

VIII. Agency Financial Plans

Bridges and Tunnels

**MTA Bridges and Tunnels
2007 Preliminary Budget
July Financial Plan 2007–2010**

MISSION STATEMENT/MAJOR HIGHLIGHTS

MTA Bridges and Tunnels (B&T) operates seven bridges and two tunnels that form essential links for vehicular highway transportation in the New York City metropolitan region, while providing significant financial support for mass transit. On an average day, more than 800,000 vehicles use the nine crossings, generating more than \$1.2 billion in annual toll revenue. With nearly two-thirds of this toll revenue dedicated to mass transit, B&T performs a unique and vital function on behalf of regional mobility.

The agency's mission is carried out by more than a dozen different departments, including the Operations Department that manages the facilities on a day-to-day basis, and the Engineering and Construction Department that is responsible for maintaining the structural integrity of the facilities. The Operations Department employs 70 percent of the workforce, with Engineering and Construction employing another 10 percent. Each of the other B&T departments perform a wide variety of critical functions in support of B&T's dual responsibilities of moving vehicles across its facilities as safely, securely and efficiently as possible and providing essential and significant financial assistance to the other MTA agencies.

B&T continues to be successful in achieving its primary goals. Financially, more than \$715 million in Support to Mass Transit will be provided in 2006, which will bring the total amount of support provided to approximately \$14.7 billion since B&T became part of the MTA in 1968.

Operationally, safety is the agency's first priority. As of May 2006, year-to-date lost time injuries were 25 as compared to 18 during the same period last year. Although slightly up from 2005, employee injuries have decreased by more than 85% since the All-Agency Safety Initiative began in 1996.

B&T continues to improve performance in customer safety by identifying collision hot spots, reevaluating and modifying traffic patterns in construction zones, and improving roadway signage. Through May 2006, the collision rate was 4.58 per million vehicles, exceeding performance for the same period in 2003, 2004 and 2005.

Customer satisfaction is also a key goal for B&T. In its most recent survey, B&T's customers rated their overall satisfaction at 7.0 out of 10 in 2005. This is consistent with B&T's historical performance, despite near record high traffic, a toll increase and significant construction at several facilities.

Overall satisfaction with the agency's E-ZPass system was 8.2, also consistent with historical performance.

One factor that continues to drive customer satisfaction is the reduction in median queue time during peak periods. E-ZPass has enabled B&T to maintain low average peak hour queue times while managing much higher levels of traffic than existed prior to implementation of electronic toll collection. Almost 74% of all weekday B&T traffic and nearly 84% of all weekday truck traffic use E-ZPass. Through the first quarter 2006 these high market shares have played an important role in keeping median vehicle queue time, at 9.0 seconds, which is more than 50% lower than B&T's 20-second goal.

The E-ZPass Tag Replacement Program, begun in 2002, was substantially completed at the end of March, 2006. The first generation tags were replaced after approximately 5.5 years of use. The new tags, which include a number of features that improve tag performance and battery life, will not need to be replaced until after approximately eight years of use.

FINANCIAL OVERVIEW

Total Support to Mass Transit for the 2006 Mid-Year Forecast is projected to be \$715.6 million, \$27.7 million lower than the Adopted Budget. Compared to the Adopted Budget, total revenue is projected to be \$39.1 million lower, while expenses are \$10.8 million lower. The lower revenues primarily reflect a change in methodology for security funding. This change will have no material impact on B&T's security program. Previously, B&T was reimbursed for security expenses by MTA Headquarters. Since these expenses are ongoing, all security programs will now be included in B&T's baseline and no longer reimbursed. This results in a reduction of MTA Headquarters' expenses.

For 2006-2007, B&T is projecting \$1,715.9 million in Net Operating Income before factoring in the Program to Eliminate the Gap (PEG). This consists of \$2,529.6 million in revenue less \$813.7 million in expenses. Taken together, 2006-2007 Net Operating Income is \$77.1 million (4.3%) below the February Financial Plan level due to lower revenue of \$85.2 million (resulting primarily from the change in methodology for security funding and the repeal by the New York State Legislature of the \$1 per month E-ZPass account fee), offset by lower expenses of \$8.1 million.

For 2008, 2009 and 2010, B&T's Net Operating Income is \$846.5 million, \$822.6 million and \$781.8 million, respectively, before factoring in the Program to Eliminate the Gap (PEG). This consists of \$1,268.1 million in revenue less \$421.6 million in expenses in 2008, \$1,267.4 million in

revenue less \$444.8 million in expenses in 2009, and \$1,268.0 million in revenue less \$486.2 million in expenses in 2010.

B&T's baseline headcount, including New Needs, is expected to be 1,828 by 2007, a net increase of fourteen positions from the previous financial plan. Ten of the fourteen positions being added in this financial plan will be for security-related purposes.

2006 Mid-Year Forecast

In the 2006 Mid-Year Forecast, a total of \$871.6 million is projected in Net Operating Income compared to \$900.0 in the 2006 Adopted Budget. This consists of \$1,266.9 million in revenues, offset by \$395.3 million in expenses.

Revenues are lower than the Adopted Budget by \$39.1 million. This is due primarily to three major factors:

- The change in methodology for security funding, as mentioned above, resulting in a \$27.4 million reduction in Capital and Other Reimbursements;
- Other Operating Revenue has been reduced by \$8.6 million primarily due to the repeal by the New York State Legislature of the \$1 per month E-ZPass account fee, effective June 1, 2006;
- Toll revenues are projected to be \$4.3 million less than originally planned due to atypical weather conditions at the beginning of 2006 and the impacts that higher gas prices appear to be having on traffic volumes.

The Adopted Budget assumed traffic growth of 0.3% against the 2005 actuals. This growth has not materialized through May. Based on preliminary actual data through May (the most recent month available), traffic was down by 0.3% for the first quarter, and by nearly 1.0% for April and May combined. Increases in gas prices began accelerating in April and in May, exceeding \$3 per gallon in New York. While it is highly likely that traffic volumes were negatively affected by the higher gas prices, it is difficult to quantify the impacts based on just a few months, and it is equally difficult to isolate such impacts from non-continuing, weather-related factors.

The 2006 Mid-Year Forecast incorporates the modest traffic declines of the first quarter and expects no growth against 2005 actual volumes from June through December. This reduces toll revenues from the Adopted Budget by \$5.5 million in 2006. A modest increase in the average toll based on recent traffic trends (e.g., higher than planned truck traffic) is expected to offset

\$1.2 million of this loss. Traffic volumes will continue to be monitored and analyzed throughout the year, and further toll revenue adjustments may be necessary at a later point in the budget cycle.

The 2006 Mid-Year expenses are composed of \$203.4 million in labor costs and \$191.9 million in non-labor expenses. Total expenses are lower by \$10.8 million when compared to the Adopted Budget. Non-labor expenses are projected to be \$17.2 million lower due primarily to reduced OTPS costs from the timing of the award of the contract for the E-ZPass Customer Service Center and the completion of the E-ZPass tag replacement program, offset by a \$1.1 million non-labor new need. Labor costs are \$6.4 million higher due to an adjustment in pension costs from NYCERS (\$3.5 million), a back-payment for NYSHIP retiree health costs (\$1.5 million), CPIU increases (\$0.4 million), and new needs (\$1.0 million).

The new needs include the following:

- Four positions for Engineering and Construction's Special Projects Division (\$0.2 million), to coordinate capital security work being undertaken by MTA Capital Construction at B&T facilities. Most of the cost of these positions will be reimbursed by either MTA Capital Construction or B&T's capital program.
- Four Sergeants positions to establish a dedicated Training Unit in the Operations Department (\$0.3 million). Training has become a permanent need throughout the year in Operations, and it is currently being carried out by temporarily-assigned Sergeants.
- Increase in Temporary Bridge and Tunnel Officer (Temp BTO) compensation from \$80 to \$90 per day (\$0.3 million) to improve recruitment and increase availability of Temp BTOs.
- Increased overtime for National Incident Management System Training (\$0.2 million) resulting from a U.S. Homeland Security Department mandate.
- Non-labor expenses for the Revenue Operating Center (\$1.1 million), as part of an agreement with New York City Transit to share the costs of the building operations.

In 2006, the total planned headcount is 1,822, which includes 49 capital reimbursable positions.

The 2006 Mid-Year Forecast includes two new below-the-line gap closing actions that will reduce expenses by \$0.2 million. These will be discussed under Gap Closing Measures.

Details regarding the reconciliation of the July Financial Plan to the Adopted Budget and the assumptions for traffic and headcount are discussed in the Plan-to-Plan Summary of Changes and the Other Assumptions sections.

2007 Preliminary Budget - Baseline

In the 2007 Preliminary Budget, a total of \$844.3 million is projected in Net Operating Income for 2007 before factoring in the savings from PEGs. This consists of \$1,262.7 million in revenues, less \$418.4 million in expenses. Although the zero-growth traffic trend is not continued into 2007, traffic levels anticipated for 2007 are nevertheless lower than what was assumed in the Adopted Budget because growth estimates have been applied to a lower 2006 base. The favorable assumptions made to the average toll in 2006 are also expected to continue in 2007.

The expenses are composed of \$212.1 million in labor costs and \$206.3 million in non-labor expenses. Overall expenses are \$2.7 million higher against the Adopted Budget. Labor costs are projected to increase \$4.6 million, due primarily to higher Health and Welfare costs. Total non-labor expenses will be reduced by \$1.9 million. Major OTPS re-estimates include a reduction in bridge painting expenses due to the timing of projects at two bridges (\$4.3 million), a reduction in the E-ZPass tag inventory (\$1.6 million) and an increase in E-ZPass customer service center costs (\$3.5 million) due to a shifting of transition/start-up expenses from the previous year because of a delay in the award of the new contract.

In 2007, there are additional new needs, which include:

- An increase of six positions for Internal Security personnel for the centralized Security Center (\$0.2 million), which will oversee new electronic access controls, CCTV and alarms that have recently been installed.
- Additional maintenance costs (\$0.2 million) for new equipment and systems that have been installed at B&T facilities to improve customer navigation and safety, including variable speed limit signs.

The total baseline planned headcount will be 1,828, which includes 49 capital reimbursable positions.

The 2006 July Financial Plan also includes below-the-line gap closing actions of \$1.2 million in 2007 for the reduction of three administrative positions and a net of 18 positions through attrition to bring the total headcount to 1,807 in 2007. These actions will be discussed later in this document, under Gap Closing Measures.

Details regarding the reconciliation of the July Financial Plan to the Adopted Budget and the assumptions for traffic and headcount are discussed in the Plan-to-Plan Summary of Changes and the Other Assumptions sections.

2008-2010 Projections

The 2008 projection for Net Operating Income is \$846.5 million before factoring in the savings from PEGs. This consists of \$1,268.1 million in revenues, less \$421.6 million in expenses. Toll revenue is reduced on a plan to plan basis in 2008-2010 due to the aforementioned baseline reduction made for 2006. In addition, applying the recent economic forecasts for employment and inflation resulted in further plan-to-plan reductions from 2008 through 2010 and the recent favorable average toll trend was factored into the entire plan period. The 2008 expenses are comprised of \$223.0 million in labor costs and \$198.6 million in non-labor expenses.

Total baseline planned headcount in 2008 remains at 1,828, which includes 49 capital reimbursable positions.

There are no additional new needs in 2008, but there are below-the-line gap closing actions of an additional \$1.5 million, one of which requires the addition of a maintainer position with an OTPS offset, to bring the total headcount to 1,808 in 2008 after all PEGs are considered. These actions are discussed later in this document under Gap Closing Measures.

The 2009 and 2010 projections for Net Operating Income are \$822.6 million and \$781.8 million, respectively, before factoring in the savings from PEGs. For 2009, this consists of \$1,267.4 million in revenues, offset by \$444.8 million in expenses. The expenses are composed of \$234.5 million in labor costs and \$210.3 million in non-labor expenses. For 2010, Net Operating Income consists of \$1,268.0 million in revenues, offset by \$486.2 million in expenses. The expenses are composed of \$247.0 million in labor costs and \$239.2 million in non-labor expenses.

In 2009, no new needs are planned, but in 2010 the start of a new E-ZPass tag replacement program will require additional funding of \$17.2 million, enabling B&T to begin replacing current tags after they have been in use for eight years.

In 2009 and 2010, the total baseline planned headcount remains at 1,828, which continues to include the 49 capital reimbursable positions.

The 2009 and 2010 projections also include the continuing below-the-line gap closing actions of \$2.7 million for the respective years, maintaining headcount at 1,808. These actions are discussed later in this document under Gap Closing Measures.

Details for the reconciliations of the July Financial Plan to the Adopted Budget are discussed in the Plan-to-Plan Summary of Changes, and the

assumptions guiding traffic and headcount projections are discussed in the Other Assumptions section.

GAP CLOSING MEASURES

2006 PEG Actions

Total new PEG actions beginning in 2006 are projected to generate \$0.176 million in cost reductions. The major proposed initiatives are:

- With the implementation of the new Superior Officers Benevolent Association (SOBA) contract, a reduction in overtime (\$0.008 million) is projected due to field supervision scheduling efficiencies from a decrease of 3 Lieutenant positions and an increase of 3 Sergeant positions.
- A reduction in Field Supervision overtime as a result of eliminating Sergeant and Lieutenant weekend security overtime (\$0.168 million) with the implementation of new SOBA contract. The lower overtime is offset by straight time.

Both of the above proposed initiatives are contingent on MTA Board approval of the new SOBA contract.

2007 PEG Actions

For 2007, total PEG actions (including post-2006 PEGs from February 2006) will amount to a total of \$1.166 million. The post-2006 PEGs from February 2006 total \$0.053 million.

Post-2006 PEGs from February 2006

- One administrative position in Accounts Payable will be eliminated as a result of efficiencies gained through the Procurement Credit Card, a reduction in capital vouchers, and an anticipated reduction in invoices due to new administrative budget controls (\$0.042 million).
- One administrative position in Payroll will be eliminated in the fourth quarter as a result of the expected efficiencies from a new KRONOS automated timekeeping system (\$0.011 million).

New 2007 PEG Actions

New PEG actions in 2007 are projected to generate an additional \$1.113 million in expense reductions. The proposed new 2007 initiatives are:

- One administrative position in the Human Resources Department will be eliminated as a result of the expected efficiencies from the new KRONOS automated time card system (\$0.015 million).
- As a result of the September 11th terrorist attacks, interim security measures were put in place pending the development and implementation of capital enhancements, including the deployment of electronic security systems. Beginning in 2007, B&T will deploy cameras, intrusion detection devices and alarms that will enable the elimination, through attrition, of 18 net positions (12 Bridge and Tunnel Officers and 6 Sergeants) without any diminishment in security coverage.
- Reduction in telephone expenses by replacing the current data transfer systems (used for internet, intranet, etc.) with a faster, higher capacity system at all B&T facilities (\$0.030 million).

Post-2007 PEG Actions

The PEG actions from 2006 and 2007 and a new PEG in 2008 are projected to generate \$2.722 million in expense reductions. The proposed new 2008 initiative is:

- A reduction in roadway sweeper service expenses, in which one maintainer position will be added, enabling the department to bring road sweeper services in-house for the Verrazano Narrows, Marine Parkway and Cross Bay Bridges. This will result in a contract savings of \$0.149 million and a net savings of \$0.072 million.

2009 Through 2010 PEG Projections

Adoption and implementation of the above initiatives will result in total PEG savings of \$2.734 million in 2009 and \$2.747 million in 2010.

No new PEGs are scheduled to begin in 2009 to 2010.

MTA BRIDGES & TUNNELS
July Financial Plan 2007 - 2010
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2005	2006	2007			
	Actuals	Mid-Year Forecast	Preliminary Budget	2008	2009	2010
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	\$1,204.944	\$1,233.956	\$1,235.566	\$1,242.447	\$1,241.191	\$1,241.114
Other Operating Revenue	\$23.100	\$15.336	\$7.013	\$7.105	\$7.207	\$7.317
Capital and Other Reimbursements	\$25.874	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Investment Income	\$5.358	\$3.498	\$3.476	\$3.338	\$3.484	\$3.542
Total Revenue	\$1,259.276	\$1,252.790	\$1,246.055	\$1,252.890	\$1,251.882	\$1,251.973
Operating Expenses						
<u>Labor:</u>						
Payroll	\$105.575	\$111.560	\$115.550	\$121.221	\$126.552	\$132.220
Overtime	\$22.126	\$22.961	\$22.005	\$22.608	\$23.374	\$24.040
Health and Welfare	\$25.864	\$30.151	\$34.141	\$38.226	\$42.308	\$46.826
Pensions	\$9.895	\$17.500	\$17.270	\$17.803	\$18.270	\$18.744
Other Fringe Benefits	\$15.578	\$13.808	\$14.363	\$15.186	\$15.823	\$16.487
Reimbursable Overhead	(\$5.467)	(\$6.750)	(\$7.850)	(\$7.290)	(\$7.329)	(\$7.358)
Total Labor Expenses	\$173.571	\$189.230	\$195.480	\$207.754	\$218.999	\$230.959
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	\$7.869	\$9.619	\$10.529	\$11.707	\$12.631	\$13.842
Claims	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$128.116	\$151.128	\$161.266	\$151.784	\$158.871	\$162.995
Professional Service Contracts	\$11.571	\$13.563	\$15.821	\$16.255	\$16.498	\$16.752
Materials & Supplies	\$21.409	\$15.395	\$16.384	\$16.531	\$19.913	\$43.192
Other Business Expenses	\$1.136	\$2.231	\$2.313	\$2.341	\$2.369	\$2.399
Total Non-Labor Expenses	\$170.101	\$191.935	\$206.313	\$198.617	\$210.284	\$239.180
<u>Other Expense Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$343.672	\$381.165	\$401.793	\$406.371	\$429.282	\$470.139
Add: Depreciation	\$49.800	\$50.200	\$56.500	\$61.200	\$66.700	\$70.300
Total Expenses After Depreciation	\$393.472	\$431.365	\$458.293	\$467.571	\$495.982	\$540.439
Less: Depreciation	\$49.800	\$50.200	\$56.500	\$61.200	\$66.700	\$70.300
Total Expenses	\$343.672	\$381.165	\$401.793	\$406.371	\$429.282	\$470.139
Baseline Income/(Deficit)	\$915.604	\$871.625	\$844.263	\$846.520	\$822.599	\$781.834
2007 Agency Program to Eliminate the Gap	\$0.000	\$0.176	\$1.166	\$2.650	\$2.663	\$2.676
Post 2007 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$0.000	\$0.072	\$0.071	\$0.071
Net Income/(Deficit)	\$915.604	\$871.801	\$845.429	\$849.242	\$825.333	\$784.581

