride services.
- All 30-day \$76 MetroCards activated between Thanksgiving Day and December 31, 2005 (e.g., first swiped) will have four additional “free” bonus days.
- All 7-day \$24 MetroCards activated between Thanksgiving Day and December 31, 2005 (e.g., first swiped) will have one additional “free” bonus day.
- Currently eligible half-fare customers, e.g., seniors, disabled, students, will receive half-fare discounts on the MetroCard and local bus and subway special fares noted above.
- All 7-day \$41 Express Bus MetroCards activated on NYCT and MTA Bus between Thanksgiving Day and December 31, 2005 will have one “free” bonus day.
- A special \$76 Holiday MetroCard, valid from November 23, 2005 –the day before Thanksgiving – through January 1, 2006, will be available for cash-only sale at token booths.
- LIRR and MNR customers who purchase a December 2005 regular monthly ticket will also receive a special off-peak 10-trip ticket at no additional charge. This ticket

will be valid for off-peak travel through February 28, 2006, and it will be non-refundable and not for re-sale.

- LIRR and MNR customers who purchase a weekly ticket during the period November 20, 2005 through December 27, 2005 or any 10-trip during the period November 20, 2005 through December 31, 2005 will also receive a special off-peak round-trip ticket at no additional charge. This ticket will be valid for off-peak travel through February 28, 2006, and will be non-refundable and not for re-sale.
- Mail & Ride customers who purchase a joint LIRR/NYCT or joint MNR/NYCT December 2005 monthly ticket that includes a monthly unlimited-ride MetroCard will also receive: a free \$10 MetroCard (a \$12 value) valid for travel between November 23, 2005 and February 28, 2006; and, a special off-peak 10-trip ticket at no additional charge that will be valid for off-peak travel through February 28, 2006 and will be non-refundable and not for re-sale.

These promotional fare initiatives are expected to cost \$50 million in 2005. The benefits of this initiative are: it provides environmental benefits by encouraging use of mass transit for traveling in and around the metropolitan region during the holiday season – one of the most heavily traffic congested periods of the year; it enables MTA customers who are confronting record high gas and heating fuel prices to realize additional savings through increased use of mass transit; and, it contributes to the economic health of the region by providing additional incentives to use of mass transit for discretionary trips for shopping and entertainment.

An additional \$50 million is being set aside for another possible promotional initiative in 2006; a decision on a 2006 promotional initiative will be made after a review of the results of the 2005 initiative.

2006 Agency PEGs

The 2006 PEG Program is designed to achieve programmatic administrative and operational efficiencies without adversely impacting customer service, safety and security. In addition, it will produce recurring savings that will address future-year budget gaps and cover Agency spending requirements (discussed in previous section of this report).

The 2006 Program to Eliminate the Gap (PEG) includes savings of \$18 million in 2005, \$42 million in 2006, \$44 million in 2007, \$47 million in 2008 and \$50 million in 2009. Projected headcount reductions associated with these PEGs are 1 in 2005, 143 in 2006, 146 in 2007, 147 in 2008 and 147 in 2009. As mentioned earlier, these PEGs are in addition to the 2005 Peg program approved by the MTA Board in December of 2004 and included in the February 2005 Baseline.

These PEGS are virtually identical to those proposed in the July Plan with the exception of the LIRR, which eliminated one PEG that would have reduced train crew staff by 14 positions and saved approximately \$2 million per year. Instead, it will take active savings through scheduling efficiencies. Additional savings will result from an increase in the interval of M7 periodic inspections, and professional services savings will more than offset that increase.

Agencies were encouraged to start savings as soon as possible; therefore, some programs have begun in 2005 with savings of \$18 million. The LIRR is expected to generate approximately \$12 million per year starting in 2005 through the renegotiation of fees for the use of its right of way for power lines. NYCT will achieve approximately \$5 million in savings annually starting in 2005 as a result of management actions to achieve health & welfare savings.

NYCT's total PEG program is expected to save \$20 million in 2006, and when fully implemented in 2009, the Program will result in cost savings of \$24 million and a reduction of 119 positions. Administrative efficiencies of \$10 million and 23 position reductions carry through the plan period and include savings in new car acceptance support, human resources and circuit design staff. Various maintenance efficiencies will save another \$6 million annually.

