

MTA Bus Company

**MTA Bus Company
2008 Final Proposed Budget
November Financial Plan 2008-2011**

Mission Statement

The MTA Bus Company (MTABC) is committed to providing a safe, reliable, convenient and efficient bus service throughout the boroughs of Queens, Bronx, Brooklyn and Manhattan, and parts of Yonkers and Western Nassau County.

Agency Overview

In September 2004, the MTA created the MTA Bus Company as a subsidiary of the Authority in order to effectuate an agreement with the City of New York to consolidate the operations of seven private bus companies. The agreement was implemented as a result of the mutual desire of the MTA and the City of New York to improve the quality and efficiency of bus service formerly provided by private bus operators pursuant to franchises granted by the City. The agreement, as approved by the MTA Board, provided for the City to pay MTABC the difference between the actual cost of operation of the bus routes and all revenues and subsidies received by MTABC and allocable to the operation of the bus routes. Thus, the current costs of MTABC operations are 100% reimbursable by the City.

The transition of service of the seven private bus companies into MTABC began on January 3, 2005 with the transfer of operations of the former Liberty Lines Express, Inc. The transition was completed on February 20, 2006 as Triboro Coach Corporation became the seventh and final private bus company to join the operations of the MTABC. When the transition was completed, MTABC was operating over 1,250 buses serving approximately 350,000 riders daily. MTABC operates 46 local routes servicing the Bronx, Brooklyn and Queens, and 35 premium fare express routes between Manhattan and the Bronx, Brooklyn and Queens.

MTABC is committed to aggressively upgrading the overall service delivery of its bus operations through the replacement of an aged bus fleet, the institution of new maintenance practices and the establishment of a routinized service monitoring and adjustment program to facilitate positive service revisions within the transportation market.

Between 2005 and early 2007, MTABC introduced 475 new “over-the-road” express buses into service, and a total of 76% of the express fleet has been replaced since the transition into MTABC commenced. In addition, the delivery of 284 new hybrid electric buses for local service was completed in October 2007.

With the new bus deliveries completed, a total of 759 new buses or almost 60% of the fleet have been replaced. The infusion of new buses into the MTABC fleet, in conjunction with the introduction of comprehensive maintenance programs designed to improve the reliability of the older buses inherited from the private bus companies, has allowed MTABC the opportunity to address a number of other critical areas: environmental initiatives, safety, security and skills training, the introduction of a centralized road operations unit to ensure consistent delivery of transportation services throughout MTABC depots, facility upgrades and improvements, and service/route improvements. As a new subsidiary of the MTA, MTABC has been able to successfully partner and utilize the established services of other agencies within the MTA to provide technical expertise in numerous areas, including bus and electronics maintenance, voice and data networks, human resources and medical services, to help achieve its objectives and better utilize existing resources.

Fixed route ridership levels have increased dramatically from the inception of service transition in 2005. Ridership was 92.2 million in 2005, 99.3 million in 2006 and 2007 levels are projected to be 106.8 million, or almost 16% higher than 2005 levels. This increase in ridership is attributable to the hundreds of new buses, improved on-time performance and maintenance, and targeted service enhancements. With continued service and reliability improvements, MTABC projects additional ridership gains in each of the years of the Plan.

Financial Overview

The 2007 MTA Bus Company Operating Budget proposal represented the development of its first comprehensive budget, and was the initial building block in targeting resources to address long standing operational deficiencies and to build a professional management structure. Transitioning seven different private companies with different collective bargaining agreements, bus fleets, facility conditions and workforce skills into a single, new public sector agency has provided for a unique and difficult challenge to balance service levels and productivity with cost efficiencies. The 2008 Final Proposed Budget continues the effort to bring Bus Company operations to a high level of performance.

2007 November Forecast

The November Plan reflects comparable assumptions regarding labor and non-labor expenses to those included in the July plan. Difficulties included in recruiting operating maintenance staff are resulting in payroll under-runs and overtime overruns. Service enhancements made across many local and express bus routes, and the resulting positive ridership gains, have been sustained throughout 2007. Proposed 2007 non-labor expenses have also tracked consistently from prior companies assumptions, where materials and supplies expenses tied to more extensive service levels and maintenance of older buses exceeded adopted budget assumptions.

2008 Final Proposed Budget – Baseline

In 2008, the Bus Company's main objectives will be to focus on continued reliability improvements to the bus fleet, successfully introduce new buses into the fleet, address the condition and security of its facilities, enhance the quality and attractiveness of bus service, fully handle all Bus Company financial reporting functions and upgrade the skills of its existing employees while introducing additional professional expertise into its operations. MTABC's 2008 Preliminary Budget includes total expenses before depreciation of \$406.1 million. Total revenues are projected to be \$156.7 million. Total baseline full-time positions are 3,511 (3,495 non-reimbursable and 16 reimbursable).

The major components of the 2008 MTABC Preliminary Budget are summarized as follows:

Labor

- Renewed management focus to fill critical operating vacancies in the mechanic/garage help titles (70) and depot management positions (approximately 35).
- A substantial reduction (39%) in the utilization of unscheduled overtime to meet service and maintenance levels.
- Supplementation of staff positions to meet the significant challenges in building an adequate support organization to meet public sector mandates.
- Expansion of popular service and information programs, in conjunction with improved schedule adjustments, to enhance the rider's transportation experience.
- Utilization of an engineering staff to manage the facilities projects funded through the MTABC's Capital Budget.

Non-Labor

OTPS expenses are decreasing in 2008 by \$18.2 million over 2007 levels due to several factors:

- Establishment of a reserve for public liability claims (\$11.0 million).
- Reduced reliance on maintenance contracts for facility and bus repairs (\$5.4 million).

- Lower materials and supplies expenses due to improved reliability of new bus fleet (\$5.0 million).
- Fuel costs – increased service levels (\$1.8 million)
- Insurance – higher worker's compensation policy costs (\$1.2 million)

2009-2011 Projections

The 2009-2011 projections reflect no change in headcount from the baseline 2008 Preliminary Budget Proposal. Salary and Wage projections incorporate CPI increases of 1.97% (2009), 1.95% (2010) and 2.0% (2011). Health and Welfare (H&W) expenses were increased 12.5% for 2008 based on the estimated 2007 per employee expense. For the 2009-2011 period, H&W expenses were increased by 9.2% per annum in accordance with New York State Department of Civil Service guidance.

Diesel fuel wholesale prices for 2008 are projected to decrease by 1.4% relative to 2007 levels, and decreases of 1.42% in 2009 from 2008 levels, 1.91% in 2010 from 2009 levels and 1.46% in 2011 from 2010 levels were included. Compressed Natural Gas (CNG) fuel expenses assume a 20.39% increase in 2008 over 2007 levels, an increase of 4.67% in 2009 over 2008 levels, and decreases of 4.55% in 2010 and 3.15% in 2011 from 2010 levels.

Other OTPS expense assumptions for 2009-2011 period reflect reductions in certain programs no longer required following the transition of operations, and CPI adjustments for inflation of 2.1% in 2008, 2.21% in 2009, 2.08% in 2010 and 2.13% in 2011 in accordance with Global Insight's CPI-U forecast.

Farebox revenue is projected to increase by 2.4% in 2008 over 2007 estimates, and increases of 2.4% in 2009, 2.1% in 2010 and 2.3% in 2011 over prior year revenue levels are forecasted. Ridership levels are projected to continue the gains experienced in 2006 and 2007. 2007 revenue improvements are attributable to MTABC initiatives to consistently meet service levels, provide enhanced service through selective route adjustments and the increased reliability of bus fareboxes.

MTA BUS COMPANY
November Financial Plan 2008 - 2011
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable						
	2006	2007	2008			
	Actual	November Forecast	Final Proposed Budget	2009	2010	2011
Operating Revenue						
Farebox Revenue	\$125.135	\$137.502	\$140.834	\$144.161	\$147.246	\$150.646
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	\$16.457	\$15.540	\$15.866	\$16.217	\$16.554	\$16.907
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Revenue	\$141.592	\$153.042	\$156.700	\$160.378	\$163.800	\$167.553
Operating Expenses						
<u>Labor:</u>						
Payroll	\$158.025	\$165.501	\$200.269	\$204.695	\$208.953	\$213.403
Overtime	35.747	32.402	19.813	20.250	20.672	21.112
Health and Welfare	25.827	36.726	43.573	47.582	51.959	56.739
Pensions	14.774	4.229	9.229	9.433	9.629	9.834
Other Fringe Benefits	2.229	15.740	16.291	16.651	16.997	17.359
Pattern Labor Provision	-	-	-	-	-	-
Reimbursable Overhead	-	(0.308)	(0.923)	(0.943)	(0.963)	(0.984)
Total Labor Expenses	\$236.602	\$254.290	\$288.251	\$297.667	\$307.247	\$317.465
<u>Non-Labor:</u>						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	\$17.995	\$25.904	\$27.739	\$28.008	\$27.192	\$26.622
Insurance	13.065	12.713	13.957	15.333	16.837	18.491
Claims	-	14.200	3.216	4.778	6.496	8.386
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	29.122	26.540	21.101	20.644	20.124	19.574
Professional Service Contracts	9.742	15.499	15.824	15.472	15.071	14.648
Materials & Supplies	29.104	39.421	34.386	35.855	36.513	37.243
Other Business Expenses	4.202	1.594	1.627	1.663	1.698	1.734
Total Non-Labor Expenses	\$103.230	\$135.871	\$117.851	\$121.754	\$123.932	\$126.698
<u>Other Expenses Adjustments:</u>						
Other						
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$339.832	\$390.161	\$406.102	\$419.421	\$431.179	\$444.163
Depreciation	14.521	26.261	36.290	38.830	41.548	44.456
Other Post Employment Benefits	0.000	47.800	49.800	51.700	53.600	55.500
Total Expenses	\$354.353	\$464.222	\$492.192	\$509.951	\$526.327	\$544.119
Baseline Surplus/(Deficit)	(\$212.761)	(\$311.180)	(\$335.492)	(\$349.573)	(\$362.527)	(\$376.566)
2008 Program to Eliminate the Gap (PEGs)			0.750	1.446	1.489	1.526
Post 2008 Program to Eliminate the Gap (PEGs)						
Net Surplus/(Deficit)	(\$212.761)	(\$311.180)	(\$334.742)	(\$348.127)	(\$361.038)	(\$375.040)

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MTA BUS COMPANY
November Financial Plan 2008 - 2011
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2006	2007	2008			
	Actual	November Forecast	Final Proposed Budget	2009	2010	2011
Revenue						
Farebox Revenue	\$125.135	\$137.502	\$140.834	\$144.161	\$147.246	\$150.646
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	16.457	15.540	15.866	16.217	16.554	16.907
Capital and Other Reimbursements	-	9.884	24.238	32.360	23.855	23.031
Total Revenue	\$141.592	\$162.926	\$180.938	\$192.738	\$187.655	\$190.584
Expenses						
<u>Labor:</u>						
Payroll	\$158.025	\$165.924	\$201.118	\$206.041	\$210.342	\$214.834
Overtime	35.747	32.402	19.813	20.250	20.672	21.112
Health and Welfare	25.827	36.726	43.573	47.582	51.959	56.739
Pensions	14.774	4.256	9.313	9.520	9.719	9.926
Other Fringe Benefits	2.229	15.866	16.679	17.051	17.410	17.785
Pattern Labor Provision	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$236.602	\$255.174	\$290.496	\$300.444	\$310.102	\$320.396
<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	17.995	25.904	27.739	28.008	27.192	26.622
Insurance	13.065	12.713	13.957	15.333	16.837	18.491
Claims	-	14.200	3.216	4.778	6.496	8.386
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	29.122	32.540	36.894	46.527	37.424	36.674
Professional Service Contracts	9.742	17.999	19.824	16.972	16.571	15.448
Materials & Supplies	29.104	39.921	36.586	38.055	38.713	39.443
Other Business Expenses	4.202	1.594	1.627	1.663	1.698	1.734
Total Non-Labor Expenses	\$103.230	\$144.871	\$139.844	\$151.337	\$144.932	\$146.798
<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	\$339.832	\$400.045	\$430.340	\$451.781	\$455.034	\$467.194
Depreciation	14.521	26.261	36.290	38.830	41.548	44.456
Other Post Employment Benefits	0.000	47.800	49.800	51.700	53.600	55.500
Total Expenses	\$354.353	\$474.106	\$516.430	\$542.311	\$550.182	\$567.150
Baseline Surplus/(Deficit)	(\$212.761)	(\$311.180)	(\$335.492)	(\$349.573)	(\$362.527)	(\$376.566)
2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.750	1.446	1.489	1.526
Post 2008 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
Net Surplus/(Deficit)	(\$212.761)	(\$311.180)	(\$334.742)	(\$348.127)	(\$361.038)	(\$375.040)