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MTA BRIDGES & TUNNELS
July Financial Plan 2007 - 2010
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2005	2006	2007			
	Actuals	Mid-Year Forecast	Preliminary Budget	2008	2009	2010
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	\$1,204.944	\$1,233.956	\$1,235.566	\$1,242.447	\$1,241.191	\$1,241.114
Other Operating Revenue	\$23.100	\$15.336	\$7.013	\$7.105	\$7.207	\$7.317
Capital and Other Reimbursements	\$38.339	\$14.160	\$16.616	\$15.230	\$15.541	\$16.023
Investment Income	\$5.358	\$3.498	\$3.476	\$3.338	\$3.484	\$3.542
Total Revenue	\$1,271.741	\$1,266.950	\$1,262.671	\$1,268.120	\$1,267.423	\$1,267.996
Expenses						
<u>Labor:</u>						
Payroll	\$110.389	\$116.462	\$121.243	\$126.483	\$131.976	\$137.818
Overtime	\$22.126	\$23.079	\$22.292	\$22.726	\$23.424	\$24.175
Health and Welfare	\$27.023	\$31.432	\$35.632	\$39.593	\$43.821	\$48.501
Pensions	\$10.142	\$17.773	\$17.589	\$18.097	\$18.572	\$19.054
Other Fringe Benefits	\$16.334	\$14.644	\$15.339	\$16.085	\$16.746	\$17.434
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Labor Expenses	\$186.014	\$203.390	\$212.096	\$222.984	\$234.540	\$246.982
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	\$7.869	\$9.619	\$10.529	\$11.707	\$12.631	\$13.842
Claims	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$128.138	\$151.128	\$161.266	\$151.784	\$158.871	\$162.995
Professional Service Contracts	\$11.571	\$13.563	\$15.821	\$16.255	\$16.498	\$16.752
Materials & Supplies	\$21.409	\$15.395	\$16.384	\$16.531	\$19.913	\$43.192
Other Business Expenses	\$1.136	\$2.231	\$2.313	\$2.341	\$2.369	\$2.399
Total Non-Labor Expenses	\$170.123	\$191.935	\$206.313	\$198.617	\$210.284	\$239.180
<u>Other Expense Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$356.137	\$395.325	\$418.409	\$421.601	\$444.823	\$486.162
Add: Depreciation	\$49.800	\$50.200	\$56.500	\$61.200	\$66.700	\$70.300
Total Expenses After Depreciation	\$405.937	\$445.525	\$474.909	\$482.801	\$511.523	\$556.462
Less: Depreciation	\$49.800	\$50.200	\$56.500	\$61.200	\$66.700	\$70.300
Total Expenses	\$356.137	\$395.325	\$418.409	\$421.601	\$444.823	\$486.162
Baseline Net Income/(Deficit)	\$915.604	\$871.625	\$844.263	\$846.520	\$822.599	\$781.834
2007 Agency Program to Eliminate the Gap	\$0.000	\$0.176	\$1.166	\$2.650	\$2.663	\$2.676
Post 2007 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$0.000	\$0.072	\$0.071	\$0.071
Net Income/(Deficit)	\$915.604	\$871.801	\$845.429	\$849.242	\$825.333	\$784.581

MTA BRIDGES & TUNNELS
July Financial Plan 2007 - 2010
Accrual Statement of Operations by Category
(\$ in millions)

	2005 Actuals	2006 Mid-Year Forecast	2007 Preliminary Budget	2008	2009	2010
Baseline Income/(Deficit)	\$915.604	\$871.625	\$844.263	\$846.520	\$822.599	\$781.834
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$7.327	\$12.491	\$12.703	\$12.940	\$13.210	\$13.502
Reserves	\$15.326	\$13.193	\$13.417	\$13.667	\$13.953	\$14.261
Adjusted Baseline Income/(Deficit)	\$892.951	\$845.941	\$818.143	\$819.913	\$795.436	\$754.071
Less: Debt Service	\$435.900	\$455.236	\$467.774	\$481.107	\$498.170	\$514.150
Income Available for Distribution	\$457.051	\$390.704	\$350.369	\$338.806	\$297.266	\$239.921
<u>Distributable To:</u>						
MTA - Investment Income	\$5.358	\$3.498	\$3.476	\$3.338	\$3.484	\$3.542
MTA - Distributable Income	\$271.720	\$244.035	\$224.068	\$218.342	\$197.466	\$168.738
NYCT - Distributable Income	\$179.986	\$143.171	\$122.825	\$117.126	\$96.316	\$67.640
Total Distributable Income:	\$457.064	\$390.704	\$350.369	\$338.806	\$297.266	\$239.921
<u>Actual Cash Transfers:</u>						
MTA - Investment Income	\$1.368	\$5.358	\$3.498	\$3.476	\$3.338	\$3.484
MTA - Transfers	\$288.305	\$255.108	\$226.065	\$218.914	\$199.554	\$171.611
NYCT - Transfers	\$188.977	\$148.256	\$124.859	\$117.696	\$98.397	\$70.508
Total Cash Transfers:	\$478.650	\$408.722	\$354.422	\$340.086	\$301.289	\$245.603
<u>SUPPORT TO MASS TRANSIT:</u>						
Total Revenues	\$1,271.741	\$1,266.950	\$1,262.671	\$1,268.120	\$1,267.423	\$1,267.996
Less: Net Operating Expenses	\$356.137	\$395.325	\$418.409	\$421.601	\$444.823	\$486.162
2007 Agency Program to Eliminate the Gap	\$0.000	\$0.176	\$1.166	\$2.650	\$2.663	\$2.676
Post 2007 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$0.000	\$0.072	\$0.071	\$0.071
Net Operating Income:	\$915.604	\$871.801	\$845.429	\$849.242	\$825.333	\$784.581
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$109.373	\$130.545	\$142.095	\$155.499	\$172.736	\$188.848
Capitalized Assets	\$7.327	\$12.491	\$12.703	\$12.940	\$13.210	\$13.502
Reserves	\$15.326	\$13.193	\$13.417	\$13.667	\$13.953	\$14.261
Total Deductions from Operating Income:	\$132.026	\$156.229	\$168.215	\$182.106	\$199.899	\$216.611
Total Support to Mass Transit:	\$783.578	\$715.572	\$677.214	\$667.136	\$625.434	\$567.970

MTA Bridges and Tunnels
July Financial Plan 2007-2010
Year-to-Year Changes by Category - Accrual Basis

YEAR-TO-YEAR CHANGES: 2006-2010

Toll Revenue

- Revenues are estimated to reach \$1,234.0 million in 2006 and \$1,235.6 million in 2007. The growth of \$1.6 million in 2007 is based on current traffic trends and economic forecasts provided by Global Insight.
- Projected revenues rise by \$6.9 million in 2008, reflecting modest growth in regional (New York City, Long Island and Westchester) employment, an additional day due to the leap year, and other economic and operational considerations. Revenues decline by \$1.3 million in 2009 primarily due to the regular 365-day year and are projected to remain flat in 2010, based on economic projections and the declining average toll caused by increases in E-ZPass market share.
- Paid traffic is expected to reach 300.1 million vehicles in 2006, 301.0 million vehicles in 2007, 303.2 million in 2008, 303.4 million in 2009, and 303.9 million in 2010. These modest increases are based on the economic forecasts provided by Global Insight.

Other Operating Revenue

- Other Operating Revenue is projected at \$15.3 million in 2006 and is estimated to decrease by \$8.3 million in 2007 primarily due to the New York State legislated repeal of the \$1 per month E-ZPass account fee effective June 1, 2006.
- Total Other Operating Revenue increases by approximately \$0.1 million annually from 2008 through 2010, resulting primarily from expected growth in parking receipts at the Battery Parking Garage as economic conditions in Lower Manhattan continue to improve.

Capital and Other Reimbursements

- Income from Capital and Other Reimbursements are projected to increase by approximately \$2.5 million in 2007, due to an increase in capital projects.
- In 2008, Capital and Other Reimbursements decrease by \$1.4 million due to the completion of capital and security projects.
- Capital and Other Reimbursements increase by \$0.3 million in 2009 and \$0.5 million in 2010, due to CPIU adjustments.

Investment Income

- The investment income plan for 2006 through 2010 reflects earnings on estimated fund balances based on Global Insight's forecasts for short-term investment yields. Investment income stays at the same levels in 2006 and 2007, decreases by \$0.1 million in 2008, and increases by \$0.1 million in 2009 and 2010.

Payroll

- In 2007, there is an increase of \$4.8 million over 2006 due to CPIU (\$3.0 million), salary adjustments including contractual step-up increases (\$1.4 million), and personnel new needs for four positions in Engineering and Construction (\$0.1 million), four Training Sergeants for Operations (\$0.2 million), and six positions in Internal Security to staff the Security Operations Center (\$0.1 million).
- Expenses grow by \$5.2 million in 2008 due to CPIU, contractual step-up increases, and the full-year effect of the addition of six positions in Internal Security. Thereafter, increases of \$5.5 million in 2009 and \$5.8 million in 2010 are due to CPIU and contractual step-up increases.

Overtime

- In 2007, there is a \$0.8 million decrease from 2006 in overtime expenses due to departmental re-estimates.
- Thereafter, the year-over-year increases of \$0.4 million in 2008, \$0.7 million in 2009, and \$0.8 million in 2010 are the result of CPIU adjustments.

Health and Welfare

- In 2007, there is a \$4.2 million increase from 2006 in health and welfare expenses. This increase is mainly due to a 14.8% CPIU for medical expenses in 2007 (\$4.6 million) and for new needs for additional personnel in Operations, Engineering and Internal Security (\$0.3 million), offset by a decrease of \$0.7 million for retiree health costs from NYSHIP.
- The year-over-year increases from 2008 to 2010 are \$4.0 million, \$4.2 million, and \$4.7 million, respectively. A CPIU of 10.68% has been added to each year from 2008 on, based on cost factors provided by the MTA.

Pensions

- In 2007, there is a \$0.2 million decrease from 2006, based on the latest NYCERS estimates received. The increases of \$0.5 million per year from 2007 to 2010 are due to CPIU.

Other Fringe Benefits

- The year-over-year increases from 2006 to 2010 are \$0.7 million per year. In 2007 and 2008, these increases are due to new needs (less than \$0.1 million) and CPIU (\$0.6 million); thereafter, the increases are the effect of CPIU inflators. The estimates for Worker's Compensation through 2008 are based on information received from MTA Risk Management; thereafter, increases are also due to CPIU.

Insurance

- Property and liability insurance expenses increase between \$0.9 million and \$1.2 million annually from 2007 through 2010 based on MTA Risk Management's most recent estimates.

Maintenance and Other Operating Contracts

- In 2007, expenses are \$10.1 million higher than 2006 primarily due to bridge painting requirements at the Throgs Neck Bridge (\$5.0 million), additional costs associated with implementing and transitioning to a new contract for the E-ZPass Customer Service Center (\$5.4 million) and CPIU increases. The higher expenses were offset by a \$1.8 million non-programmatic re-estimate of major maintenance expenses that will have no impact on the maintenance of B&T facilities.
- In 2008, there is a decrease of \$9.5 million from 2007 primarily due to the one-time cost of implementing and transitioning to a new E-ZPass Customer Service Center contract (\$10.9 million), offset by CPIU increases.
- In 2009, the \$7.1 million in higher expenses are mainly due to the painting of the Bronx Whitestone towers and Throgs Neck approach spans (\$5.1 million) and CPIU increases.
- For 2010, the \$4.1 million in higher expenses are primarily due to increased Customer Service Center costs resulting from the onset of the tag replacement program (\$3.9 million), offset by a re-scheduling of bridge painting expenses due to the timing of work (\$1.1 million) and CPIU increases.
- CPIU increases are 2.59% in 2006, 1.58% in 2007, 1.84% in 2008, 1.73% in 2009, and 1.77% in 2010, based on forecasts for national inflation provided by Global Insight.

Professional Service Contracts

- In 2007, expenses are \$2.3 million higher than 2006 primarily due to re-estimates of bond service fees (\$0.2 million), legal and miscellaneous consulting services (\$0.9 million) training (\$0.7 million), general engineering services and advertising (\$0.4) and CPIU increases.
- For 2008 to 2010, the higher expenses (\$0.4 million in 2008, \$0.2 million in both 2009 and 2010) are a result of CPIU increases.

- CPIU increases are 2.59% in 2006, 1.58% in 2007, 1.84% in 2008, 1.73% in 2009, and 1.77% in 2010, based on forecasts for national inflation provided by Global Insight.

Materials and Supplies

- In 2007, expenses are \$1.0 million higher than 2006 primarily due to an increase in E-ZPass tags (\$0.7 million) to meet the expected growth in E-ZPass accounts, and increases from CPIU.
- In 2008, expenses are \$0.2 million higher than 2007 primarily due to increases from CPIU.
- The 2009 expenses are \$3.4 million higher primarily to create an inventory of E-ZPass tags that will be used to undertake a new tag replacement program in 2010 for tags that reach their eighth year in service, in addition to increases from CPIU.
- For 2010, the higher expense of \$23.3 million is primarily for the increase in the E-ZPass tag inventory that will be used to undertake a new tag replacement program.
- CPIU increases are 2.59% in 2006, 1.58% in 2007, 1.84% in 2008, 1.73% in 2009, and 1.77% in 2010, based on forecasts for national inflation provided by Global Insight.

Other Business Expenses

- For 2007 through 2010, the higher expenses reflect CPIU increases.
- CPIU increases are 2.59% in 2006, 1.58% in 2007, 1.84% in 2008, 1.73% in 2009, and 1.77% in 2010, based on forecasts for national inflation provided by Global Insight.

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2006	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009
Revenue									
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle Toll Revenue	1,233.956	1,235.566	1.610	1,242.447	6.881	1,241.191	(1.256)	1,241.114	(0.077)
Other Operating Revenue	15.336	7.013	(8.323)	7.105	0.092	7.207	0.102	7.317	0.110
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-
Investment Income	3.498	3.476	(0.022)	3.338	(0.138)	3.484	0.146	3.542	0.059
Total Revenue	\$ 1,252.790	\$ 1,246.055	\$ (6.735)	\$ 1,252.890	\$ 6.835	\$ 1,251.882	\$ (1.009)	\$ 1,251.973	\$ 0.091
Expenses									
Labor:									
Payroll	\$ 111.560	\$ 115.550	\$ (3.990)	\$ 121.221	\$ (5.671)	\$ 126.552	\$ (5.331)	\$ 132.220	\$ (5.667)
Overtime	22.961	22.005	0.956	22.608	(0.603)	23.374	(0.766)	24.040	(0.665)
Health and Welfare	30.151	34.141	(3.990)	38.226	(4.085)	42.308	(4.083)	46.826	(4.518)
Pensions	17.500	17.270	0.230	17.803	(0.533)	18.270	(0.466)	18.744	(0.475)
Other Fringe Benefits	13.808	14.363	(0.555)	15.186	(0.822)	15.823	(0.638)	16.487	(0.664)
Reimbursable Overhead	(6.750)	(7.850)	1.100	(7.290)	(0.560)	(7.329)	0.039	(7.358)	0.029
Total Labor Expenses	\$ 189.230	\$ 195.480	\$ (6.250)	\$ 207.754	\$ (12.274)	\$ 218.999	\$ (11.245)	\$ 230.959	\$ (11.960)
Non-Labor:									
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	9.619	10.529	(0.910)	11.707	(1.178)	12.631	(0.925)	13.842	(1.210)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	151.128	161.266	(10.138)	151.784	9.482	158.871	(7.088)	162.995	(4.124)
Professional Service Contracts	13.563	15.821	(2.258)	16.255	(0.434)	16.498	(0.243)	16.752	(0.253)
Materials & Supplies	15.395	16.384	(0.989)	16.531	(0.147)	19.913	(3.383)	43.192	(23.279)
Other Business Expenses	2.231	2.313	(0.083)	2.341	(0.027)	2.369	(0.029)	2.399	(0.030)
Total Non-Labor Expenses	\$ 191.935	\$ 206.313	\$ (14.378)	\$ 198.617	\$ 7.696	\$ 210.284	\$ (11.667)	\$ 239.180	\$ (28.897)
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenses before Depreciation	\$ 381.165	\$ 401.793	\$ (20.628)	\$ 406.371	\$ (4.578)	\$ 429.282	\$ (22.912)	\$ 470.139	\$ (40.857)
Add: Depreciation	50.200	56.500	(6.300)	61.200	(4.700)	66.700	(5.500)	70.300	(3.600)
Total Expenses after Depreciation	\$ 431.365	\$ 458.293	\$ (14.328)	\$ 467.571	\$ 0.122	\$ 495.982	\$ (17.412)	\$ 540.439	\$ (37.257)
Less: Depreciation	50.200	56.500	(6.300)	61.200	(4.700)	66.700	(5.500)	70.300	(3.600)
Total Expenses	\$ 381.165	\$ 401.793	\$ (20.628)	\$ 406.371	\$ (4.578)	\$ 429.282	\$ (22.912)	\$ 470.139	\$ (40.857)
Baseline Net Income/(Deficit)	\$ 871.625	\$ 844.263	\$ (27.362)	\$ 846.520	\$ 2.257	\$ 822.599	\$ (23.920)	\$ 781.834	\$ (40.765)
2007 Program to Eliminate the Gap (PEG)	0.176	1.166	0.990	2.650	1.484	2.663	0.013	2.676	0.013
Post-2007 Program to Eliminate the Gap (PEG)	-	-	-	0.072	0.072	0.071	(0.001)	0.071	-
Net Income/(Deficit)	\$ 871.801	\$ 845.429	\$ (26.372)	\$ 849.242	\$ 3.813	\$ 825.333	\$ (23.908)	\$ 784.581	\$ (40.752)

