

## **II. Major Assumptions 2008-2011 Projections- Baseline**

**Utilization**  
**(Revenue, Ridership, Vehicle Traffic)**

## UTILIZATION

### **2007 Ridership, Traffic and Revenue**

The 2007 November Forecast for MTA consolidated ridership is projected to total 2,605 million passengers, while crossings at Bridges and Tunnels (B&T) facilities are projected to total 304 million vehicular crossings. New York City Transit (NYCT) combined subway and bus ridership for the 2007 Mid-Year Forecast accounts for 88% of MTA consolidated ridership, while ridership for Long Island Rail Road (LIRR) and Metro-North Railroad's (MNR) East-of-Hudson operations each account for 3%. MTA Bus Company (MTABC) ridership accounts for 4% of MTA consolidated ridership. Staten Island Railway (SIR) ridership is estimated to be 4 million (0.2% of MTA ridership) and Long Island Bus (LIB) fixed route ridership is estimated to be 32 million (1% of MTA ridership).

MTA consolidated farebox revenue for the 2007 November Forecast is estimated to be \$3,928 million; toll revenue is estimated to be \$1,249 million. NYCT combined subway and bus farebox revenue for the 2007 November Forecast is expected to be \$2,797 million, while LIRR is projecting \$477 million in farebox revenue and MNR is projecting \$474 million in farebox revenue for its East-of-Hudson operations. SIR farebox revenue is estimated to be \$4 million, LIB fixed route farebox revenue is estimated to be \$39 million, and MTABC farebox revenue is expected to be \$138 million.

The 2007 November Forecasts are based on actual results through September 2007 for MTABC and B&T, and through August 2007 for NYCT, LIRR, MNR, SIR and LIB.

The 2007 November Forecast for MTA consolidated ridership is projected to increase by 72 million trips – a 3% increase – over 2006 MTA consolidated ridership, representing a ridership increase on all MTA operations from 2006 levels. The 2007 November Forecast for traffic at B&T facilities is expected to grow by 2 million crossings, an increase of 1% over the 2006 level. The 2007 November Forecast for farebox revenue is projected to increase by \$127 million, a 3% increase, and is projected to be higher for each MTA agency. B&T toll revenue is expected to be \$8 million greater than 2006 toll revenue, a 0.6% increase.

Year over year increases in ridership, traffic, and farebox and toll revenues reflect the continuing expansion of the New York City economy, particularly with regard to employment levels during 2007. Through September, preliminary employment figures show that the number of jobs in New York City increased 1.5% (53,700 jobs) over the number of jobs during the first nine months of 2006.

MTA consolidated ridership for the 2007 November Forecast is expected to surpass the 2007 Mid-Year Forecast projection by 26 million trips, a 1% increase, with all MTA agencies projecting increases in 2007 ridership relative to the Mid-Year Forecast ridership levels, with the exception of LIB which remains unchanged from the Mid-Year

Forecast. At B&T facilities, the November Forecast projects 2 million more vehicular crossings, a 0.5% increase, over the Mid-Year Forecast.

MTA consolidated farebox revenue in the 2007 November Forecast is projected to improve by \$44 million from the 2007 Adopted Budget, a 1% increase, reflecting higher farebox revenue projections relative to the 2007 Mid-Year Forecast for all MTA agencies except LIB, which is unchanged. The 2007 November Forecast for B&T toll revenue is projected to increase \$7 million, or 0.5%, over the Mid-Year Forecast.

The November Forecast for NYCT reflects both Subway and Bus ridership growth since the Mid-Year Forecast was developed. These trends are expected to continue for the remainder of 2007. Subway ridership in the November Forecast is projected to be 19 million greater than the Mid-Year Forecast while Bus ridership in the November Forecast is estimated to be 4 million greater than the Mid-Year Forecast level. Farebox revenue has similarly changed as a result of the ridership re-estimates, with Subway farebox revenue increasing \$28 million over the Mid-Year Forecast level and Bus farebox revenue projected to be \$4 million more than the Mid-Year Forecast.

Plan to Plan changes in utilization result in slightly higher average fares for NYCT customers. Over the Plan period, the baseline Non-Student average fare – the average fare for all riders except those using student passes – is expected to be \$1.294 per trip, up two-tenths of a cent from the July Plan. The “Regular Rider” average fare – this average fare excludes utilization for students, express bus riders and those using senior/disabled fares – is also expected to increase less than half a cent from the July Plan, from \$1.314 to \$1.316.

Utilization changes at the other MTA agencies also reflect year-to-date trends and actual average fares and tolls paid by customers. LIRR’s November Forecast anticipates 1 million additional trips for the year, a 1% increase, and \$7 million in additional farebox revenue, up 1%, from the Mid-Year Forecast levels. MNR ridership is projected to surpass the Mid-Year Forecast by 0.3 million trips, a 0.4% improvement, and by \$4 million in farebox revenue, 1% greater than the Mid-Year Forecast. The ridership forecast for MTA Bus has been increased by 0.4 million, a 0.4% improvement, and by \$2 million, a 1.5% increase, over the Mid-Year Forecast ridership and farebox revenue levels. SIR is projecting an additional 0.1 million riders, a 3% improvement, and an additional \$0.1 million, a 4% increase, over the Mid-Year Forecast levels. LIB ridership and farebox revenue levels have been consistent with the Mid-Year Forecast, and therefore remain unchanged for the November Forecast.

### **2008 Ridership, Traffic and Revenue**

The 2008 forecast for MTA consolidated ridership is projected to total 2,648 million passengers, while crossings at B&T facilities are projected to total 305 million vehicular crossings. NYCT combined subway and bus ridership is expected to be 2,334 million, while LIRR is projecting 87 million passengers and MNR is projecting 80 million passengers for its East-of-Hudson operations. SIR ridership is estimated to be 4 million,

LIB fixed route ridership is estimated to be 32 million, and MTABC ridership is expected to be 111 million.

MTA consolidated farebox revenue for 2008 is estimated to be \$3,994 million; toll revenue is estimated to be \$1,251 million. NYCT combined subway and bus farebox revenue is projected to be \$2,843 million, while farebox revenue is estimated to be \$483 million for LIRR and \$484 million for MNR's East-of-Hudson operations. SIR farebox revenue is estimated to be \$4 million, LIB fixed route farebox revenue is estimated to be \$40 million, and MTABC farebox revenue is expected to be \$141 million.

MTA ridership and traffic for 2008 are expected to increase on all MTA operations from the 2007 November Forecast levels, as are 2008 fare and toll revenue levels. The 2008 forecast for MTA consolidated ridership is projected to increase by 44 million trips – a 2% increase – over the 2007 November Forecast for MTA consolidated ridership. The 2008 forecast for B&T traffic is expected to increase by 1 million crossings, a 0.4% increase, over the 2007 November Forecast traffic level. MTA consolidated farebox revenue for 2008 is expected to surpass the 2007 November Forecast by \$66 million, up 2%, while B&T toll revenue is projected to surpass the 2007 November Forecast by \$1.4 million, a 0.1% year-over-year increase.

MTA consolidated ridership for the 2008 Final Proposed Budget is expected to exceed the 2008 Preliminary Budget projection by 27 million trips, an increase of 1%. At B&T facilities, the 2008 Final Proposed Budget reflects 2 million additional vehicular crossings, a 1% increase, over the Preliminary Budget forecast. MTA consolidated farebox revenue for 2008 in the Final Proposed Budget is projected to surpass the Preliminary Budget forecast by \$45 million, a 1% increase, while B&T toll revenue for 2008 is projected to increase \$8 million, or 1%, over the Preliminary Budget forecast. These plan-to-plan improvements reflect the growth trends that are impacting the 2007 November Forecast, as well as the impact of an extra day in 2008 due to Leap Year.

### **2009 – 2011 Ridership, Traffic and Revenue**

MTA consolidated ridership and farebox revenue are expected to increase in 2009 over 2008 levels, albeit slower than growth in 2008 reflecting the impact of an extra day in 2008 due to Leap Year. B&T traffic and toll revenue is projected to modestly decline, primarily due to the Leap Year impact. Consolidated ridership is projected to reach 2,671 million passengers, up 1%, while farebox revenue is estimated to reach \$4,035 million, an increase of 1%. B&T vehicle crossings are projected to be 305 million, a 0.1% decline, and toll revenue is estimated to decline to \$1,246 million, down 0.4%.

MTA consolidated ridership and vehicle crossing levels are expected to increase in 2010 and 2011, with consolidated ridership reaching 2,722 million in 2011, increasing by 1% in both 2010 and 2011. Vehicular crossings at B&T facilities are projected to reach 307 million in 2011, increasing by 0.3% in 2010 and by 0.4% in 2011. Consolidated farebox revenue is expected to reach \$4,121 million in 2011, up 1% in both 2010 and 2011, while B&T toll revenue is projected to reach \$1,251 million by 2011, up 0.1% in 2010 and up 0.2% in 2011.

### **Baseline Service Initiatives**

Included in the baseline ridership and farebox revenue projections are several service improvement and expansion initiatives for NYCT, LIRR and MNR. Expenses associated with these initiatives are reflected in Agency baseline projections.

Service initiatives at NYCT include: additional rush hour, weekday off-peak and weekend service is being added to the L Line; additional weekend service on the 7 Line; new S89 bus service to Bayonne; extension of the B83 bus service to the Gateway Center Mall; extension of the B61/B77 bus service to IKEA; and, expansion of the Q59 bus service to 24 hours a day. The new S89 service to Bayonne began in September 2007, the B83 extension began in November 2007, the additional L Line and 7 Line service is expected to begin in December 2007, and the B61/B77 and Q59 service changes are expected to be implemented in January 2008.

At LIRR, service initiatives include: added stops during the AM Peak at the Hicksville and Merillon Avenue stations on the Port Jefferson Branch and added stops at the Little Neck, Douglaston and Auburndale stations on the Port Washington Branch; added stops during the PM Peak at the Massapequa, Massapequa Park, Amityville, Copiague and Lindenhurst stations on the Babylon Branch, at the Islip, Great River and Oakdale stations on the Montauk Branch, and at the Nostrand Avenue, Locust Manor and Laurelton stations on the Far Rockaway Branch; and added summer weekend express service to the Freeport station on the Babylon Branch providing connections to both Jones Beach buses at Freeport and to Montauk-bound trains. These services began in May 2007. Additionally, beginning with the baseball playoffs in October 2006, LIRR began providing additional service to Shea Stadium on game days while parking is limited during the construction of the new stadium. This additional service is expected to continue through the 2010 baseball season.