The LIRR PEG program will achieve \$18 million in 2006 and annual savings approximating \$16 million, thereafter. The LIRR has three PEGs that will increase non-farebox revenue: additional parking fees at facilities under its control; placing the Babylon train station parking facility under the control of the Village of Babylon; and, additional revenue from lease fees for the use of its right-of-way that may generate as much as \$12 million per year. The additional parking fees are projected to generate an additional \$1 million in 2006, followed by \$1 million in subsequent years. The transfer of control of the Babylon station is expected to generate an additional \$.1 million per year beginning in 2006.

MNR's PEG program will yield savings of \$1 million in 2006, and when fully implemented in 2009, will result in savings of \$5 million. MNR is proposing to purchase an additional 36 ticket vending machines which will be placed at strategic locations. The expansion of the TVM network is expected to reduce the need for on-board ticket sales, reducing the incidence of customer travel without a fare being collected. It is expected farebox revenue will increase by \$2 million in 2006, \$3 million in 2007, \$5 million in 2008, and \$6 million in 2009. Ridership levels are not expected to change as a result of this PEG. The additional TVMs will require additional support staff and maintenance contracts, which will be offset by a reduction in ticket agents. The net financial impact of this initiative is \$1 million in 2006, growing to \$5 million in 2009.

The B&T PEG program is comprised of administrative efficiencies in payroll, revenue management and accounts payable that will result in the reduction of five positions. This PEG will yield savings of \$0.3 million in 2006, and \$0.4 million in years 2007 and beyond.

MTAHQ is expected to achieve administrative savings of \$2 million in 2006 that will grow to \$4 million in 2009. Headcount reductions in Financial Management/Budget, General Counsel, and Policy in will result in seven fewer positions and annual savings approximating \$1 million. MTAHQ is also proposing to lower operating costs by achieving efficiencies in professional services, temporary services, office equipment, materials & supplies, and other non-personnel services areas. These actions will yield savings of approximately \$2 million annually. Overtime efficiencies in the Police Department will save roughly \$1 million each year.

SIR PEG savings of \$0.4 million in 2006 will grow to \$0.5 million in 2009. Maintenance efficiencies will yield \$0.1 million in 2006 and \$0.2 million annually thereafter. Operational efficiencies will be achieved with the commissioning of the new SIR Control Center, which will eliminate five positions and ultimately save almost \$0.4 million annually.

2006 Agency PEGs - Positions

The 2006 Agency PEGs include headcount reductions of one in 2005, 143 in 2006, 146 in 2007, 147 in 2008 and 147 in 2009.

Agency PEGs are expected to result in position reductions at the end of 2009 of 119 at NYCT, 13 at LIRR, 7 at SIR, 7 at MTAHQ and 3 at B&T. For MNR, positions will increase by 2 as one PEG which reduces on-board ticket sales (for a net increase in revenue) requires additional technical support positions.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2006-2009
Summary 2006 Agency Programs to Eliminate the Gap (PEGs)
(\$ in millions)

	2005		2006		2007		2008		2009	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
MTA-Wide										
NYC Transit	(4)	\$5.307	118	\$19.517	118	\$20.675	119	\$21.692	119	\$23.250
Long Island Rail Road	0	12.000	13	18.181	13	15.762	13	15.849	13	15.935
Metro-North Railroad	0	0.093	(2)	1.370	(2)	2.682	(2)	4.260	(2)	5.375
Bridges & Tunnels	0	0.000	3	0.269	3	0.309	3	0.309	3	0.309
MTA Headquarters	3	0.655	4	2.260	7	3.893	7	3.990	7	4.126
Long Island Bus	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Staten Island Railway	2	0.035	7	0.384	7	0.495	7	0.512	7	0.530
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Total MTA-Wide By Category	1	\$18.090	143	\$41.981	146	\$43.816	147	\$46.612	147	\$49.525
MTA-Wide by Category										
Administration:	(1)	\$5.462	30	\$12.981	33	\$14.695	34	\$14.882	34	\$15.029
Customer Convenience & Amenities:	0	0.093	(1)	2.360	(1)	3.699	(1)	5.305	(1)	6.449
Service:	0	0.000	35	7.247	35	5.054	35	6.032	35	7.627
Maintenance:	0	0.500	61	6.010	61	6.023	61	6.036	61	6.051
Revenue Enhancements:	0	12.000	0	12.604	0	13.104	0	13.104	0	13.104
Other :	2	0.035	18	0.779	18	1.241	18	1.253	18	1.265
Total MTA-Wide by Category	1	\$18.090	143	\$41.981	146	\$43.816	147	\$46.612	147	\$49.525