MTA BUS COMPANY
November Financial Plan 2008 - 2011
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2006	2007	2008			
	Actual	November	Final Proposed	2009	2010	2011
		Forecast	Budget			
Receipts						
Farebox Revenue	\$125.135	\$137.502	\$140.834	\$144.161	\$147.246	\$150.646
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	16.457	15.540	15.866	16.217	16.554	16.907
Capital and Other Reimbursements	0.000	9.884	24.238	32.360	23.855	23.031
Total Receipts	\$141.592	\$162.926	\$180.938	\$192.738	\$187.655	\$190.584
Expenditures						
<u>Labor:</u>						
Payroll	158.025	165.924	201.118	206.041	210.342	214.834
Overtime	35.747	32.402	19.813	20.250	20.672	21.112
Health and Welfare	25.827	36.726	43.573	47.582	51.959	56.739
Pensions	14.774	6.096	9.313	9.520	9.719	9.926
Other Fringe Benefits	2.229	15.866	16.679	17.051	17.410	17.785
Pattern Labor Provision						
GASB Account	0.000	2.648	2.967	3.305	3.579	3.948
Reimbursable Overhead						
Total Labor Expenditures	\$236.602	\$259.662	\$293.463	\$303.749	\$313.680	\$324.344
<u>Non-Labor:</u>						
Traction and Propulsion Power						
Fuel for Buses and Trains	17.995	27.744	27.739	28.008	27.192	26.622
Insurance	13.065	12.713	13.957	15.333	16.837	18.491
Claims	0.773	1.796	3.216	4.778	6.496	8.386
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	29.122	32.540	36.894	46.527	37.424	36.674
Professional Service Contracts	9.742	18.919	19.824	16.972	16.571	15.448
Materials & Supplies	29.104	39.921	36.586	38.055	38.713	39.443
Other Business Expenses	4.202	1.594	1.627	1.663	1.698	1.734
Total Non-Labor Expenditures	\$104.003	\$135.227	\$139.844	\$151.337	\$144.932	\$146.798
<u>Other Expenditure Adjustments:</u>						
Other						
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenditures	\$340.605	\$394.888	\$433.307	\$455.086	\$458.613	\$471.142
Baseline Cash Deficit	(\$199.013)	(\$231.962)	(\$252.368)	(\$262.348)	(\$270.957)	(\$280.558)
2008 Program to Eliminate the Gap (PEGs)			0.750	1.446	1.489	1.526
Post 2008 Program to Eliminate the Gap (PEGs)						
Net Cash Deficit	(\$199.013)	(\$231.962)	(\$251.618)	(\$260.902)	(\$269.468)	(\$279.032)

MTA BUS COMPANY
November Financial Plan 2008 - 2011
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2006	2007	2008			
	Actual	November	Final Proposed	2009	2010	2011
		Forecast	Budget			
Receipts						
Farebox Revenue	(0.000)	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	-	-	-	-	-	-
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
Pensions	-	(1.840)	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Pattern Labor Provision	-	-	-	-	-	-
GASB Account	-	(2.648)	(2.967)	(3.305)	(3.579)	(3.948)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$0.000	(\$4.488)	(\$2.967)	(\$3.305)	(\$3.579)	(\$3.948)
<u>Non-Labor:</u>						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	-	(1.840)	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	(0.773)	12.404	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	(0.920)	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	(\$0.773)	\$9.644	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$0.773)	\$5.156	(\$2.967)	(\$3.305)	(\$3.579)	(\$3.948)
Depreciation Adjustment	14.521	26.261	36.290	38.830	41.548	44.456
Other Post Employment Benefits	0.000	47.800	49.800	51.700	53.600	55.500
Baseline Total Cash Conversion Adjustments	\$13.748	\$79.217	\$83.123	\$87.225	\$91.569	\$96.008
2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.000	0.000
Post 2008 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$13.748	\$79.217	\$83.123	\$87.225	\$91.569	\$96.008

**MTA Bus Company
November Financial Plan 2008-2011
Year-to-Year Changes by Category**

TOTAL REVENUES

Farebox

2007 – 2011 - There is a \$3.3 million projected increase in the 2008 budget over the 2007 farebox estimate. A growth rate of 2.4% is forecasted for 2009 over 2008 levels, 2.1% in 2010 over 2009 levels and 2.3% in 2011 over 2010 levels, as improved bus reliability and more attractive service levels generate additional ridership.

Other Operating Revenue

2007 – 2011 - Slight increases in the level of advertising revenue received accounts for the increases in this category.

Capital and Other Reimbursements

2007 – 2011 - Delays in hiring and securing design contracts account for the lower level of reimbursable activity in 2007. In the 2008-2011 period, higher levels of reimbursable activity are projected, and annual changes are due to timing of facility upgrade work.

LABOR EXPENSES

Payroll / Overtime

2007 – 2008 - The reliance on overtime to offset operating and staff vacancies has continued, with corresponding base pay under-runs.

The 2008 phase-in of additional positions for service support, as well as the full year cost of expanded service levels and filling of vacancies, accounts for the increase in payroll, with corresponding sizable reductions in overtime. In the 2009-2011 period, projected CPI increases of 1.97% (2009), 1.95% (2010) and 2.00% (2011) were included. Headcount levels remain constant in the 2009-2011 period.

Health and Welfare

2007 – 2008 - Additional retiree costs as well as new positions for service expansion and support account for increases in 2008. CPI increases of 9.2% were incorporated into projections as the higher headcount levels are fully phased-in for the 2008-2011 period.

2009 – 2011 - CPI increases of 9.2% were incorporated into projections as the higher headcount levels are fully phased-in.

Pensions

2007 – 2011 - Initial pension valuation estimates for the last four private companies transitioning into MTA Bus will be identified in late 2007. Projections incorporate pro-rata estimates for the inclusion of the remaining private companies in the 2008-2011 period.

Other Fringe Benefits

2007 – 2008 - Additional positions for service expansion and service support account for the increases.

2009 – 2011 - Projected CPI increases of 2009 - 1.97%, 2010 - 1.95% and 2011 - 2.00% were incorporated into the estimates.

NON-LABOR EXPENSES

Fuel

2007 – 2008 - Expenses were adjusted upward to reflect additional service provided and higher vehicle revenue mileage.

2008 – 2011 - Projected fuel rates based on issued guidelines account for the annual changes between the plan years. Diesel fuel wholesale prices for 2008 are projected to decrease by 1.4% relative to 2007 levels, and decreases of 1.42% in 2009 from 2008 levels, 1.91% in 2010 from 2009 levels and 1.46% in 2011 from 2010 levels were included. Compressed Natural Gas (CNG) fuel expenses assume a 20.39% increase in 2008 over 2007 levels, an increase of 4.67 in 2009 over 2008 levels, and decreases of 4.55% in 2010 and 3.15% in 2011 from 2010 levels.

Insurance

2007 – 2011 - Less favorable pricing on the cost of vendor contracts to handle worker's compensation claims accounts for the projected annual increase.

Claims

2007 – 2011 - Anticipated increases in the volume and settlement of claims attributed to liability for MTA Bus since 2006 accounts for the projected cost escalation in the 2009-2011 period. The 2008 changes results from the 2007 establishment of a reserve account for public liability claims.

Maintenance and Other Operating Contracts

2007 – 2011 - Hiring of in-house maintenance staff to handle bus and facility repairs allows for a decrease in projected expenses beginning in 2008 over prior year levels. Expense assumptions reflect CPI adjustments for inflation of 2.1% in 2008, 2.21% in 2009, 2.08% in 2010 and 2.13% in 2011.

Professional Service Contracts

2007 – 2011 – The ramp up of reimbursable facility projects starting in 2008 accounts for the major changes in this category. Expense assumptions reflect CPI adjustments for inflation of 2.1% in 2008, 2.21% in 2009, 2.08% in 2010 and 2.13% in 2011.

Materials and Supplies

2007 – 2011 - The need to upgrade wheelchair and other systems on older buses will decrease after 2007 and in the 2008-2011 period, a stabilized level of material usage is projected with CPI increases reflected in those years. Expense assumptions reflect CPI adjustments for inflation of 2.1% in 2008, 2.21% in 2009, 2.08% in 2010 and 2.13% in 2011.

Other Business Expenses

2007 – 2011 - There were no major changes to this category. Expense assumptions reflect CPI adjustments for inflation of 2.1% in 2008, 2.21% in 2009, 2.08% in 2010 and 2.13% in 2011.

Other Post Employment Benefits

Re-estimates of projected costs in this expense category are reflected in the November Plan.

MTA BUS COMPANY
November Financial Plan 2008 - 2011
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2007	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010
Revenue									
Farebox Revenue	\$137.502	\$140.834	\$3.332	\$144.161	\$3.327	\$147.246	\$3.085	\$150.646	\$3.400
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	15.540	15.866	0.326	16.217	0.351	16.554	0.337	16.907	0.353
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$153.042	\$156.700	\$3.658	\$160.378	\$3.678	\$163.800	\$3.422	\$167.553	\$3.753
Expenses									
Labor:									
Payroll	\$165.501	\$200.269	(\$34.768)	\$204.695	(\$4.426)	\$208.953	(\$4.258)	\$213.403	(\$4.451)
Overtime	32.402	19.813	12.589	20.250	(0.438)	20.672	(0.421)	21.112	(0.440)
Health and Welfare	36.726	43.573	(6.847)	47.582	(4.009)	51.959	(4.378)	56.739	(4.780)
Pensions	4.229	9.229	(5.000)	9.433	(0.204)	9.629	(0.196)	9.834	(0.205)
Other Fringe Benefits	15.740	16.291	(0.551)	16.651	(0.360)	16.997	(0.346)	17.359	(0.362)
Reimbursable Overhead	(0.308)	(0.923)	0.615	(0.943)	0.020	(0.963)	0.020	(0.984)	0.021
Total Labor Expenses	\$254.290	\$288.251	(\$33.961)	\$297.667	(\$9.416)	\$307.247	(\$9.579)	\$317.465	(\$10.218)
Non-Labor:									
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	25.904	27.739	(1.835)	28.008	(0.269)	27.192	0.816	26.622	0.570
Insurance	12.713	13.957	(1.245)	15.333	(1.376)	16.837	(1.504)	18.491	(1.653)
Claims	14.200	3.216	10.984	4.778	(1.562)	6.496	(1.718)	8.386	(1.890)
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	26.540	21.101	5.439	20.644	0.457	20.124	0.520	19.574	0.550
Professional Service Contracts	15.499	15.824	(0.325)	15.472	0.352	15.071	0.401	14.648	0.424
Materials & Supplies	39.421	34.386	5.035	35.855	(1.469)	36.513	(0.659)	37.243	(0.730)
Other Business Expenses	1.594	1.627	(0.033)	1.663	(0.036)	1.698	(0.035)	1.734	(0.036)
Total Non-Labor Expenses	\$135.871	\$117.851	\$18.020	\$121.754	(\$3.903)	\$123.932	(\$2.178)	\$126.698	(\$2.766)
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$390.161	\$406.102	(\$15.942)	\$419.421	(\$13.319)	\$431.179	(\$11.758)	\$444.163	(\$12.984)
Depreciation	26.261	36.290	(10.029)	\$38.830	(2.540)	\$41.548	(2.718)	\$44.456	(2.908)
OPEB	47.800	49.800	(2.000)	\$51.700	(1.900)	\$53.600	(1.900)	\$55.500	(1.900)
Total Expenses	\$464.222	\$492.192	(\$27.971)	\$509.951	(\$17.759)	\$526.327	(\$16.376)	\$544.119	(\$17.792)
Baseline Net Surplus/(Deficit)	(\$311.180)	(\$335.492)	(\$24.312)	(\$349.573)	(\$14.082)	(\$362.527)	(\$12.953)	(\$376.566)	(\$14.039)
2008 PEG Program	0.000	0.750	0.750	1.446	0.696	1.489	0.043	1.526	0.037
Post-2008 PEG Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Net Surplus/(Deficit)	(\$311.180)	(\$334.742)	(\$23.562)	(\$348.127)	(\$13.386)	(\$361.038)	(\$12.910)	(\$375.040)	(\$14.002)

REIMBURSABLE

[illegible]