Service initiatives at MNR include: on the Hudson Line, additional weekend express service will be provided with three new round-trips on Saturdays and two new round-trips on Sundays; on the Harlem Line, frequency of service will be added during the peak periods at the Hartsdale and Scarsdale stations, a Wassaic shuttle train will be added, and in the off-peak period a new round-trip train serving the Upper Harlem Line stations will be added; on the New Haven Line, a new off-peak round-trip express train will be added to serve Inner New Haven Line stations; and, on the Pascack Valley Line, significant increases in off-peak and weekend service have been added to the schedule. The Pascack Valley service improvement began in October 2007; it includes two additional evening off-peak trains on weekdays, 11 mid-day off-peak trains on weekdays, and 23 trains on Saturdays and on Sundays. The new trains on weekdays during the mid-day off-peak period and on the weekend mark the first time since the 1950's that service during these time periods has been offered. The MNR service initiatives on the Hudson, Harlem and New Haven Lines are expected to be implemented in April 2008.

# MTA Consolidated Utilization

## Plan-to-Plan Comparison

Baseline Before Gap-Closing Actions (in millions)

November Financial Plan					
	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
<b>Traffic</b>					
Bridges & Tunnels	303.8	305.0	304.5	305.4	306.6
<b>Ridership</b>					
Long Island Bus <sup>1</sup>	32.3	32.5	32.6	32.8	33.0
Long Island Rail Road	85.6	87.0	87.8	88.5	89.1
Metro-North Railroad <sup>2</sup>	77.9	79.7	81.4	83.2	85.1
MTA Bus Company	106.8	110.9	115.3	119.7	124.5
New York City Transit <sup>1,3</sup>	2,297.8	2,334.1	2,349.9	2,367.5	2,385.8
Staten Island Railway	4.0	4.0	4.5	4.5	4.6
<i>Total Ridership</i>	<i>2,604.6</i>	<i>2,648.2</i>	<i>2,671.5</i>	<i>2,696.3</i>	<i>2,722.0</i>

July Financial Plan					
	2007 Mid-Year Forecast	2008 Preliminary Budget	2009	2010	2011
<b>Traffic</b>					
Bridges & Tunnels	302.2	302.9	303.1	303.8	305.0
<b>Ridership</b>					
Long Island Bus <sup>1</sup>	32.3	32.5	32.6	32.8	33.0
Long Island Rail Road	84.6	85.8	86.6	87.3	87.9
Metro-North Railroad <sup>2</sup>	77.7	79.5	81.1	83.0	84.8
MTA Bus Company	106.4	110.7	115.1	119.7	124.5
New York City Transit <sup>1,3</sup>	2,274.1	2,308.9	2,323.0	2,337.9	2,354.6
Staten Island Railway	3.9	3.9	4.4	4.4	4.4
<i>Total Ridership</i>	<i>2,579.0</i>	<i>2,621.2</i>	<i>2,642.8</i>	<i>2,665.0</i>	<i>2,689.2</i>

Plan-to-Plan Changes: Favorable / (Unfavorable)					
	2007	2008	2009	2010	2011
<b>Traffic</b>					
Bridges & Tunnels	1.6	2.0	1.4	1.5	1.6
<b>Ridership</b>					
Long Island Bus <sup>1</sup>	0.0	0.0	0.0	0.0	0.0
Long Island Rail Road	1.0	1.1	1.2	1.2	1.2
Metro-North Railroad <sup>2</sup>	0.3	0.2	0.2	0.2	0.2
MTA Bus Company	0.4	0.2	0.2	0.0	0.0
New York City Transit <sup>1,3</sup>	23.7	25.2	26.9	29.7	31.2
Staten Island Railway	0.1	0.1	0.2	0.2	0.2
<i>Total Ridership</i>	<i>25.6</i>	<i>26.9</i>	<i>28.7</i>	<i>31.3</i>	<i>32.8</i>

<sup>1</sup> Excludes Paratransit Operations.

<sup>2</sup> Metro-North Railroad utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

<sup>3</sup> Excludes Fare Media Liability.

# MTA Consolidated Utilization

## Plan-to-Plan Comparison

Baseline Before Gap-Closing Actions (in millions)

	November Financial Plan				
	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
<b>Toll Revenue</b>					
Bridges & Tunnels	\$1,249.5	\$1,250.9	\$1,246.1	\$1,247.6	\$1,250.7
<b>Fare Revenue</b>					
Long Island Bus <sup>1</sup>	\$39.4	\$39.6	\$39.8	\$40.0	\$40.2
Long Island Rail Road	476.9	483.4	489.0	492.9	497.3
Metro-North Railroad <sup>2</sup>	473.8	483.8	494.7	506.8	518.9
MTA Bus Company	137.5	140.8	144.2	147.2	150.6
New York City Transit <sup>1, 3</sup>	2,796.9	2,842.9	2,863.3	2,886.1	2,909.7
Staten Island Railway	3.8	3.9	4.5	4.5	4.6
<i>Total Farebox Revenue</i>	<i>\$3,928.3</i>	<i>\$3,994.4</i>	<i>\$4,035.3</i>	<i>\$4,077.5</i>	<i>\$4,121.2</i>

	July Financial Plan				
	2007 Mid-Year Forecast	2008 Preliminary Budget	2009	2010	2011
<b>Toll Revenue</b>					
Bridges & Tunnels	\$1,242.9	\$1,242.5	\$1,240.4	\$1,241.3	\$1,243.9
<b>Fare Revenue</b>					
Long Island Bus <sup>1</sup>	\$39.4	\$39.6	\$39.8	\$40.0	\$40.2
Long Island Rail Road	470.3	476.9	482.3	486.2	490.5
Metro-North Railroad <sup>2</sup>	470.1	479.8	490.6	502.6	514.5
MTA Bus Company	135.5	138.2	141.0	143.8	146.7
New York City Transit <sup>1, 3</sup>	2,765.0	2,811.6	2,829.8	2,848.9	2,870.5
Staten Island Railway	3.7	3.7	4.3	4.3	4.4
<i>Total Farebox Revenue</i>	<i>\$3,884.0</i>	<i>\$3,949.8</i>	<i>\$3,987.8</i>	<i>\$4,025.9</i>	<i>\$4,066.8</i>

	Plan-to-Plan Changes: Favorable / (Unfavorable)				
	2007	2008	2009	2010	2011
<b>Toll Revenue</b>					
Bridges & Tunnels	\$6.6	\$8.4	\$5.7	\$6.3	\$6.7
<b>Fare Revenue</b>					
Long Island Bus <sup>1</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Long Island Rail Road	6.6	6.5	6.7	6.7	6.7
Metro-North Railroad <sup>2</sup>	3.6	4.0	4.1	4.2	4.3
MTA Bus Company	2.0	2.6	3.2	3.4	4.0
New York City Transit <sup>1, 3</sup>	32.0	31.3	33.5	37.2	39.2
Staten Island Railway	0.1	0.1	0.2	0.2	0.2
<i>Total Farebox Revenue</i>	<i>\$44.3</i>	<i>\$44.5</i>	<i>\$47.6</i>	<i>\$51.7</i>	<i>\$54.4</i>

<sup>1</sup> Excludes Paratransit Operations.

<sup>2</sup> Metro-North Railroad utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

<sup>3</sup> Excludes Fare Media Liability.



# **Subsidies**

## **SUBSIDIES - Major Assumptions**

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

As shown on the following tables, Dedicated Taxes & State and Local Subsidies, including MTA Bus, for the 2007 November Forecast total \$4.422 billion, on a cash basis, which is \$54 million lower than the 2007 Mid-Year Forecast (July Plan). This is primarily due to two unfavorable adjustments in MRT-2, a cash defeasance loan to TBTA (\$90 million) and a change in the MTA Bus Debt service from the July Plan forecast (\$10 million). This is offset by increases in the Urban Tax November forecast (\$53 million).

The November Plan projects that overall Dedicated Taxes and State and Local Subsidies, including MTA Bus, decreased from the July Plan levels by \$41 million in 2008, primarily due to a slowdown in MRT projected receipts, however, in 2009, these taxes are expected to increase by \$51 million due to repayment of the defeasance loan to B & T made in the previous year. For each of the Plan years, 2008 through 2011, total Dedicated Taxes and State and Local Subsidies have been unfavorably impacted by increases in the debt service requirements for MTA Bus. These, however, have been offset by debt service cash flow adjustments in the November Plan.

Consistent with the July Plan, the November Plan reflects technical adjustments for certain policy actions that are incorporated as part of the Subsidy baseline projections - Costs for the Service Marketing Campaign (\$5 million in 2007), Enhanced Security Training (\$6 million each year in 2007, 2008, 2009 and 2010), anticipated downsizing costs associated with future headcount reductions (\$81 million in 2007) and MTA Bus Debt Service (\$10 million in 2007, \$11 million in 2008, \$10 million in 2009, and \$11 million 2010 and 2011) are funded from the MRT-2 collections. In addition, the November Plan assumes funding from MRT-2 of a cash defeasance loan to TBTA (\$91 million) which is expected to be repaid over the two subsequent years.

As noted above, gross subsidies include City Subsidy to MTA Bus, which reflect the City's agreement with the MTA that it will cover MTA Bus' expenses. The City subsidy covers the operating deficit for MTA Bus. MMTOA, 18-b and Urban Taxes, that are designated for the former private buses subsidized by the City, are paid directly to the City and used by the City to partially fund MTA Bus.