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

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(\$ in millions)

	2005		2006		2007		2008		2009	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
LIST of AGENCY PROGRAMS										
Administration:										
NYC Transit	(4)	\$4.807	23	\$10.122	23	\$10.156	24	\$10.238	24	\$10.238
Long Island Rail Road	0	\$.000	0	\$.330	0	\$.337	0	\$.345	0	\$.356
Metro-North Railroad	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Bridges & Tunnels	0	\$.000	3	\$.269	3	\$.309	3	\$.309	3	\$.309
MTA Headquarters	3	\$.655	4	\$ 2.260	7	\$ 3.893	7	\$ 3.990	7	\$ 4.126
Long Island Bus	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Staten Island Railway	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Capital Construction Company	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Sub-Total Administration	(1)	\$5.462	30	\$12.981	33	\$14.695	34	\$14.882	34	\$15.029
Customer Convenience & Amenities:										
NYC Transit	0	\$.000	2	\$.117	2	\$.117	2	\$.117	2	\$.117
Long Island Rail Road	0	\$.000	0	\$.990	0	\$ 1.020	0	\$ 1.050	0	\$ 1.082
Metro-North Railroad	0	\$.093	(3)	\$ 1.253	(3)	\$ 2.562	(3)	\$ 4.138	(3)	\$ 5.250
Bridges & Tunnels	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
MTA Headquarters	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Long Island Bus	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Staten Island Railway	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Capital Construction Company	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Sub-Total Customer Convenience & Amenities	0	\$.093	(1)	\$ 2.360	(1)	\$ 3.699	(1)	\$ 5.305	(1)	\$ 6.449
Service:										
NYC Transit	0	\$.000	22	\$ 3.245	22	\$ 4.013	22	\$ 4.948	22	\$ 6.506
Long Island Rail Road	0	\$.000	13	\$ 4.002	13	\$ 1.041	13	\$ 1.084	13	\$ 1.121
Metro-North Railroad	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Bridges & Tunnels	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
MTA Headquarters	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Long Island Bus	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Staten Island Railway	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Capital Construction Company	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Sub-Total Service	0	\$.000	35	\$ 7.247	35	\$ 5.054	35	\$ 6.032	35	\$ 7.627

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(\$ in millions)

	2005		2006		2007		2008		2009	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
LIST of AGENCY PROGRAMS										
Maintenance:										
NYC Transit	0	\$,500	58	\$5,499	58	\$5,499	58	\$5,499	58	\$5,499
Long Island Rail Road	0	\$,000	0	\$,255	0	\$,260	0	\$,266	0	\$,272
Metro-North Railroad	0	\$,000	1	\$,117	1	\$,120	1	\$,122	1	\$,125
Bridges & Tunnels	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
MTA Headquarters	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Long Island Bus	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Staten Island Railway	0	\$,000	2	\$,139	2	\$,144	2	\$,149	2	\$,155
Capital Construction Company	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Sub-Total Maintenance	0	\$,500	61	\$6,010	61	\$6,023	61	\$6,036	61	\$6,051
Revenue Enhancements:										
NYC Transit	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Long Island Rail Road	0	\$12,000	0	\$12,604	0	\$13,104	0	\$13,104	0	\$13,104
Metro-North Railroad	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Bridges & Tunnels	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
MTA Headquarters	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Long Island Bus	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Staten Island Railway	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Capital Construction Company	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Sub-Total Maintenance	0	\$12,000	0	\$12,604	0	\$13,104	0	\$13,104	0	\$13,104
Other :										
NYC Transit	0	\$,000	13	\$,534	13	\$,890	13	\$,890	13	\$,890
Long Island Rail Road	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Metro-North Railroad	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Bridges & Tunnels	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
MTA Headquarters	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Long Island Bus	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Staten Island Railway	2	\$,035	5	\$,245	5	\$,351	5	\$,363	5	\$,375
Capital Construction Company	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
Sub-Total Other	2	\$,035	18	\$,779	18	\$1,241	18	\$1,253	18	\$1,265
Total Agency PEGs	1	\$18,090	143	\$41,981	146	\$43,816	147	\$46,612	147	\$49,525