MTA BUS COMPANY
November Financial Plan 2008 - 2011
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	Favorable/(Unfavorable)								
	2007	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010
Revenue									
Farebox Revenue	\$137.502	\$140.834	\$3.332	\$144.161	\$3.327	\$147.246	\$3.085	\$150.646	\$3.400
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	15.540	15.866	0.326	16.217	0.351	16.554	0.337	16.907	0.353
Capital and Other Reimbursements	9.884	24.238	14.354	32.360	8.122	23.855	(8.505)	23.031	(0.824)
Total Revenue	\$162.926	\$180.938	\$18.012	\$192.738	\$11.800	\$187.655	(\$5.082)	\$190.584	\$2.929
Expenses									
Labor:									
Payroll	\$165.924	\$201.118	(\$35.194)	\$206.041	(\$4.923)	\$210.342	(\$4.301)	\$214.834	(\$4.492)
Overtime	32.402	19.813	12.589	\$20.250	(0.438)	\$20.672	(0.421)	\$21.112	(0.440)
Health and Welfare	36.726	43.573	(6.847)	\$47.582	(4.009)	\$51.959	(4.378)	\$56.739	(4.780)
Pensions	4.256	9.313	(5.057)	\$9.520	(0.207)	\$9.719	(0.199)	\$9.926	(0.208)
Other Fringe Benefits	15.866	16.679	(0.813)	\$17.051	(0.372)	\$17.410	(0.359)	\$17.785	(0.374)
Reimbursable Overhead	0.000	0.000	0.000	\$0.000	0.000	\$0.000	0.000	\$0.000	0.000
Total Labor Expenses	\$255.174	\$290.496	(\$35.322)	\$300.444	(\$9.948)	\$310.102	(\$9.658)	\$320.396	(\$10.294)
Non-Labor:									
Traction and Propulsion Power			\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	25.904	27.739	(1.835)	28.008	(0.269)	27.192	0.816	26.622	0.570
Insurance	12.713	13.957	(1.245)	15.333	(1.376)	16.837	(1.504)	18.491	(1.653)
Claims	14.200	3.216	10.984	4.778	(1.562)	6.496	(1.718)	8.386	(1.890)
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	32.540	36.894	(4.354)	46.527	(9.633)	37.424	9.103	36.674	0.750
Professional Service Contracts	17.999	19.824	(1.825)	16.972	2.852	16.571	0.401	15.448	1.124
Materials & Supplies	39.921	36.586	3.335	38.055	(1.469)	38.713	(0.659)	39.443	(0.730)
Other Business Expenses	1.594	1.627	(0.033)	1.663	(0.036)	1.698	(0.035)	1.734	(0.036)
Total Non-Labor Expenses	\$144.871	\$139.844	\$5.027	\$151.337	(\$11.493)	\$144.932	\$6.405	\$146.798	(\$1.866)
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$400.045	\$430.340	(\$30.295)	\$451.781	(\$21.441)	\$455.034	(\$3.253)	\$467.194	(\$12.160)
Depreciation	26.261	36.290	(10.029)	38.830	(2.540)	41.548	(2.718)	44.456	(2.908)
OPEB	47.800	49.800	(2.000)	51.700	(1.900)	53.600	(1.900)	55.500	(1.900)
Total Expenses	\$474.106	\$516.430	(\$40.324)	\$542.311	(\$23.981)	\$550.182	(\$5.971)	\$567.150	(\$15.068)
Baseline Net Surplus/(Deficit)	(\$311.180)	(\$335.492)	(\$22.312)	(\$349.573)	(\$12.182)	(\$362.527)	(\$11.053)	(\$376.566)	(\$12.139)
2008 PEG Program	0.000	0.750	0.750	1.446	0.696	1.489	0.043	1.526	0.037
Post-2008 PEG Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Net Surplus/(Deficit)	(\$311.180)	(\$334.742)	(\$21.562)	(\$348.127)	(\$11.486)	(\$361.038)	(\$11.010)	(\$375.040)	(\$12.102)

MTA BUS COMPANY
November Financial Plan 2008 - 2011
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	2007	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010
<u>Receipts</u>									
Farebox Revenue	\$137.502	\$140.834	\$3.332	\$144.161	\$3.327	\$147.246	\$3.085	\$150.646	\$3.400
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	15.540	15.866	0.326	16.217	0.351	16.554	0.337	16.907	0.353
Capital and Other Reimbursements	9.884	24.238	14.354	32.360	8.122	23.855	(8.505)	23.031	(0.824)
Total Receipts	\$162.926	\$180.938	\$18.012	\$192.738	\$11.800	\$187.655	(\$5.082)	\$190.584	\$2.929
<u>Expenditures</u>									
Labor:									
Payroll	\$165.924	\$201.118	(\$35.194)	206.041	(\$4.923)	210.342	(\$4.301)	214.834	(\$4.492)
Overtime	32.402	19.813	12.589	20.250	(0.438)	20.672	(0.421)	21.112	(0.440)
Health and Welfare	36.726	43.573	(6.847)	47.582	(4.009)	51.959	(4.378)	56.739	(4.780)
Pensions	6.096	9.313	(3.217)	9.520	(0.207)	9.719	(0.199)	9.926	(0.208)
Other Fringe Benefits	15.866	16.679	(0.813)	17.051	(0.372)	17.410	(0.359)	17.785	(0.374)
GASB Account	2.648	2.967	(0.319)	3.305	(0.338)	3.579	(0.274)	3.948	(0.369)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$259.662	\$293.463	(\$33.801)	\$303.749	(\$10.286)	\$313.680	(\$9.931)	\$324.344	(\$10.663)
Non-Labor:									
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	27.744	27.739	0.005	28.008	(0.269)	27.192	0.816	26.622	0.570
Insurance	12.713	13.957	(1.245)	15.333	(1.376)	16.837	(1.504)	18.491	(1.653)
Claims	1.796	3.216	(1.420)	4.778	(1.562)	6.496	(1.718)	8.386	(1.890)
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	32.540	36.894	(4.354)	46.527	(9.633)	37.424	9.103	36.674	0.750
Professional Service Contracts	18.919	19.824	(0.905)	16.972	2.852	16.571	0.401	15.448	1.124
Materials & Supplies	39.921	36.586	3.335	38.055	(1.469)	38.713	(0.659)	39.443	(0.730)
Other Business Expenses	1.594	1.627	(0.033)	1.663	(0.036)	1.698	(0.035)	1.734	(0.036)
Total Non-Labor Expenditures	\$135.227	\$139.844	(\$4.617)	\$151.337	(\$11.493)	\$144.932	\$6.405	\$146.798	(\$1.866)
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.000	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	\$0.000	\$0.000	\$0.000
Total Expenditures	\$394.888	\$433.307	(\$38.418)	\$455.086	(\$21.780)	\$458.613	(\$3.526)	\$471.142	(\$12.529)
Baseline Net Cash Deficit	(\$231.962)	(\$252.368)	(\$20.406)	(\$262.348)	(\$9.980)	(\$270.957)	(\$8.609)	(\$280.558)	(\$9.601)
2008 PEG Program	0.000	0.750	0.750	1.446	0.696	1.489	0.043	1.526	0.037
Post-2008 PEG Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Net Cash Deficit	(\$231.962)	(\$251.618)	(\$19.656)	(\$260.902)	(\$9.284)	(\$269.468)	(\$8.566)	(\$279.032)	(\$9.564)

**MTA Bus Company
November Financial Plan 2008-2011
Summary of Major Plan-to-Plan Changes**

1. REVENUE

- **Farebox**
 - Strong ridership has resulted in continued incremental increases in revenue and ridership categories. As a result there is a \$2.0 million increase in farebox revenue projections for 2007, \$2.6 million for 2008, \$3.2 million for 2009, \$3.4 million for 2010 and \$4.0 million for 2011 from the July Plan.
- **Other Operating Revenue**
 - Minor adjustments from the July Plan to projected revenues from advertising are included.
- **Capital and Other Reimbursements**
 - There is no change in Capital and other Reimbursement levels from the July Plan.

2. LABOR EXPENSES

- **Payroll / Overtime / Other Fringe**
 - 2007 - There is no change from the July Plan.
 - 2008 – 2011 - There is a slight increase in the 2009-2011 period from the July Plan due to slightly higher average rates of pay for bus operators. Salary and Wage projections incorporate CPI increases of 1.97% (2009), 1.95 % (2010) and 2.00% for 2011.
- **Health and Welfare**
 - Minor inflation – related adjustments from the July Plan were included. CPI increases of 9.2% were incorporated into projections for the 2008-2011 period.

- **Pension**
 - The 2008-2011 period reflects re-estimates for the inclusion of estimated pension costs for the other four private companies.

3. **NON-LABOR EXPENSES**

- **Fuel**
 - Fuel expenses were adjusted in the 2008-2011 period to reflect continued improvements in bus efficiency and rate guidelines. Diesel fuel wholesale prices for 2008 are projected to decrease by 1.4% relative to 2007 levels, and decreases of 1.42% in 2009 from 2008 levels, 1.91% in 2010 from 2009 levels and 1.46% in 2011 from 2010 levels were included. Compressed Natural Gas (CNG) fuel expenses assume a 20.39% increase in 2008 over 2007 levels, an increase of 4.67% in 2009 over 2008 levels, and decreases of 4.55% in 2010 and 3.15% in 2011 from 2010 levels.
- **Insurance/Claims**
 - There is no change from the July Plan for Insurance or Claims expenses.
- **Maintenance and Other Contracts**
 - A small reduction of one-time work to improve facility conditions is reflected in the November Plan.
- **Professional Service Contracts**
 - The changes in the 2008-2011 period are due to inflation – related assumptions. Expense assumptions reflect reductions in CPI adjustments for inflation of 2.1% in 2008, 2.21% in 2009, 2.08% in 2010 and 2.13% in 2011 in accordance with Global Insight's CPI-U forecast.
- **Materials and Supplies**
 - The changes in the 2008-2011 period are due to inflation-related assumptions. Expense assumptions reflect CPI adjustments for inflation of 2.1% in 2008, 2.21% in 2009, 2.08% in 2010 and 2.13% in 2011.

- **Other Business Expenses**

- The changes in the 2008-2011 period are due to CPI-related assumptions.

- **Other Post Employment Benefits**

- The re-estimate of projected expenses related to Other Post Employment Benefits is reflected within the November Plan.

MTA Bus Company
November Financial Plan 2008 - 2011
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Baseline 2007 July Financial Plan - Operating Cash Income/(Deficit)	(\$233.949)	(\$254.705)	(\$265.632)	(\$276.655)	(\$287.565)
Baseline Changes					
Revenue					
Farebox Revenue	\$1.987	\$2.609	\$3.171	\$3.436	\$3.960
Toll Revenue					
Other Operating Revenue		(0.009)	0.029	0.050	0.073
Capital and Other Reimbursement					
Total Revenue Changes	\$1.987	\$2.599	\$3.200	\$3.487	\$4.033
Expenses					
Labor:					
Payroll			(0.481)	(0.756)	(1.043)
Overtime			(0.048)	(0.075)	(0.103)
Health and Welfare					
Pensions			(0.022)	(0.035)	(0.048)
Other Fringe Benefits			(0.039)	(0.062)	(0.085)
Reimbursable Overhead			0.002	0.003	0.005
Total Labor Expense Changes			(\$0.587)	(\$0.924)	(\$1.274)
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains		(0.307)	0.823	3.297	4.458
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts		0.013	(0.036)	(0.062)	(0.088)
Professional Service Contracts		0.009	(0.027)	(0.047)	(0.066)
Materials & Supplies		0.021	(0.086)	(0.047)	(0.048)
Other Business Expenses		0.001	(0.003)	(0.005)	(0.007)
Other Post Employment Benefits	(47.800)	(49.800)	(51.700)	(53.600)	(55.500)
Total Non-Labor Expense Changes	(\$47.800)	(\$50.063)	(\$51.028)	(\$50.464)	(\$51.252)
Total Expense Changes	(\$47.800)	(\$50.063)	(\$51.615)	(\$51.388)	(\$52.526)
Cash Adjustment Changes					
Other Post Employment Benefits	\$47.800	\$49.800	\$51.700	\$53.600	\$55.500
Total Cash Adjustment Changes	\$47.800	\$49.800	\$51.700	\$53.600	\$55.500
Total Baseline Changes	\$1.987	\$2.336	\$3.284	\$5.699	\$7.007
Baseline 2007 November Financial Plan - Operating Cash Income/(Deficit)	(\$231.962)	(\$252.368)	(\$262.348)	(\$270.957)	(\$280.558)

MTA Bus Company
November Financial Plan 2008 - 2011
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE					
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Baseline 2007 July Financial Plan - Operating Cash Income/(Deficit)					
Baseline Changes					
Revenue					
Farebox Revenue					
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursement			0.002	0.003	0.005
Total Revenue Changes			\$0.002	\$0.003	\$0.005
Expenses					
<i>Labor:</i>					
Payroll					
Overtime					
Health and Welfare					
Pensions					
Other Fringe Benefits					
Reimbursable Overhead			(0.002)	(0.003)	(0.005)
Total Labor Expense Changes			(\$0.002)	(\$0.003)	(\$0.005)
<i>Non-Labor:</i>					
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 Expense Changes					
Total Expense Changes			(\$0.002)	(\$0.003)	(\$0.005)
Cash Adjustment Changes					
Total Cash Adjustment Changes					
Total Baseline Changes			(\$0.000)	(\$0.000)	(\$0.000)
Baseline 2007 November Financial Plan - Operating Cash Income/(Deficit)			(\$0.000)	(\$0.000)	(\$0.000)