**MTA Consolidated Subsidies**  
**November Financial Plan 2008 - 2011**  
**Accrual Basis**  
(\$ in millions)

	<b>2007</b>	<b>2008</b>			
	<b>November</b>	<b>Final Proposed</b>			
<b><u>Subsidies</u></b>	<b><u>Forecast</u></b>	<b><u>Budget</u></b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b><i>Dedicated Taxes</i></b>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$1,570.8	\$1,421.3	\$1,453.8	\$1,465.0	\$1,533.1
Petroleum Business Tax (PBT) Receipts	598.5	614.7	620.7	623.3	625.6
Mortgage Recording Tax (MRT)	690.7	578.4	597.5	611.0	623.7
MRT Transfer to Suburban Counties	(43.9)	(15.7)	(14.4)	(12.1)	(11.7)
Use of MRT Balances	10.0	10.0	10.0	0.0	0.0
Carryover Balances	(3.8)	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Interest	1.5	1.6	1.6	1.7	1.7
Cash Defeasance Loan for TBTA	(90.8)	11.5	79.3	0.0	0.0
Urban Tax	848.3	662.8	592.8	603.0	639.8
Investment Income	<u>2.5</u>	<u>2.5</u>	<u>2.6</u>	<u>2.6</u>	<u>2.7</u>
	<b>\$3,567.4</b>	<b>\$3,270.7</b>	<b>\$3,327.4</b>	<b>\$3,278.1</b>	<b>\$3,398.3</b>
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy	10.5	10.5	10.5	10.5	10.5
CDOT Subsidy	66.2	73.5	85.1	105.9	116.6
Station Maintenance	139.3	142.4	145.4	148.5	151.6
AMTAP	<u>20.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$614.9</b>	<b>\$605.2</b>	<b>\$619.8</b>	<b>\$643.7</b>	<b>\$657.5</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4,182.2</b>	<b>\$3,875.9</b>	<b>\$3,947.2</b>	<b>\$3,921.7</b>	<b>\$4,055.8</b>
City Subsidy for MTA Bus	\$232.0	\$252.4	\$262.3	\$271.0	\$280.6
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4,414.2</b>	<b>\$4,128.3</b>	<b>\$4,209.5</b>	<b>\$4,192.7</b>	<b>\$4,336.4</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
B&T Operating Surplus Transfer	\$381.5	\$319.1	\$303.1	\$253.4	\$237.5
MTA Subsidy to Subsidiaries	<u>41.5</u>	<u>42.7</u>	<u>43.6</u>	<u>40.1</u>	<u>41.3</u>
	<b>\$423.0</b>	<b>\$361.8</b>	<b>\$346.8</b>	<b>\$293.5</b>	<b>\$278.8</b>
<b>GROSS SUBSIDIES</b>	<b>\$4,837.2</b>	<b>\$4,490.1</b>	<b>\$4,556.3</b>	<b>\$4,486.1</b>	<b>\$4,615.2</b>

**MTA Consolidated Subsidies**  
**November Financial Plan 2008 -2011**  
**Summary of Changes Between November Plan and July Plan**  
**Accrual Basis**  
(\$ in millions)

	2007	2008	2009	2010	2011
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT) Receipts <sup>1</sup>	0.0	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	(0.4)	(34.9)	0.0	0.0	0.0
MRT Transfer to Suburban Counties	0.0	20.0	20.0	20.0	20.0
Use of MRT Balances	0.0	0.0	0.0	0.0	0.0
Carryover Balances	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Cash Defeasance Loan for TBTA	(90.8)	11.5	79.3	0.0	0.0
Urban Tax	53.8	13.7	0.0	0.0	0.0
Investment Income	<u>(5.6)</u>	<u>(5.6)</u>	<u>(5.6)</u>	<u>(5.6)</u>	<u>(5.6)</u>
	(\$43.0)	\$4.7	\$93.7	\$14.4	\$14.4
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	0.0	0.0	0.0	0.0
Nassau County Subsidy	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy - Effect of Fare Increase & PEGs	(0.6)	2.1	1.2	1.3	0.5
Station Maintenance	(0.2)	0.1	0.3	0.5	0.6
AMTAP	<u>0.0</u>	<u>(20.0)</u>	<u>(20.0)</u>	<u>(20.0)</u>	<u>(20.0)</u>
	(\$0.8)	(\$17.8)	(\$18.5)	(\$18.2)	(\$18.9)
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>(\$43.8)</b>	<b>(\$13.1)</b>	<b>\$75.1</b>	<b>(\$3.8)</b>	<b>(\$4.5)</b>
City Subsidy for MTA Bus	(\$2.0)	(\$2.3)	(\$3.3)	(\$5.7)	(\$7.0)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>(\$45.8)</b>	<b>(\$15.4)</b>	<b>\$71.9</b>	<b>(\$9.5)</b>	<b>(\$11.5)</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
B&T Operating Surplus Transfer	\$22.2	(\$7.7)	(\$1.5)	\$2.2	\$16.0
MTA Subsidy to Subsidiaries	<u>3.0</u>	<u>(2.1)</u>	<u>8.8</u>	<u>4.1</u>	<u>4.5</u>
	\$25.2	(\$9.9)	\$7.3	\$6.3	\$20.5
<b>GROSS SUBSIDIES</b>	<b>(\$20.6)</b>	<b>(\$25.3)</b>	<b>\$79.1</b>	<b>(\$3.2)</b>	<b>\$9.0</b>

**MTA Consolidated Subsidies**  
**November Financial Plan 2008 - 2011**  
**Cash Basis**  
(\$ in millions)

	2007 November <u>Forecast</u>	2008 Final Proposed <u>Budget</u>	2009	2010	2011
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$1,620.8	\$1,421.3	\$1,453.8	\$1,465.0	\$1,533.1
Petroleum Business Tax (PBT) Receipts	597.1	614.2	620.5	623.1	625.5
Mortgage Recording Tax (MRT)	702.3	576.8	596.3	610.1	621.3
MRT Transfer to Suburban Counties	(36.4)	(34.4)	(32.1)	(31.7)	(32.1)
Use of MRT Balances	10.0	10.0	10.0	0.0	0.0
Carry Over	42.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Downsizing	(81.0)	0.0	0.0	0.0	0.0
Enhanced Security Training	(6.2)	(6.2)	(6.2)	(6.2)	0.0
Service Marketing Campaign	(5.0)	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(26.6)	(24.6)	(23.2)	(24.9)	(24.9)
Cash Defeasance Loan for TBTA	(90.8)	11.5	79.3	0.0	0.0
Other Outstanding 2007 Loans	36.9	0.0	0.0	0.0	0.0
Interest	1.5	1.5	1.6	1.7	1.7
Urban Tax	861.5	669.2	592.2	599.9	637.3
Investment Income	<u>2.5</u>	<u>2.5</u>	<u>2.6</u>	<u>2.6</u>	<u>2.7</u>
	\$3,612.1	\$3,225.4	\$3,278.3	\$3,223.1	\$3,348.1
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9
Local Operating Assistance (18-b)	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy (includes 18-b local match)	10.5	10.5	10.5	10.5	10.5
CDOT Subsidy	66.2	73.5	85.1	105.9	116.6
Station Maintenance	137.2	140.1	143.2	146.1	149.3
AMTAP	<u>20.0</u>	<u>20.0</u>	<u>20.0</u>	<u>20.0</u>	<u>20.0</u>
	\$612.7	\$622.9	\$637.5	\$661.3	\$675.2
<b><i>Other Subsidy Adjustments</i></b>					
South Ferry	(35.0)	0.0	0.0	0.0	0.0
# 1 Train - Port Authority	0.0	(50.0)	(50.0)	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	<u>0.0</u>	<u>(12.0)</u>	<u>(11.5)</u>	<u>(11.5)</u>	<u>(11.5)</u>
	(\$35.0)	(\$62.0)	(\$61.5)	(\$11.5)	(\$11.5)
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4,189.8</b>	<b>\$3,786.3</b>	<b>\$3,854.3</b>	<b>\$3,872.9</b>	<b>\$4,011.8</b>
City Subsidy for MTA Bus	\$232.0	\$252.4	\$262.3	\$271.0	\$280.6
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4,421.8</b>	<b>\$4,038.7</b>	<b>\$4,116.6</b>	<b>\$4,143.8</b>	<b>\$4,292.3</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
B&T Operating Surplus Transfer	\$389.6	\$325.4	\$304.7	\$258.4	\$239.1
MTA Subsidy to Subsidiaries	<u>41.5</u>	<u>42.7</u>	<u>43.6</u>	<u>40.1</u>	<u>41.3</u>
	\$431.1	\$368.1	\$348.4	\$298.4	\$280.4
<b>GROSS SUBSIDIES</b>	<b>\$4,852.8</b>	<b>\$4,406.8</b>	<b>\$4,465.0</b>	<b>\$4,442.3</b>	<b>\$4,572.7</b>

**MTA Consolidated Subsidies**  
**November Financial Plan 2008 - 2011**  
**Summary of Changes Between November Plan and July Plan**  
**Cash Basis**  
(\$ in millions)

	2007	2008	2009	2010	2011
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	0.0	0.0	0.0	0.0	0.0
Petroleum Business Tax (PBT) Receipts	0.0	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	2.8	(38.1)	0.0	0.0	0.0
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0	0.0
Use of MRT Balances	0.0	0.0	0.0	0.0	0.0
Carryover Balances	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
Downsizing	0.0	0.0	0.0	0.0	0.0
Enhanced Security Training	0.0	0.0	0.0	0.0	0.0
Service Marketing Campaign	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(10.3)	(11.0)	(9.6)	(11.3)	(11.3)
Cash Defeasance Loan for TBTA	(90.8)	11.5	79.3	0.0	0.0
Outstanding 2006 Loans	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Urban Tax	52.6	15.0	0.0	0.0	0.0
Investment Income	(5.6)	(5.6)	(5.6)	(5.6)	(5.6)
	<b>(\$51.4)</b>	<b>(\$28.2)</b>	<b>\$64.1</b>	<b>(\$16.9)</b>	<b>(\$16.9)</b>
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	0.0	0.0	0.0	0.0	0.0
Local Operating Assistance (18-b)	0.0	0.0	0.0	0.0	0.0
Nassau County Subsidy (includes 18-b local match)	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy - Effect of Fare Increase & PEGs	(0.6)	2.1	1.2	1.3	0.5
Station Maintenance	(0.1)	(0.2)	0.2	0.3	0.5
AMTAP	0.0	0.0	0.0	0.0	0.0
	<b>(\$0.7)</b>	<b>\$1.9</b>	<b>\$1.3</b>	<b>\$1.7</b>	<b>\$1.0</b>
<b><i>Other Subsidy Adjustments</i></b>					
South Ferry	0.0	0.0	0.0	0.0	0.0
#1 Train - Port Authority	0.0	0.0	0.0	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	0.0	(12.0)	(11.5)	(11.5)	(11.5)
	<b>\$0.0</b>	<b>(\$12.0)</b>	<b>(\$11.5)</b>	<b>(\$11.5)</b>	<b>(\$11.5)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>(\$52.1)</b>	<b>(\$38.2)</b>	<b>\$53.9</b>	<b>(\$26.8)</b>	<b>(\$27.4)</b>
City Subsidy for MTA Bus	(2.0)	(2.3)	(3.3)	(5.7)	(7.0)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>(\$54.1)</b>	<b>(\$40.6)</b>	<b>\$50.6</b>	<b>(\$32.5)</b>	<b>(\$34.4)</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
B&T Operating Surplus Transfer	20.0	(4.7)	(2.1)	1.8	14.6
MTA Subsidy to Subsidiaries	3.0	(2.1)	8.8	4.1	4.5
	<b>\$23.0</b>	<b>(\$6.9)</b>	<b>\$6.7</b>	<b>\$5.9</b>	<b>\$19.1</b>
<b>GROSS SUBSIDIES</b>	<b>(\$31.2)</b>	<b>(\$47.5)</b>	<b>\$57.3</b>	<b>(\$26.5)</b>	<b>(\$15.4)</b>

## **METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)**

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

Total Statewide MMTOA taxes for 2007 are estimated at \$1,914.4 million, of which \$1,827.3 million is allotted for Downstate transit properties. Of the Downstate allotment, \$186.5 million is earmarked to fund the State's 18-b obligations. The percentage allocation of MMTOA's downstate share that comes to NYCT/SIR represents 60.1%, and the share to the commuter railroads represent 27.2%. These reflect the percentage allocation in the July Plan and are based on the amounts appropriated in NYS's 2007-08 Enacted Budget. A portion was also allotted to Long Island Bus, city private buses and other downstate transportation properties. In 2007, of the total MTA share, \$1,052.7 is payable to NYCT/SIR, \$523.2 million to MTA for the commuter railroads, and \$44.9 million to Long Island Bus.