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)									
	2006	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009	
Revenue										
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	
Other Operating Revenue	-	-	-	-	-	-	-	-	-	
Capital and Other Reimbursements	14.160	16.616	2.456	15.230	(1.386)	15.541	0.311	16.023	0.482	
Investment Income	-	-	-	-	-	-	-	-	-	
Total Revenue	\$ 14.160	\$ 16.616	\$ 2.456	\$ 15.230	\$ (1.386)	\$ 15.541	\$ 0.311	\$ 16.023	\$ 0.482	
Expenses										
Labor:										
Payroll	\$ 4.902	\$ 5.693	\$ (0.791)	\$ 5.262	\$ 0.431	\$ 5.424	\$ (0.162)	\$ 5.598	\$ (0.174)	
Overtime	0.118	0.287	(0.169)	0.118	0.169	0.050	0.068	0.135	(0.085)	
Health and Welfare	1.281	1.491	(0.210)	1.367	0.124	1.513	(0.146)	1.675	(0.162)	
Pensions	0.273	0.319	(0.046)	0.294	0.025	0.302	(0.008)	0.310	(0.008)	
Other Fringe Benefits	0.836	0.976	(0.140)	0.899	0.077	0.923	(0.024)	0.947	(0.024)	
Reimbursable Overhead	6.750	7.850	(1.100)	7.290	0.560	7.329	(0.039)	7.358	(0.029)	
Total Labor Expenses	\$ 14.160	\$ 16.616	\$ (2.456)	\$ 15.230	\$ 1.386	\$ 15.541	\$ (0.311)	\$ 16.023	\$ (0.482)	
Non-Labor:										
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-	
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	
Insurance	-	-	-	-	-	-	-	-	-	
Claims	-	-	-	-	-	-	-	-	-	
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	
Professional Service Contracts	-	-	-	-	-	-	-	-	-	
Materials & Supplies	-	-	-	-	-	-	-	-	-	
Other Business Expenses	-	-	-	-	-	-	-	-	-	
Total Non-Labor Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other Expenses Adjustments:										
Other	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenses before Depreciation	\$ 14.160	\$ 16.616	\$ (2.456)	\$ 15.230	\$ 1.386	\$ 15.541	\$ (0.311)	\$ 16.023	\$ (0.482)	
Add: Depreciation	-	-	-	-	-	-	-	-	-	
Total Expenses after Depreciation	\$ 14.160	\$ 16.616	\$ (2.456)	\$ 15.230	\$ 1.386	\$ 15.541	\$ (0.311)	\$ 16.023	\$ (0.482)	
Less: Depreciation	-	-	-	-	-	-	-	-	-	
Total Expenses	\$ 14.160	\$ 16.616	\$ (2.456)	\$ 15.230	\$ 1.386	\$ 15.541	\$ (0.311)	\$ 16.023	\$ (0.482)	
Baseline Net Income/(Deficit)	\$ -	\$ -	\$ -	\$ -	\$ (0.000)	\$ -	\$ (0.000)	\$ -	\$ 0.000	
2007 Program to Eliminate the Gap (PEG)	-	-	-	-	-	-	-	-	-	
Post-2007 Program to Eliminate the Gap (PEG)	-	-	-	-	-	-	-	-	-	
Net Income/(Deficit)	\$ -	\$ -	\$ -	\$ -	\$ (0.000)	\$ -	\$ (0.000)	\$ -	\$ 0.000	

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

**NON-REIMBURSABLE and
REIMBURSABLE (Page 1 of 2)**

	Favorable/(Unfavorable)									
	2006	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009	
Revenue										
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Vehicle Toll Revenue	1,233.956	1,235.566	1.610	1,242.447	6.881	1,241.191	(1.256)	1,241.114	(0.077)	
Other Operating Revenue	15.336	7.013	(8.323)	7.105	0.092	7.207	0.102	7.317	0.110	
Capital and Other Reimbursements	14.160	16.616	2.456	15.230	(1.386)	15.541	0.311	16.023	0.482	
Investment Income	3.498	3.476	(0.022)	3.338	(0.138)	3.484	0.146	3.542	0.059	
Total Revenue	\$ 1,266.950	\$ 1,262.671	\$ (4.279)	\$ 1,268.120	\$ 5.449	\$ 1,267.423	\$ (0.698)	\$ 1,267.996	\$ 0.573	
Expenses										
Labor:										
Payroll	\$ 116.462	\$ 121.243	\$ (4.781)	\$ 126.483	\$ (5.240)	\$ 131.976	\$ (5.493)	\$ 137.818	\$ (5.841)	
Overtime	23.079	22.292	0.787	22.726	(0.434)	23.424	(0.698)	24.175	(0.750)	
Health and Welfare	31.432	35.632	(4.200)	39.593	(3.961)	43.821	(4.229)	48.501	(4.680)	
Pensions	17.773	17.589	0.184	18.097	(0.508)	18.572	(0.474)	19.054	(0.483)	
Other Fringe Benefits	14.644	15.339	(0.695)	16.085	(0.745)	16.746	(0.662)	17.434	(0.688)	
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	
Total Labor Expenses	\$ 203.390	\$ 212.096	\$ (8.706)	\$ 222.984	\$ (10.888)	\$ 234.540	\$ (11.556)	\$ 246.982	\$ (12.442)	
Non-Labor:										
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	
Insurance	9.619	10.529	(0.910)	11.707	(1.178)	12.631	(0.925)	13.842	(1.210)	
Claims	-	-	-	-	-	-	-	-	-	
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	
Maintenance and Other Operating Contracts	151.128	161.266	(10.138)	151.784	9.482	158.871	(7.088)	162.995	(4.124)	
Professional Service Contracts	13.563	15.821	(2.258)	16.255	(0.434)	16.498	(0.243)	16.752	(0.253)	
Materials & Supplies	15.395	16.384	(0.989)	16.531	(0.147)	19.913	(3.383)	43.192	(23.279)	
Other Business Expenses	2.231	2.313	(0.083)	2.341	(0.027)	2.369	(0.029)	2.399	(0.030)	
Total Non-Labor Expenses	\$ 191.935	\$ 206.313	\$ (14.378)	\$ 198.617	\$ 7.696	\$ 210.284	\$ (11.667)	\$ 239.180	\$ (28.897)	
Other Expenses Adjustments:										
Other	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenses before Depreciation	\$ 395.325	\$ 418.409	\$ (23.084)	\$ 421.601	\$ (3.192)	\$ 444.823	\$ (23.223)	\$ 486.162	\$ (41.339)	
Add: Depreciation	50.200	56.500	(6.300)	61.200	(4.700)	66.700	(5.500)	70.300	(3.600)	
Total Expenses after Depreciation	\$ 445.525	\$ 474.909	\$ (16.784)	\$ 482.801	\$ 1.508	\$ 511.523	\$ (17.723)	\$ 556.462	\$ (37.739)	
Less: Depreciation	50.200	56.500	(6.300)	61.200	(4.700)	66.700	(5.500)	70.300	(3.600)	
Total Expenses	\$ 395.325	\$ 418.409	\$ (23.084)	\$ 421.601	\$ (3.192)	\$ 444.823	\$ (23.223)	\$ 486.162	\$ (41.339)	
Baseline Net Income/(Deficit)	\$ 871.625	\$ 844.263	\$ (27.362)	\$ 846.520	\$ 2.257	\$ 822.599	\$ (23.920)	\$ 781.834	\$ (40.765)	
2007 Program to Eliminate the Gap (PEG)	0.176	1.166	0.990	2.650	1.484	2.663	0.013	2.676	0.013	
Post-2007 Program to Eliminate the Gap (PEG)	-	-	-	0.072	0.072	0.071	(0.001)	0.071	-	
Net Income/(Deficit) with PEGs	\$ 871.625	\$ 844.263	\$ (27.362)	\$ 846.592	\$ 2.329	\$ 822.670	\$ (23.921)	\$ 781.905	\$ (40.765)	

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

**NON-REIMBURSABLE and
REIMBURSABLE (Page 2 of 2)**

	Favorable/(Unfavorable)									
	2006	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009	
Baseline Net Income/(Deficit)	\$ 871.625	\$ 844.263	\$ (27.362)	\$ 846.520	\$ 2.257	\$ 822.599	\$ (23.920)	\$ 781.834	\$ (40.765)	
<u>Deductions from Income:</u>										
Less: Capitalized Assets	12.491	12.703	(0.212)	12.940	(0.237)	13.210	(0.270)	13.502	(0.292)	
Reserves	13.193	13.417	(0.224)	13.667	(0.250)	13.953	(0.286)	14.261	(0.308)	
Adjusted Baseline Net Income/(Deficit)	\$ 845.941	\$ 818.143	\$ (27.798)	\$ 819.913	\$ 1.770	\$ 795.436	\$ (24.476)	\$ 754.071	\$ (41.365)	
Less: Debt Service	455.236	467.774	(12.538)	481.107	(13.333)	498.170	(17.063)	514.150	(15.980)	
Income Available for Distribution	\$ 390.704	\$ 350.369	\$ (40.336)	\$ 338.806	\$ (11.563)	\$ 297.266	\$ (41.539)	\$ 239.921	\$ (57.345)	
Distributable To:										
MTA - Investment Income	3.498	3.476	(0.022)	3.338	(0.138)	3.484	0.146	3.542	0.059	
MTA - Distributable Income	244.035	224.068	(19.968)	218.342	(5.726)	197.466	(20.875)	168.738	(28.728)	
NYCT - Distributable Income	143.171	122.825	(20.346)	117.126	(5.699)	96.316	(20.809)	67.640	(28.676)	
Total Distributable Income:	\$ 390.704	\$ 350.369	\$ (40.336)	\$ 338.806	\$ (11.563)	\$ 297.266	\$ (41.539)	\$ 239.921	\$ (57.345)	
Actual Cash Transfers:										
MTA - Investment Income	5.358	3.498	(1.860)	3.476	(0.022)	3.338	(0.138)	3.484	0.146	
MTA - Transfers	255.108	226.065	29.044	218.914	7.150	199.554	19.361	171.611	27.943	
NYCT - Transfers	148.256	124.859	23.397	117.696	7.164	98.397	19.298	70.508	27.889	
Total Cash Transfers:	\$ 408.722	\$ 354.422	\$ 50.581	\$ 340.086	\$ 14.292	\$ 301.289	\$ 38.521	\$ 245.603	\$ 55.978	
SUPPORT TO MASS TRANSIT:										
Total Revenues	1,266.950	1,262.671	(4.279)	1,268.120	5.449	1,267.423	(0.698)	1,267.996	0.573	
Less: Net Operating Expenses	395.325	418.409	23.084	421.601	3.192	444.823	23.223	486.162	41.339	
Program to Eliminate the Gap	0.176	1.166	0.990	2.722	1.556	2.734	0.012	2.747	0.013	
Net Operating Income:	\$ 871.801	\$ 845.429	\$ (26.372)	\$ 849.242	\$ 3.813	\$ 825.333	\$ (23.908)	\$ 784.581	\$ (40.752)	
Deductions from Operating Income:										
B&T Debt Service	130.545	142.095	(11.550)	155.499	13.404	172.736	17.237	188.848	16.112	
Capitalized Assets	12.491	12.703	(0.212)	12.940	0.237	13.210	0.270	13.502	0.292	
Reserves	13.193	13.417	(0.224)	13.667	0.250	13.953	0.286	14.261	0.308	
Total Deductions from Operating Inc:	\$ 156.229	\$ 168.215	\$ (11.986)	\$ 182.106	\$ 13.891	\$ 199.899	\$ 17.793	\$ 216.611	\$ 16.712	
Total Support to Mass Transit:	\$ 715.572	\$ 677.214	\$ (38.358)	\$ 667.136	\$ (10.078)	\$ 625.434	\$ (41.701)	\$ 567.970	\$ (57.464)	

MTA Bridges and Tunnels
July Financial Plan 2007-2010
Summary of Changes between Financial Plans by Category

2006: July Financial Plan vs. February Financial Plan

Revenue

Revenue changes from the February Plan resulted in a decline of \$39.1 million. The major changes include:

- Lower Toll Revenue based on recent traffic trends (\$4.3 million). The budget assumed 0.3% traffic growth against the 2005 actuals, most of which was to occur during the second half of the year. Over the first five months, however, traffic is already 0.3% lower than last year. Weather and gas prices have both been a factor. For the Mid-Year Forecast, we are assuming no net traffic growth for June through December, which translates into a reduction in revenue against the budget. Traffic will be closely monitored to determine if further adjustments will need to be made during the next budget cycle.
- Lower Other Operating Revenues (\$8.6 million) primarily due to the repeal by the New York State Legislature of the \$1 per month E-ZPass account fee, effective June 1.
- Lower Capital and Other Reimbursements (\$24.2 million) due primarily to the change in methodology for security funding. Previously, B&T was reimbursed for security expenses by MTA Headquarters. Since these expenses are ongoing however, all security programs will now be included in B&T's baseline and no longer reimbursed. This results in a reduction of MTA Headquarters' expenses.
- Increase in Investment Income based on Global Insight's higher short-term interest rate forecast applied to larger fund balance projections (\$1.0 million).

Expense

Expense changes from the February Plan resulted in a net decrease of \$10.8 due to lower non-labor expenses (\$17.3 million) offset by higher labor costs (\$6.4 million). The major variances include:

- Higher Payroll costs (\$0.8 million) due primarily to additional headcount needs in Engineering & Construction (\$0.1 million) to coordinate with MTA Capital Construction on capital security projects, four Sergeants to serve as instructors in the Operations Training Unit (\$0.2 million) and an increase in Temp BTO compensation from \$80 to \$90 per day (\$0.3 million).
- Higher Overtime (\$0.4 million) due primarily to new National Incident Management Training program and to fill Superior Officers vacancies.
- Higher Health & Welfare expenses (\$1.7 million) as a result of a NYSHIP back-payment associated with retiree health costs (\$1.5 million) and increased headcount (\$0.3 million)
- Pension increase resulting from a NYCERS re-estimate (\$3.5 million)

- Lower Insurance as a result of re-estimate of insurance expenses per MTA Risk Management (\$0.9 million).
- The transition/start-up costs for a new E-ZPass Customer Service contract were originally to begin in the first quarter of 2006, but as a result of the timing of the award of the contract, the transition is expected to begin later in the year, resulting in lower costs in 2006 (\$3.8 million); in addition, statement processing costs have been reduced due to the legislated repeal of the \$1/month E-ZPass account fee (\$0.5 million)
- Reduction in E-ZPass tag purchases needed to complete the tag replacement program (\$13.4 million).
- In February 2006, B&T relocated its Revenue Operating Center to Queens and now occupies space in a building that was jointly constructed for B&T and New York City Transit. There is an agreement in place to share the costs of operating and maintaining the facility based on the amount of square footage being occupied. B&T's share of the building's cost of operations and maintenance will be \$1.1 million.
- Reduction in 2 Broadway operating expenses (\$0.6 million).
- B&T's outside auditor identified a deficiency in its 2005 Management Letter concerning the way B&T accrues for major maintenance expenses. In 2006, a one-time increase in payments is necessary to ensure that accruals are done correctly (\$1.8 million).

2007-2010: July Financial Plan vs. February Financial Plan

Revenue

Revenue changes from the February Plan over the 2007 to 2010 period include:

- Lower Toll Revenue based on recent traffic trends and the revised employment and inflation forecasts provided by Global Insight.
 - (\$4.0) million in 2007
 - (\$5.0) million in 2008
 - (\$7.9) million in 2009
 - (\$12.2) million in 2010
- Lower Other Operating Revenues primarily due to the repeal by the New York State Legislature of the \$1 per month E-ZPass account fee, effective June 1, 2006.
 - (\$16.0) million in 2007
 - (\$13.8) million in 2008
 - (\$13.8) million in 2009
 - (\$13.9) million in 2010
- Lower Capital and Other Reimbursements due primarily to the change in methodology for security funding. Previously, B&T was reimbursed for security expenses by MTA Headquarters. Since these programs are ongoing however, the expenses will no longer be reimbursed and will now be considered part of B&T's baseline.
 - (\$26.9) million in 2007
 - (\$30.8) million in 2008
 - (\$32.7) million in 2009
 - (\$34.6) million in 2010
- Favorable re-estimates of investment income based on Global Insight's higher short-term interest rate forecast applied to larger fund balance projections.
 - \$0.9 million in 2007
 - \$0.6 million in 2008
 - \$0.7 million in 2009
 - \$0.7 million in 2010

Expense

Expense changes from the February Plan over the 2007 to 2010 period include:

- Increases in Payroll due to four additional headcount in Engineering & Construction to coordinate with MTA Capital Construction on capital security projects (\$0.3 million annually); four Sergeants to serve as instructors in the Operations Training Unit (\$0.3 million annually); six positions in Internal Security to staff the Security Operations Center (\$0.3 million annually); and an increase in Temporary BTO compensation from \$80 to \$90 per day (\$0.3 million annually).

- Increase in Health & Welfare, primarily due to increases in CPIU (\$1.9 to \$4.3 million annually) and changes in headcount (\$0.3 to \$0.8 million annually).
 - (\$3.3) million in 2007
 - (\$4.3) million in 2008
 - (\$5.2) million in 2009
 - (\$6.2) million in 2010
- Re-estimate of Pension expenses.
 - \$0.4 million in 2007
 - \$0.5 million in 2008
 - \$0.7 million in 2009
 - \$0.9 million in 2010
- Decrease in Insurance expenses as a result of re-estimates from MTA Risk Management
 - \$1.0 million in 2007
 - \$1.0 million in 2008
 - \$1.2 million in 2009
 - \$1.4 million in 2010
- Shift from 2006 to 2007 of E-ZPass Customer Service Center transition/start-up costs due to the timing of award of the new contract (\$3.5 million in 2007).
- Re-estimate of E-ZPass tag inventory needs, including commencement of a new tag replacement program in 2010.
 - \$1.6 million in 2007
 - \$4.0 million in 2008
 - \$1.0 million in 2009
 - (\$17.2) million in 2010
- Decrease in bridge painting expenses due to re-scheduling of projects at the Throgs Neck and Bronx Whitestone bridges and revised engineering estimates.
 - \$4.3 million in 2007
 - \$4.4 million in 2008
 - \$0.2 million in 2009
 - \$2.4 million in 2010
- Lower 2 Broadway operating lease.
 - \$0.7 million in 2007
 - \$0.8 million in 2008
 - \$0.9 million in 2009
 - \$1.0 million in 2010
- In February 2006, B&T relocated its Revenue Operating Center to Queens and now occupies space in a building that was jointly constructed for B&T and New York City Transit. There is an agreement in place to share the costs of operating and maintaining the facility based on the amount of square footage being occupied. B&T's costs will increase by \$1.2 million annually.