MTA Bus Company
November Financial Plan 2008 - 2011
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE					
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Baseline 2007 July Financial Plan - Operating Cash Income/(Deficit)	(\$233.949)	(\$254.705)	(\$265.632)	(\$276.655)	(\$287.565)
Baseline Changes					
Revenue					
Farebox Revenue	1.987	2.609	3.171	3.436	3.960
Toll Revenue					
Other Operating Revenue		(0.009)	0.029	0.050	0.073
Capital and Other Reimbursement			0.002	0.003	0.005
Total Revenue Changes	\$1.987	\$2.599	\$3.202	\$3.490	\$4.038
Expenses					
<i>Labor:</i>					
Payroll			(0.481)	(0.756)	(1.043)
Overtime			(0.048)	(0.075)	(0.103)
Health and Welfare					
Pensions			(0.022)	(0.035)	(0.048)
Other Fringe Benefits			(0.039)	(0.062)	(0.085)
Reimbursable Overhead					
Total Labor Expense Changes			(\$0.589)	(\$0.927)	(\$1.279)
<i>Non-Labor:</i>					
Traction and Propulsion Power					
Fuel for Buses and Trains		(0.307)	0.823	3.297	4.458
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts		0.013	(0.036)	(0.062)	(0.088)
Professional Service Contracts		0.009	(0.027)	(0.047)	(0.066)
Materials & Supplies		0.021	(0.086)	(0.047)	(0.048)
Other Business Expenses		0.001	(0.003)	(0.005)	(0.007)
Other Post Employment Benefits	(47.800)	(49.800)	(51.700)	(53.600)	(55.500)
Total Non-Labor Expense Changes	(\$47.800)	(\$50.063)	(\$51.028)	(\$50.464)	(\$51.252)
Total Expense Changes	(\$47.800)	(\$50.063)	(\$51.618)	(\$51.391)	(\$52.530)
Cash Adjustment Changes					
Farebox Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
Payroll	-	-	-	-	-
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
Other Post Employment Benefits	\$47.800	\$49.800	\$51.700	\$53.600	\$55.500
Total Cash Adjustment Changes	\$47.800	\$49.800	\$51.700	\$53.600	\$55.500
Total Baseline Changes	\$1.987	\$2.336	\$3.284	\$5.698	\$7.007
Baseline 2007 November Financial Plan - Operating Cash Income/(Deficit)	(\$231.962)	(\$252.368)	(\$262.348)	(\$270.957)	(\$280.558)

MTA Bus Company
November Financial Plan 2008 - 2011
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE					
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Baseline 2007 July Financial Plan - Operating Cash Income/(Deficit)	(\$233.949)	(\$254.705)	(\$265.632)	(\$276.655)	(\$287.565)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	1.987	2.609	3.171	3.436	3.960
Other Operating Revenue		(0.009)	0.029	0.050	0.073
Sub-Total Non-Reimbursable Revenue Changes	1.987	2.599	3.200	3.487	4.033
Expenses					
Re-estimates Including Impact of Revised Inflation	0.000	(0.263)	0.085	2.212	2.974
Inclusion of Other Post Employment Benefits	(47.800)	(49.800)	(51.700)	(53.600)	(55.500)
Sub-Total Non-Reimbursable Expense Changes	(\$47.800)	(\$50.063)	(\$51.615)	(\$51.388)	(\$52.526)
Total Non-Reimbursable Major Changes	(\$45.813)	(\$47.464)	(\$48.416)	(\$47.901)	(\$48.493)
Reimbursable Major Changes					
Revenue					
Sub-Total Reimbursable Revenue Changes	0.000	0.000	0.002	0.003	0.005
Expenses					
Sub-Total Reimbursable Expense Changes	0.000	0.000	(0.002)	(0.003)	(0.005)
Total Reimbursable Major Changes	\$0.000	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)
Total Accrual Changes	(\$45.813)	(\$47.464)	(\$48.416)	(\$47.902)	(\$48.493)
Cash Adjustment Changes					
Inclusion of Other Post Employment Benefits	47.800	49.800	51.700	53.600	55.500
Total Cash Adjustment Changes	\$47.800	\$49.800	\$51.700	\$53.600	\$55.500
Total Baseline Changes	\$1.987	\$2.336	\$3.284	\$5.698	\$7.007
Baseline 2007 November Financial Plan - Operating Cash Income/(Deficit)	(\$231.962)	(\$252.368)	(\$262.348)	(\$270.957)	(\$280.558)
Programs to Eliminate the Gap (PEGs)					
2008 PEGs - November Financial Plan	\$0.000	\$0.750	\$1.446	\$1.489	\$1.526
Post-2008 PEGs - November Financial Plan	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
2007 November Financial Plan - Net Cash Deficit	(\$231.962)	(\$251.618)	(\$260.902)	(\$269.468)	(\$279.032)

**MTA Bus Company
2008 Final Proposed Budget
November Financial Plan 2008-2011**

Utilization:

Fixed Route Ridership:

MTA Bus is experiencing a sizable increase in fixed rate ridership. We are projecting an annualized 7.6% increase for 2007 over 2006 levels based on September year to date levels.

This increase in ridership is attributable to the introduction of hundreds of new buses, improved on-time performance and maintenance reliability and targeted schedule enhancements on selected express and local routes.

The full year 2007 November Forecast was increased to 106.8 million riders. For 2008, the revised ridership was increased by 4.1 million riders over July Plan levels. This represents a 3.8% increase over projected 2007 ridership levels. Ridership increases of 4.0% for 2009, 3.8% for 2010 and 4.0% for 2011 are also projected.

Fixed Route Revenue:

Revenue is projected to be \$137.5 million in 2007. This is based on 106.8 million riders. Projected revenue in 2009-2011 period is reflective of the ridership gains forecast during that period.

MTA BUS COMPANY
November Financial Plan 2008 - 2011
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
(\$ in millions)

	2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
<u>Baseline</u>						
Fixed Route	99.253	106.833	110.893	115.329	119.712	124.501
Baseline Total Ridership	99.253	106.833	110.893	115.329	119.712	124.501
<u>Farebox Revenue</u>						
Fixed Route	125.135	137.502	140.834	144.161	147.246	150.646
Baseline Total Revenue	125.135	137.502	140.834	144.161	147.246	150.646
Total Ridership	99.253	106.833	110.893	115.329	119.712	124.501
Total Revenue	125.135	137.502	140.834	144.161	147.246	150.646

MTA BUS COMPANY
November Plan 2008 - 2011
Summary of 2008 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2007		2008		2009		2010		2011	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Maintenance											
MCI Warranty Costs		0	0.000	0	0.750	0	1.446	0	1.489	0	1.526
Sub-Total	Maintenance	0	\$ 0.000	0	\$ 0.750	0	\$ 1.446	0	\$ 1.489	0	\$ 1.526
Total Programs		0	\$ 0.000	0	\$ 0.750	0	\$ 1.446	0	\$ 1.489	0	\$ 1.526

MTA BUS COMPANY
November Plan 2008 - 2011
Summary of Program to Eliminate the Gap(PEGs) Worksheet
(\$ in millions)

Business Unit	MTBUS	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL07	Category	Maintenance	Savings Date	1/1/2008
PEG / New Need ID	0000000001	Current Budget Year	2007	Status	Open
Program:	MCI Warranty Costs			Agency Status	Pending
Description and Implementation Pla	The MCI bus warranty will not be needed once maintenance staff is hired and trained.				
Background Details	A one year extension was placed in the 2007 budget for the 475 MCI buses delivered in 2006 and 2007. As new maintenance staff is hired and trained, the warranty will no longer be needed. Funds for this effort were budgeted in each year of the February Financial Plan, and are reduced in 2008 to reflect warranty expiration of the first two delivery orders in 2008, and expiration of the last two deliveries in 2009.				

				2007	2008	2009	2010	2011
Total Headcount								
Financial Impact	MTBUS	0000000001	FINAL07	\$ 0.000	\$ 0.750	\$ 1.446	\$ 1.489	\$ 1.526

MTA BUS COMPANY
November Financial Plan 2008 - 2011
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
Administration						
Office of the EVP	1	2	2	2	2	2
Human Resources	2	3	3	3	3	3
Office of Management and Budget	1	8	8	8	8	8
Technology & Information Services	9	12	12	12	12	12
Materiel	5	22	22	22	22	22
Controller	32	47	47	47	47	47
Office of the President	2	2	2	2	2	2
System Safety Administration	1	3	3	3	3	3
Law	10	17	17	17	17	17
Corporate Communications	6	7	7	7	7	7
Labor Relations	1	2	2	2	2	2
Non Departmental	0	0	40	40	40	40
Total Administration	70	125	165	165	165	165
Operations						
Buses	2,127	2,280	2,280	2,280	2,280	2,280
Operations Planning	2	11	11	11	11	11
Revenue Control	5	7	7	7	7	7
Total Operations	2,134	2,298	2,298	2,298	2,298	2,298
Maintenance						
Buses	799	951	951	951	951	951
Supply Logistics	44	64	64	64	64	64
Total Maintenance	843	1,015	1,015	1,015	1,015	1,015
Engineering/Capital						
Capital Program Management	1	11	23	23	23	23
Public Safety						
Office of the Senior Vice President	7	10	10	10	10	10
Total Positions	3,055	3,459	3,511	3,511	3,511	3,511
Non-Reimbursable	3,055	3,455	3,495	3,495	3,495	3,495
Reimbursable		4	16	16	16	16
Total Full-Time	3,055	3,459	3,511	3,511	3,511	3,511
Total Full-Time Equivalents						

MTA BUS COMPANY
November Financial Plan 2008 - 2011
Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP		2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
Administration							
	Managers/Supervisors	11	37	53	53	53	53
	Professional, Technical, Clerical	59	88	112	112	112	112
	Operational Hourlies						
	Total Administration	70	125	165	165	165	165
Operations							
	Managers/Supervisors	197	271	271	271	271	271
	Professional, Technical, Clerical	51	51	51	51	51	51
	Operational Hourlies	1,886	1,976	1,976	1,976	1,976	1,976
	Total Operations	2,134	2,298	2,298	2,298	2,298	2,298
Maintenance							
	Managers/Supervisors	112	150	150	150	150	150
	Professional, Technical, Clerical	22	18	18	18	18	18
	Operational Hourlies	709	847	847	847	847	847
	Total Maintenance	843	1,015	1,015	1,015	1,015	1,015
Engineering/Capital							
	Managers/Supervisors	1	6	14	14	14	14
	Professional, Technical, Clerical	-	5	9	9	9	9
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	1	11	23	23	23	23
Public Safety							
	Managers/Supervisors	2	4	4	4	4	4
	Professional, Technical, Clerical	0	2	2	2	2	2
	Operational Hourlies	5	4	4	4	4	4
	Total Public Safety	7	10	10	10	10	10
Total Positions							
	Managers/Supervisors	323	468	492	492	492	492
	Professional, Technical, Clerical	132	164	192	192	192	192
	Operational Hourlies	2,600	2,827	2,827	2,827	2,827	2,827
	Total Baseline Positions	3,055	3,459	3,511	3,511	3,511	3,511

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Staten Island Railway

**MTA Staten Island Railway
2008 Final Proposed Budget
November Financial Plan 2008 - 2011**

MISSION STATEMENT

The mission of MTA Staten Island Railway is to provide customers with safe, reliable, and convenient public transportation in a cost-effective manner.

FINANCIAL OVERVIEW

MTA Staten Island Railway carries out its mission by providing effective and cost-efficient transportation services through a heavy rail system operating 64 subway cars over 14.3 route miles and 28.6 miles of mainline track, serving 22 stations located primarily on the south shore of Staten Island.

The 2008 Final Proposed Budget and projections for the years 2009-2011 provide sufficient funding to maintain MTA's commitment to safety, security and the expansion of express service in mid-November 2007, which will add five express trains for the evening rush, for a total of thirteen evening express trains. Expanded morning service will begin in early December 2007 with the addition of three express trains, for a total of nine morning express trains. With no net cost to the budget, this is accomplished primarily through implementation of operational efficiencies that optimize the utilization of resources to achieve agency goals. Performance indicators including mean distance between failures and on-time performance remain within targeted levels.