### **2007 November Forecast**

The 2007 November MMTOA Forecast reflects the enacted State Budget appropriation for MTA MMTOA of \$1,570.8, which did not change from the July Plan level. As noted for the July Plan, included in this amount is \$35.0 million earmarked for the South Ferry Project, details of which are discussed below. Of the total estimated MMTOA cash receipts, \$1,052.7 million is appropriated for NYCT/SIR, and \$523.2 for the commuter railroads, and \$44.9 million for Long Island Bus.

For 2007, The November Plan, like the July Plan, assumes additional MMTOA receipts in excess of the State's appropriation levels. Based on the State Enacted Budget for 2007/2008, gross receipts in the MMTOA account include an additional \$230.6 million of unappropriated funds. The increase reflects mostly higher Corporate Surcharge revenues, due primarily to the continued strong economy and State tax audits on various corporate contributors that resulted in reassessment of tax liabilities. The Plan assumes that the additional revenues will be carried over to the subsequent year.

In 2007, the State will fund \$186.5 million in 18-b obligations from MMTOA, which is the same level as the July Plan.

In 2007, the percentage allocation of MTA's share of Downstate MMTOA is derived from the actual amounts appropriated by the State and has not changed from the July Plan allocations.

The November Plan reflects the State's commitment for appropriations of \$135.0 million to support MTA projects in areas devastated by the World Trade Center disaster, which was previously discussed in the July Plan. These funds reflect \$35.0 million for the South Ferry Project and \$100.0 million for the #1 train underpinning. The State's enacted budget includes \$35.0 million in NYCT's 2007 MMTOA allotment which has been transferred to the capital program for South Ferry. In addition, the State has indicated its intention to provide \$100.0 million in two equal payments of \$50.0 million in 2008 and 2009 from MMTOA funds for the #1 train underpinning project in collaboration with the Port Authority of New York and New Jersey.

Based on the State's latest Mid-Year update for 2007, Corporate Surcharge revenues are expected to decline by \$32.0 million from the Enacted Budget levels. This is due primarily to recent corporate losses. In addition, PBT revenues are expected to decline by \$5.5 million. This is mostly offset by a \$22.5 million increase in sales taxes due to a recalculation of the MTA "hold harmless" provision of exemptions related taxes for clothing and gasoline to correctly represent MTA's share.

### **2008 Final Proposed Budget**

In the 2008 Final Proposed Budget, projections of tax yields used in the baseline, as well as projections of additional MMTOA revenues to the MTA that are not yet appropriated and reflected below-the-line, are unchanged from the July Plan.

Total baseline MTA MMTOA is estimated to be \$1,421.3 million. This includes \$50.0 million which represents NYS's portion of the funding for the #1 train underpinning project to be undertaken in collaboration with the Port Authority of New York and New Jersey. Of the total baseline MTA MMTOA, \$928.7 million is earmarked for NYCT and SIR, including the \$50.0 million allotment for the #1 train underpinning project, \$449.1 million is earmarked for the commuter railroads and an additional \$43.5 million for Long Island Bus.

In 2008, the November Plan assumes an additional \$323.3 million in MMTOA receipts, which is reflected below-the-line, and unchanged from the July Plan level. This includes the MTA's portion of prior year unappropriated balances in the MMTOA account, of which \$162.0 million represents NYCT and the commuter railroads' share, and \$6.0 million represents Long Island Bus' share. The balance reflects additional projections of MMTOA receipts in excess of the baseline levels incorporated in the July Plan. Of this, \$149.0 million of the estimate of additional collections has been earmarked for New York City Transit



and the commuter railroads, and \$6.0 million has been earmarked for Long Island Bus.

Based on the State's Mid-Year update for 2008, estimates of gross MMTOA revenues declined by \$16.8 million from the Enacted Budget levels, due primarily to lower expected receipts of Corporate Surcharge taxes (\$32.2 million) attributable to recent market slowdowns carried through the out years. Offsetting the decline is an increase in sales taxes (\$21.0 million) due to a recalculation of the "hold harmless" provision of exemptions related taxes for clothing and gasoline to correctly represent MTA's share.

The MTA November Plan continues to assume, however, that the State will appropriate to MTA, the funding levels equivalent to the MTA's July Plan levels for MMTOA and PBT. Thus, even though both MMTOA and PBT (discussed later in this section under PBT) are now projected to be lower than the State's Enacted Budget forecast, alternate funds are assumed to be appropriated to make up the shortfall. Similar to the July Plan, the baseline for MMTOA reflects the February Plan forecast levels, with the additional tax revenues reflected as part of the below-the-line policy and gap-closing actions. However, if the taxes do fall short of projections, the MTA will seek additional aid and if not available expense reductions or other positive variances would be needed to cover the shortfall.

<b>MTA's MMTOA Revenues</b>				
	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Baseline	1,421.3	1,453.7	1,465.0	1,533.1
Additional State Tax Collections				
Prior Year Collection	168.2	0.0	0.0	0.0
Current Year Collections	155.2	140.9	193.5	200.8
<b>Total MMTOA in November Plan</b>	<b>\$1,744.7</b>	<b>\$1,594.6</b>	<b>\$1,658.5</b>	<b>\$1,733.9</b>

The November Plan assumes that in 2008, the State's funding of its 18-b obligations will remain at the 2006 level of \$182.5 million, which is the same as the July Plan level. The percentage allocations of MMTOA's downstate share that comes to the MTA represent 61.1% for NYCT/SIR and 27.7% for the Commuter Railroads, to reflect pre-2004 levels.

The 2008 November baseline forecast of the individual MMTOA taxes assumes the following tax growth rates from the 2007 level, which are consistent with the July Plan:

Sales Tax	4.4%
Petroleum Business Tax	4.8%
Corporate Franchise Tax	0.0%
Corporate Tax Surcharge	(25.7%)

## **2009 - 2011**

In 2009, the November Plan baseline projection for MMTOA is \$1,453.7 million, which is unchanged from the July Plan level. Included in this amount is \$50.0 million which represents the remainder of NYS's commitment to MTA New York City Transit Authority to fund the #1 train underpinning project.

In 2010 and 2011, the November Plan forecasts for baseline MMTOA cash receipts are consistent with the MTA July Plan forecast levels. Total Baseline MTA MMTOA is \$1,465.0 million in 2010 and \$1,533.1 million in 2011.

The 2009 through 2011 baseline forecasts assume the following tax growth rates, which are consistent with the July Plan:

	<b>2009</b>	<b>2010</b>	<b>2011</b>
Sales Tax	3.9%	4.1%	4.7%
Petroleum Business Tax	0.3%	0.7%	0.4%
Corporate Franchise Tax	0.0%	0.0%	0.0%
Corporate Tax Surcharge	7.2%	4.4%	4.3%

The MTA November Plan maintains the July Plan's assumption that there is an additional \$141.0 million, \$194.0 million and \$201.0 million in MMTOA receipts available to the MTA for the benefit of New York City Transit, the commuter railroads and Long Island Bus, in 2009, 2010 and 2011, respectively, which is reflected below-the-line.

Based on the State's Mid-Year update for 2009, 2010 and 2011, estimates of gross MMTOA revenues to the MTA declined by \$32.8 million, \$32.0 million and \$20.7 million, respectively, from the Enacted Budget levels. However, the MTA's November Plan continues to assume that if receipts are lower-than-projected, the State will make up the shortfall. If the taxes do fall short of projections, the MTA will seek additional aid and if not available expense reductions or other positive variances would be needed to cover the shortfall.

**MMTOA STATE DEDICATED TAXES**  
**November Financial Plan 2008 - 2011**  
**Tax Yield Distribution 2007 - 2011**  
(\$ in millions)

	<b>Baseline</b>				
	<b>2007</b>				
	<b>November</b>				
	<b>Forecast</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b><u>Forecast of MMTOA Gross Receipts (SFY):</u></b>					
Sales Tax	\$734.0	\$766.6	\$796.8	\$829.1	\$868.1
PBT	142.4	149.3	149.8	150.9	151.5
Corporate Franchise	68.0	68.0	68.0	68.0	68.0
Corporate Surcharge	970.0	721.0	773.0	807.0	842.0
Investment Income	0.0	0.0	0.0	0.0	0.0
<b>Total Gross Receipts Available for Allocation</b>	<b>\$1,914.4</b>	<b>\$1,704.9</b>	<b>\$1,787.6</b>	<b>\$1,855.0</b>	<b>\$1,929.6</b>

**Allocation of Total Gross Receipts to DownState:**

Total Gross Receipts	\$1,914.4	\$1,704.9	\$1,787.6	\$1,855.0	\$1,929.6
Less: Upstate Share of PBT	(87.1)	(67.2)	(67.4)	(67.9)	(68.2)
Upstate Percent Share of Investment Income	4.55%	3.94%	3.77%	3.66%	3.53%
Less: Upstate Share of Investment Income	0.0	0.0	0.0	0.0	0.0
<b>Total Net DownState Share Available for Allocation</b>	<b>\$1,827.3</b>	<b>\$1,637.7</b>	<b>\$1,720.2</b>	<b>\$1,787.1</b>	<b>\$1,861.4</b>
Less: 18-B Adjustment	(186.5)	(182.5)	(182.5)	(182.5)	(182.5)
<b>Adjusted Total Net DownState Share for Allocation</b>	<b>\$1,640.7</b>	<b>\$1,455.2</b>	<b>\$1,537.7</b>	<b>\$1,604.6</b>	<b>\$1,678.9</b>