- Higher energy costs (electricity, heating oil, gas and diesel fuel) based on MTA forecasted rate increases.
 - (\$1.0) million in 2007
 - (\$0.9) million in 2008
 - (\$0.8) million in 2009
 - (\$0.7) million in 2010

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Summary of Changes Between Financial Plans by Category
(\$ in millions)

NON-REIMBURSABLE

	2006	2007	2008	2009	2010
Baseline 2006 February Financial Plan -					
Net Operating Income	\$899.956	\$893.067	\$892.330	\$880.452	\$862.225
Baseline Changes					
Revenue					
Vehicle Toll Revenue	(4.335)	(4.010)	(4.991)	(7.943)	(12.160)
Other Operating Revenue	(8.628)	(16.048)	(13.810)	(13.829)	(13.850)
Other Reimbursements	(27.355)	(28.677)	(30.550)	(32.171)	(34.004)
Investment Income	0.992	0.878	0.635	0.671	0.659
Total Revenue Changes	(39.326)	(47.857)	(48.716)	(53.272)	(59.355)
Expenses					
<i>Labor:</i>					
Payroll	(0.843)	(0.933)	(1.702)	(1.746)	(1.806)
Overtime	(0.466)	(0.068)	(0.056)	(0.162)	(0.123)
Health and Welfare	(1.771)	(3.335)	(4.544)	(5.484)	(6.565)
Pensions	(3.727)	(0.023)	(0.119)	0.039	0.225
Fringe Benefits	0.051	0.029	(0.084)	(0.059)	(0.029)
Reimbursable Overhead	0.496	1.435	0.696	0.541	0.354
Total Labor Expense Changes	(6.260)	(2.895)	(5.809)	(6.871)	(7.943)
<i>Non-Labor:</i>					
Traction and Propulsion Power	0.000	0.000	0.000	0.000	0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.939	1.031	0.956	1.247	1.373
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.939	(1.010)	3.369	(0.309)	2.437
Professional Service Contracts	1.086	0.168	(0.012)	0.036	0.096
Materials & Supplies	13.230	1.752	4.392	1.303	(17.023)
Other Business Expenses	0.061	0.006	0.009	0.015	0.023
Total Non-Labor Expense Changes	17.255	1.947	8.714	2.291	(13.093)
Total Expense Changes	\$10.994	(\$.948)	\$2.905	(\$4.580)	(\$21.036)
Cash Adjustment Changes					
<i>None</i>					
Sub-Total Cash Adjustment Changes	\$.000	\$.000	\$.000	\$.000	\$.000
Total Baseline Changes	(\$28.332)	(\$48.805)	(\$45.811)	(\$57.852)	(\$80.391)
Baseline 2006 July Financial Plan - Net Operating Income	\$871.625	\$844.262	\$846.520	\$822.600	\$781.834

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Summary of Changes Between Financial Plans by Category
(\$ in millions)

REIMBURSABLE

	2006	2007	2008	2009	2010
Baseline 2006 February Financial Plan - Net Operating Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital Reimbursements	0.186	1.760	(0.243)	(0.489)	(0.623)
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	0.186	1.760	(0.243)	(0.489)	(0.623)
Expenses					
<i>Labor:</i>					
Payroll	0.063	(0.600)	(0.027)	(0.035)	(0.038)
Overtime	0.089	0.113	0.282	0.350	0.265
Health and Welfare	0.077	(0.004)	0.261	0.270	0.277
Pensions	0.249	0.451	0.605	0.625	0.650
Fringe Benefits	(0.168)	(0.285)	(0.182)	(0.180)	(0.177)
Reimbursable Overhead	(0.496)	(1.435)	(0.696)	(0.541)	(0.354)
Total Labor Expense Changes	(0.186)	(1.760)	0.243	0.489	0.623
<i>Non-Labor:</i>					
Traction and Propulsion Power	0.000	0.000	0.000	0.000	0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	(\$.186)	(\$1.760)	\$0.243	\$0.489	\$0.623
Cash Adjustment Changes					
<i>None</i>					
Sub-Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline 2006 July Financial Plan - Net Operating Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Summary of Changes Between Financial Plans by Category
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2006	2007	2008	2009	2010
Baseline 2006 February Financial Plan - Net Operating Income	\$899.956	\$893.067	\$892.330	\$880.452	\$862.225
Baseline Changes					
Revenue					
Vehicle Toll Revenue	(4.335)	(4.010)	(4.991)	(7.943)	(12.160)
Other Operating Revenue	(8.628)	(16.048)	(13.810)	(13.829)	(13.850)
Capital & Other Reimbursements	(27.169)	(26.917)	(30.793)	(32.660)	(34.627)
Investment Income	0.992	0.878	0.635	0.671	0.659
Total Revenue Changes	(39.140)	(46.097)	(48.959)	(53.761)	(59.978)
Expenses					
<i>Labor:</i>					
Payroll	(0.780)	(1.533)	(1.729)	(1.781)	(1.844)
Overtime	(0.377)	0.045	0.226	0.188	0.142
Health and Welfare	(1.694)	(3.339)	(4.283)	(5.214)	(6.288)
Pensions	(3.478)	0.428	0.486	0.664	0.875
Fringe Benefits	(0.117)	(0.256)	(0.266)	(0.239)	(0.206)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(6.446)	(4.655)	(5.566)	(6.382)	(7.320)
<i>Non-Labor:</i>					
Traction and Propulsion Power	0.000	0.000	0.000	0.000	0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.939	1.031	0.956	1.247	1.373
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.939	(1.010)	3.369	(0.309)	2.437
Professional Service Contracts	1.086	0.168	(0.012)	0.036	0.096
Materials & Supplies	13.230	1.752	4.392	1.303	(17.023)
Other Business Expenses	0.061	0.006	0.009	0.015	0.023
Total Non-Labor Expense Changes	17.255	1.947	8.714	2.291	(13.093)
Total Expense Changes	\$10.808	(\$2.708)	\$3.148	(\$4.091)	(\$20.413)
Cash Adjustment Changes					
<i>None</i>					
Sub-Total Cash Adjustment Changes	\$.000	\$.000	\$.000	\$.000	\$.000
Total Baseline Changes	(\$28.332)	(\$48.805)	(\$45.811)	(\$57.852)	(\$80.391)
Baseline 2006 July Financial Plan - Net Operating Income	\$871.625	\$844.262	\$846.520	\$822.600	\$781.834

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2006	2007	2008	2009	2010
Baseline 2006 February Financial Plan - Net Operating Income/(Deficit)	\$899.956	\$893.067	\$892.330	\$880.452	\$862.225
Non-Reimbursable Major Changes					
Revenue					
<i>Vehicle Toll Revenue</i>	(4.335)	(4.010)	(4.991)	(7.943)	(12.160)
<i>E-ZPass Account Maintenance Fee (Legislative Repeal)</i>	(7.853)	(15.450)	(13.195)	(13.195)	(13.195)
<i>Other Reimbursements</i>	0.948	1.495	1.487	1.608	1.824
<i>Investment Income</i>	0.992	0.878	0.635	0.671	0.659
<i>Other Operating Revenue</i>	(28.891)	(29.010)	(32.895)	(34.902)	(37.106)
Sub-Total Non-Reimbursable Revenue Changes	(\$39.140)	(\$46.097)	(\$48.959)	(\$53.761)	(\$59.978)
Expenses					
<i>E&C Special Projects Division</i>	(0.244)	(0.494)	(0.501)	(0.505)	(0.507)
<i>Operations Training Unit</i>	(0.172)	(0.352)	(0.366)	(0.375)	(0.395)
<i>Increase in Temp BTO Compensation</i>	(0.331)	(0.333)	(0.335)	(0.336)	(0.336)
<i>ISD Personnel for Security Operations Center</i>	0.000	(0.234)	(0.474)	(0.478)	(0.480)
<i>National Incident Management System Training</i>	(0.236)	0.000	0.000	0.000	0.000
<i>Major Maintenance</i>	(1.800)	(0.452)	0.039	0.140	0.268
<i>Bridge Painting</i>	0.000	4.270	4.358	0.247	2.426
<i>E-ZPass Customer Service Center</i>	4.262	(3.500)	0.000	0.000	0.000
<i>2 Broadway Lease Expenses</i>	0.592	0.666	0.758	0.869	0.990
<i>Bond Insurance Service Fees</i>	0.000	(0.110)	(0.214)	(0.193)	(0.166)
<i>Reduction in Purchase of E-ZPass Tags</i>	13.418	1.583	3.957	1.037	0.000
<i>New Tag Replacement Program</i>	0.000	0.000	0.000	0.000	(17.221)
<i>Other Expenses</i>	(4.680)	(3.752)	(4.074)	(4.497)	(4.992)
Sub-Total Non-Reimbursable Expense Changes	\$10.808	(\$2.708)	\$3.148	(\$4.091)	(\$20.413)
Total Non-Reimbursable Major Changes	(\$28.332)	(\$48.805)	(\$45.811)	(\$57.852)	(\$80.391)
Reimbursable Major Changes					
Revenue					
<i>Reimbursable Revenue Changes</i>	0.186	1.760	(0.243)	(0.489)	(0.623)
Sub-Total Reimbursable Revenue Changes	\$0.186	\$1.760	(\$0.243)	(\$0.489)	(\$0.623)
Expenses					
<i>Reimbursable Expense Changes</i>	(0.186)	(1.760)	0.243	0.489	0.623
Sub-Total Reimbursable Expense Changes	(\$0.186)	(\$1.760)	\$0.243	\$0.489	\$0.623
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$28.332)	(\$48.805)	(\$45.811)	(\$57.852)	(\$80.391)
Cash Adjustment Changes					
<i>None</i>					
Sub-Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	(\$28.332)	(\$48.805)	(\$45.811)	(\$57.852)	(\$80.391)
Baseline 2006 July Financial Plan - Net Operating Income	\$871.625	\$844.262	\$846.520	\$822.600	\$781.834

MTA Bridges and Tunnels July Financial Plan 2007-2010

OTHER ASSUMPTIONS

Ridership/Traffic Volume (Utilization)

Paid traffic volume is projected to reach 300.1 million vehicles in 2006, 0.1% less than the 2005 level of 300.4 million vehicles. Through May 2006, traffic was down by 306,000 vehicles over 2005 levels due to weather-related impacts and significantly higher gasoline prices. The mix of traffic also changed, with more truck traffic leading to an increase in the average toll. Given the uncertainties of how gasoline prices may affect future traffic volumes in 2006, traffic is expected to equal 2005 volume for the June to December period. Traffic volumes will continue to be monitored and analyzed throughout the year, and further adjustments may be necessary at a later point in the budget cycle.

Traffic volumes are estimated to grow an average of 0.3% per year from 2007 through 2010 and incorporate the current forecasts for regional employment and national inflation provided by Global Insight. The average toll is also adjusted in the out years to reflect increases in E-ZPass market share.

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Ridership/Traffic Volume (Utilization)
(in millions)

	2005 Actuals	2006 Mid-Year Forecast	2007 Preliminary Budget	2008	2009	2010
Baseline Total Toll Revenue	\$1,204.944	\$1,233.956	\$1,235.566	\$1,242.447	\$1,241.191	\$1,241.114
<i>Impact of:</i> PEG Program	0.000	0.000	0.000	0.000	0.000	0.000
Total Toll Revenue	\$1,204.944	\$1,233.956	\$1,235.566	\$1,242.447	\$1,241.191	\$1,241.114
 Baseline Total Traffic	 300.385	 300.079	 300.983	 303.176	 303.388	 303.889
<i>Impact of:</i> PEG Program	0.000	0.000	0.000	0.000	0.000	0.000
Total Traffic	300.385	300.079	300.983	303.176	303.388	303.889

MTA BRIDGES AND TUNNELS
July Financial Plan 2007-2010
Summary of 2007 PEGs
(\$ in millions)

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Mid-Year Forecast		Preliminary Budget							
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
Administration:										
Post-2006 PEGs:										
- Payroll: Reduction of admin position in Payroll Dept.	0	0.000	1	0.011	1	0.045	1	0.045	1	0.045
- Contr.: Reduction of admin position in Accts Payable	0	0.000	1	0.042	1	0.042	1	0.042	1	0.042
Sub-Total Administration Post-2006 PEGs	0	0.000	2	0.053	2	0.087	2	0.087	2	0.087
- HR: Reduction of 1 administrative position in HR as a result of the expected efficiencies from KRONOS	0	0.000	1	0.015	1	0.058	1	0.058	1	0.058
- OPS: Field Supervision Scheduling Efficiencies	0	0.008	0	0.031	0	0.031	0	0.031	0	0.032
- OPS: Reduce Field Supervision Overtime	0	0.168	0	0.670	0	0.673	0	0.674	0	0.676
- TD: Reduction in telephone expenses	0	0.000	0	0.030	0	0.060	0	0.060	0	0.060
Sub-Total Administration 2007 PEGs	0	0.176	1	0.746	1	0.822	1	0.823	1	0.826
Sub-Total Administration Post-2006 and 2007 PEGs	0	0.176	3	0.799	3	0.909	3	0.910	3	0.913
Customer Convenience & Amenities:										
<i>None</i>										
Sub-Total Customer Convenience & Amenities	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Security:										
<i>None</i>										
Sub-Total Security	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Maintenance:										
<i>None</i>										
Sub-Total Maintenance	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Revenue Enhancements:										
<i>None</i>										
Sub-Total Revenue Enhancements	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Other:										
- OPS: Net headcount reduction in Operations Dept.	0	0.000	18	0.367	18	1.741	18	1.753	18	1.763
Sub-Total Other	0	0.000	18	0.367	18	1.741	18	1.753	18	1.763
Total 2007 PEGs	0	0.176	21	1.166	21	2.650	21	2.663	21	2.676

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

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Program to Eliminate the Gap Worksheet
(\$ in millions)

PEG Program Category:

Administrative

Program:

Reduction of an administration position in the Payroll Department.

Background Details:	Elimination of a position in the Payroll Department in 2007 due to expected efficiencies brought about by the implementation in 2007 of the new Time & Leave system (Kronos). Kronos is expected to automate some of the current manually performed payroll operations.	
PEG Description and Implementation Plan:	Elimination of an administrative position in the Payroll Department due to expected efficiencies resulting from the implementation of the new Time & Leave system in 2007.	
PEG Implementation Date:	10/01/2007	When will PEG savings begin?: 10/01/2007

	2006 Mid-Year Budget	2007 Preliminary Budget	2008	2009	2010
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.011	\$0.045	\$0.045	\$0.045
Total Reduction in Positions Required	0	1	1	1	1
<i>(List title of positions)</i>					
Clerical Aide	0	1	1	1	1
Current Vacancies	0	0	0	0	0
<i>(List title of vacant positions)</i>					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other					
(Identify Appropriate Indicator)					

List of Other Concerns:

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Program to Eliminate the Gap Worksheet
(\$ in millions)

PEG Program Category: Administration

Program: Reduction of one administrative position in Accounts Payable

Background Details:	Elimination of a accounts payable position. It is expected that current payment voucher trends as a result of the Procurement Credit Card, a reduction in capital vouchers, and an anticipated reduction in invoices due to new administrative budget controls will allow the agency to reduce one of eight Accounts Payable positions.	
PEG Description and Implementation Plan:	B&T proposes the reduction of one accounts payable position in 2007.	
PEG Implementation Date:	01/01/2007	When will PEG savings begin?: 01/01/2007

	2006 Mid-Year Budget	2007 Preliminary Budget	2008	2009	2010
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.042	\$0.042	\$0.042	\$0.042
Total Reduction in Positions Required	<i>0</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>
<i>(List title of positions)</i>					
Accounts Payable Position	<i>0</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>
 Current Vacancies <i>(List title of vacant positions)</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
 <i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator)					
 <i>List of Other Concerns:</i>					

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Program to Eliminate the Gap Worksheet
(\$ in millions)

PEG Program Category:

Administrative

Program:

Reduction of one administrative position in Human Resources

Background Details:	A new automated Time & Leave System (Kronos) is expected to be implemented in 2007, creating efficiencies in the agency. By automating some of the tasks that are currently performed manually, an administrative position in the Human Resources department can be eliminated.	
PEG Description and Implementation Plan:	The elimination of one administrative position in the Time & Leave Unit in Human Resources is projected due to efficiencies realized by implementation of the new automated system.	
PEG Implementation Date:	10/01/2007	When will PEG savings begin?: 10/01/2007

	2006 Mid-Year Budget	2007 Preliminary Budget	2008	2009	2010
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.015	\$0.058	\$0.058	\$0.058
Total Reduction in Positions Required	0	1	1	1	1
<i>(List title of positions)</i>					
Clerical Aide	0	1	1	1	1
Current Vacancies	0	0	0	0	0
<i>(List title of vacant positions)</i>					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other					
<i>(Identify Appropriate Indicator)</i>					

List of Other Concerns:

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Program to Eliminate the Gap Worksheet
(\$ in millions)

PEG Program Category: Administrative
Program: Field Supervision Scheduling Efficiencies

Background Details:	Labor negotiations with B&T's Superior Officers Union (SOBA) has led to a proposal to decrease three Lieutenants in the Operations Department and increase the number of Sergeants by the same number. This switch can take place because the proposed settlement would create scheduling efficiencies which will enable the number of Lieutenants to decrease; the additional Sergeants will then be utilized to decrease overtime, particularly for weekend coverage.
PEG Description and Implementation Plan:	Contingent upon the approval and implementation of the new SOBA contract, there will be a decrease of three Lieutenants and an increase of three Sergeants. The headcount changes will result in a savings in salary.
PEG Implementation Date:	10/01/2006 When will PEG savings begin?: 10/01/2006

	2006 Mid-Year Budget	2007 Preliminary Budget	2008	2009	2010
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.008	\$0.031	\$0.031	\$0.031	\$0.032
Total Reduction in Positions Required	0	0	0	0	0
<i>(List title of positions)</i>					
Sergeants	3	3	3	3	3
Lieutenants	(3)	(3)	(3)	(3)	(3)
Current Vacancies	0	0	0	0	0
<i>(List title of vacant positions)</i>					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other					
<i>(Identify Appropriate Indicator)</i>					
<i>List of Other Concerns:</i>					

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Program to Eliminate the Gap Worksheet
(\$ in millions)

PEG Program Category: Administrative
Program: Reduce Field Supervision Overtime

Background Details:	Labor negotiations with B&T's Superior Officer's Union (SOBA) have led to a scheduling change proposal that will affect weekend security coverage. Under the proposal, Lieutenant and Sergeants would work 12 hour, rather than 8 hour shifts. While this will increase straight-time costs, there will be a significant reduction in overtime, particularly for weekend security and the Special Operations Division (SOD) weekend overtime expenses, resulting in a net savings. Overall security coverage will not be diminished.
PEG Description and Implementation Plan:	Contingent upon the approval and implementation of the new SOBA contract, Lieutenant and Sergeant weekend security & weekend SOD overtime will be reduced by approximately 16,000 hours. This will be offset by straight-time increases.
PEG Implementation Date:	10/01/2006 When will PEG savings begin?: 10/01/2006

	2006 Mid-Year Budget	2007 Preliminary Budget	2008	2009	2010
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.168	\$0.670	\$0.673	\$0.674	\$0.676
Total Reduction in Positions Required	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>(List title of positions)</i>					
Current Vacancies	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>(List title of vacant positions)</i>					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other					
<i>(Identify Appropriate Indicator)</i>					
<i>List of Other Concerns:</i>					

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Program to Eliminate the Gap Worksheet
(\$ in millions)

PEG Program Category: Administrative
Program: Reduction in telephone expenses

Background Details:	New local and wide-area network technology, called a Transparent LAN Service (TLS), will enable telephone expenses to be reduced by replacing current Asynchronous Transfer Mode (ATM) lines with TLS lines for data transfer (Internet, intranet, etc.) among all of B&T's facilities. This system is faster, has greater capacity, and is less expensive than the current service, thus reducing telecommunication expenses.
PEG Description and Implementation Plan:	The new technology is expected be in place by July 1, 2007.
PEG Implementation Date:	07/01/2007 When will PEG savings begin?: 07/01/2007

	2006 Mid-Year Budget	2007 Preliminary Budget	2008	2009	2010
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.030	\$0.060	\$0.060	\$0.060
Total Reduction in Positions Required	0	0	0	0	0
<i>(List title of positions)</i>					
Current Vacancies	0	0	0	0	0
<i>(List title of vacant positions)</i>					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other					
<i>(Identify Appropriate Indicator)</i>					

List of Other Concerns:

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Program to Eliminate the Gap Worksheet
(\$ in millions)

PEG Program Category:

Other

Program:

Net reduction of headcount in the Operations Department.