2007 November Forecast-Baseline

MTA Staten Island Railway's 2007 November Forecast reflects total expenses before depreciation and Other Post-Employment Benefits of \$32.459 million, including \$31.103 million of non-reimbursable expenses and \$1.356 million of reimbursable expenses. Total revenues are projected to be \$7.275 million, of which \$5.919 million are operating revenues and \$1.356 million represent capital reimbursements. Total full-time positions are 286, including 283 non-reimbursable positions and 3 reimbursable positions.

The November forecast includes the following changes from the Mid-Year Forecast:

- A \$2.6 million increase in pension expense due to an updated actuarial valuation
- An inclusion of \$2.4 million of Other Post-Employment Benefit expenses based upon the adoption of GASB #45 in 2007
- Revised inflation assumptions resulting in an expense increase of \$0.379 million
- An increase in farebox revenue of \$0.148 million

2008 Final Proposed Budget - Baseline

MTA Staten Island Railway's 2008 Final Proposed Budget reflects total expenses before depreciation and Other Post-Employment Benefits of \$39.731 million, including

2008 Final Proposed Budget – Baseline (continued)

\$38.309 million of non-reimbursable expenses and \$1.422 million of reimbursable expenses. Total revenues are projected to be \$7.383 million, of which \$5.961 million are operating revenues and \$1.422 million represent capital reimbursements. Total full-time positions are 286, including 283 non-reimbursable positions and 3 reimbursable positions.

The 2008 Final Proposed Budget includes the following changes from the 2008 Preliminary Budget:

- A rescheduling of fleet maintenance expenses (R44 Life Extension) of \$5.5 million from 2008 to 2009 due to lead times for component parts purchasing
- A \$3.0 million increase in pension expense due to an updated actuarial valuation
- An inclusion of \$5.0 million of Other Post-Employment Benefit expenses based upon the adoption of GASB #45 in 2007
- Revised inflation assumptions resulting in an expense increase of \$0.337 million
- An increase in farebox revenue of \$0.145 million

The 2008 Programs to Eliminate the GAP, presented below the baseline on the attached financial tables and described below, are projected to yield a deficit reduction of \$0.600 million and a position reduction of 10 in 2008.

2009-2011 Projections-Baseline

MTA Staten Island Railway's projections for 2009-2011 reflect total expenses before depreciation and Other Post-Employment benefits as follows: 2009=\$41.376 million, 2010=\$37.826 million and 2011=\$39.337 million. Non-reimbursable expenses before depreciation and Other Post-Employment benefits are projected as follows: 2009=\$39.889 million, 2010=\$36.281 million and 2011=\$37.732 million. Reimbursable expenses are projected as follows: 2009=\$1.487 million, 2010=\$1.545 million and 2011=\$1.605 million. Total revenues are projected as follows: 2009=\$8.059 million, 2010=\$8.146 million and 2011=\$8.251 million. Operating revenues are projected as follows: 2009=\$6.572 million, 2010=\$6.601 million and 2011=\$6.646 million. Capital reimbursements are projected as follows: 2009=\$1.487 million, 2010=\$1.545 million and 2011=\$1.605 million. Total full-time positions are projected to be 286 for each year 2009 through 2011. Non-reimbursable positions are projected to be 283 for each year. Reimbursable positions are projected to be 3 in each year.

Projections for 2009-2011 include the following changes from the July Financial Plan:

- A rescheduling of fleet maintenance expenses (R44 Life Extension) of \$5.5 million from 2008 to 2009 due to lead times for component parts purchasing
- Pension expense increases of \$3.0 million in 2009, \$3.4 million in 2010 and \$3.6 million in 2011 due to an updated actuarial valuation
- Inclusion of \$7.7 million in 2009, \$10.5 million in 2010 and \$13.3 million in 2011 of Other Post-Employment Benefit expenses based upon the adoption of GASB #45 in 2007
- Revised inflation assumptions resulting in expense increases of \$0.347 million in 2009, \$0.656 million in 2010 and \$0.819 million in 2011

2009-2011 Projections-Baseline (continued)

- Increases in farebox revenue of \$0.192 million in 2009, \$0.197 million in 2010 and \$0.202 million in 2011

The 2008 Programs to Eliminate the GAP, presented below the baseline on the attached financial tables and described below, are projected to yield deficit reductions in each projection year of \$0.650 million and position reductions of 11.

Post-2008 Programs to Eliminate the GAP are projected to yield deficit reductions in each projection year of \$0.330 million and position reductions of 6.

Major assumptions and reconciliations are discussed later in this section.

GAP CLOSING MEASURES

2008/Post-2008 Programs to Eliminate the Gap (PEGs)

These programs in total project deficit reductions of \$0.600 million in 2008 and \$0.980 million for each projection year 2009-2011. Position reductions are projected at 10 at the end of 2008 and 17 at the end of each projection year 2009-2011. Major programs are summarized as follows:

2008 Programs to Eliminate the GAP

- **Overall Position Reductions** - Based upon an assessment of position requirements for operations support, maintenance and administrative functions, it was determined that 6 positions can be eliminated in 2008 with a savings of \$0.380 million. For the years 2009-2011, it was determined that 7 positions can be eliminated with an annual savings of \$0.430 million.
- **St. George Fare Collection** – It has been determined that, beginning 2008, 2 positions can be eliminated with annual savings of \$0.110 million each year by replacing these positions with two additional MVM's in the St. George Terminal.
- **Cleaning Efficiencies** – Beginning in 2008, it is projected that 2 positions can be eliminated with annual savings per year of \$0.110 million.

Post-2008 Programs to Eliminate the GAP

- **Administrative Efficiencies** – It has been determined that, beginning in 2009, 4 administrative positions can be eliminated with an annual savings of \$0.220 million each projection year.
- **Operations Reorganization** – Beginning 2009, it is projected that 2 positions can be eliminated and annual savings of \$0.110 million per projection year can be achieved through the managerial consolidation of cleaning services and transportation departments and the introduction of a PC-based control system.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2008-2011
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2006	2007	2008			
	Actual	November	Final Proposed	2009	2010	2011
		Forecast	Budget			
Revenue						
Farebox Revenue	\$3.563	\$3.832	\$3.874	\$4.485	\$4.514	\$4.559
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.102	2.087	2.087	2.087	2.087	2.087
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$5.665	\$5.919	\$5.961	\$6.572	\$6.601	\$6.646
Expenses						
Labor:						
Payroll	14.896	15.168	15.810	16.557	16.878	17.213
Overtime	0.846	0.728	0.757	0.795	0.811	0.827
Health and Welfare	3.070	2.920	3.198	3.490	3.809	4.157
Pensions	2.147	4.384	4.733	4.995	5.434	5.674
Other Fringe Benefits	1.285	1.319	1.373	1.437	1.465	1.494
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$22.244	\$24.519	\$25.871	\$27.274	\$28.397	\$29.365
Non-Labor:						
Traction and Propulsion Power	1.876	2.507	2.539	2.735	3.263	3.491
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.315	0.307	0.424	0.370	0.404	0.539
Claims	0.186	0.247	0.252	0.258	0.263	0.269
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.824	2.224	7.881	7.861	2.530	2.619
Professional Service Contracts	0.333	0.331	0.338	0.345	0.352	0.360
Materials & Supplies	1.115	0.963	0.999	1.041	1.067	1.084
Other Business Expenses	0.003	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$5.652	\$6.584	\$12.438	\$12.615	\$7.884	\$8.367
Other Expenses Adjustments:						
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	\$27.896	\$31.103	\$38.309	\$39.889	\$36.281	\$37.732
Depreciation	7.178	10.337	10.337	10.337	10.337	10.337
Other Post Employment Benefits	0.000	2.400	5.000	7.700	10.500	13.300
Total Expenses	\$35.074	\$43.840	\$53.646	\$57.926	\$57.118	\$61.369
Baseline Net Surplus/(Deficit)	(\$29.409)	(\$37.921)	(\$47.685)	(\$51.354)	(\$50.517)	(\$54.723)
2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.600	0.650	0.650	0.650
Post 2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.330	0.330	0.330
Net Surplus/(Deficit)	(\$29.409)	(\$37.921)	(\$47.085)	(\$50.374)	(\$49.537)	(\$53.743)

REIMBURSABLE

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MTA STATEN ISLAND RAILWAY
November Financial Plan 2008-2011
Accrual Statement of Operations by Category
(\$ in millions)

**NON-REIMBURSABLE and
REIMBURSABLE**

	2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
Revenue						
Farebox Revenue	\$3.563	\$3.832	\$3.874	\$4.485	\$4.514	\$4.559
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.102	2.087	2.087	2.087	2.087	2.087
Capital and Other Reimbursements	0.419	1.356	1.422	1.487	1.545	1.605
Total Revenue	\$6.084	\$7.275	\$7.383	\$8.059	\$8.146	\$8.251
Expenses						
Labor:						
Payroll	15.057	15.437	16.087	16.828	17.155	17.495
Overtime	0.964	1.341	1.388	1.459	1.488	1.517
Health and Welfare	3.167	3.248	3.556	3.881	4.236	4.623
Pensions	2.171	4.463	4.820	5.084	5.524	5.766
Other Fringe Benefits	1.304	1.386	1.442	1.509	1.539	1.569
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$22.663	\$25.875	\$27.293	\$28.761	\$29.942	\$30.970
Non-Labor:						
Traction and Propulsion Power	1.876	2.507	2.539	2.735	3.263	3.491
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.315	0.307	0.424	0.370	0.404	0.539
Claims	0.186	0.247	0.252	0.258	0.263	0.269
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.824	2.224	7.881	7.861	2.530	2.619
Professional Service Contracts	0.333	0.331	0.338	0.345	0.352	0.360
Materials & Supplies	1.115	0.963	0.999	1.041	1.067	1.084
Other Business Expenses	0.003	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$5.652	\$6.584	\$12.438	\$12.615	\$7.884	\$8.367
Other Expenses Adjustments:						
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	\$28.315	\$32.459	\$39.731	\$41.376	\$37.826	\$39.337
Depreciation	7.178	10.337	10.337	10.337	10.337	10.337
Other Post Employment Benefits	0.000	2.400	5.000	7.700	10.500	13.300
Total Expenses	\$35.493	\$45.196	\$55.068	\$59.413	\$58.663	\$62.974
Baseline Net Surplus/(Deficit)	(\$29.409)	(\$37.921)	(\$47.685)	(\$51.354)	(\$50.517)	(\$54.723)
2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.600	0.650	0.650	0.650
Post 2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.330	0.330	0.330
Net Surplus/(Deficit)	(\$29.409)	(\$37.921)	(\$47.085)	(\$50.374)	(\$49.537)	(\$53.743)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2008-2011
Cash Receipts & Expenditures
(\$ in millions)

	2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
Receipts						
Farebox Revenue	\$3.535	\$3.832	\$3.874	\$4.485	\$4.514	\$4.559
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.957	2.087	2.087	2.087	2.087	2.087
Capital and Other Reimbursements	0.551	1.349	1.422	1.487	1.545	1.605
Total Receipts	\$6.043	\$7.268	\$7.383	\$8.059	\$8.146	\$8.251
Expenditures						
Labor:						
Payroll	14.963	15.437	16.087	16.828	17.155	17.495
Overtime	1.010	1.341	1.388	1.459	1.488	1.517
Health and Welfare	3.140	3.248	3.556	3.881	4.236	4.623
Pensions	2.171	4.463	4.820	5.084	5.524	5.766
Other Fringe Benefits	1.568	1.386	1.442	1.509	1.539	1.569
GASB Account	0.000	0.212	0.230	0.265	0.290	0.317
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$22.852	\$26.087	\$27.523	\$29.026	\$30.232	\$31.287
Non-Labor:						
Traction and Propulsion Power	1.876	2.507	2.539	2.735	3.263	3.491
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.360	0.307	0.424	0.370	0.404	0.539
Claims	0.422	0.247	0.252	0.258	0.263	0.269
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.581	2.388	7.881	7.862	2.531	2.621
Professional Service Contracts	0.299	0.358	0.338	0.344	0.351	0.358
Materials & Supplies	1.191	0.963	0.999	1.041	1.067	1.084
Other Business Expenses	(0.270)	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenditures	\$5.459	\$6.775	\$12.438	\$12.615	\$7.884	\$8.367
Other Expenditure Adjustments:						
Other	0.000	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	\$28.311	\$32.862	\$39.961	\$41.641	\$38.116	\$39.654
Baseline Net Cash Deficit	(\$22.268)	(\$25.594)	(\$32.578)	(\$33.582)	(\$29.970)	(\$31.403)
2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.600	0.650	0.650	0.650
Post 2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.330	0.330	0.330
Net Cash Deficit	(\$22.268)	(\$25.594)	(\$31.978)	(\$32.602)	(\$28.990)	(\$30.423)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2008-2011
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
Receipts						
Farebox Revenue	(\$0.028)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.145)	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.132	(0.007)	0.000	0.000	0.000	0.000
Total Receipt Adjustments	(\$0.041)	(\$0.007)	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
Labor:						
Payroll	0.094	0.000	0.000	0.000	0.000	0.000
Overtime	(0.046)	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.027	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.264)	0.000	0.000	0.000	0.000	0.000
GASB Account	0.000	(0.212)	(0.230)	(0.265)	(0.290)	(0.317)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$0.189)	(\$0.212)	(\$0.230)	(\$0.265)	(\$0.290)	(\$0.317)
Non-Labor:						
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	(0.045)	0.000	0.000	0.000	0.000	0.000
Claims	(0.236)	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	0.243	(0.164)	0.000	(0.001)	(0.001)	(0.002)
Professional Service Contracts	0.034	(0.027)	0.000	0.001	0.001	0.002
Materials & Supplies	(0.076)	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.273	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.193	(\$0.191)	\$0.000	(\$0.000)	\$0.000	(\$0.000)
Other Expenditure Adjustments:						
Other	0.000	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 Cash Conversion Adjustments before Depreciation	(\$0.037)	(\$0.410)	(\$0.230)	(\$0.265)	(\$0.290)	(\$0.317)
Depreciation Adjustment	7.178	10.337	10.337	10.337	10.337	10.337
Other Post Employment Benefits	0.000	2.400	5.000	7.700	10.500	13.300
Baseline Total Cash Conversion Adjustments	\$7.141	\$12.327	\$15.107	\$17.772	\$20.547	\$23.320
2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.000	0.000
Post 2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$7.141	\$12.327	\$15.107	\$17.772	\$20.547	\$23.320