**Allocation of Total Net DownState Share to NYCT/SIR:**

NYCT/SIR Share	<b>60.07%</b>	<b>61.12%</b>	<b>61.12%</b>	<b>61.12%</b>	<b>61.12%</b>
From Total Net DownState Share	\$1,169.7	\$1,001.0	\$1,051.4	\$1,092.3	\$1,137.8
Less: 18-B Adjustment	(153.1)	(152.0)	(152.0)	(152.0)	(152.0)
Adjusted Total Net DownState Share	\$1,016.6	\$849.0	\$899.4	\$940.3	\$985.7
From Carryover	36.1	79.7	50.0	0.0	0.0
<b>Total NYCT/SIR Share of Net DownState Share</b>	<b>\$1,052.7</b>	<b>\$928.7</b>	<b>\$949.4</b>	<b>\$940.3</b>	<b>\$985.7</b>
Total SIR Share	3.2	2.8	2.8	2.8	3.0
<b>Total NYCT Share of Net DownState Share</b>	<b>\$1,049.6</b>	<b>\$925.9</b>	<b>\$946.6</b>	<b>\$937.5</b>	<b>\$982.8</b>

**Allocation of Total Net DownState Share to MTA:**

MTA Share	<b>27.18%</b>	<b>27.71%</b>	<b>27.71%</b>	<b>27.71%</b>	<b>27.71%</b>
From Total Net DownState Share	\$529.2	\$453.8	\$476.7	\$495.2	\$515.8
Less: 18-B Adjustment	(19.9)	(18.1)	(18.1)	(18.1)	(18.1)
Adjusted Total Net DownState Share	\$509.3	\$435.7	\$458.5	\$477.1	\$497.7
From Carryover	13.9	13.4	0.0	0.0	0.0
<b>Total MTA Share of Net DownState Share</b>	<b>\$523.2</b>	<b>\$449.1</b>	<b>\$458.5</b>	<b>\$477.1</b>	<b>\$497.7</b>

**Allocation of Total Net DownState Share to LIB:**

LI Bus Share	<b>2.41%</b>	<b>2.77%</b>	<b>2.77%</b>	<b>2.77%</b>	<b>2.77%</b>
From Total Net DownState Share	\$46.9	\$45.4	\$47.6	\$49.5	\$51.6
Less: Used for 18-B/other	(2.0)	(1.8)	(1.8)	(1.8)	(1.8)
Adjusted Total Net DownState Share	\$44.9	\$43.5	\$45.8	\$47.7	\$49.7
From Carryover	0.0	0.0	0.0	0.0	0.0
<b>Total LIB Share of Net DownState Share</b>	<b>\$44.9</b>	<b>\$43.5</b>	<b>\$45.8</b>	<b>\$47.7</b>	<b>\$49.7</b>

## **PETROLEUM BUSINESS TAXES (PBT) (Trust Fund Taxes)**

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

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

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

### **2007 November Forecast**

The 2007 MTA baseline Mid-Year PBT estimate, on a cash basis, is \$597.1 million, which is consistent with the July Plan forecast. Of the total PBT allocation, 85% or \$507.5 million is earmarked for New York City Transit and 15% or \$89.6 million for the commuter railroads.

On an accrual basis, PBT estimates for 2007 are \$598.5 million, which is unchanged from the July Plan level. The accrual estimate is based on a one-month lag in the booking and collections of PBT proceeds.

Based on New York State's projections of PBT revenues in the State's 2007-08 Enacted Budget, beginning in 2007 and continuing throughout the plan period, projected PBT revenues are expected to be higher than the MTA baseline projections, due to robust economic activity. The additional PBT collections for 2007 are estimated to be \$10.1 million.

## **2008 Final Proposed Budget**

The 2008 baseline PBT cash estimate remains at the July Plan level. Total PBT is estimated at \$614.2 million, of which \$522.1 million, or 85% is earmarked for New York City Transit, and \$92.1 million, or 15% is earmarked for the commuter railroads.

On an accrual basis, baseline PBT is estimated at \$614.7 million, unchanged from the July Plan.

Consistent with the State's Enacted Budget estimates and the 2008 MTA July Plan, the November Plan assumes an additional \$14.8 million in PBT collections due to robust economic activity. Like the July Plan, this is not incorporated in the baseline, but is reflected below-the-line as part of the MTA gap closing measures.

The latest State projection of PBT revenues for 2008, however, shows a decline in PBT collections of \$5.0 million from the State Enacted Budget levels, due to the recent slowdown in economic activity. The November Plan assumes that the State will fund the MTA at levels equivalent to the July Plan's estimates for PBT and MMTOA. Thus, even though both PBT and MMTOA are now projected to be lower than the State's Enacted Budget forecast, alternate funds are assumed to be appropriated to make up the shortfall. If the taxes do fall short of projections, the MTA will seek additional aid and if not available expense reductions or other positive variances would be needed to cover the shortfall.

<b>MTA's PBT Revenues</b>				
	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Baseline	614.2	620.5	623.1	625.5
Additional State Tax Collections	14.8	28.1	42.1	49.8
<b>Total PBT in November Plan</b>	<b>\$629.0</b>	<b>\$648.6</b>	<b>\$665.2</b>	<b>\$675.3</b>

## **2009 - 2011**

For 2009 through 2011, PBT cash estimates are \$620.5 million, \$623.1 million and \$625.5 respectively. The 2009 through 2011 forecasts inflate the previous year's level by 1.0%, 0.4% and 0.4% respectively.

On an accrual basis, PBT estimates for 2009 through 2011 are \$620.7 million, \$623.3 million and \$625.6 million respectively.

These estimates are consistent with the July Plan.

The November Plan maintains the July Plan's assumption that, based on the State Enacted Budget forecast, additional PBT revenues of \$28.1 million in 2009, \$42.1 million in 2010 and \$49.8 million in 2011 is available to the MTA for the benefit of New York City Transit and the commuter railroads in each of the respective years.

Although the most recent State forecasts of PBT revenues show declines in PBT receipts from the Enacted Budget level of \$13.8 million in 2009, \$29.5 million in 2010 and \$34.6 million in 2011, respectively, the MTA November Plan continues to assume that if in fact receipts are lower than projected, the State will make up the shortfall. However, if the taxes do fall short of projections, the MTA will seek additional aid and if not available expense reductions or other positive variances would be needed to cover the shortfall.

**PETROLEUM BUSINESS TAX PROJECTIONS**  
**November Financial Plan 2008 - 2011**  
**Tax Yield Distribution 2007 -2011**  
(\$ in millions)

	<b>Baseline</b>				
	<b>2007</b>				
	<b>November</b>				
	<b>Plan</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Total Net PBT Collections Available for Distribution</b>	<b>\$1,756.2</b>	<b>\$1,806.5</b>	<b>\$1,825.0</b>	<b>\$1,832.6</b>	<b>\$1,839.7</b>

**Distribution Shares:**

MTA Total	34.0%	34.0%	34.0%	34.0%	34.0%
Other Transit	3.0%	3.0%	3.0%	3.0%	3.0%
Highway Trust Fund	63.0%	63.0%	63.0%	63.0%	63.0%
General Fund	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Share Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Amount of Total Net Collections Available for the MTA:**

<b>MTA Total</b>	<b>\$597.1</b>	<b>\$614.2</b>	<b>\$620.5</b>	<b>\$623.1</b>	<b>\$625.5</b>
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**Accrued**

NYCT/SIR Share of MTA Total	\$508.7	\$522.5	\$527.6	\$529.8	\$531.7
Commuter Railroad Share of MTA Total	<u>89.8</u>	<u>92.2</u>	<u>93.1</u>	<u>93.5</u>	<u>93.8</u>
<b>MTA Total of Net Collections</b>	<b>\$598.5</b>	<b>\$614.7</b>	<b>\$620.7</b>	<b>\$623.3</b>	<b>\$625.6</b>

**Cash**

NYCT/SIR Share of MTA Total	\$507.5	\$522.1	\$527.4	\$529.6	\$531.7
Commuter Railroad Share of MTA Total	<u>89.6</u>	<u>92.1</u>	<u>93.1</u>	<u>93.5</u>	<u>93.8</u>
<b>MTA Total of Net Collections</b>	<b>\$597.1</b>	<b>\$614.2</b>	<b>\$620.5</b>	<b>\$623.1</b>	<b>\$625.5</b>

## **MORTGAGE RECORDING TAXES (MRT)**

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

MRT-1 is imposed on the borrower for recorded mortgages of real property, subject to certain exclusions, and collected by New York City and the seven other counties within the MTA's service area, at the rate of three-tenths of one percent (3/10%) of the debt secured by certain real estate mortgages. This rate was increased from one-quarter of one percent in June 2005. Receipts from MRT-1 must be applied, first, to meet MTA Headquarters operating expenses and, second, to make deposits into the New York City Transit (NYCT) Account (55% of the remaining amount) and the Commuter Railroad Account (45% of the remaining amount).

Moneys in the NYCT Account are required to be used to pay operating and capital costs of NYCT, its subsidiaries, and Staten Island Railway (SIR). Moneys in the Commuter Railroad Account are required to be first used to pay up to \$20 million to the State Suburban Transportation Fund each year. In the event the transfer to the Suburban Fund would result in a Commuter Railroad operating deficit, the amount of the deficit is appropriated to the MTA for Commuter Railroad operating purposes, and not transferred to the Suburban Fund. After first making the required transfers to the Suburban Fund, the balance in the Commuter Railroad Account is required to be used to pay commuter railroad operating and capital costs.

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

MTA is required to transfer an annual amount of \$5.0 million, made in equal quarterly installments, from the Corporate Transportation Account to the MTA's Dutchess, Orange and Rockland Fund (DORF); \$1.5 million is for each of the counties of Dutchess and Orange, and \$2.0 million is for the county of Rockland. Additionally, MTA must transfer from the Corporate Transportation Account to DORF for each of these three counties, respectively, an amount equal to the product of (i) the percentage by which such county's mortgage recording tax payment (MRT-1, excluding recent rate increases plus MRT-2) to MTA in the preceding calendar year increased over such payment in calendar year 1989 and (ii) \$1.5 million each for Dutchess and Orange Counties and \$2.0 million for Rockland County.



## **Forecast Methodology**

Forecasts of Mortgage Recording Tax receipts for the remainder of 2007 and for 2008 are based on tax receipt trends for mortgage originations projected by the City of New York in its Fiscal Year 2008 October Update. For 2009 through 2011, MRT estimates are projected to remain at the levels projected in the July Financial Plan.