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

Post – 2006 Agency PEGs

NYCT's PEG program will result in cost savings of \$2 million in 2007, \$14 million in 2008 and \$20 million in 2009. In 2007 and 2008, the NYCT PEG program will grow substantially. One Person Train Operations (OPTO) is scheduled to begin on the J line in the Fall of 2007, on the #7 line in December of 2007, on the M line (weekdays) in the Spring of 2008 and on the N line in the Fall of 2008.

MNR's PEG program will result in cost savings of \$0.4 million in 2007, \$1 million in 2008 and \$1 million in 2009. MNR has recently begun a process review that is expected to yield productivity savings by targeting various functions across departmental lines. This action is expected to achieve savings of \$250,000 in 2007, \$1 million in 2008 and \$1 million in 2009.

SIR PEG savings will result in cost savings of \$0.2 million in 2007, \$1 million in 2008 and \$2 million in 2009. The implementation of OPTO in 2008 will result in a reduction of 26 positions and savings approximating \$2 million per year.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2006-2009
Summary Post 2006 Agency Programs to Eliminate the Gap (PEGs)
(\$ in millions)

	2007		2008		2009	
	<u>Positions¹</u>	<u>Dollars</u>	<u>Positions¹</u>	<u>Dollars</u>	<u>Positions¹</u>	<u>Dollars</u>
MTA-Wide						
NYC Transit	159	\$1.962	313	\$14.356	313	\$20.447
Long Island Rail Road	0	0.000	0	0.000	0	0.000
Metro-North Railroad	0	0.354	0	0.607	0	1.109
Bridges & Tunnels	2	0.087	2	0.087	2	0.087
MTA Headquarters	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	0.000	0	0.000
Staten Island Railway	4	0.239	17	1.225	30	2.285
Capital Construction Company	0	0.000	0	0.000	0	0.000
Total MTA-Wide By Category	165	\$2.642	332	\$16.275	345	\$23.928
MTA-Wide by Category						
Administration:	2	\$.441	2	\$.694	2	\$1.196
Customer Convenience & Amenities:	0	0.000	0	0.000	0	0.000
Service:	159	1.962	313	14.356	313	20.447
Maintenance:	4	0.239	4	0.250	4	0.258
Revenue Enhancements:	0	0.000	0	0.000	0	0.000
Other :	0	0.000	13	0.975	26	2.027
Total MTA-Wide by Category	165	\$2.642	332	\$16.275	345	\$23.928

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

Fare and Toll Yields 2007 and 2009

As part of the gap closing actions in the 2005 Adopted Budget, farebox and toll revenue yields were slated to be increased by 5% in 2007. The November Forecast projects this increase will yield \$241 million in 2007, \$244 in 2008 and \$245 million in 2009. Relative to both the Adopted Budget and the July Plan, these forecasts are unchanged for 2007 and are \$1 million greater for both 2008 and 2009.

A subsequent 5% farebox and toll revenue yield increase in 2009 was proposed as a gap closing action in the July Plan. This action is estimated to yield an additional \$257 million in 2009, an increase of \$1 million over the estimate in the July Plan.