**MTA Staten Island Railway
November Financial Plan 2008-2011
Year-To-Year Changes by Category-Baseline Narrative**

TOTAL REVENUES

Farebox Revenue

- Farebox revenue improvements of 2008=\$0.042 million (1.1%), 2009=\$0.611 million (15.8%), 2010=\$0.029 million (0.6%) and 2011=\$0.045 million (1.0%) result from re-estimates of projected increases in ridership, which are mostly based on projected growth in NYC employment. The increase in 2009 over 2008 includes \$0.583 million from implementation of fare collection at the Tompkinsville Station effective 1/1/09.

Other Operating Revenue

- No changes.

Capital and Other Reimbursements

- Annual increases are projected from 2008 through 2011 to provide for reimbursement consistent with projected labor expense inflation.

TOTAL EXPENSES

Payroll

- Includes projected rate increases based upon MTA inflation assumptions as follows: 2009=1.97%, 2010=1.95%, and 2011=2.00%.

Overtime

- 2008-2011 payroll wage rate increase assumptions apply.

Health & Welfare

- Increases represent projected rate increases as follows: 2008=9.48%, 2009=9.14%, 2010=9.14%, and 2011=9.14%.

Pension

- Increases are consistent with wage rate increases and actuarial assumptions.

Other Fringe Benefits

- Inflation assumptions are consistent with payroll rate increase assumptions.

Traction and Propulsion Power

- Reflects a projected New York Power Authority (NYPA) annual rate increase as follows: 2008=1.30%, 2009=7.70%, 2010=19.30%, and 2011=7.00%.

Insurance

- 2008-2011 assumptions provided by MTA.

Claims

- 2008-2011 inflation assumptions are based upon Global Insight's estimates as follows: 2008=2.10%, 2009=2.21%, 2010=2.08%, and 2011=2.13%.

Maintenance and Other Operating Contracts

- 2008-2011 inflation assumptions, excluding facility power, are based upon Global Insight's estimates as follows: 2008=2.10% 2009=2.21%, 2010=2.08%, and 2011=2.13%.
- Reflects projected New York Power Authority (NYPA) annual rate increases for facility power of: 2008=1.30%, 2009=7.70%, 2010=19.30%, and 2011=7.00%.
- 2008 and 2009 each include an estimated \$5.5 million of one-time fleet maintenance expenses to maintain the safety and reliability of the 64-car fleet until its anticipated replacement in 2014.

Professional Service Contracts

- 2008-2011 inflation assumptions are based upon Global Insight's estimates as follows: 2008=2.10% 2009=2.21%, 2010=2.08%, and 2011=2.13%.

Materials and Supplies

- 2008-2011 inflation assumptions are based upon Global Insight's estimates as follows: 2008=3.73%, 2009=4.18%, 2010=2.53%, and 2011=1.61%.

Other Business Expenses

- 2008-2011 inflation assumptions are based upon Global Insight's estimates as follows: 2008=2.10% 2009=2.21%, 2010=2.08%, and 2011=2.13%.

Depreciation

- Annual expenses do not increase during the Financial Plan period, as no additional capital assets are projected to reach beneficial use.

Other Post-Employment Benefits

- 2008-2011 assumptions provided by MTA.

TOTAL RECEIPTS**Farebox Revenue**

- Farebox revenue improvements of 2008=\$0.042 million (1.1%), 2009=\$0.611 million (15.8%), 2010=\$0.029 million (0.6%) and 2011=\$0.045 million (1.0%) result from re-estimates of projected increases in ridership, which are mostly based on projected growth in NYC employment. The increase in 2009 over 2008 includes \$0.583 million from implementation of fare collection at the Tompkinsville Station effective 1/1/09.

Other Operating Revenue

- No changes.

Capital and Other Reimbursements

- Annual increases are projected from 2008 through 2011 to provide for reimbursement consistent with projected labor expense inflation.

TOTAL EXPENDITURES**Payroll**

- Includes projected rate increases based upon MTA inflation assumptions as follows: 2009=1.97%, 2010=1.95%, and 2011=2.00%.

Overtime

- 2008-2011 payroll wage rate increase assumptions apply.

Health & Welfare

- Increases represent projected rate increases as follows: 2008=9.48%, 2009=9.14%, 2010=9.14%, and 2011=9.14%.

Pension

- Increases are consistent with wage rate increases and actuarial assumptions.

Other Fringe Benefits

- Inflation assumptions are consistent with payroll rate increase assumptions.

Traction and Propulsion Power

- Reflects a projected New York Power Authority (NYPA) annual rate increase as follows: 2008=1.30%, 2009=7.70%, 2010=19.30%, and 2011=7.00%.

Insurance

- 2008-2011 assumptions provided by MTA.

Claims

- 2008-2011 inflation assumptions are based upon Global Insight's estimates as follows: 2008=2.10%, 2009=2.21%, 2010=2.08%, and 2011=2.13%.

Maintenance and Other Operating Contracts

- 2008-2011 inflation assumptions, excluding facility power, are based upon Global Insight's estimates as follows: 2008=2.10%, 2009=2.21%, 2010=2.08%, and 2011=2.13%.
- Reflects projected New York Power Authority (NYPA) annual rate increases for facility power of: 2008=1.30%, 2009=7.70%, 2010=19.30%, and 2011=7.00%.
- 2008 and 2009 each include an estimated \$5.5 million of one-time fleet maintenance expenses to maintain the safety and reliability of the 64-car fleet until its anticipated replacement in 2014.

Professional Service Contracts

- 2008-2011 inflation assumptions are based upon Global Insight's estimates as follows: 2008=2.10% 2009=2.21%, 2010=2.08%, and 2011=2.13%.

Materials and Supplies

- 2008-2011 inflation assumptions are based upon Global Insight's estimates as follows: 2008=3.73%, 2009=4.18%, 2010=2.53%, and 2011=1.61%.

Other Business Expenses

- 2008-2011 inflation assumptions are based upon Global Insight's estimates as follows: 2008=2.10% 2009=2.21%, 2010=2.08%, and 2011=2.13%.

MTA Staten Island Railway
November Financial Plan 2008-2011
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

**NON-REIMBURSABLE and
REIMBURSABLE**

	Favorable/(Unfavorable)									
	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010
Revenue										
Farebox Revenue	\$3.832	\$0.269	\$3.874	\$0.042	\$4.485	\$0.611	\$4.514	\$0.029	\$4.559	\$0.045
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.087	(0.015)	2.087	0.000	2.087	0.000	2.087	0.000	2.087	0.000
Capital and Other Reimbursements	1.356	0.937	1.422	0.066	1.487	0.065	1.545	0.058	1.605	0.060
Total Revenue	\$7.275	\$1.191	\$7.383	\$0.108	\$8.059	\$0.676	\$8.146	\$0.087	\$8.251	\$0.105
Expenses										
Labor:										
Payroll	\$15.437	(\$0.380)	\$16.087	(\$0.650)	\$16.828	(\$0.741)	\$17.155	(\$0.327)	\$17.495	(\$0.340)
Overtime	1.341	(0.377)	1.388	(0.047)	1.459	(0.071)	1.488	(0.029)	1.517	(0.029)
Health and Welfare	3.248	(0.081)	3.556	(0.308)	3.881	(0.325)	4.236	(0.355)	4.623	(0.387)
Pensions	4.463	(2.292)	4.820	(0.357)	5.084	(0.264)	5.524	(0.440)	5.766	(0.242)
Other Fringe Benefits	1.386	(0.082)	1.442	(0.056)	1.509	(0.067)	1.539	(0.030)	1.569	(0.030)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$25.875	(\$3.212)	\$27.293	(\$1.418)	\$28.761	(\$1.468)	\$29.942	(\$1.181)	\$30.970	(\$1.028)
Non-Labor:										
Traction and Propulsion Power	\$2.507	(\$0.631)	\$2.539	(\$0.032)	\$2.735	(\$0.196)	\$3.263	(\$0.528)	\$3.491	(\$0.228)
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.307	0.008	0.424	(0.117)	0.370	0.054	0.404	(0.034)	0.539	(0.135)
Claims	0.247	(0.061)	0.252	(0.005)	0.258	(0.006)	0.263	(0.005)	0.269	(0.006)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.224	(0.400)	7.881	(5.657)	7.861	0.020	2.530	5.331	2.619	(0.089)
Professional Service Contracts	0.331	0.002	0.338	(0.007)	0.345	(0.007)	0.352	(0.007)	0.360	(0.008)
Materials & Supplies	0.963	0.152	0.999	(0.036)	1.041	(0.042)	1.067	(0.026)	1.084	(0.017)
Other Business Expenses	0.005	(0.002)	0.005	0.000	0.005	0.000	0.005	0.000	0.005	0.000
Total Non-Labor Expenses	\$6.584	(\$0.932)	\$12.438	(\$5.854)	\$12.615	(\$0.177)	\$7.884	\$4.731	\$8.367	(\$0.483)
Other Expenses Adjustments:										
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$32.459	(\$4.144)	\$39.731	(\$7.272)	\$41.376	(\$1.645)	\$37.826	\$3.550	\$39.337	(\$1.511)
Depreciation	10.337	(3.159)	10.337	0.000	10.337	0.000	10.337	0.000	10.337	0.000
Other Post Employment Benefits	2.400	(2.400)	5.000	(2.600)	7.700	(2.700)	10.500	(2.800)	13.300	(2.800)
Total Expenses	\$45.196	(\$9.703)	\$55.068	(\$9.872)	\$59.413	(\$4.345)	\$58.663	\$0.750	\$62.974	(\$4.311)
Baseline Net Surplus/(Deficit)	(\$37.921)	(\$8.512)	(\$47.685)	(\$9.764)	(\$51.354)	(\$3.669)	(\$50.517)	\$0.837	(\$54.723)	(\$4.206)
2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.600	(0.600)	0.650	(0.050)	0.650	0.000	0.650	0.000
Post 2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.330	(0.330)	0.330	0.000	0.330	0.000
Net Surplus/(Deficit)	(\$37.921)	(\$8.512)	(\$47.085)	(\$9.164)	(\$50.374)	(\$3.289)	(\$49.537)	\$0.837	(\$53.743)	(\$4.206)

MTA Staten Island Railway
November Financial Plan 2008 - 20011
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