Background Details:	Since September 11th, B&T has implemented interim security measures while also developing long-term security plans through the capital program. Beginning in 2007, B&T will activate new systems, including cameras, intrusion detection devices and alarms, enabling the agency to eliminate some interim measures funded through the operating budget without diminishing security coverage.	
PEG Description and Implementation Plan:	With the activation of the new system funded through the capital program, a net savings of twelve Bridge and Tunnel Officers and six Sergeants with applicable overtime can be achieved. Before this initiative goes into effect, a new security response plan will be approved by the MTA Office of Security.	
PEG Implementation Date:	07/01/2007	When will PEG savings begin?: 07/01/2007

	2006 Mid-Year Budget	2007 Preliminary Budget	2008	2009	2010
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.367	\$1.741	\$1.753	\$1.763
Total Reduction in Positions Required	0	18	18	18	18
<i>(List title of positions)</i>					
Bridge & Tunnel Officers	0	12	12	12	12
Sergeants	0	6	6	6	6
Current Vacancies	0	0	0	0	0
<i>(List title of vacant positions)</i>					
Impact on Operations:					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other					
(Identify Appropriate Indicator)					
List of Other Concerns:					

MTA BRIDGES AND TUNNELS
July Financial Plan 2007-2010
Summary of Post-2007 PEGs
(\$ in millions)

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Mid-Year Forecast		Preliminary Budget							
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
Administration:										
<i>None</i>										
Sub-Total Administration	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Customer Convenience & Amenities:										
<i>None</i>										
Sub-Total Customer Convenience & Amenities	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Security:										
<i>None</i>										
Sub-Total Security	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Maintenance:										
- Post-2007 PEG: MTCE: Bringing roadway sweeping in-house at the VN, MP and CB Bridges	0	0.000	0	0.000	(1)	0.072	(1)	0.071	(1)	0.071
Sub-Total Maintenance	0	0.000	0	0.000	(1)	0.072	(1)	0.071	(1)	0.071
Revenue Enhancements:										
<i>None</i>										
Sub-Total Revenue Enhancements	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Other:										
<i>None</i>										
Sub-Total Other	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Total Post-2007 PEGs	0	0.000	0	0.000	(1)	0.072	(1)	0.071	(1)	0.071

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

MTA BRIDGES AND TUNNELS
July Financial Plan 2007 - 2010
Program to Eliminate the Gap Worksheet
(\$ in millions)

PEG Program Category: Maintenance
Program: In-House Roadway Sweeping

Background Details:	Currently, B&T outsources roadway sweeping services. By bringing this task in-house and performing roadway sweeping for the Verrazano Narrows Bridge, Marine Parkway, & Cross Bay Bridge facilities using Central Maintenance personnel and their own sweeper, road cleaning costs will be reduced. These three facilities were chosen due primarily to their proximity to one another.	
PEG Description and Implementation Plan:	A person will be hired and a sweeper purchased by January 2008. The initiative cannot start sooner because of the lead time required for the delivery of a sweeper, which must be specially equipped. If successful, the initiative may be expanded to other facilities.	
PEG Implementation Date:	01/01/2008	When will PEG savings begin?: 01/01/2008

	2006 Mid-Year Budget	2007 Preliminary Budget	2008	2009	2010
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.000	\$0.072	\$0.071	\$0.071
Total Reduction in Positions Required	0	0	(1)	(1)	(1)
<i>(List title of positions)</i>					
Maintainer	0	0	(1)	(1)	(1)
Current Vacancies	0	0	0	0	0
<i>(List title of vacant positions)</i>					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other					
(Identify Appropriate Indicator)					
<i>List of Other Concerns:</i>					

MTA Bridges and Tunnels July Financial Plan 2007-2010

OTHER ASSUMPTIONS

Position Table

The authorized headcount for the 2006 Adopted Budget is 1,814. For the 2006 Mid-Year, there are eight additional positions being requested: four in Engineering and Construction to coordinate with MTA Capital Construction on security projects and four Sergeants in Operations for the Training Unit, resulting in a total headcount of 1,822.

In 2007, a request of six positions in the Internal Security Department (ISD) for the centralized Security Center to oversee electronic access controls, CCTV and alarms that have recently been installed would bring the total 2007 headcount to 1,828 before the Program to Eliminate the Gap (PEG).

The post-2006 PEGs submitted in the July 2005 Financial Plan would decrease headcount in 2007 by two positions—an administrative position in the Payroll Department due to efficiencies to be realized with the implementation of the Kronos automated time card system and one position from the Accounts Payable unit due to the decline in numbers of capital vouchers and invoices brought about by new administrative budget controls and the increased use of procurement credit cards. In addition, there are new proposed PEGs in 2007 that would reduce total headcount by nineteen positions. They include a clerical position in Human Resources to be realized with the implementation of the Kronos system and a net reduction of eighteen positions in the Operations Department. As a result of the September 11th terrorist attacks, interim security measures were put in place pending the development and implementation of capital enhancements, including the deployment of electronic security systems. Beginning in 2007, B&T will deploy cameras, intrusion detection services and alarms that will enable the elimination, through attrition, of 18 net positions (12 Bridge and Tunnel Officers and 6 Sergeants) without any diminishment in security coverage. The reductions will bring total headcount after PEGs to 1,807.

In 2008, there is a PEG to bring the contracted Road Sweeper service in-house at the Verrazano Narrows, Marine Parkway and Cross-Bay Bridge facilities. In order to accomplish this, an additional Maintainer is being requested. This would increase the total number of positions in 2008 to 1,808. The number of positions will remain constant through 2010.

MTA BRIDGES & TUNNELS
July Financial Plan 2007 - 2010
Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2005 Actuals	2006 Mid-Year Forecast	2007 Preliminary Budget	2008	2009	2010
Administration						
Executive	2	3	3	3	3	3
Law	9	10	10	10	10	10
CFO ⁽¹⁾	36	37	37	37	37	37
Labor Relations	5	5	5	5	5	5
Procurement & Materials	41	42	42	42	42	42
Staff Services ⁽²⁾	43	48	48	48	48	48
EEO	1	1	1	1	1	1
Total Administration	137	146	146	146	146	146
Operations						
Revenue Management	45	46	46	46	46	46
Operations (Non-Security)	729	752	752	752	752	752
Total Operations	774	798	798	798	798	798
Maintenance						
Maintenance	99	110	110	110	110	110
Operations - Maintainers	188	173	173	173	173	173
Procurement & Materials	13	14	14	14	14	14
Technology	55	58	58	58	58	58
Internal Security - Tech Svcs	36	36	36	36	36	36
Total Maintenance	391	391	391	391	391	391
Engineering/Capital						
Engineering & Construction	155	171	171	171	171	171
Health & Safety	9	10	10	10	10	10
Planning & Budget Capital	9	9	9	9	9	9
Total Engineering/Capital	173	190	190	190	190	190
Public Safety						
Operations (Security)	261	261	261	261	261	261
Internal Security - Operations	34	36	42	42	42	42
Total Public Safety	295	297	303	303	303	303
Total Baseline Positions	1,770	1,822	1,828	1,828	1,828	1,828
<i>Non-Reimbursable</i>	1,725	1,773	1,779	1,779	1,779	1,779
<i>Reimbursable</i>	45	49	49	49	49	49
Total Full-Time	1,770	1,822	1,828	1,828	1,828	1,828
Total Full-Time Equivalents	-	-	-	-	-	-
<hr/>						
Impact of:						
2007 Program to Eliminate the Gap	-	0	21	21	21	21
Post 2007 Program to Eliminate the Gap	-	0	0	(1)	(1)	(1)
Total Positions	1,770	1,822	1,807	1,808	1,808	1,808
<i>Non-Reimbursable</i>	1,725	1,773	1,758	1,759	1,759	1,799
<i>Reimbursable</i>	45	49	49	49	49	49
Total Full-Time	1,770	1,822	1,807	1,808	1,808	1,808
Total Full-Time Equivalents	-	-	-	-	-	-

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

⁽²⁾ includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
July Financial Plan 2007-2010
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP		2006 Mid-Year Forecast	2007 Preliminary Budget	2008	2009	2010
Administration						
	Managers/Supervisors	42	42	42	42	42
	Professional, Technical, Clerical	104	104	104	104	104
	Operational Hourlies	0	0	0	0	0
	Total Administration	146	146	146	146	146
Operations						
	Managers/Supervisors	55	55	55	55	55
	Professional, Technical, Clerical	60	60	60	60	60
	Operational Hourlies ⁽¹⁾	683	683	683	683	683
	Total Operations	798	798	798	798	798
Maintenance						
	Managers/Supervisors	29	29	29	29	29
	Professional, Technical, Clerical	59	59	59	59	59
	Operational Hourlies ⁽¹⁾	303	303	303	303	303
	Total Maintenance	391	391	391	391	391
Engineering/Capital						
	Managers/Supervisors	37	37	37	37	37
	Professional, Technical, Clerical	153	153	153	153	153
	Operational Hourlies	0	0	0	0	0
	Total Engineering/Capital	190	190	190	190	190
Public Safety						
	Managers/Supervisors	11	12	12	12	12
	Professional, Technical, Clerical	27	32	32	32	32
	Operational Hourlies ⁽¹⁾	259	259	259	259	259
	Total Public Safety	297	303	303	303	303
Total Baseline Positions						
	Managers/Supervisors	174	175	175	175	175
	Professional, Technical, Clerical	403	408	408	408	408
	Operational Hourlies	1,245	1,245	1,245	1,245	1,245
	Total Baseline Positions	1,822	1,828	1,828	1,828	1,828
Impact of:						
2007 Program to Eliminate the Gap		0	21	21	21	21
Post 2007 Program to Eliminate the Gap		0	0	(1)	(1)	(1)
Total Positions						
	Managers/Supervisors	174	175	175	175	175
	Professional, Technical, Clerical	403	405	405	405	405
	Operational Hourlies	1,245	1,227	1,228	1,228	1,228
	Total Positions	1,822	1,807	1,808	1,808	1,808

Capital Construction Company

**MTA Capital Construction Company
2007 Preliminary Budget
July Financial Plan 2007-2010**

Mission Statement

The mission of the MTA Capital Construction Company (MTACC) is to serve the mobility needs of customers of the Metropolitan Transportation Authority (MTA) for the 21st Century by planning, designing, and building projects that expand the reach and capacity of the MTA network while meeting the MTA's obligation to serve the changing transportation needs of its customers in a timely, creative and cost-effective manner.

MTACC is responsible for managing all activities associated with the design and construction of East Side Access, the Second Avenue Subway, #7 Line Extension, Lower Manhattan Fulton Transit Center, the new South Ferry station complex, and system-wide capital security projects. All MTACC costs are 100% reimbursable from the MTA Capital Program.

Highlights

In 2006 MTACC new initiatives include beginning final design on the Second Avenue Subway project (SAS), starting construction on the East Side Access project (ESA) and SAS, obtaining a Full Funding Grant Agreement from the Federal Transit Administration for ESA, and awarding contracts for the No. 7 Line Extension. MTACC is well underway to achieving these objectives in 2006.

Financial Overview

In order to respond to the large volume of construction being managed by MTACC as well as the intense oversight by multiple parties, MTACC continues to refine its organization and staffing requirements. MTACC continues to utilize dedicated resources to efficiently address the challenges related to the planning, design, construction, regulatory framework, and community participation requirements of large complex capital projects. It is the goal of MTACC to minimize the number of full-time employees in order to maintain a cost efficient program management structure. MTACC continues to draw from the expertise and support services available in other MTA agencies to support design and construction management.

Currently, both MTA NYCT and MTA Headquarters are providing many support services. This budget proposal assumes that many of these services will continue to be provided.

2006 Mid-Year Forecast

MTACC's 2006 Mid-Year Forecast is approximately 22% lower than the 2006 Adopted Budget due to revised projected year-end staffing levels and associated labor expenses. The 2006 Mid-Year Forecast is projecting a staffing level of 96 by year end, 36% lower than the 2006 Adopted Budget of 150. Matrixed employees (employees of other agencies under temporary management by MTACC) and consultants will continue to support MTACC in lieu of hiring full time staff. As of June 2006, approximately 100 matrixed employees are supporting MTACC projects. Non labor costs are estimated at \$300,000 higher, a 3.8% change from February. This is due to a re-estimate of insurance and professional services costs.

2007 Preliminary Budget - Baseline

In 2007, MTACC's main objective will be to continue major construction and design of the MTA's system expansion projects. To accomplish these objectives, MTACC projects 2007 costs at \$28.946 million and a year end headcount of 150.

Labor and fringe expenses are projected at \$21.239 million, a 65% increase over the 2006 July Mid-Year Projection. Labor costs increase due to the projected increase of 56 positions from a 2006 year-end level of 96. Staff includes 53 MTACC positions who support the system expansion projects and cannot charge directly to a specific project; 45 for the East Side Access project; 13 for the Second Avenue Subway project; 22 for the Lower Manhattan projects; and 17 for Security projects.

Non-Labor costs are projected at \$7.708 million, a 3.18% decrease from projected year-end 2006 levels. Funds have been budgeted for engineering and legal services, reimbursement of NYCT for administrative support staff and services, lease of the 8th floor at 2 Broadway and other project office costs such as communications and supplies.

Major assumptions and reconciliations to the February Plan are discussed later.

2007 - 2010 Projections

MTACC costs for 2007 are projected to increase by 39.1% over 2006, 7.5% in 2008 and 4.2% in 2009. Year-end staffing levels remain constant at 150.

Labor costs increase in 2007 by 65.5%; headcount grows by an additional 56 over 2006 projected levels. Labor costs peak in 2008 reflecting the first year of full staffing, increasing by 15% from 2007. In 2009 and 2010 labor costs remain constant and increase only by inflation. Non-labor expenses decline by 3.56% in 2007 and by 17.8% in 2008. They remain constant in 2009 and increase by 48% in 2010. This increase is for the provision of company-wide construction support from specialty contractors, oversight agencies, legal support and miscellaneous project related costs that may not be eligible for reimbursement by the Federal Transit Administration.

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**MTA Capital Construction Company
July Financial Plan 2007-2010
Year-to-Year Changes by Category 2007-2010
Non-Reimbursable and Reimbursable**

Revenue

Capital and Other Reimbursements

- Monies are made available in the MTA's Capital Program and are drawn down as expenditures are incurred, therefore revenues will always equal expenditures.
- All MTACC expenses are reimbursable from the MTA Capital Program.
- Costs will be reimbursed from specific capital projects to the extent possible in accordance with how the resources are utilized.

Expenses

Payroll

- 2006 payroll costs reflect a projected year-end staffing level of 96. This is a reduction of 54 positions, 36%, from the February Adopted Budget.
- Costs are based on 2006 annualized projected salaries.
- 2007, 2008, 2009 and 2010 year end staffing levels remain constant at 150. Payroll costs are escalated from the prior year's base salary by 2.56%, 2.91%, 3.07% and 3.20% respectively.

Other Fringe Benefits

- Benefits in 2006 were reduced to coincide with the adjusted year-end staffing levels.
- Pension costs in 2006 decreased 53% due to lower staffing levels and a decrease in MTAHQ pension rates.
- Health and Welfare costs have been inflated by 9.48% in 2006, 14.78% in 2007, and 10.68% from 2008 through 2010.
- Pension and other benefits have been escalated by 2.56%, 2.91%, 3.07% and 3.20% from 2007 through 2010 respectively.

Insurance

- 2006 includes insurance expenses for the All-Agency Protective Liability Program for the South Ferry project.

- 2006 costs increased 12% over the February Plan.
- 2007 through 2010 costs are based on revised 2006 projections. Costs are escalated by approximately 10% from 2007 through 2010.

Professional Service Contracts

- Costs increase by 32.0% in 2006, from the February Financial Plan, due to increases in Lower Manhattan real estate support costs and construction support, independent engineering and independent compliance monitor expenses in support of the capital projects.
- Costs are escalated by 2.47%, 2.57%, 2.55% and 2.49% for 2007 through 2010 respectively.
- Costs remain fairly constant in 2007, increasing by 2%. Projected legal costs are reduced significantly in 2008 resulting in an overall decrease in professional services of approximately 30%. Due to escalation rates, costs slightly increase in 2009 and 2010.

Materials and Supplies

- 2006 Material and Supplies costs have been lowered from the February Plan by 83% to reflect decreased anticipated year-end staffing levels.
- 2007 expenditures remain fairly constant. Although staff levels will reach 150, hiring will occur primarily at year end. 2008 through 2010 costs are based on 2007 projections and increase approximately 3%. Costs are escalated by 2.47%, 2.57%, 2.55% and 2.49% for 2007 through 2010 respectively.

Other Business Expenses

- 2006 continues to assume procurement of telephones, printers, copiers, miscellaneous office furniture and computer equipment for staff. Additional expenditures include automotive purchases, establishing an MTACC intranet and 2 Broadway 8th floor lease. A 10% decrease in such expenditures, from the February Financial Plan, is due to a lower year end headcount and decreased intranet costs.
- Costs decrease by 13.27% in 2007 because major procurements such as automobile, intranet printers, copiers, and the majority of computer hardware will be procured in 2006.
- Costs remain fairly constant in 2008, 2009 and 2010.
- 2007 through 2010 costs are escalated by 2.47%, 2.57%, 2.55% and 2.49% respectively.

REIMBURSABLE

[illegible]

CASH RECEIPTS & EXPENDITURES

[illegible]

MTA Capital Construction Company
July Financial Plan 2007-2010
Summary of Changes Between Financial Plans 2006-2010

2006: July Financial Plan vs. February Financial Plan

The July Financial Plan is \$5.927 million (22%) lower than the February Adopted Budget. This decrease in expenditures is due to delays in hiring. Staffing needs are timed to meet the needs of the capital construction projects. Therefore, the 2006 July Plan is projecting a staffing level of 96 by year end, 36% lower than the 2006 February Financial Plan.