MTA Consolidated Utilization

MTA Agency Fare and Toll Revenue Projections, in millions Including the Impact of 2006 PEGs and 2007 and 2009 Fare and Toll Increases (excludes effect of Holiday Fare Initiatives)

		Financial Plan 2006-2009				
		2005	2006	2007	2008	2009
Toll Revenue						
Bridges & Tunnels	- Baseline	\$1,207.4	\$1,238.3	\$1,239.6	\$1,247.4	\$1,249.1
	- 2006 PEGs	0.0	0.0	0.0	0.0	0.0
	- 2007 Toll Increase ⁴	0.0	0.0	62.0	62.4	62.5
	- 2009 Toll Increase ⁴	0.0	0.0	0.0	0.0	65.6
		\$1,207.4	\$1,238.3	\$1,301.6	\$1,309.8	\$1,377.2
Fare Revenue						
Long Island Bus ¹	- Baseline	\$37.2	\$37.4	\$37.6	\$37.8	\$38.0
	- 2006 PEGs	0.0	0.0	0.0	0.0	0.0
	- 2007 Toll Increase ⁴	0.0	0.0	1.9	1.9	1.9
	- 2009 Toll Increase ⁴	0.0	0.0	0.0	0.0	2.0
		\$37.2	\$37.4	\$39.5	\$39.7	\$41.9
Long Island Rail Road	- Baseline	\$439.3	\$448.4	\$456.8	\$463.1	\$471.3
	- 2006 PEGs	0.0	0.0	0.0	0.0	0.0
	- 2007 Toll Increase ⁴	0.0	0.0	22.8	23.2	23.6
	- 2009 Toll Increase ⁴	0.0	0.0	0.0	0.0	24.7
		\$439.3	\$448.4	\$479.6	\$486.2	\$519.6
Metro-North Railroad ²	- Baseline	\$437.8	\$448.8	\$455.4	\$461.6	\$467.2
	- 2006 PEGs	0.0	1.6	3.2	4.8	6.0
	- 2007 Toll Increase ⁴	0.0	0.0	15.1	15.4	15.6
	- 2009 Toll Increase ⁴	0.0	0.0	0.0	0.0	16.3
		\$437.8	\$450.4	\$473.8	\$481.8	\$505.0
New York City Transit ^{1, 3}	- Baseline	\$2,677.3	\$2,758.9	\$2,784.7	\$2,813.4	\$2,818.8
	- 2006 PEGs	0.0	0.0	0.0	0.0	0.0
	- 2007 Toll Increase ⁴	0.0	0.0	139.2	140.7	140.9
	- 2009 Toll Increase ⁴	0.0	0.0	0.0	0.0	148.0
		\$2,677.3	\$2,758.9	\$2,923.9	\$2,954.1	\$3,107.7
Staten Island Railway	- Baseline	\$3.2	\$3.3	\$3.7	\$3.7	\$3.7
	- 2006 PEGs	0.0	0.0	0.0	0.0	0.0
	- 2007 Toll Increase ⁴	0.0	0.0	0.2	0.2	0.2
	- 2009 Toll Increase ⁴	0.0	0.0	0.0	0.0	0.2
		\$3.2	\$3.3	\$3.9	\$3.9	\$4.1
Total Farebox Revenue	- Baseline	\$3,594.8	\$3,696.9	\$3,738.2	\$3,779.6	\$3,799.1
	- 2006 PEGs	0.0	1.6	3.2	4.8	6.0
	- 2007 Toll Increase ⁴	0.0	0.0	179.3	181.3	182.2
	- 2009 Toll Increase ⁴	0.0	0.0	0.0	0.0	191.2
		\$3,594.8	\$3,698.5	\$3,920.6	\$3,965.7	\$4,178.4
TOTAL FARE & TOLL REVENUE						
	- Baseline	\$4,802.2	\$4,935.2	\$4,977.8	\$5,027.1	\$5,048.2
	- 2006 PEGs	0.0	1.6	3.2	4.8	6.0
	- 2007 Toll Increase ⁴	0.0	0.0	241.2	243.6	244.6
	- 2009 Toll Increase ⁴	0.0	0.0	0.0	0.0	256.8
		\$4,802.2	\$4,936.8	\$5,222.2	\$5,275.5	\$5,555.5

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 Assumes full-year implementation of fare and toll increases.