	Favorable/(Unfavorable)									
	2007	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010
Cash Receipts & Expenditures										
<u>Receipts</u>										
Farebox Revenue	\$3.832	\$0.297	\$3.874	\$0.042	\$4.485	\$0.611	\$4.514	\$0.029	\$4.559	\$0.045
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.087	0.130	2.087	0.000	2.087	0.000	2.087	0.000	2.087	0.000
Capital and Other Reimbursements	1.349	0.798	1.422	0.073	1.487	0.065	1.545	0.058	1.605	0.060
Total Receipts	\$7.268	\$1.225	\$7.383	\$0.115	\$8.059	\$0.676	\$8.146	\$0.087	\$8.251	\$0.105
<u>Expenditures</u>										
Labor:										
Payroll	\$15.437	(\$0.474)	\$16.087	(\$0.650)	\$16.828	(\$0.741)	\$17.155	(\$0.327)	\$17.495	(\$0.340)
Overtime	1.341	(0.331)	1.388	(0.047)	1.459	(0.071)	1.488	(0.029)	1.517	(0.029)
Health and Welfare	3.248	(0.108)	3.556	(0.308)	3.881	(0.325)	4.236	(0.355)	4.623	(0.387)
Pensions	4.463	(2.292)	4.820	(0.357)	5.084	(0.264)	5.524	(0.440)	5.766	(0.242)
Other Fringe Benefits	1.386	0.182	1.442	(0.056)	1.509	(0.067)	1.539	(0.030)	1.569	(0.030)
GASB Account	0.212		0.230		0.265		0.290		0.317	
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$26.087	(\$1.235)	\$27.523	(\$1.436)	\$29.026	(\$1.503)	\$30.232	(\$1.206)	\$31.287	(\$1.055)
Non-Labor:										
Traction and Propulsion Power	\$2.507	(\$0.631)	\$2.539	(\$0.032)	\$2.735	(\$0.196)	\$3.263	(\$0.528)	\$3.491	(\$0.228)
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.307	0.053	0.424	(0.117)	0.370	0.054	0.404	(0.034)	0.539	(0.135)
Claims	0.247	0.175	0.252	(0.005)	0.258	(0.006)	0.263	(0.005)	0.269	(0.006)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.388	(0.807)	7.881	(5.493)	7.862	0.019	2.531	5.331	2.621	(0.090)
Professional Service Contracts	0.358	(0.059)	0.338	0.020	0.344	(0.006)	0.351	(0.007)	0.358	(0.007)
Materials & Supplies	0.963	0.228	0.999	(0.036)	1.041	(0.042)	1.067	(0.026)	1.084	(0.017)
Other Business Expenses	0.005	(0.275)	0.005	0.000	0.005	0.000	0.005	0.000	0.005	0.000
Total Non-Labor Expenditures	\$6.775	(\$1.316)	\$12.438	(\$5.663)	\$12.615	(\$0.177)	\$7.884	\$4.731	\$8.367	(\$0.483)
Other Expenditure Adjustments:										
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$32.862	(\$4.551)	\$39.961	(\$7.099)	\$41.641	(\$1.680)	\$38.116	\$3.525	\$39.654	(\$1.538)
Baseline Net Cash Deficit	(\$25.594)	(\$3.326)	(\$32.578)	(\$6.984)	(\$33.582)	(\$1.004)	(\$29.970)	\$3.612	(\$31.403)	(\$1.433)
2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.600	(0.600)	0.650	(0.050)	0.650	0.000	0.650	0.000
Post 2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.330	(0.330)	0.330	0.000	0.330	0.000
Net Cash Deficit	(\$25.594)	(\$3.326)	(\$31.978)	(\$7.584)	(\$32.602)	(\$1.384)	(\$28.990)	\$3.612	(\$30.423)	(\$1.433)

**MTA Staten Island Railway
November Financial Plan 2008-2011
Summary of Plan-To-Plan Changes-Baseline Narrative**

2007: November Financial Plan vs. July Financial Plan

Revenue Re-estimates

- An increase in farebox revenue of \$0.148 million based on re-estimates of projected ridership growth.

Expense Re-estimates

- Pension expense increase of \$2.600 million based on an updated actuarial valuation.
- An inclusion of \$2.400 million of Other Post-Employment Benefit expenses based upon the adoption of GASB #45 in 2007.
- Revised inflation assumptions resulting in an expense increase of \$0.379 million.

Cash Adjustments

- Cash offset to Other Post-Employment Benefit expenses of \$2.400 million.

2008-2011: November Financial Plan vs. July Financial Plan

Revenue Re-estimates

- Increases in farebox revenue of \$0.145 million in 2008, \$0.192 million in 2009, \$0.197 million in 2010 and \$0.202 million in 2011 based upon re-estimates of projected ridership growth.

Expense Re-estimates

- Pension expense increases based on an updated actuarial valuation as follows: 2008=\$3.000 million, 2009=\$3.000 million, 2010=\$3.400 million and 2011=\$3.600 million.
- Inclusion of \$5.000 million in 2008, \$7.7 million in 2009, \$10.5 million in 2010 and \$13.3 million in 2011 of Other Post-Employment Benefit expenses based upon the adoption of GASB #45 in 2007.
- Revised inflation assumptions resulting in expense increases of \$0.337 million in 2008, \$0.347 million in 2009, \$0.656 million in 2010 and \$0.819 million in 2011.

Cash Adjustments

- Cash offset to Other Post-Employment Benefit expenses of \$5.000 million in 2008, \$7.700 million in 2009, \$10.500 million in 2010 and \$13.300 million in 2011.

MTA Staten Island Railway
November Financial Plan 2008 - 2011
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Baseline 2007 July Financial Plan - Operating Cash Income/(Deficit)	(\$22.656)	(\$34.770)	(\$24.816)	(\$25.918)	(\$26.947)
Baseline Changes					
Revenue					
Farebox Revenue	0.148	0.145	0.192	0.197	0.202
Other Operating Revenue					
Capital and Other Reimbursement					
Total Revenue Changes	\$0.148	\$0.145	\$0.192	\$0.197	\$0.202
Expenses					
Labor:					
Payroll					
Health and Welfare					
Pensions	(2.600)	(3.000)	(3.000)	(3.400)	(3.600)
Other Fringe Benefits					
Reimbursable Overhead					
Total Labor Expense Changes	(\$2.600)	(\$3.000)	(\$3.000)	(\$3.400)	(\$3.600)
Non-Labor:					
Traction and Propulsion Power	(\$0.388)	(\$0.397)	(\$0.403)	(\$0.723)	(\$0.890)
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	0.001	0.000	0.000	(0.001)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.106)	5.380	(5.603)	(0.165)	(0.202)
Professional Service Contracts	0.000	0.000	0.000	(0.001)	(0.001)
Materials & Supplies	0.008	0.063	0.048	0.040	0.036
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Other Post Employment Benefits	(\$2.400)	(\$5.000)	(\$7.700)	(\$10.500)	(\$13.300)
Total Non-Labor Expense Changes	(\$2.886)	\$0.047	(\$13.658)	(\$11.349)	(\$14.358)
Total Expense Changes	(\$5.486)	(\$2.953)	(\$16.658)	(\$14.749)	(\$17.958)
Cash Adjustment Changes					
Other Post Employment Benefits	2.400	5.000	7.700	10.500	13.300
Total Cash Adjustment Changes	\$2.400	\$5.000	\$7.700	\$10.500	\$13.300
Total Baseline Changes	(\$2.938)	\$2.192	(\$8.766)	(\$4.052)	(\$4.456)
 Baseline 2007 November Financial Plan - Operating Cash Income/(Deficit)	 (\$25.594)	 (\$32.578)	 (\$33.582)	 (\$29.970)	 (\$31.403)

MTA Staten Island Railway
November Financial Plan 2008 - 2011
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE					
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Baseline 2007 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Other Operating Revenue					
Capital and Other Reimbursement					
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Labor:					
Payroll					
Health and Welfare					
Pensions					
Other Fringe Benefits					
Reimbursable Overhead					
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Materials & Supplies					
Other Business Expenses					
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
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 2007 November Financial Plan - Operating Cash Income/(Deficit)	 \$0.000	 \$0.000	 \$0.000	 \$0.000	 \$0.000

MTA Staten Island Railway
November Financial Plan 2008 - 2011
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE					
	2007	2008	2009	2010	2011
Baseline 2007 July Financial Plan - Operating Cash Income/(Deficit)	(\$22.656)	(\$34.770)	(\$24.816)	(\$25.918)	(\$26.947)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.148	\$0.145	\$0.192	\$0.197	\$0.202
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	0.000
Total Revenue Changes	\$0.148	\$0.145	\$0.192	\$0.197	\$0.202
Expenses					
Labor:					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
Pensions	(2.600)	(3.000)	(3.000)	(3.400)	(3.600)
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	(\$2.600)	(\$3.000)	(\$3.000)	(\$3.400)	(\$3.600)
Non-Labor:					
Traction and Propulsion Power	(\$0.388)	(\$0.397)	(\$0.403)	(\$0.723)	(\$0.890)
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	0.001	0.000	0.000	(0.001)
Paratransit Service Contracts	0.000	0.000	0.000	(0.001)	(0.001)
Maintenance and Other Operating Contracts	(0.106)	5.380	(5.603)	(0.165)	(0.202)
Materials & Supplies	0.008	0.063	0.048	0.040	0.036
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Other Post Employment Benefits	(2.400)	(5.000)	(7.700)	(10.500)	(13.300)
Total Non-Labor Expense Changes	(\$2.886)	\$0.047	(\$13.658)	(\$11.349)	(\$14.358)
Total Expense Changes	(\$5.486)	(\$2.953)	(\$16.658)	(\$14.749)	(\$17.958)
Cash Adjustment Changes					
Other Post Employment Benefits	2.400	5.000	7.700	10.500	13.300
Total Cash Adjustment Changes	\$2.400	\$5.000	\$7.700	\$10.500	\$13.300
Total Baseline Changes	(\$2.938)	\$2.192	(\$8.766)	(\$4.052)	(\$4.456)
Baseline 2007 November Financial Plan - Operating Cash Income/(Deficit)	(\$25.594)	(\$32.578)	(\$33.582)	(\$29.970)	(\$31.403)

MTA Staten Island Railway
November Financial Plan 2008 - 2011
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE					
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Baseline 2007 July Financial Plan - Operating Cash Income/(Deficit)	(\$22.656)	(\$34.770)	(\$24.816)	(\$25.918)	(\$26.947)
Non-Reimbursable Major Changes					
Revenue					
Fare Revenue Re-estimate	0.148	0.145	0.192	0.197	0.202
School Fare Reimbursement Re-estimate					
Sub-Total Non-Reimbursable Revenue Changes	\$0.148	\$0.145	\$0.192	\$0.197	\$0.202
Expenses					
Pension Expense Revision-Updated Actuarial Valuation	(2.600)	(3.000)	(3.000)	(3.400)	(3.600)
Rescheduling of Fleet Maintenance Expenses (R44 Life Extension)	0.000	5.500	(5.500)	0.000	0.000
Impact of Revised Inflation	(0.486)	(0.453)	(0.458)	(0.849)	(1.058)
Inclusion of Other Post-Employment Benefits-Adoption of GASB #45	(2.400)	(5.000)	(7.700)	(10.500)	(13.300)
Sub-Total Non-Reimbursable Expense Changes	(\$5.486)	(\$2.953)	(\$16.658)	(\$14.749)	(\$17.958)
Total Non-Reimbursable Major Changes	(\$5.338)	(\$2.808)	(\$16.466)	(\$14.552)	(\$17.756)
Reimbursable Major Changes					
Revenue					
Sub-Total Reimbursable Revenue Changes					
Expenses					
Inflation					
Sub-Total Reimbursable Expense Changes					
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$5.338)	(\$2.808)	(\$16.466)	(\$14.552)	(\$17.756)
Cash Adjustment Changes					
Other Post-Employment Benefits Offset to Expense Increase	2.400	5.000	7.700	10.500	13.300
Total Cash Adjustment Changes	\$2.400	\$5.000	\$7.700	\$10.500	\$13.300
Total Baseline Changes	(\$2.938)	\$2.192	(\$8.766)	(\$4.052)	(\$4.456)
Baseline 2007 November Financial Plan - Operating Cash Income/(Deficit)	(\$25.594)	(\$32.578)	(\$33.582)	(\$29.970)	(\$31.403)

**MTA Staten Island Railway
November Financial Plan 2008-2011
Summary of Plan to Plan Changes-Baseline Narrative**

Ridership (Utilization):

Re-estimates of non-student ridership is projected to increase above the July Financial Plan ridership by 0.127 million in 2007, 0.127 million in 2008, 0.165 million in 2009, 0.170 million in 2010 and 0.174 million in 2011.