2007: July Financial Plan vs. February Financial Plan

Projections for 2007 are reduced by \$2.342 million, 7.5% from the February Adopted Budget. MTACC costs reflect anticipated progress in major construction of capital projects and full staff levels of 150 by year end. Labor expenses are reduced by 12.5% because full staffing levels are not reached until year end. Non-labor expenditures are increased by \$.700 million, a 10% increase, due to a re-estimate of costs for legal, real estate, and construction support services and insurance.

2008: July Financial Plan vs. February Financial Plan

Projections for 2008 are 2.76% lower than the February Plan. Although staffing remains constant at 150 employees, labor costs decrease by 2.76% reflecting revised estimate of health and welfare benefits. Non-labor costs remain basically unchanged.

2009: July Financial Plan vs. February Financial Plan

The 2009 July Financial Plan assumes a full staff level of 150. Costs are projected at 2.6% lower than the February Plan. Labor costs decline by 3.2% and non-labor costs remain basically unchanged.

2010: July Financial Plan vs. February Financial Plan

Staffing remains constant at 150 employees. Costs are projected at 2.4% lower than the February Plan. Labor costs decline by 3.1% and non-labor costs remain basically unchanged.

MTA CAPITAL CONSTRUCTION
July Financial Plan 2007 - 2010
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2006	2007	2008	2009	2010
Baseline 2006 February Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Vehicle Toll Revenue					
Capital and Other Reimbursement	(\$5.927)	(\$2.342)	(\$.882)	(\$.849)	(\$.895)
Total Revenue Changes	(\$5.927)	(\$2.342)	(\$.882)	(\$.849)	(\$.895)
Expenses					
Labor:					
Payroll	\$3.967	\$1.642	\$.106	\$.109	\$.113
Health and Welfare	0.456	(0.054)	(0.403)	(0.498)	(0.612)
Pensions	1.225	1.266	1.101	1.170	1.246
Other Fringe Benefits	0.574	0.189	0.057	0.061	0.117
Reimbursable Overhead					
Total Labor Expense Changes	\$6.222	\$3.043	\$.861	\$.842	\$.863
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance	(0.099)	(0.108)	(0.119)	(0.131)	(0.144)
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts	(0.957)	(1.219)	(0.501)	(0.422)	(0.409)
Materials & Supplies	0.425	0.447	0.453	0.356	0.367
Other Business Expenses	0.335	0.180	0.189	0.204	0.218
Total Non-Labor Expense Changes	(\$.295)	(\$.701)	\$.021	\$.007	\$.032
Total Expense Changes	\$5.927	\$2.342	\$.882	\$.849	\$.895
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)
Baseline 2006 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)

Summary of Assumptions Regarding Staffing Positions

All MTACC costs are reimbursable from the MTA Capital Program. The July Financial Plan reduces the 2006 projected year end staffing from 150 to 96. This reflects the delay in the award of major construction contracts. Staffing levels reach 150 in 2007 and remain constant at that level.

The 2007 Year-End Staffing level includes 53 MTACC administrative positions; 45 East Side Access project employees; 13 for Second Avenue Subway project; 22 for the Lower Manhattan projects; and 17 to support security projects.

MTA CAPITAL CONSTRUCTION
July Financial Plan 2007 - 2010
Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2005 Actuals	2006 Mid-Year Forecast	2007 Preliminary Budget	2008	2009	2010
Administration						
MTACC	16	30	52	52	52	52
Engineering/Capital						
MTACC	1	1	1	1	1	1
East Side Access	23	32	45	45	45	45
Security	2	5	13	13	13	13
Second Avenue Subway	2	16	22	22	22	22
Lower Manhattan Project	7	12	17	17	17	17
Total Engineering/Capital	35	66	98	98	98	98
Total Baseline Positions	51	96	150	150	150	150
<i>Non-Reimbursable</i>	-	-	-	-	-	-
<i>Reimbursable</i>	51	96	150	150	150	150
<i>Total Full-Time</i>	51	96	150	150	150	150
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA CAPITAL CONSTRUCTION
July Financial Plan 2007-2010
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP		2006 Mid-Year Forecast	2007 Preliminary Budget	2008	2009	2010
Administration						
	Managers/Supervisors	0	0	0	0	0
	Professional, Technical, Clerical	30	52	52	52	52
	Operational Hourlies	0	0	0	0	0
	Total Administration	30	52	52	52	52
Operations						
	Managers/Supervisors					
	Professional, Technical, Clerical					
	Operational Hourlies ⁽¹⁾					
	Total Operations	-	-	-	-	-
Maintenance						
	Managers/Supervisors					
	Professional, Technical, Clerical					
	Operational Hourlies ⁽¹⁾					
	Total Maintenance	-	-	-	-	-
Engineering/Capital						
	Managers/Supervisors	0	0	0	0	0
	Professional, Technical, Clerical	66	98	98	98	98
	Operational Hourlies	0	0	0	0	0
	Total Engineering/Capital	66	98	98	98	98
Public Safety						
	Managers/Supervisors					
	Professional, Technical, Clerical					
	Operational Hourlies ⁽¹⁾					
	Total Public Safety	-	-	-	-	-
Total Baseline Positions						
	Managers/Supervisors	0	0	0	0	0
	Professional, Technical, Clerical	96	150	150	150	150
	Operational Hourlies	0	0	0	0	0
	Total Baseline Positions	96	150	150	150	150

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Long Island Bus

MTA Long Island Bus 2007 Preliminary Budget July Financial Plan 2007 - 2010

MISSION STATEMENT

MTA Long Island Bus (LI Bus) is committed to providing a safe, reliable, convenient and efficient transit bus service throughout Nassau, eastern Queens and western Suffolk counties.

AGENCY OVERVIEW

LI Bus operates 333 fixed route buses serving 96 communities, 47 Long Island Rail Road stations, 5 New York City Transit subway stations, shopping centers, colleges, museums, parks, theaters and beaches throughout our area. During 2005, LI Bus had record levels of ridership on its fixed route system. Total annual ridership was 31.2 million, a 2.8% increase over 2004. This positive trend is continuing in 2006 and is reflected in the July Plan numbers.

The Able-Ride Paratransit program that began in 1995, offers curb-to-curb transportation for eligible customers who, because of their disabilities, are unable to use the fixed route bus system. This service also experienced record levels of ridership during 2005. Demand for this service continues to grow and is forecasted to exceed the 2005 annual level of 324,905 trips. Currently, there are 86 Able-Ride buses in service.

LI Bus continues to be at the forefront in implementing new technologies to enhance the safety and reliability of our fleet and convenience to our customers. With capital funding, LI Bus is continuing to enhance its physical and technological infrastructure to maximize efficiency and longevity.

The safety of customers, personnel, the fleet, and facilities is a priority and as such, we are continuously assessing and enhancing the electronic surveillance systems, physical structures and safety awareness training of all employees.

FINANCIAL OVERVIEW

The volatile energy prices and increased service demands during 2005 provided a unique challenge for LI Bus's management and operations as we balanced maintaining service levels and efficiency, and contain costs. As in recent years, LI Bus participated fully in the MTA wide cost savings programs and was successful in meeting all Program to Eliminate the Gap (PEG) commitments. The 2006 program has expanded cost containment programs and we will continue to monitor internal controllable expenses while maximizing subsidies and other revenue sources to effectively meet our service and safety commitments.

The Long Island Bus Financial Plan is forecasting annual deficits in years 2007 through 2010. The MTA assumes that Nassau County will increase its annual operating subsidies to eliminate these shortfalls. The Nassau County subsidy has been at \$10.5 million in each of the past two years, up from \$7.4 million in 2004. The forecasted increases to Nassau County's subsidy are \$3.0 million in 2007, \$7.7 million in 2008, \$12.1 million in 2009 and \$12.8 million in 2010.

2006 Mid-Year Forecast

The net change over the February adopted budget is an increase in expenses of \$1.8 million. As in the prior two years, energy related items were the main contributors. Fuel and utilities account for \$1.6 million of the total increase and is reflective of the higher than forecasted rates used in the Adopted budget.

The positive April 2006 year-to-date ridership trend generated an increase in the forecasted farebox revenue. This value is projected to be \$0.9 million and served as an offset to the expenditure increases.

Service enhancements are made as required and LI Bus maximized the use of innovative funding programs to offset operating costs. Forecasted service requirements will exceed current resources creating a need to increase Bus Operator headcount by four, to meet Fall 2006 service.

Other new needs relate to parts and material associated with the increased level of service, new insurance coverage costs, increased contract cost for Paratransit vehicle maintenance and services to support the general ledger system. Expanded information and technology functions also required one additional headcount.

Changes in CPI affecting health insurance and material expenses, as well as contract renewal increases for medical and security services is part of the net change.

LI Bus met its 2005 reduction targets and has included the 2006 PEG of \$1.4 million. In addition, we have identified strategies to meet the 2007 PEG target.

2007 – Preliminary Budget - Baseline

Most of the changes to the baseline for the 2007 – 2010 period have a direct relationship to the changes in the 2006 base as affected by the July Plan requirements.

The 2006 farebox revenue base was adjusted upwards in the July Plan to reflect the current trend. From this new base, Fixed Route and Paratransit ridership is projected to increase 0.5% annually with a corollary increase in farebox revenue.

As part of the 2007 cost reduction program, LI Bus will implement a PEG aimed at improving availability and reducing costs by \$0.1 million. This along with favorable cash balances and carry-over savings will assist in meeting the net \$.8 million target.

With the continued volatility in fuel and energy costs, projected expenses were adjusted in 2007 and the out years based on the guidelines provided for the July Plan.

Health Insurance costs are projected to increase by 14.8% over 2006 rates and add \$0.8 million to the 2007 baseline expenses.

An increase of \$0.3 million was included as an offset to the full year Claims reserve requirements.

2007 – 2010 Projections

The July 2006 Plan was used as the new baseline for applicable changes to the 2007 – 2010 Adopted budget baselines.

Farebox revenue is forecasted to increase by 0.5% in each of the years for both Fixed Route and Paratransit service. Other operating revenue forecast remain unchanged while a small increase in Capital and Other reimbursements is seen due to increases in health insurance rates reimbursement for reimbursable employees.

Changes in labor related expenses were due to five additions to headcount in the 2006 base and the effect of each year's projected CPI, especially in the aforementioned Health Insurance rates.

Fuel and utilities annual baseline changes reflect the July 2006 Plan adjustments and issued rate guidelines.

All other non-labor and non-energy related changes pertain to CPI and contract related rate change.

MTA LONG ISLAND BUS
July Financial Plan 2007 - 2010
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable						
	2005	2006	2007			
	Actuals	Mid-Year Forecast	Preliminary	2008	2009	2010
Operating Revenue						
Farebox Revenue	\$39.118	\$39.360	\$39.557	\$39.756	\$39.955	\$40.155
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	5.322	3.699	3.199	2.549	2.454	2.207
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$44.440	\$43.059	\$42.756	\$42.305	\$42.409	\$42.362
Operating Expenses						
<u>Labor:</u>						
Payroll	\$56.354	\$59.465	\$61.224	\$63.006	\$64.941	\$67.019
Overtime	6.018	5.130	5.281	5.434	5.601	5.781
Health and Welfare	10.379	11.726	13.517	14.961	16.558	18.326
Pensions	5.161	5.466	5.628	5.792	5.969	6.160
Other Fringe Benefits	6.088	6.564	6.758	6.955	7.168	7.397
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$84.000	\$88.351	\$92.407	\$96.147	\$100.238	\$104.683
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	9.327	10.324	12.012	11.955	11.368	11.563
Insurance	0.354	0.561	0.420	0.458	0.501	0.542
Claims	3.991	2.845	3.218	3.303	3.095	3.194
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.977	7.807	8.302	8.487	8.564	8.737
Professional Service Contracts	1.700	1.869	1.915	1.964	2.014	2.065
Materials & Supplies	1.673	2.488	2.742	2.898	3.056	3.214
Other Business Expenses	0.222	0.395	0.405	0.415	0.426	0.436
Total Non-Labor Expenses	\$24.244	\$26.289	\$29.014	\$29.480	\$29.024	\$29.751
<u>Other Expenses Adjustments:</u>						
Other	-	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$108.244	\$114.640	\$121.421	\$125.627	\$129.262	\$134.434
Depreciation	-	-	-	-	-	-
Total Expenses	\$108.244	\$114.640	\$121.421	\$125.627	\$129.262	\$134.434
Baseline Surplus/(Deficit)	(\$63.804)	(\$71.581)	(\$78.665)	(\$83.322)	(\$86.853)	(\$92.072)
2007 Program to Eliminate the Gap (PEGs)	-	0.000	0.092	0.096	0.101	0.105
Post 2007 Program to Eliminate the Gap (PEGs)	-	0.000	0.000	0.000	0.000	0.000
Net Surplus/(Deficit)	(\$63.804)	(\$71.581)	(\$78.573)	(\$83.226)	(\$86.752)	(\$91.967)

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MTA LONG ISLAND BUS
July Financial Plan 2007 - 2010
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2005	2006	2007	2008	2009	2010
	Actuals	Mid-Year Forecast	Preliminary			
Revenue						
Farebox Revenue	\$39.118	\$39.360	\$39.557	\$39.756	\$39.955	\$40.155
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	5.322	3.699	3.199	2.549	2.454	2.207
Capital and Other Reimbursements	5.355	5.680	5.910	6.110	6.331	6.524
Total Revenue	\$49.795	\$48.739	\$48.666	\$48.415	\$48.740	\$48.886
Expenses						
<u>Labor:</u>						
Payroll	\$56.989	\$60.318	\$62.099	\$63.906	\$65.869	\$67.933
Overtime	6.018	5.130	5.281	5.434	5.601	5.781
Health and Welfare	11.615	13.120	15.117	16.731	18.518	20.495
Pensions	5.262	5.537	5.700	5.866	6.045	6.235
Other Fringe Benefits	6.171	6.626	6.821	7.020	7.235	7.463
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$86.055	\$90.731	\$95.017	\$98.957	\$103.268	\$107.907
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	9.327	10.324	12.012	11.955	11.368	11.563
Insurance	0.354	0.561	0.420	0.458	0.501	0.542
Claims	3.991	2.845	3.218	3.303	3.095	3.194
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.977	7.807	8.302	8.487	8.564	8.737
Professional Service Contracts	1.700	1.869	1.915	1.964	2.014	2.065
Materials & Supplies	4.973	5.788	6.042	6.198	6.356	6.514
Other Business Expenses	0.222	0.395	0.405	0.415	0.426	0.436
Total Non-Labor Expenses	\$27.544	\$29.589	\$32.314	\$32.780	\$32.324	\$33.051
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$113.599	\$120.320	\$127.331	\$131.737	\$135.592	\$140.958
Depreciation	-	-	-	-	-	-
Total Expenses	\$113.599	\$120.320	\$127.331	\$131.737	\$135.592	\$140.958
Baseline Surplus/(Deficit)	(\$63.804)	(\$71.581)	(\$78.665)	(\$83.322)	(\$86.853)	(\$92.072)
2007 Program to Eliminate the Gap (PEGs)	-	0.000	0.092	0.096	0.101	0.105
Post 2007 Program to Eliminate the Gap (PEGs)	-	0.000	0.000	0.000	0.000	0.000
Net Surplus/(Deficit)	(\$63.804)	(\$71.581)	(\$78.573)	(\$83.226)	(\$86.752)	(\$91.967)

MTA LONG ISLAND BUS
July Financial Plan 2007 - 2010
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2005	2006	2007	2008	2009	2010
	Actuals	Mid-Year Forecast	Preliminary			
Receipts						
Farebox Revenue	\$38.321	\$38.920	\$39.107	\$39.293	\$39.491	\$39.588
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	5.131	3.748	3.249	2.599	2.504	2.257
Capital and Other Reimbursements	5.321	5.576	5.728	5.909	6.106	6.274
Total Receipts	\$48.773	\$48.244	\$48.084	\$47.801	\$48.101	\$48.119
Expenditures						
<u>Labor:</u>						
Payroll	\$57.347	\$60.048	\$61.765	\$63.569	\$67.981	\$67.593
Overtime	5.945	5.100	5.250	5.401	5.782	5.745
Health and Welfare	11.783	13.079	15.072	16.683	18.461	20.420
Pensions	5.806	5.388	5.559	5.701	5.866	6.045
Other Fringe Benefits	6.148	6.590	6.785	6.983	7.475	7.425
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$87.029	\$90.205	\$94.430	\$98.336	\$105.566	\$107.228
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	9.046	10.175	11.862	11.805	11.218	11.413
Insurance	0.000	0.915	0.420	0.458	0.501	0.542
Claims	4.026	2.800	3.172	3.255	3.044	3.140
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	7.243	7.587	8.084	8.263	8.333	8.500
Professional Service Contracts	1.424	1.813	1.857	1.905	1.954	2.000
Materials & Supplies	4.544	5.739	5.991	6.146	6.302	6.457
Other Business Expenses	0.581	0.375	0.385	0.394	0.405	0.414
Total Non-Labor Expenditures	\$26.864	\$29.404	\$31.771	\$32.226	\$31.757	\$32.466
<u>Other Expenditure Adjustments:</u>						
Other	-	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$113.893	\$119.609	\$126.201	\$130.562	\$137.323	\$139.694
Baseline Cash Deficit	(\$65.120)	(\$71.365)	(\$78.117)	(\$82.761)	(\$89.222)	(\$91.575)
2007 Program to Eliminate the Gap (PEGs)	-	0.000	0.092	0.096	0.101	0.105
Post 2007 Program to Eliminate the Gap (PEGs)	-	0.000	0.000	0.000	0.000	0.000
Net Cash Deficit	(\$65.120)	(\$71.365)	(\$78.025)	(\$82.665)	(\$89.121)	(\$91.470)

MTA LONG ISLAND BUS
July Financial Plan 2007 - 2010
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2005 Actuals	2006 Mid-Year Forecast	2007 Preliminary	2008	2009	2010
Receipts						
Farebox Revenue	(\$0.797)	(\$0.440)	(\$0.450)	(\$0.463)	(\$0.464)	(\$0.567)
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	(0.191)	0.049	0.050	0.050	0.050	0.050
Capital and Other Reimbursements	(0.034)	(0.104)	(0.182)	(0.201)	(0.225)	(0.250)
Total Receipts	(\$1.022)	(\$0.495)	(\$0.582)	(\$0.614)	(\$0.639)	(\$0.767)
Expenditures						
<u>Labor:</u>						
Payroll	(\$0.358)	\$0.270	\$0.334	\$0.337	(\$2.112)	\$0.340
Overtime	0.073	0.030	0.031	0.033	(0.181)	0.036
Health and Welfare	(0.168)	0.041	0.045	0.049	0.057	0.075
Pensions	(0.544)	0.149	0.141	0.165	0.179	0.190
Other Fringe Benefits	0.023	0.036	0.036	0.037	(0.240)	0.038
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	(\$0.974)	\$0.526	\$0.587	\$0.621	(\$2.297)	\$0.679
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.281	0.149	0.150	0.150	0.150	0.150
Insurance	0.354	(0.354)	0.000	0.000	0.000	0.000
Claims	(0.035)	0.045	0.046	0.048	0.051	0.054
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.266)	0.220	0.218	0.224	0.231	0.237
Professional Service Contracts	0.276	0.056	0.058	0.059	0.060	0.065
Materials & Supplies	0.429	0.049	0.051	0.052	0.054	0.057
Other Business Expenditures	(0.359)	0.020	0.020	0.021	0.021	0.022
Total Non-Labor Expenditures	\$0.680	\$0.185	\$0.543	\$0.554	\$0.567	\$0.585
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$1.316)	\$0.216	\$0.548	\$0.561	(\$2.369)	\$0.497
Depreciation Adjustment	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	(\$1.316)	\$0.216	\$0.548	\$0.561	(\$2.369)	\$0.497
2007 Program to Eliminate the Gap (PEGs)	-	0.000	0.000	0.000	0.000	0.000
Post 2007 Program to Eliminate the Gap (PEGs)	-	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	(\$1.316)	\$0.216	\$0.548	\$0.561	(\$2.369)	\$0.497

**MTA Long Island Bus
2007 Preliminary Budget
July Financial Plan 2007 - 2010
Year-to-Year Summary of Changes: 2006 –2010**

1. REVENUE

- **Farebox:**
 - **2006:** An additional \$.909 million was included in the 2006 revised farebox base revenue. This reflects favorable ridership trends in both the fixed and demand response systems. In 2007 an average growth rate of 0.5% over 2006 is projected.
 - **2007 – 2010:** An annual growth rate of .5% is forecasted for the 2007 – 2010 period.
- **Other Operating Revenue**
 - **2006 – 2010:** There was no plan change and the annual variance shown is due to lower projected grant activity in the outer years.
- **Capital & Other Reimbursements**
 - **2006 – 2010:** Annual changes are due to CPI factors affecting labor expenses for reimbursable employees and 401h payments.