## **2007 November Forecast**

The 2007 November Forecast is based on October year-to-date actual cash receipts and the assumption that the month of November 2007 receipts will be in line with current projections. The forecast for December 2007 is based on the City of New York trend projections, and has been added to the year-to-date actuals and November assumption in order to obtain a 2007 November Forecast.

MRT receipts on a cash basis are estimated at \$702.3 million, a decrease of \$60.8 million, or 8.0% from the 2006 level. MRT-1 receipts are projected to be \$458.1 million, a \$19.3 million (-4.0%) decrease over 2006, while MRT-2 receipts are projected to be \$244.3 million, a \$41.5 million (-14.5%) decline over 2006. These trends reflect some continued strength in New York City commercial property transactions along with a continuing slowdown in the residential real estate market. MRT-1 includes taxes collected on mortgages for both commercial properties and residential properties, while MRT-2 is paid only on residential properties with fewer than seven units in the structure. Two large Manhattan commercial property transactions during the early part of 2007 - 666 Fifth Avenue and the sale of Blackstone Group properties to Macklowe Properties - accounted for \$7.8 million in MRT-1 receipts; without these two transactions, the 2007 MRT-1 figure would have been 5.7% below the 2006 level.

The City of New York's October Budget Update assumes total (commercial and residential) mortgage recording tax receipts will decline by 26.7% for CFY 2008; this projection was used to estimate combined MRT-1 receipts from New York City excluding Staten Island. The City's October Update assumes residential mortgage recording tax receipts will decline 31.6% for CFY 2008; this trend assumption was used to estimate MRT-1 receipts for Staten Island and the suburban counties as well as MRT-2 receipts for the entire MTA region. The City trend projections exclude the non-recurring impacts from the December 2006 Stuyvesant Town and Peter Cooper transaction and the March 2007 Blackstone/Macklowe transaction.

Overall, the combined MRT estimate reflects an increase of \$2.8 million, or 0.4%, over the projection in the July 2007 Financial Plan.

## **2008 - 2011**

In recent years, MRT collections have reached record levels, reflecting a robust residential real estate market and strength in large commercial real estate transactions, both attributable to historically low interest rates and the expected returns on real estate as an investment. As interest rates have increased, mortgage activity has slowed considerably. According to the City, and consistent with county-level data, the volume of

residential purchases has been declining, as has refinancing activity for residential property mortgages. Commercial property transactions have also slowed, but overall MRT receipts from commercial transactions have been buoyed by receipts from several significantly large transactions.

Overall MRT receipts are expected to continue to decline in 2008; MRT-2 receipts have been declining since its peak was achieved in 2005 while MRT-1 receipts continued to climb in 2006. MRT receipts are projected to decline in 2008 by 17.9%, with MRT-1 declining 18.5% and MRT-2 declining 16.8%.

Markets are expected to stabilize in 2009: MRT receipts are expected to increase 3.4%, with MRT-1 up 1.3% and MRT-2 up 7.2%. During 2010, MRT-1 receipts are expected to increase 2.2%, while MRT-2 receipts grow 2.5%; overall MRT receipts in 2010 are expected to rise 2.3%. In 2011, overall MRT receipts are expected increase 1.8% with MRT-1 up 2.0% and MRT-2 up 1.6%.

The City October Budget Update projects total mortgage recording tax receipts – used to project MRT-1 for New York City excluding Staten Island – will decline 26.7% during City Fiscal Year 2008 and decline 10.2% in CFY 2009. The City October Update assumes residential mortgage recording tax receipts – used for MRT-1 projections for Staten Island and the suburban counties along with MRT-2 projections for the full MTA region – will decline 31.6% during CFY 2008 and decline 1.9% in CFY 2009. The City trend projections exclude the impacts of the December 2006 Stuyvesant Town and Peter Cooper transaction and the March 2007 Blackstone transaction.

For the 2009 through 2011 Financial Plan projections, MRT receipt projections are unchanged from the July Financial Plan. While the projection trends in the City's October Update would indicate further erosion of receipts during the 2009 through 2011 period, it is important to acknowledge the general uncertainty when projecting these transaction tax receipts during over a long-term period. Should MRT activity in the MTA region be weaker than is currently projected, subsequent MTA Financial Plans will be adjusted to reflect changing conditions.

Over the Financial Plan period, MRT receipts are projected to be \$576.8 million in 2008, \$596.3 million in 2009, \$610.1 million in 2010 and \$621.3 million in 2011. MRT-1 receipts are estimated to be \$373.5 million in 2008, \$378.4 million in 2009, \$386.6 million in 2010 and \$394.4 million in 2011, with MRT-2 receipts projected to be \$203.3 million in 2008, \$217.9 million in 2009, \$223.5 million in 2010 and \$226.9 million in 2011.

### **Additional Assumptions**

The MTA General Reserve is funded by MRT-2. Like the July Plan, the November Plan reallocates \$40 million in unspent General Reserve earmarked for 2005 in equal installments in 2006 through 2009, with \$10 million reflected in each year. In addition, the November Plan baseline maintains the July Plan's 2007 General Reserve level of \$37.5 million and \$75.0 million annually thereafter throughout the plan period.

MRT-2 is also used to reimburse the agencies for certain security expenses from a fund managed by MTA Police. These funds are used for agency security projects that are capitally eligible and therefore will affect depreciation and asset values in the MTA Financial Statements. An amount of \$16.5 million annually has been earmarked in the November Plan to cover these security expenses in each of the years from 2007 through 2011, which represents no change from the July Plan forecast.

### **Technical Adjustments:**

Consistent with the July Plan, the November Financial Plan reflects the implementation into the baseline of certain policy actions that were previously handled below the line. Subsequently, with the approval of the MTA Board, the MTA Treasurer has set aside previously undistributed MRT-2 Funds for the following:

*Downsizing* – The February Plan included \$81.0 million of MRT-2 funds in 2007 to cover downsizing. It was expected that major cost reductions would require significant headcount reductions. Since it is unlikely that the savings could be achieved solely through attrition, the Plan had set aside the expected one-time separation costs. The November Plan maintains the assumptions in the July Plan policy actions of a restoration of the \$81.0 million in 2007, and a shift in the need to downsize to 2009 and 2010 (\$40.5 million in each year).

*Enhanced Security Training* – The November Plan makes no change to the July Plan's allocation of \$25.0 million over four years, beginning in 2007 (\$6.2 million in equal installments), for enhanced security training for NYCT, Metro-North, and LIRR's operating personnel; The MTA has undertaken this initiative on the recommendations of Kroll Associates, the security consulting firm that the MTA engaged to review the agencies' safety/security training curriculum, and has sought and received the approval of the MTA Board.

*Service Marketing Campaign* – The MTA Board has also approved an allotment of \$5.0 million from MRT-2 funds to be spent in 2007, that was originally set aside in the February Plan and carried over to the July Plan and now to the November Plan, to support a marketing campaign that would target Commuter Railroad and NYCT services in order to increase usage. These funds, to be allocated by the Executive Director, have not yet been expended. The funds were established in a separate MRT-2 account in early 2007. The Plan contemplates that these funds will be expended in 2008.

In addition to the adjustments above, the November Plan assumes that beginning in 2007 and continuing each year until 2011, MRT-2 funds will be used to cover debt service cash flow requirements of the MTA Bus Company in the amounts of \$26.6 million in 2007 and \$24.6 million in 2008, \$23.2 million in 2009, and \$24.9 million in each of the years 2010 and 2011. These reflect increases in the debt service cash flow requirements from the July Plan forecasts in the following amounts: \$10.3 million in 2007, \$11.0 million in 2008, \$9.6 million in 2009, and \$11.3 million in 2010 and in 2011. These variances are offset by debt service cash flow adjustments in the November Plan.

In addition to MRT-2 funds, a portion of the MTA Bus debt service will be paid by New York Transit and is reflected in the Plan as a deduction to NYCT's gross subsidies, which represent the amount of the swap payment for a federal capital grant paid to NYCT for the benefit of MTA Bus

The November Plan, consistent with the July Plan, includes a favorable adjustment to MRT-2 in 2007 of \$36.9 million reflecting the repayment of inter-company loans made in 2006 which were made pending receipt of State MMTOA funds that were received in 2007.

Since the July Plan, the MTA has committed \$90.8 million in MRT-2 funds for a cash defeasance loan to TBTA. This is reflected in the November Plan as an unfavorable adjustment to MRT-2. Repayment on the loan, which was made in August of 2007, is expected over the two subsequent years.

Other Post Employment Benefits (OPEB) is included in the calculation of Accrual deficit. As OPEB is a non-cash item, and to avoid disruption of distributions to NYCT and the Commuter Railroad, it is assumed that MTA will distribute the value of the OPEB accrual in cash to NYCT (55%) and the Commuter Railroads (45%). This would be the equivalent of MRT-1 funding allocations if OPEB was not used to calculate excess MRT-1 funds.

**Summary of Mortgage Recording Tax Projections**  
**November Financial Plan 2008 - 2011**  
**Tax Yield Distribution 2007 - 2011**  
(\$ in millions)  
Cash

	<b>2007</b>				
	<b>November</b>				
	<b>Forecast</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>MORTGAGE RECORDING TAX #261-1</b>					

**Receipts Available for Transfer to NYCT and CRs:**

Total Gross Receipts	\$458.1	\$373.5	\$378.4	\$386.6	\$394.4
Carryover	(3.8)	0.0	0.0	0.0	0.0
Less: MTAHQ Operating Deficit	(389.3)	(386.2)	(391.8)	(393.6)	(400.9)
<b>Net Receipts Available for Transfer</b>	<b>\$64.9</b>	<b>(\$12.7)</b>	<b>(\$13.4)</b>	<b>(\$6.9)</b>	<b>(\$6.5)</b>

**Allocation of Net Receipts to NYCT/SIR Account:**

Opening Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYCT/SIR Share	<b>55%</b>	<b>55%</b>	<b>55%</b>	<b>55%</b>	<b>55%</b>
From Current Year Net Receipts	35.7	(7.0)	(7.4)	(3.8)	(3.6)
Interest	0.0	0.0	0.0	0.0	0.0
Carryover	26.4	0.0	0.0	0.0	0.0
OPEB	32.1	33.7	35.3	36.9	38.6
Transfers from MRT-2	0.0	7.0	7.4	3.8	3.6
<b>Total NYCT/SIR Net Cash Share</b>	<b>\$94.2</b>	<b>\$33.7</b>	<b>\$35.3</b>	<b>\$36.9</b>	<b>\$38.6</b>
Total SIR Net Cash Share	0.3	0.1	0.1	0.1	0.1
<b>Total NYCT Net Cash Share</b>	<b>\$93.9</b>	<b>\$33.6</b>	<b>\$35.2</b>	<b>\$36.8</b>	<b>\$38.5</b>