**MTA Staten Island Railway
November Financial Plan 2008 - 2011
Ridership (Utilization)**

	2006 Actual	2007 November Forecast	Final Proposed Budget	2009	2010	2011
Baseline Total Ridership	3.783	4.007	4.043	4.522	4.547	4.586
<i>Impact of:</i>						
2008 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.000	0.000
Post 2008 Program to Eliminate the Gap (PEGs)						
Total Ridership	3.783	4.007	4.043	4.522	4.547	4.586

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of 2008 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2007		2008		2009		2010		2011	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Administration											
Headcount Reductions		0	0.000	5	0.275	6	0.330	6	0.330	6	0.330
OTPS Efficiencies		0	0.000	0	0.067	0	0.062	0	0.062	0	0.062
Title Reclassification		0	0.000	0	0.033	0	0.033	0	0.033	0	0.033
Sub-Total	Administration	0	\$ 0.000	5	\$ 0.375	6	\$ 0.425	6	\$ 0.425	6	\$ 0.425
Cust Convenience & Amenities											
St. George Fare Collection		0	0.000	2	0.110	2	0.110	2	0.110	2	0.110
Sub-Total	Cust Convenience & Amenities	0	\$ 0.000	2	\$ 0.110	2	\$ 0.110	2	\$ 0.110	2	\$ 0.110
Maintenance											
Cleaning Efficiencies		0	0.000	2	0.110	2	0.110	2	0.110	2	0.110
Signal System Technical Support		0	0.000	1	0.005	1	0.005	1	0.005	1	0.005
Sub-Total	Maintenance	0	\$ 0.000	3	\$ 0.115	3	\$ 0.115	3	\$ 0.115	3	\$ 0.115
Total Programs		0	\$ 0.000	10	\$ 0.600	11	\$ 0.650	11	\$ 0.650	11	\$ 0.650

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of Program to Eliminate the Gap(PEGs) Worksheet
(\$ in millions)

Business Unit	SIRTA	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL07	Category	Administration	Savings Date	1/1/2008
PEG / New Need ID	0000000007	Current Budget Year	2007	Status	Open
Program:	Headcount Reductions			Agency Status	Pending
Description and Implementation Pla	Based on a recent review and evaluation of the changes in functionality across all departmental responsibilities, a total of five (5) positions were identified for elimination through attrition in 2008 and one additional coach cleaner in 2009.				
Background Details	The manpower required to support operations, maintenance and administrative functions are periodically evaluated to justify need. Over time procedures, practices, operating functions, maintenance cycles and administrative support requirements change in response to new systems and technologies.				

				2007	2008	2009	2010	2011
Total Headcount	SIRTA	0000000007	FINAL07	0	5	6	6	6
Financial Impact	SIRTA	0000000007	FINAL07	\$ 0.000	\$ 0.275	\$ 0.330	\$ 0.330	\$ 0.330

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of Program to Eliminate the Gap(PEGs) Worksheet
(\$ in millions)

Business Unit	SIRTA	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL07	Category	Administration	Savings Date	1/1/2008
PEG / New Need ID	0000000011	Current Budget Year	2007	Status	Open
Program:	OTPS Efficiencies			Agency Status	Pending
Description and Implementation Pla	In an effort to improve the efficient use of SIR resources, SIR will closely monitor forecasted departmental requirements and service contracts to ensure that proposed savings targets are realized from OTPS related area.				
Background Details	The Other Than Personal Services (OTPS) expenditures required to support operations, maintenance and administrative business areas are periodically evaluated to review the OTPS related requirements of these business areas. Over time, changes in procedures and practices can possibly result in expenditure savings in the OTPS category.				

				2007	2008	2009	2010	2011
Total Headcount								
Financial Impact	SIRTA	0000000011	FINAL07	\$ 0.000	\$ 0.067	\$ 0.062	\$ 0.062	\$ 0.062

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of Program to Eliminate the Gap(PEGs) Worksheet
(\$ in millions)

Business Unit	SIRTA	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL07	Category	Administration	Savings Date	1/1/2008
PEG / New Need ID	0000000010	Current Budget Year	2007	Status	Open
Program:	Title Reclassification			Agency Status	Pending
Description and Implementation Pla	Through attrition, certain "red circled" clerical titles (Chief Clerk) will be replaced with lower rated step rated positions; and two Signal Maintainer titles will be reclassified as Helper.				
Background Details	In 1971 the SIR took over operations from the B&O Railroad with all titles and rate classifications remaining intact. In the early 1980's labor agreements were modified to establish step rates for new employees while protecting current incumbents in "red circled" classification.				

				2007	2008	2009	2010	2011
Total Headcount								
Financial Impact	SIRTA	0000000010	FINAL07	\$ 0.000	\$ 0.033	\$ 0.033	\$ 0.033	\$ 0.033

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of Program to Eliminate the Gap(PEGs) Worksheet
(\$ in millions)

Business Unit	SIRTA	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL07	Category	Cust Convenience & Amenities	Savings Date	1/1/2008
PEG / New Need ID	0000000008	Current Budget Year	2007	Status	Open
Program:	St. George Fare Collection			Agency Status	Pending
Description and Implementation Pla	In an effort to improve the efficiency of terminal operations with no service impact, SIR has analyzed recent ridership counts taken for 24 hour weekday and weekend passenger flow.				
Background Details	The Staten Island Railway operates 24 hours, 7 days per week. Passengers pay to enter or leave the system only at the St. George terminal. Consequently, the booth in St. George is manned with two (2) employees to handle A.M. and P.M. weekday tours and one (1) employee for overnight and weekend customers. To supplement this need, MEM's and MVM's are available on both sides of the fare control line.				

				2007	2008	2009	2010	2011
Total Headcount	SIRTA	0000000008	FINAL07	0	2	2	2	2
Financial Impact	SIRTA	0000000008	FINAL07	\$ 0.000	\$ 0.110	\$ 0.110	\$ 0.110	\$ 0.110

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of Program to Eliminate the Gap(PEGs) Worksheet
(\$ in millions)

Business Unit	SIRTA	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL07	Category	Maintenance	Savings Date	1/1/2008
PEG / New Need ID	0000000012	Current Budget Year	2007	Status	Open
Program:	Cleaning Efficiencies			Agency Status	Pending
Description and Implementation Pla	In an effort to meet the savings target, SIR will eliminate two cleaning positions.				
Background Details	It has been determined that cleaning efficiencies are obtainable and two positions can be eliminated.				

				2007	2008	2009	2010	2011
Total Headcount	SIRTA	0000000012	FINAL07	0	2	2	2	2
Financial Impact	SIRTA	0000000012	FINAL07	\$ 0.000	\$ 0.110	\$ 0.110	\$ 0.110	\$ 0.110

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of Program to Eliminate the Gap(PEGs) Worksheet
(\$ in millions)

Business Unit	SIRTA	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL07	Category	Maintenance	Savings Date	1/1/2008
PEG / New Need ID	0000000009	Current Budget Year	2007	Status	Open
Program:	Signal System Technical Support			Agency Status	Pending
Description and Implementation Pla	The new signal system includes an extensive, fiber optic based communications network. After considering alternatives, SIR contracted to NYCT Electronics Maintenance Division for system monitoring, board level/component repair and technical support.				
Background Details	The new Staten Island Railway Signal Modernization Project is completed. This has resulted in a substantial improvement in operational safety and service quality. The new signal system has improved operational flexibility and significantly reduces manpower requirements for special operations. However, to meet the increased maintenance demands in 2006, the Authority added five (5) Signal Maintainer positions to the budget.				

				2007	2008	2009	2010	2011
Total Headcount	SIRTA	0000000009	FINAL07	0	1	1	1	1
Financial Impact	SIRTA	0000000009	FINAL07	\$ 0.000	\$ 0.005	\$ 0.005	\$ 0.005	\$ 0.005

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of Post 2008 PEGs
(\$ in millions)

		2007		2008		2009		2010		2011	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Administration											
Administrative Efficiencies		0	0.000	0	0.000	4	0.220	4	0.220	4	0.220
Operations Reorganization		0	0.000	0	0.000	2	0.110	2	0.110	2	0.110
Sub-Total	Administration	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>6</u>	<u>\$ 0.330</u>	<u>6</u>	<u>\$ 0.330</u>	<u>6</u>	<u>\$ 0.330</u>
Total Programs		<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>6</u>	<u>\$ 0.330</u>	<u>6</u>	<u>\$ 0.330</u>	<u>6</u>	<u>\$ 0.330</u>

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of Post PEGs Worksheet

(\$ in millions)

Business Unit	SIRTA	Financial Plan Category	Post PEG	Implementation Date	1/1/2009
Budget Reference	FINAL07	Category	Administration	Savings Date	1/1/2009
PEG / New Need ID	0000000014	Current Budget Year	2007	Status	Open
Program:	Administrative Efficiencies			Agency Status	Pending
Description and Implementation Pla	This proposal provides productivity savings through staffing efficiencies.				
Background Details	This proposal eliminates four (4) administrative positions through attrition.				

				2007	2008	2009	2010	2011
Total Headcount	SIRTA	0000000014	FINAL07	0	0	4	4	4
Financial Impact	SIRTA	0000000014	FINAL07	\$ 0.000	\$ 0.000	\$ 0.220	\$ 0.220	\$ 0.220

MTA STATEN ISLAND RAILWAY
November Plan 2008 - 2011
Summary of Post PEGs Worksheet

(\$ in millions)

Business Unit	SIRTA	Financial Plan Category	Post PEG	Implementation Date	1/1/2009
Budget Reference	FINAL07	Category	Administration	Savings Date	1/1/2009
PEG / New Need ID	0000000013	Current Budget Year	2007	Status	Open
Program:	Operations Reorganization			Agency Status	Pending
Description and Implementation Pla	Operating impacts are considered to be minimal as most train movement at terminals is routine and can be programmed and controlled by a PC-based system. Consolidation of Transportation and Cleaning services will change managerial work load.				
Background Details	Managerial consolidation of Cleaning Services and Transportation operating departments and the introduction of PC-based control of St. George and Tottenville Interlockings will result in a savings of 3 heads, including 2 train dispatchers and 1 superintendent. In addition, SIR is not adequately staffed to ensure a consistent level of rules compliance and quality service. This is attributed, in part, to what has traditionally been a reactive approach to rules compliance rather than a proactive approach to rules compliance rather than a proactive one. The reinvestment of 1 managerial position will provide improved rules compliance and oversight to several operating departments, including, but not limited to, Transportation, Cleaning Services, Signal, and Maintenance of Way, thereby improving the level of safety and the quality of service.				

				2007	2008	2009	2010	2011
Total Headcount	SIRTA	0000000013	FINAL07	0	0	2	2	2
Financial Impact	SIRTA	0000000013	FINAL07	\$ 0.000	\$ 0.000	\$ 0.110	\$ 0.110	\$ 0.110

**MTA Staten Island Railway
November Financial Plan 2008-2011
Summary of Plan to Plan Changes-Baseline Narrative**

Positions:

Full-time baseline positions in the November Plan are unchanged from the July Plan.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2008 - 2011
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
Administration						
Executive	10	11	11	11	11	11
General Office	12	13	13	13	13	13
Purchasing/Stores	7	7	7	7	7	7
Total Administration	29	31	31	31	31	31
Operations						
Transportation	90	94	94	94	94	94
Maintenance						
Mechanical	34	37	37	37	37	37
Car and Station Cleaning	19	20	20	20	20	20
Power/Signals	24	28	28	28	28	28
Maintenance of Way	49	52	52	52	52	52
Bridge and Buildings	23	22	22	22	22	22
Material Handling	2	2	2	2	2	2
Total Maintenance	151	161	161	161	161	161
Engineering/Capital						
None						
Public Safety						
None						
Baseline Total Positions	270	286	286	286	286	286
Non-Reimbursable	267	283	283	283	283	283
Reimbursable	3	3	3	3	3	3
Total Full-Time	270	286	286	286	286	286
Total Full-Time Equivalents						
<hr/>						
Impact of:						
2008 Program to Eliminate the Gap			10	11	11	11
Post 2008 Program to Eliminate the Gap			-	6	6	6
Total Positions	270	286	276	269	269	269
Non-Reimbursable	-	283	273	266	266	266
Reimbursable	-	3	3	3	3	3
Total Full-Time	270	286	276	269	269	269
Total Full-Time Equivalents	-	-	-	-	-	-

MTA STATEN ISLAND RAILWAY
November Financial Plan 2008 - 2011
Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP		2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
Administration							
	Managers/Supervisors	14	14	14	14	14	14
	Professional, Technical, Clerical	15	17	17	17	17	17
	Operational Hourlies						
	Total Administration	29	31	31	31	31	31
Operations							
	Managers/Supervisors	7	7	7	7	7	7
	Professional, Technical, Clerical	4	4	4	4	4	4
	Operational Hourlies	79	83	83	83	83	83
	Total Operations	90	94	94	94	94	94
Maintenance							
	Managers/Supervisors	10	11	11	11	11	11
	Professional, Technical, Clerical	3	3	3	3	3	3
	Operational Hourlies	138	147	147	147	147	147
	Total Maintenance	151	161	161	161	161	161
Engineering/Capital							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Engineering/Capital	-	-	-	-	-	-
Public Safety							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions							
	Managers/Supervisors	31	32	32	32	32	32
	Professional, Technical, Clerical	22	24	24	24	24	24
	Operational Hourlies	217	230	230	230	230	230
	Total Baseline Positions	270	286	286	286	286	286