2. LABOR EXPENSES

- **Payroll/Overtime:**
 - **2006:** The CPI remained at 2.57% between plans but (5) five quota was added in support of service expansion and technology support. The annual variance is made-up of these two factors.
 - **2007 – 2010:** Year-to-year variances were due to the application of CPI's on the prior year's base. There is an extra pay period in 2009 and the appropriate cash was added to the relevant line items.
- **Health & Welfare**
 - **2006:** Health Insurance costs are projected to increase by 9.48% in 2006.

- **2007 – 2010:** A more significant increase is projected for 2007 (14.78%) with rates dropping to 10.68% in the 2008 – 2010 period. These factors account for the changes in the annual budget.
- **Pension**
 - **2006 – 2010:** Year-to-year changes reflect CPI application to base numbers.
- **Other Fringe Benefits**
 - **2006 – 2010:** Year-to-year changes are due to the inflators used.

2. NON LABOR EXPENSES

- **Fuel:**
 - **2006 – 2010:** Baseline rates included in the February 2006 Plan were revised upwards to reflect the prevailing higher rates. Based on issued guidelines, the adjusted variance between 2006 and 2007 is higher by \$1.69 million. However, lower average fuel rates are forecasted for the outer years as is seen by the lower budgeted amounts. The projected reductions will be reviewed in November and adjustments made based on the most current trends and indicators.
- **Insurance**
 - **2006 – 2010:** LI Bus is required to pay the excess liability premiums for the current and past two years. Additional funds were needed to support this cash outlay. When compared to 2007, a lowering of expenses by \$.495 is produced based on the higher 2006 number. This additional excess liability requirement also affects the outer years and caused the listed variances.
- **Claims**
 - **2006 – 2010:** Based on the year-to-date data, it was necessary to increase the claims reserves. A sum of \$.3 million was added in 2007 and 2008 to offset this requirement.

- **Maintenance & Other Operating Contracts**
 - **2006 – 2010:** This category includes Utilities that were affected by volatile rates and the subsequent rate revision upwards in the July Plan. The extended lifecycle of Paratransit vehicles also required an incremental increase in the maintenance services contract.
- **Professional Service Contracts**
 - **2006 – 2010:** Major changes revolved around contract renewal increases for Medical and Security services, and IT support to manage the General Ledger system.
- **Material & Supplies**
 - **2006 – 2010:** Due to the increased levels of service, material and parts usage have increased proportionately. Additional funding was applied to the last quarter of 2006 and extended to a full year value for the outer years. This along with the application of the current CPI's generated the listed variances between years.
- **Other Business Expenses**
 - **2006 – 2010:** There were no major changes to this category.

MTA Long Island Bus
July Financial Plan 2007 - 2010
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2006 July Plan	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009
Revenue									
Farebox Revenue	\$39.360	\$39.557	\$0.197	\$39.756	\$0.199	\$39.955	\$0.199	\$40.155	\$0.200
Vehicle Toll Revenue									
Other Operating Revenue	3.699	3.199	(0.500)	2.549	(0.650)	2.454	(0.095)	2.207	(0.247)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$43.059	\$42.756	(\$0.303)	\$42.305	(\$0.451)	\$42.409	\$0.104	\$42.362	(\$0.047)
Expenses									
Labor:									
Payroll	\$59.465	\$61.224	\$1.759	\$63.006	\$1.782	\$64.941	\$1.935	\$67.019	\$2.078
Overtime	5.130	5.281	0.151	5.434	0.153	5.601	0.167	5.781	0.179
Health and Welfare	11.726	13.517	1.791	14.961	1.444	16.558	1.598	18.326	1.768
Pensions	5.466	5.628	0.162	5.792	0.164	5.969	0.177	6.160	0.191
Other Fringe Benefits	6.564	6.758	0.194	6.955	0.197	7.168	0.213	7.397	0.229
Reimbursable Overhead									
Total Labor Expenses	\$88.351	\$92.407	\$4.056	\$96.147	\$3.740	\$100.238	\$4.090	\$104.683	\$4.446
Non-Labor:									
Traction and Propulsion Power									
Fuel for Buses and Trains	\$10.324	\$12.012	\$1.688	\$11.955	(\$0.057)	\$11.368	(\$0.587)	\$11.563	\$0.195
Insurance	0.561	0.420	(0.141)	0.458	0.038	0.501	0.043	0.542	0.041
Claims	2.845	3.218	0.373	3.303	0.085	3.095	(0.208)	3.194	0.099
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.807	8.302	0.495	8.487	0.185	8.564	0.077	8.737	0.173
Professional Service Contracts	1.869	1.915	0.046	1.964	0.049	2.014	0.050	2.065	0.051
Materials & Supplies	2.488	2.742	0.254	2.898	0.156	3.056	0.158	3.214	0.158
Other Business Expenses	0.395	0.405	0.010	0.415	0.010	0.426	0.011	0.436	0.010
Total Non-Labor Expenses	\$26.289	\$29.014	\$2.725	\$29.480	\$0.466	\$29.024	(\$0.456)	\$29.751	\$0.727
Other Expenses Adjustments:									
Other			\$0.000		\$0.000		\$0.000		\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$114.640	\$121.421	\$6.781	\$125.627	\$4.206	\$129.262	\$3.634	\$134.434	\$5.173
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$114.640	\$121.421	\$6.781	\$125.627	\$4.206	\$129.262	\$3.634	\$134.434	\$5.173
Baseline Net Surplus/(Deficit)	(\$71.581)	(\$78.665)	(\$7.084)	(\$83.322)	(\$4.657)	(\$86.853)	(\$3.530)	(\$92.072)	(\$5.220)
2007 Agency Program to Eliminate the Gap	0.000	0.092	\$0.092	0.096	\$0.004	0.101	\$0.004	0.105	\$0.005
Post-2007 Agency Program to Elim. the Gap									
Net Surplus/(Deficit)	(\$71.581)	(\$78.573)	(\$6.992)	(\$83.226)	(\$4.653)	(\$86.752)	(\$3.526)	(\$91.967)	(\$5.215)

MTA Long Island Bus
July Financial Plan 2007 - 2010
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2006 July Plan	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue									
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.680	5.910	0.230	6.110	0.200	6.331	0.221	6.524	0.193
Total Revenue	\$5.680	\$5.910	\$0.230	\$6.110	\$0.200	\$6.331	\$0.221	\$6.524	\$0.193
Expenses									
Labor:									
Payroll	\$0.853	\$0.875	\$0.022	\$0.900	\$0.025	\$0.928	\$0.028	\$0.914	(\$0.014)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.394	1.600	0.206	1.771	0.171	1.960	0.189	2.169	0.209
Pensions	0.071	0.072	0.001	0.074	0.002	0.076	0.002	0.075	(0.001)
Other Fringe Benefits	0.062	0.063	0.001	0.065	0.002	0.067	0.002	0.066	(0.001)
Reimbursable Overhead									
Total Labor Expenses	\$2.380	\$2.610	\$0.230	\$2.810	\$0.200	\$3.031	\$0.221	\$3.224	\$0.193
Non-Labor:									
Traction and Propulsion Power									
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	3.300	3.300	0.000	3.300	0.000	3.300	0.000	3.300	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$3.300	\$3.300	\$0.000	\$3.300	\$0.000	\$3.300	\$0.000	\$3.300	\$0.000
Other Expenses Adjustments:									
Other			\$0.000		\$0.000		\$0.000		\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$5.680	\$5.910	\$0.230	\$6.110	\$0.200	\$6.331	\$0.221	\$6.524	\$0.193
Depreciation			0.000		0.000		0.000		0.000
Total Expenses	\$5.680	\$5.910	\$0.230	\$6.110	\$0.200	\$6.331	\$0.221	\$6.524	\$0.193
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)
2007 Agency Program to Eliminate the Gap	0.000	0.000	\$0.000	0.000	\$0.000	0.000	\$0.000	0.000	\$0.000
Post-2007 Agency Program to Elim. the Gap									
Net Surplus/(Deficit)	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)

MTA Long Island Bus
July Financial Plan 2007 - 2010
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

NON-REIMBURSABLE and REIMBURSABLE	Favorable/(Unfavorable)								
	2006 July Plan	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009
Revenue									
Farebox Revenue	\$39.360	\$39.557	\$0.197	\$39.756	\$0.199	\$39.955	\$0.199	\$40.155	\$0.200
Vehicle Toll Revenue									
Other Operating Revenue	3.699	3.199	(0.500)	2.549	(0.650)	2.454	(0.095)	2.207	(0.247)
Capital and Other Reimbursements	5.680	5.910	0.230	6.110	0.200	6.331	0.221	6.524	0.193
Total Revenue	\$48.739	\$48.666	(\$0.073)	\$48.415	(\$0.251)	\$48.740	\$0.325	\$48.886	\$0.146
Expenses									
Labor:									
Payroll	\$60.318	\$62.099	(\$1.781)	\$63.906	(\$1.807)	\$65.869	(\$1.963)	\$67.933	(\$2.064)
Overtime	5.130	5.281	(0.151)	5.434	(0.153)	5.601	(0.167)	5.781	(0.179)
Health and Welfare	13.120	15.117	(1.997)	16.731	(1.614)	18.518	(1.787)	20.495	(1.977)
Pensions	5.537	5.700	(0.163)	5.866	(0.166)	6.045	(0.179)	6.235	(0.190)
Other Fringe Benefits	6.626	6.821	(0.195)	7.020	(0.199)	7.235	(0.215)	7.463	(0.228)
Reimbursable Overhead									
Total Labor Expenses	\$90.731	\$95.017	(\$4.286)	\$98.957	(\$3.940)	\$103.268	(\$4.311)	\$107.907	(\$4.639)
Non-Labor:									
Traction and Propulsion Power									
Fuel for Buses and Trains	\$10.324	\$12.012	(\$1.688)	\$11.955	\$0.057	\$11.368	\$0.587	\$11.563	(\$0.195)
Insurance	0.561	0.420	0.141	0.458	(0.038)	0.501	(0.043)	0.542	(0.041)
Claims	2.845	3.218	(0.373)	3.303	(0.085)	3.095	0.208	3.194	(0.099)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.807	8.302	(0.495)	8.487	(0.185)	8.564	(0.077)	8.737	(0.173)
Professional Service Contracts	1.869	1.915	(0.046)	1.964	(0.049)	2.014	(0.050)	2.065	(0.051)
Materials & Supplies	5.788	6.042	(0.254)	6.198	(0.156)	6.356	(0.158)	6.514	(0.158)
Other Business Expenses	0.395	0.405	(0.010)	0.415	(0.010)	0.426	(0.011)	0.436	(0.010)
Total Non-Labor Expenses	\$29.589	\$32.314	(\$2.725)	\$32.780	(\$0.466)	\$32.324	\$0.456	\$33.051	(\$0.727)
Other Expenses Adjustments:									
Other			\$0.000		\$0.000		\$0.000		\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$120.320	\$127.331	(\$7.011)	\$131.737	(\$4.406)	\$135.592	(\$3.855)	\$140.958	(\$5.366)
Depreciation			0.000		0.000		0.000		0.000
Total Expenses	\$120.320	\$127.331	(\$7.011)	\$131.737	(\$4.406)	\$135.592	(\$3.855)	\$140.958	(\$5.366)
Baseline Net Surplus/(Deficit)	(\$71.581)	(\$78.665)	(\$7.084)	(\$83.322)	(\$4.657)	(\$86.852)	(\$3.530)	(\$92.072)	(\$5.220)
2007 Agency Program to Eliminate the Gap	0.000	0.092	\$0.092	0.096	\$0.004	0.101	\$0.004	0.105	\$0.005
Post-2007 Agency Program to Elim. the Gap									
Net Surplus/(Deficit)	(\$71.581)	(\$78.573)	(\$6.992)	(\$83.226)	(\$4.653)	(\$86.752)	(\$3.526)	(\$91.967)	(\$5.215)

MTA Long Island Bus
July Financial Plan 2007 - 2010
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

CASH RECEIPTS & EXPENDITURES	Favorable/(Unfavorable)								
	2006 July Plan	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009
<u>Receipts</u>									
Farebox Revenue	\$38.920	\$39.107	\$0.187	\$39.293	\$0.186	\$39.491	\$0.198	\$39.588	\$0.097
Vehicle Toll Revenue			0.000		0.000		0.000		0.000
Other Operating Revenue	3.748	3.249	(0.499)	2.599	(0.650)	2.504	(0.095)	2.257	(0.247)
Capital and Other Reimbursements	5.576	5.728	0.152	5.909	0.181	6.106	0.197	6.274	0.168
Total Receipts	\$48.244	\$48.084	(\$0.160)	\$47.801	(\$0.283)	\$48.101	\$0.300	\$48.119	\$0.018
<u>Expenditures</u>									
Labor:									
Payroll	\$60.048	\$61.765	(\$1.717)	\$63.569	(\$1.804)	\$67.981	(\$4.412)	\$67.593	\$0.388
Overtime	5.100	5.250	(0.150)	5.401	(0.151)	5.782	(0.381)	5.745	0.038
Health and Welfare	13.079	15.072	(1.993)	16.683	(1.611)	18.461	(1.779)	20.420	(1.959)
Pensions	5.388	5.559	(0.171)	5.701	(0.142)	5.866	(0.165)	6.045	(0.179)
Other Fringe Benefits	6.590	6.785	(0.195)	6.983	(0.198)	7.475	(0.492)	7.425	0.050
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$90.205	\$94.430	(\$4.225)	\$98.336	(\$3.906)	\$105.566	(\$7.229)	\$107.228	(\$1.663)
Non-Labor:									
Traction and Propulsion Power									
Fuel for Buses and Trains	\$10.175	\$11.862	(\$1.687)	\$11.805	\$0.057	\$11.218	\$0.587	\$11.413	(\$0.195)
Insurance	0.915	0.420	0.495	0.458	(0.038)	0.501	(0.043)	0.542	(0.041)
Claims	2.800	3.172	(0.372)	3.255	(0.083)	3.044	0.211	3.140	(0.096)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.587	8.084	(0.497)	8.263	(0.179)	8.333	(0.070)	8.500	(0.167)
Professional Service Contracts	1.813	1.857	(0.044)	1.905	(0.048)	1.954	(0.049)	2.000	(0.046)
Materials & Supplies	5.739	5.991	(0.252)	6.146	(0.155)	6.302	(0.156)	6.457	(0.155)
Other Business Expenses	0.375	0.385	(0.010)	0.394	(0.009)	0.405	(0.011)	0.414	(0.009)
Total Non-Labor Expenditures	\$29.404	\$31.771	(\$2.367)	\$32.226	(\$0.455)	\$31.757	\$0.469	\$32.466	(\$0.709)
Other Expenditure Adjustments:									
Other			\$0.000		\$0.000		\$0.000		\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$119.609	\$126.201	(\$6.592)	\$130.562	(\$4.361)	\$137.323	(\$6.760)	\$139.694	(\$2.372)
Baseline Net Cash Deficit	(\$71.365)	(\$78.117)	(\$6.752)	(\$82.761)	(\$4.644)	(\$89.222)	(\$6.460)	(\$91.575)	(\$2.354)
2007 Agency Program to Eliminate the Gap	0.000	0.092	\$0.092	0.096	\$0.004	0.101	\$0.004	0.105	\$0.005
Post-2007 Agency Program to Elim. the Gap									
Net Cash Deficit	(\$71.365)	(\$78.025)	(\$6.660)	(\$82.665)	(\$4.640)	(\$89.121)	(\$6.456)	(\$91.470)	(\$2.349)

**MTA Long Island Bus
2007 Preliminary Budget
July Financial Plan 2007 - 2010
Summary of Plan-to-Plan Changes: February 2006 vs. July 2006**

1. REVENUE

- **Farebox:**
 - Revenue is projected to increase by \$.909 million over the adopted budget and is based on current ridership trends and resultant farebox revenue. This represents an additional .715 million riders on fixed route and .016 million on Paratransit.
 - Variances in the 2007 – 2010 period is reflective of the changes in the 2006 July Plan and an annual .5% increase in ridership
- **Other Operating Revenue**
 - There were no changes in this category.
- **Capital & Other Reimbursements**
 - There was a minor change due to the CPI effect on reimbursable employees and the resultant reimbursement.

2. LABOR EXPENSES

- **Payroll/Overtime/Pension/Other Fringe:**
 - Labor expense categories excluding Health and Welfare, increased by \$.114 million because four (4) Bus Operators and one (1) Computer Specialist was added in support of increased service and expanded IT work scopes. All other labor assumptions were identical to those in the February Plan.
- **Health & Welfare**
 - The rate guidelines for the July Plan increased the 2006 rate by .14% resulting in a small increase of \$.034 million over the February Adopted Budget.