**Allocation of Net Receipts to Commuter Railroad Account:**

Opening Balance - CR/SHF	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Commuter Railroad Share	<b>45%</b>	<b>45%</b>	<b>45%</b>	<b>45%</b>	<b>45%</b>
From Net Receipts	29.2	(5.7)	(6.0)	(3.1)	(2.9)
Interest	0.0	0.0	0.0	0.0	0.0
Carryover	19.4	0.0	0.0	0.0	0.0
Less: Suburban Highway Fund	(20.0)	(20.0)	(20.0)	(20.0)	(20.0)
OPEB	26.2	27.5	28.9	30.2	31.6
Transfers from MRT-2	<u>0.0</u>	<u>5.7</u>	<u>6.0</u>	<u>3.1</u>	<u>2.9</u>
<b>Total Commuter Railroad Net Cash Share</b>	<b>\$54.9</b>	<b>\$7.5</b>	<b>\$8.9</b>	<b>\$10.2</b>	<b>\$11.6</b>

**MORTGAGE RECORDING TAX #261-2**

**Receipts Available**

Total Receipts to Corporate Account	\$244.3	\$203.3	\$217.9	\$223.5	\$226.9
Opening Fund Balance (starting in 1998)	30.0	20.0	10.0	0.0	0.0
All Agency Security Pool	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Downsizing	(81.0)	0.0	0.0	0.0	0.0
Enhanced Security Training	(6.2)	(6.2)	(6.2)	(6.2)	0.0
Service Marketing Campaign	(5.0)	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(26.6)	(24.6)	(23.2)	(24.9)	(24.9)
Outstanding 2006 Loans	36.9	0.0	0.0	0.0	0.0
Cash Defeasance Loan for TBTA	(90.8)	11.5	79.3	0.0	0.0
Reserve for Following Year/Cash Flow Provision	(20.0)	(10.0)	0.0	0.0	0.0
General Reserve	(37.5)	(75.0)	(75.0)	(75.0)	(75.0)
Investment Income	<u>1.5</u>	<u>1.5</u>	<u>1.6</u>	<u>1.7</u>	<u>1.7</u>
<b>Total Receipts Available for Transfer</b>	<b>\$29.0</b>	<b>\$104.1</b>	<b>\$187.9</b>	<b>\$102.5</b>	<b>\$112.2</b>

**Use of Total Receipts:**

DORF Opening Balance	\$3.8	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(20.1)	(18.8)	(16.5)	(16.2)	(16.6)
Less: Transfer to MTAHQ Funds	0.0	(12.7)	(13.4)	(6.9)	(6.5)
<b>Net Receipts Available</b>	<b>\$12.6</b>	<b>\$77.0</b>	<b>\$162.4</b>	<b>\$83.9</b>	<b>\$93.6</b>

## **URBAN TAXES**

The Urban Taxes consist of two separate taxes applied to certain commercial real property transactions and commercial mortgage recordings within New York City: a Mortgage Recording Tax (MRT) is imposed on mortgages exceeding \$500,000 on New York City commercial properties; and, a Real Property Transfer Tax (RPTT) is imposed on the transfer of New York City commercial real properties valued over \$500,000. Tax receipts are available only for transit purposes in New York City, with 90% of the receipts earmarked for New York City Transit (NYCT) general operations and 6% used for the partial reimbursement of NYCT Paratransit costs. The remaining 4% earmarked as subsidy for the New York City private buses; the City is currently utilizing these funds to reimburse MTA Bus expenses.

### **Forecast Methodology**

Forecasts for the Urban Tax receipts for the remainder of 2007 and for 2008 are based on tax receipt trends projected by the City of New York in its Fiscal Year 2008 October Update. For 2009 through 2011, Urban Tax estimates are projected to remain at the levels projected in the July Financial Plan.

### **2007 November Forecast**

Urban Tax receipts on a cash basis are estimated at \$861.5 million, an increase of \$192.6 million, or 28.8% more than the 2006 level. The revenue projections for 2007 include actual cash tax receipts to the MTA through November 2007. The forecast for December 2007 is based on the City of New York trend projections, and has been added to the year-to-date actuals in order to obtain a 2007 November Forecast.

The City's October Budget Update assumes commercial MRT receipts will decrease by 21.1% for City Fiscal Year (CFY) 2008, while RPTT receipts will decrease by 19.5% for CFY 2008; these projections exclude the December 2006 Stuyvesant Town/Peter Cooper Village transaction and the March 2007 Blackstone/Macklowe transaction.

Overall, the combined Urban Tax estimate reflects an increase of \$52.6 million, or 6.5%, over the projection in the July 2007 Financial Plan.

### **2008 - 2011**

Forecasts for Urban Tax receipts for 2008 have been revised to reflect the City's October Update, and remained unchanged from the July Plan for 2009 through 2011. Receipts are projected to decline by 22.3% from 2007 to 2008 as transaction activity for very large commercial properties begin returning to a lower but more sustainable level, followed by a decline of 11.5% in 2009 and then growth of 1.3% in 2010 and 6.2% in 2011.

Urban Tax projections in the Financial Plan for 2008 are based on commercial real estate transaction projections in the City of New York October Update, while the 2009 through 2011 forecasts remain at levels projected in the July Financial Plan. The City October Update projects commercial MRT receipts to decline 21.1% during City Fiscal Year 2008 and decline 18.3% during CFY 2009. Commercial RPTT receipts are forecast to decline 19.5% in CFY 2008 and decline 17.6% in CFY 2009. These projections exclude the Stuyvesant Town and Blackstone transactions.

The Plan forecasts for 2008 through 2011 reflect these assumptions, and over the Plan period Urban Tax receipts are projected to be \$669.2 million in 2008, \$592.2 million in 2009, \$599.9 million in 2010 and \$637.3 million in 2011.

Compared with the July Plan, 2008 Urban Tax receipts are projected to increase \$15.0 million, a 2.3% increase, while receipts for 2009 through 2011 remain unchanged.

Urban Tax receipts have grown at unprecedented rates over the past three and half years: from 2003 to 2004, Urban Tax receipts doubled, and receipts doubled again from 2004 to 2006. While Urban Tax receipts, as projected in the November Plan, are expected to decline in 2008 and 2009 before resuming modest growth, these receipts are generated on market conditions that can change in dramatic and unpredictable ways. Because of this long-term uncertainty of these taxes, MTA is leaving unchanged from the July Plan the Urban Tax receipts forecasts for 2009 through 2011.

## **STATE AND LOCAL SUBSIDIES**

State and Local Subsidies consist of New York State and Local Section 18-B Operating Assistance, Nassau County Subsidy, Station Maintenance and Connecticut Department of Transportation (CDOT) Subsidy to Metro-North Railroad. In addition the Commuter Railroads' subsidies include additional Mass Transit Assistance Program (AMTAP) aid, appropriated by the State and an operating capital transfer for Commuter rolling stock made in 2006.

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

Nassau County subsidies are intended to meet payment obligations to cover LIB's operating deficit. Nassau's Local 18-b match for LIB is also included in the Nassau County subsidy.

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

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

The current costs of the MTA Bus' operations are 100% reimbursable by the City of New York. Under agreement with the MTA, the City of New York agreed to pay MTA Bus the difference between the actual operating costs of the City bus routes and all revenue received for operations from said routes. It is assumed in the Plan that a portion of potential Health and Welfare savings that may result from on-going labor negotiations would be earmarked for the MTA GASB Fund. MMTOA, 18-b and Urban Taxes, that are designated for the former private buses subsidized by the City by Statute, are paid directly to the City and are used by the City to partially fund MTA Bus.

### **2007 November Forecast**

In the 2007 November Forecast, total State and Local cash subsidy receipts are estimated at \$612.7 million, a slight decrease of \$0.7 million from the July Plan level, due primarily to a reforecast of CDOT's subsidy payments to Metro-North. State and Local 18-b Operating Assistance to MTA has not changed in the last



15 years. AMTAP cash receipts have not changed from the July Plan level, which assume \$20.0 million annually for the duration of the plan period.

The 2007 November estimate of City reimbursement for MTA Bus is \$1.9 million below the July Plan level due primarily to the reforecast of operating revenues and expenses.

### **2008 - 2011**

In 2008, 2009, 2010, and 2011, State and Local subsidy estimates, on a cash basis, are \$1.9 million and \$1.3 million, \$1.7 million and \$1.0 million over the July Plan levels, respectively. The changes primarily represent minor adjustments to CDOT subsidies and Station Maintenance. The November Plan assumes that in 2009 there will be no AMTAP payments to the commuter railroads.

## **MTA SUBSIDY TO SUBSIDIARIES**

In the 2007 November Forecast, total estimated MTA subsidy payment to its subsidiaries on a cash basis is \$41.5 million, an increase of \$3.0 million over the July Plan Forecast. Staten Island Railroad's (SIR) share is \$21.2 million; Long Island Bus' (LIB) share is \$20.3 million.

For the 2007 November Forecast, both LIB's and SIR's share reflect amounts needed to cover the operating deficit after all other subsidies and operating revenues are allocated. LIB's share remains unchanged from the July Plan. The July Plan reflected an increase of \$6.3 million for LIB from the February Plan levels to account for MTA covering the difference in LIB's appropriation for MMTOA.

In 2008, the forecast for MTA subsidy payment to LIB and SIR on a cash basis is \$42.7 million, which is \$2.2 million lower than the July forecast, due primarily to recalculation of SIR's operating deficit. In 2008, LIB's share of MTA subsidy to subsidiary reverts back to the pre-2007 level of \$14.0 million.

For each of the years 2009 through 2011, MTA subsidy to its subsidiaries is \$43.6 million, \$40.1 million and \$41.3 million respectively. The Long Island Bus portion remains at \$14.0 million in each year.

## **SUBSIDY AND OTHER TECHNICAL ADJUSTMENTS**

Consistent with the MTA February and July Plans, and in addition to the adjustments to MRT-2, which are discussed in the MRT Section, the November Plan includes other subsidy adjustments for 2007, 2008, 2009, 2010 and 2011.

In 2007, there is a \$35.0 million NYCT subsidy adjustment which reflects a transfer to the capital program for the South Ferry Project.

In 2008 and 2009, as previously noted in the MMTOA section, the State has indicated its intention to provide \$100.0 million in two equal payments of \$50.0 million from MMTOA funds for the #1 train underpinning project. These adjustments reflect the transfer of funds to the project budget, which is not part of the MTA operating budget.