3. NON LABOR EXPENSES

- **Fuel:**

- Volatile fuel prices warranted rate adjustments to the Adopted Budget assumptions. These rate guidelines generated an additional \$1.260 million in projected fuel expenses. Similar rate adjustments were made to the fuel budget in the 2007 – 2011 period, with some optimism of a rate reduction in the latter years of the plan.

- **Insurance**

- A mandatory participation in an increased Excess Liability coverage plan caused a significant increase in premium payments. Pending payments from prior years will be made in 2006, increasing accrued expenses by \$.368 million. In the 2007 – 2010 plan, changes are also due to the higher excess liability premiums and the inclusion of coverage for environmental and travel policies.

- **Claims**

- An additional \$.3 million was added to the cash budget in 2007 and 2008 to partially meet reserve requirements and payments.

- **Maintenance & Other Operating Contracts**

- This category increased by \$.296 million over the February Plan due mainly to the use of higher Utility rates based on the issued guidelines. In the 2007 – 2010 plan funding was added to support the maintenance cost of extending the lifecycle of Paratransit vehicles.

- **Professional Service Contracts**

- The security and medical services contract renewal terms, increased expenses by approximately \$.120 million annually. New requirements for general ledger support added \$.075 million to this category.

- **Material & Supplies**

- Increased service levels have an incremental effect on parts and material usage. This was recognized and along with the use of current CPI's, caused a \$.105 million variance to the February Plan.

MTA Long Island Bus
July Financial Plan 2007 - 2010
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	2006	2007	2008	2009	2010
Baseline 2006 February Financial Plan - Operating Cash	(\$69.523)	(\$72.667)	(\$76.514)	(\$83.210)	(\$84.886)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.909	\$0.909	\$0.909	\$0.909	\$0.909
Vehicle Toll Revenue	\$0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	\$0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$.909	\$.909	\$.909	\$.909	\$.909
Expenses					
Labor:					
Payroll	(\$0.088)	(\$0.327)	(\$0.336)	(\$0.347)	(\$0.358)
Overtime	(0.008)	(0.028)	(0.028)	(0.029)	(0.030)
Health and Welfare	(0.034)	(0.733)	(0.983)	(1.274)	(1.615)
Pensions	(0.008)	(0.030)	(0.031)	(0.031)	(0.033)
Other Fringe Benefits	(0.011)	(0.037)	(0.038)	(0.039)	(0.040)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$1.148)	(\$1.154)	(\$1.417)	(\$1.722)	(\$2.077)
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains	(\$1.260)	(\$3.521)	(\$3.941)	(\$3.749)	(\$4.014)
Insurance	(0.368)	(0.222)	(0.254)	(0.291)	(0.325)
Claims	0.000	(0.300)	(0.300)	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.296)	(0.725)	(0.820)	(0.760)	(0.754)
Professional Service Contracts	(0.219)	(0.222)	(0.222)	(0.219)	(0.212)
Materials & Supplies	(0.105)	(0.215)	(0.204)	(0.180)	(0.143)
Other Business Expenses	0.000	0.000	0.000	(0.001)	0.001
Total Non-Labor Expense Changes	(\$2.248)	(\$5.205)	(\$5.741)	(\$5.200)	(\$5.447)
Total Expense Changes	(\$2.397)	(\$6.359)	(\$7.158)	(\$6.921)	(\$7.524)
Cash Adjustment Changes					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.002
Other Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Capital and Other Reimbursement	\$0.000	(\$0.000)	\$0.000	\$0.000	(\$0.157)
Payroll	(\$0.000)	(\$0.000)	\$0.000	\$0.000	\$0.043
Overtime	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	\$0.002
Health and Welfare	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	\$0.105
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.001
Other Fringe Benefits	\$0.000	\$0.000	\$0.001	\$0.000	\$0.005
Fuel for Buses and Trains	(\$0.000)	\$0.000	\$0.000	\$0.000	(\$0.074)
Insurance	(\$0.354)	\$0.000	\$0.000	\$0.000	\$0.000
Claims	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.011
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	\$0.001	\$0.000	\$0.000	\$0.069
Professional Service Contracts	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.003
Materials & Supplies	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.084)
Other Business Expenses	\$0.000	(\$0.001)	\$0.000	\$0.000	(\$0.001)
Total Cash Adjustment Changes	(\$0.355)	\$0.000	\$0.002	\$0.000	(\$0.073)
Total Baseline Changes	(\$1.842)	(\$5.450)	(\$6.247)	(\$6.012)	(\$6.689)
Baseline 2006 July Financial Plan - Operating Cash Income/(Deficit)	(\$71.365)	(\$78.117)	(\$82.761)	(\$89.222)	(\$91.575)

MTA Long Island Bus
July Financial Plan 2007 - 2010
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE					
	2006	2007	2008	2009	2010
Baseline 2006 February Financial Plan - Operating Cash	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Vehicle Toll Revenue					
Capital and Other Reimbursement	0.002	0.078	0.107	0.141	0.267
Total Revenue Changes	\$0.002	\$0.078	\$0.107	\$0.141	\$0.267
Expenses					
Labor:					
Payroll	0.000	0.000	0.000	0.000	0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.002)	(0.078)	(0.107)	(0.141)	(0.267)
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$0.002)	(\$0.078)	(\$0.107)	(\$0.141)	(\$0.267)
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$0.002)	(\$0.078)	(\$0.107)	(\$0.141)	(\$0.267)
Cash Adjustment Changes					
Farebox Revenue					
Other Operating Revenue					
Capital and Other Reimbursement					
Payroll					
Overtime					
Health and Welfare					
Pensions					
Other Fringe Benefits					
Fuel for Buses and Trains					
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts					
Materials & Supplies					
Other Business Expenses					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)
Baseline 2006 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)

MTA Long Island Bus
July Financial Plan 2007 - 2010
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2006	2007	2008	2009	2010
Baseline 2006 February Financial Plan - Operating Cash	(\$69.523)	(\$72.667)	(\$76.514)	(\$83.210)	(\$84.886)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.909	\$0.909	\$0.909	\$0.909	\$0.909
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.002	0.078	0.107	0.141	0.267
Total Revenue Changes	\$.911	\$.987	\$ 1.016	\$ 1.050	\$ 1.176
Expenses					
Labor:					
Payroll	(\$0.088)	(\$0.327)	(\$0.336)	(\$0.347)	(\$0.358)
Overtime	(0.008)	(0.028)	(0.028)	(0.029)	(0.030)
Health and Welfare	(0.036)	(0.811)	(1.089)	(1.415)	(1.882)
Pensions	(0.008)	(0.030)	(0.031)	(0.031)	(0.033)
Other Fringe Benefits	(0.011)	(0.037)	(0.038)	(0.039)	(0.040)
Reimbursable Overhead					
Total Labor Expense Changes	(\$0.150)	(\$1.232)	(\$1.523)	(\$1.862)	(\$2.344)
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains	(\$1.260)	(\$3.521)	(\$3.941)	(\$3.749)	(\$4.014)
Insurance	(0.368)	(0.222)	(0.254)	(0.291)	(0.325)
Claims	0.000	(0.300)	(0.300)	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.296)	(0.725)	(0.820)	(0.760)	(0.754)
Professional Service Contracts	(0.219)	(0.222)	(0.222)	(0.219)	(0.212)
Materials & Supplies	(0.105)	(0.215)	(0.204)	(0.180)	(0.143)
Other Business Expenses	0.000	0.000	0.000	(0.001)	0.001
Total Non-Labor Expense Changes	(\$2.248)	(\$5.205)	(\$5.741)	(\$5.200)	(\$5.447)
Total Expense Changes	(\$2.398)	(\$6.437)	(\$7.265)	(\$7.062)	(\$7.791)
Cash Adjustment Changes					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.002
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	(0.000)	0.000	0.000	(0.157)
Payroll	(0.000)	(0.000)	0.000	0.000	0.043
Overtime	(0.000)	(0.000)	(0.000)	(0.000)	0.002
Health and Welfare	(0.000)	(0.000)	(0.000)	(0.000)	0.105
Pensions	0.000	0.000	0.000	0.000	0.001
Other Fringe Benefits	0.000	0.000	0.001	0.000	0.005
Fuel for Buses and Trains	(0.000)	0.000	0.000	0.000	(0.074)
Insurance	(0.354)	0.000	0.000	0.000	0.000
Claims	0.000	(0.000)	0.000	0.000	0.011
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.001	0.000	0.000	0.069
Professional Service Contracts	0.000	0.000	0.000	(0.000)	0.003
Materials & Supplies	0.000	0.000	(0.000)	0.000	(0.084)
Other Business Expenses	0.000	(0.001)	0.000	0.000	(0.001)
Total Cash Adjustment Changes	(\$0.355)	\$0.000	\$0.001	(\$0.001)	(\$0.073)
Total Baseline Changes	(\$1.842)	(\$5.450)	(\$6.248)	(\$6.013)	(\$6.689)
Baseline 2006 July Financial Plan - Operating Cash Income/(Deficit)	(\$71.365)	(\$78.117)	(\$82.761)	(\$89.222)	(\$91.575)

**MTA Long Island Bus
2007 Preliminary Budget
July Financial Plan 2007 - 2010**

RIDERSHIP/UTILIZATION ASSUMPTIONS

Fixed Route Ridership:

LI Bus experienced its highest levels of fixed route ridership in 2005. When compared to 2004, annual total revenue passengers were 2.8% higher. Average riders were also higher for weekdays, 3.2%, Saturday, 2.3% and Sunday, 8.7%, over 2004. The strong response to job access/reverse commute service, gap closures and bus-rail connection services along with various economic variables contributed in attracting new and repeat riders.

This positive trend has continued in 2006 and the July Plan was adjusted to reflect the projected increase over the Adopted Budget. An additional .715 million riders are projected, bringing the full year 2006 total to 31.5 million passengers.

Annual increases are projected at .5% over the next three years.

Revenue:

Fixed route revenue is 7.4% above 2005 for year to date April 2006. Based on this positive 2006 trend, the July Plan increases farebox revenue by \$.859 million in anticipation of continued good ridership and average fares.

The projected revenue in the 2007 – 2010 period is reflective of the .5% annual increase in riders.

Paratransit (Demand Response)

Ridership:

After some normalization in 2004, this service showed a 2.1% increase in ridership over 2004 actual. This increase was achieved while utilizing the identical number of buses (86 Able-Ride buses) and supporting headcount.

Year to date April 2006 shows a significant 11% increase over the same period of 2005.

The July Plan accounts for this positive trend and increased projected ridership by .016 million passengers.

Based on the revised full year 2006 forecast, annual ridership is expected to increase by .5% over the 2007 – 2010 plan period.

Revenue:

Paratransit farebox revenue for year to date April 2006 shows an 11% increase over 2005. A total of \$.050 million was added in the July Plan resulting in a full year forecast of \$.341 million. A .5% annual increase is also projected for the 2007- 2010 plan period.

**MTA Long Island Bus
2007 Preliminary Budget
July Financial Plan 2007 - 2010**

POSITIONS

In response to the increased service levels, four (4) bus operators were added. New and expanded Information Technology (IT) functions also warranted the addition of one headcount. The 9 positions in support of the 2006 PEG program were removed from the budgeted numbers.

MTA LONG ISLAND BUS
July Financial Plan 2007 - 2010
Ridership/Traffic Volume (Utilization)
(in millions)

RIDERSHIP	2006 Mid-Year Forecast	2007 Preliminary Budget	2008	2009	2010
<u>Baseline</u>					
Fixed Route	31.501	31.659	31.817	31.976	32.136
Paratransit	0.341	0.343	0.344	0.346	0.348
Baseline Total Ridership	31.842	32.001	32.161	32.322	32.484
<i>Impact of: PEG Program</i>					
Total Ridership	31.842	32.001	32.161	32.322	32.484

FARE-BOX REVENUE

<u>Baseline</u>					
Fixed Route	\$38.301	\$38.492	\$38.684	\$38.878	\$39.072
Paratransit	\$1.059	\$1.065	\$1.072	\$1.077	\$1.083
Baseline Total Revenue	\$39.360	\$39.557	\$39.756	\$39.955	\$40.155
<i>Impact of: PEG Program</i>					
Total Ridership	\$39.360	\$39.557	\$39.756	\$39.955	\$40.155

MTA Long Island Bus
July Financial Plan 2007 - 2010
Summary of PEGs
(\$ in millions)

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
LIST of PROGRAMS										
Administration:			0	0.092	0	0.096	0	0.101	0	0.105
Sub-Total Administration	0	\$.000	0	\$.092	0	\$.096	0	\$.101	0	\$.105
Customer Convenience & Amenities:										
Sub-Total Customer Convenience & Amenities	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Service:	0	0.000	0	-	0	-	0	-	0	-
Sub-Total Service	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Maintenance:										
Sub-Total Maintenance	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Revenue Enhancements:										
Sub-Total Revenue Enhancements	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Other:										
Sub-Total Other	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Total PEGs	0	\$.000	0	\$.092	0	\$.096	0	\$.101	0	\$.105

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

**MTA Long Island Bus
July Financial Plan 2007 - 2010
PEG Worksheet**

PEG Category: Administration

Program: Improve Employee Availability

Background Details:	Improve Employee availability for represented employees by half a day
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PEG Description and Implementation Plan:	A complete assessment of the past two years performance is being done and new goals and strategies will be in place by January 2007 to improve current performance.
PEG Implementation Date: 1/1/07	When will PEG savings begin?: 1/1/07

	2005	2006	2007	2008	2009	2010
<i>Financial Impact (Operating)</i>						
Net Savings (in millions)	\$0.000	\$0.000	\$0.092	\$0.096	\$0.101	\$0.105
<i>Total Reduction in Positions Required</i>	0	0	0	0	0	0
Current Level of Vacancies	0	0	0	0	0	0

Impact on Operations:
 Ridership Per Week (in thousands)
 Mean Distance Between Failure
 On-Time Performance
 Other
 (Identify Appropriate Indicator)

List of Other Concerns:

MTA LONG ISLAND BUS
July Financial Plan 2007 - 2010
Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2005 Actuals	2006 Mid-Year Forecast	2007 Preliminary Budget	2008	2009	2010
Administration						
Administration - All Other	31	33	33	33	33	33
Administration - Safety	9	10	10	10	10	10
Finance	21	21	21	21	21	21
Legal	9	9	9	9	9	9
IT	20	22	22	22	22	22
Total Administration	90	95	95	95	95	95
Operations						
Admin (F/R)	22	24	24	24	24	24
Admin (Para)	4	4	4	4	4	4
Bus stops	2	2	2	2	2	2
Scheduling (F/R)	3	3	3	3	3	3
Scheduling (Para)	13	13	13	13	13	13
Reservationists (Para)	12	12	12	12	12	12
TIC	9	9	9	9	9	9
Dipatchers	41	43	43	43	43	43
Bus Operators (F/R)	528	536	536	536	536	536
Bus Operators (Para)	123	131	131	131	131	131
Total Operations	757	777	777	777	777	777
Maintenance						
Admin	12	12	12	12	12	12
Line Supervisors	17	19	19	19	19	19
Mechanics (F/R)	123	123	123	123	123	123
Mechanics (Para)	2	3	3	3	3	3
Mech. Helpers/Cleaners (F/R)	65	68	68	68	68	68
Cleaners (Para)	5	7	7	7	7	7
Storeroom	12	12	12	12	12	12
P & E (F/R)	9	10	10	10	10	10
P & E (Para)	0	1	1	1	1	1
Farebox	6	6	6	6	6	6
Total Maintenance	251	261	261	261	261	261
Engineering/Capital						
Engineers	1	2	2	2	2	2
Capital	13	14	14	14	14	14
Total Engineering/Capital	14	16	16	16	16	16
Public Safety						
Security	3	3	3	3	3	3
Total Baseline Positions	1,115	1,152	1,152	1,152	1,152	1,152
<i>Non-Reimbursable</i>	1,102	1,138	1,138	1,138	1,138	1,138
<i>Reimbursable</i>	13	14	14	14	14	14
<i>Total Full-Time</i>	1,008	1,043	1,043	1,043	1,043	1,043
<i>Total Full-Time Equivalents</i>	107	109	109	109	109	109
Impact of:						
2007 Program to Eliminate the Gap (PEGs)	-	0	0	0	0	0
Post 2007 Program to Eliminate the Gap (PEGs)	-	0	0	0	0	0
Total Positions	1,115	1,152	1,152	1,152	1,152	1,152
<i>Non-Reimbursable</i>	1,102	1,138	1,138	1,138	1,138	1,138
<i>Reimbursable</i>	13	14	14	14	14	14
<i>Total Full-Time</i>	1,008	1,043	1,043	1,043	1,043	1,043
<i>Total Full-Time Equivalents</i>	107	109	109	109	109	109

MTA LONG ISLAND BUS
July Financial Plan 2007-2010
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP		2006 Mid-Year Forecast	2007 Preliminary Budget	2008	2009	2010
Administration						
	Managers/Supervisors	42	42	42	42	42
	Professional, Technical, Clerical	53	53	53	53	53
	Operational Hourlies	0	0	0	0	0
	Total Administration	95	95	95	95	95
Operations						
	Managers/Supervisors	64	64	64	64	64
	Professional, Technical, Clerical	44	44	44	44	44
	Operational Hourlies	669	669	669	669	669
	Total Operations	777	777	777	777	777
Maintenance						
	Managers/Supervisors	27	27	27	27	27
	Professional, Technical, Clerical	4	4	4	4	4
	Operational Hourlies	230	230	230	230	230
	Total Maintenance	261	261	261	261	261
Engineering/Capital						
	Managers/Supervisors	7	7	7	7	7
	Professional, Technical, Clerical	9	9	9	9	9
	Operational Hourlies	0	0	0	0	0
	Total Engineering/Capital	16	16	16	16	16
Public Safety						
	Managers/Supervisors	1	1	1	1	1
	Professional, Technical, Clerical	2	2	2	2	2
	Operational Hourlies	0	0	0	0	0
	Total Public Safety	3	3	3	3	3
Total Baseline Positions						
	Managers/Supervisors	141	141	141	141	141
	Professional, Technical, Clerical	112	112	112	112	112
	Operational Hourlies	899	899	899	899	899
	Total Baseline Positions	1,152	1,152	1,152	1,152	1,152
Impact of:						
2007 Program to Eliminate the Gap (PEGs)		0	0	0	0	0
Post 2007 Program to Eliminate the Gap (PEGs)		0	0	0	0	0
Total Positions						
	Managers/Supervisors					
	Professional, Technical, Clerical					
	Operational Hourlies					
	Total Positions	-	-	-	-	-