Since the July Plan, and under an agreement with the City of New York, the MTA has committed to funding a portion of MTA Bus' debt service from New York City Transit subsidies, which account for \$12.0 million in 2008 and \$11.5 million in each year beginning in 2009 for the duration of the Plan period. These amounts reflect reimbursement to MTA Bus under a swap agreement with New York City Transit in which Federal capital grant moneys are paid directly to New York City Transit for the benefit of MTA Bus; NYCT applies these funds to cover its own capital projects and in turn reimburses MTA Bus. As discussed in the MRT Section, the additional portion of the MTA Bus debt service is being funded from MRT-2.

**MTA New York City Transit Subsidy Allocation**  
**2007-2011**  
**Cash Basis**  
(\$ in millions)

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assist. (MMTOA)	\$1,049.6	\$925.9	\$946.6	\$937.5	\$982.8
Petroleum Business Tax (PBT) Receipts	507.5	522.1	527.4	529.6	531.7
Mortgage Recording Tax (MRT)	93.9	33.6	35.2	36.8	38.5
Urban Tax	<u>861.5</u>	<u>669.2</u>	<u>592.2</u>	<u>599.9</u>	<u>637.3</u>
	\$2,512.6	\$2,150.7	\$2,101.4	\$2,103.8	\$2,190.3
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$158.2	\$158.2	\$158.2	\$158.2	\$158.2
Local Operating Assistance	<u>158.2</u>	<u>158.2</u>	<u>158.2</u>	<u>158.2</u>	<u>158.2</u>
	\$316.4	\$316.4	\$316.4	\$316.4	\$316.4
South Ferry	(\$35.0)	\$0.0	\$0.0	\$0.0	\$0.0
#1 Train - Port Authority	0.0	(50.0)	(50.0)	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	<u>0.0</u>	<u>(12.0)</u>	<u>(11.5)</u>	<u>(11.5)</u>	<u>(11.5)</u>
	(\$35.0)	(\$62.0)	(\$61.5)	(\$11.5)	(\$11.5)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$2,793.9</b>	<b>\$2,405.1</b>	<b>\$2,356.2</b>	<b>\$2,408.6</b>	<b>\$2,506.6</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
Bridges and Tunnels Operating Surplus Transfer	\$141.2	\$112.1	\$102.4	\$78.6	\$69.0
<b>GROSS SUBSIDIES</b>	<b><u>\$2,935.1</u></b>	<b><u>\$2,517.2</u></b>	<b><u>\$2,458.7</u></b>	<b><u>\$2,487.2</u></b>	<b><u>\$2,575.6</u></b>

**MTA Commuter Railroad Subsidy Allocation**  
**2007-2011**  
**Cash Basis**  
(\$ in millions)

	2007	2008	2009	2010	2011
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$523.2	\$449.1	\$458.5	\$477.1	\$497.7
Petroleum Business Tax (PBT) Receipts	89.6	92.1	93.1	93.5	93.8
Mortgage Recording Tax (MRT)	54.9	7.5	8.9	10.2	11.6
Investment Income	<u>2.5</u>	<u>2.5</u>	<u>2.6</u>	<u>2.6</u>	<u>2.7</u>
	\$670.1	\$551.3	\$563.1	\$583.3	\$605.8
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance	29.3	29.3	29.3	29.3	29.3
CDOT Subsidy	66.2	73.5	85.1	105.9	116.6
Station Maintenance	137.2	140.1	143.2	146.1	149.3
AMTAP	<u>20.0</u>	<u>20.0</u>	<u>20.0</u>	<u>20.0</u>	<u>20.0</u>
	\$281.9	\$292.1	\$306.7	\$330.5	\$344.3
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$952.0</b>	<b>\$843.4</b>	<b>\$869.8</b>	<b>\$913.9</b>	<b>\$950.1</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
Bridges and Tunnels Operating Surplus Transfer	\$248.4	\$213.3	\$202.3	\$179.8	\$170.1
<b>GROSS SUBSIDIES</b>	<b>\$1,200.4</b>	<b>\$1,056.7</b>	<b>\$1,072.1</b>	<b>\$1,093.6</b>	<b>\$1,120.2</b>

**MTA Long Island Bus Subsidy Allocation**  
**2007-2011**  
**Cash Basis**  
(\$ in millions)

	2007	2008	2009	2010	2011
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
MMTOA Allocation	\$44.9	\$43.5	\$45.8	\$47.7	\$49.7
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0
Nassau County Subsidy	<u>10.5</u>	<u>10.5</u>	<u>10.5</u>	<u>10.5</u>	<u>10.5</u>
	\$13.5	\$13.5	\$13.5	\$13.5	<b>13.5</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$58.4</b>	<b>\$57.0</b>	<b>\$59.3</b>	<b>\$61.1</b>	\$63.2
<b><i>Inter-agency Subsidy Transactions</i></b>					
MTA Subsidy to Subsidiaries	\$20.3	\$14.0	\$14.0	\$14.0	\$14.0
<b>GROSS SUBSIDIES</b>	<b>\$78.7</b>	<b>\$71.0</b>	<b>\$73.3</b>	<b>\$75.1</b>	<b>\$77.2</b>

**MTA Staten Island Railway Subsidy Allocation**  
**2007-2011**  
**Cash Basis**  
(\$ in millions)

	2007	2008	2009	2010	2011
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$3.2	\$2.8	\$2.8	\$2.8	\$3.0
Mortgage Recording Tax (MRT)	<u>0.3</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>
	\$3.4	\$2.9	\$3.0	\$2.9	\$3.1
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5
Local Operating Assistance	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>
	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4.4</b>	<b>\$3.9</b>	<b>\$3.9</b>	<b>\$3.9</b>	<b>\$4.1</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
MTA Subsidy to Subsidiaries	\$21.2	\$28.7	\$29.6	\$26.1	\$27.3
<b>GROSS SUBSIDIES</b>	<b>\$25.6</b>	<b>\$32.6</b>	<b>\$33.6</b>	<b>\$30.0</b>	<b>\$31.4</b>

# MTA Headquarters Subsidy Allocation

2007-2011

Cash Basis

(\$ in millions)

	2007	2008	2009	2010	2011
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
<u>Mortgage Recording Tax-1</u>					
Net Receipts After Agency Transfers	\$367.3	\$406.2	\$411.8	\$413.6	\$420.9
<u>Adjustments</u>					
Diversion of MRT to Suburban Counties	(\$20.0)	(\$20.0)	(\$20.0)	(\$20.0)	(\$20.0)
Carryover/Opening Balances/Interest	<u>42.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<i>Total Adjustments</i>	\$22.0	(\$20.0)	(\$20.0)	(\$20.0)	(\$20.0)
<b>Net Funding of MTA Headquarters</b>	<b>\$389.3</b>	<b>\$386.2</b>	<b>\$391.8</b>	<b>\$393.6</b>	<b>\$400.9</b>
<u>Mortgage Recording Tax - 2</u>					
Net Receipts	\$254.3	\$213.3	\$227.9	\$223.5	\$226.9
<u>Adjustments</u>					
Funding of General Reserve	(\$37.5)	(\$75.0)	(\$75.0)	(\$75.0)	(\$75.0)
Diversion of MRT to Suburban Counties	(16.4)	(14.4)	(12.1)	(11.7)	(12.1)
Carryover/Opening Balances/Interest	1.5	1.5	1.6	1.7	1.7
Agency Security Costs from MRT	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Transfer to MRT-1	0.0	(12.7)	(13.4)	(6.9)	(6.5)
Downsizing	(81.0)	0.0	0.0	0.0	0.0
Enhanced Security Training	(6.2)	(6.2)	(6.2)	(6.2)	0.0
Service Marketing Campaign	(5.0)	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(26.6)	(24.6)	(23.2)	(24.9)	(24.9)
Outstanding 2006 Loans	36.9	0.0	0.0	0.0	0.0
Cash Defeasance Loan for TBTA	(90.8)	11.5	79.3	0.0	0.0
<i>Total Adjustments</i>	(\$241.6)	(\$136.3)	(\$65.5)	(\$139.6)	(\$133.3)
<b>Unallocated MRT-2 Receipts</b>	<b>\$12.6</b>	<b>\$77.1</b>	<b>\$162.4</b>	<b>\$83.9</b>	<b>\$93.6</b>



**MTA Bus Company Subsidy Allocation**  
**2007-2011**  
**Cash Basis**  
(\$ in millions)

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b><u>Subsidies</u></b>					
City Subsidy to MTA Bus Company	<b>\$232.0</b>	<b>\$252.4</b>	<b>\$262.3</b>	<b>\$271.0</b>	<b>\$280.6</b>

**MTA BRIDGES & TUNNELS**  
**SURPLUS TRANSFER**  
**November Financial Plan 2008 -2011**  
(\$ in millions)

NON-REIMBURSABLE	FORECAST					
	2006	2007	2008	2009	2010	2011

**Deductions from Net Operating Income:**

Investment Income	\$8.637	\$5.356	\$5.444	\$5.587	\$5.609	\$5.609
Total Debt Service	450.291	470.032	481.407	486.437	507.178	520.230
Construction Reserve and Capital Reimbursement Funds	17.117	13.417	13.667	13.953	14.261	14.531
Capital Projects	6.955	7.856	15.496	13.210	13.502	13.757
GASB Reserve	6.044	1.670	1.845	2.036	2.238	2.283
<b>Total Deductions from Net Operating Income</b>	<b>\$489.043</b>	<b>\$498.331</b>	<b>\$517.858</b>	<b>\$521.224</b>	<b>\$542.788</b>	<b>\$556.411</b>
<b>Net Income Available for Transfer to MTA and NYCT</b>	<b>\$426.034</b>	<b>\$381.511</b>	<b>\$319.111</b>	<b>\$303.138</b>	<b>\$253.399</b>	<b>\$237.493</b>

**Distribution of Funds to MTA:**

Investment Income in Current Year	\$8.637	\$5.356	\$5.444	\$5.587	\$5.609	\$5.609
Accrued Current Year Allocation	259.394	241.290	210.141	201.461	177.352	169.270
<b>Total Accrued Amount Distributed to MTA</b>	<b>\$268.030</b>	<b>\$246.646</b>	<b>\$215.585</b>	<b>\$207.048</b>	<b>\$182.961</b>	<b>\$174.879</b>

**Distribution of Funds to NYCT:**

First \$24 million of Surplus reserved for NYCT	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Additional Accrued Current Year Allocation	142.641	116.222	84.971	77.677	52.047	44.223
<b>Total Accrued Amount Distributed to NYCT</b>	<b>\$166.641</b>	<b>\$140.222</b>	<b>\$108.971</b>	<b>\$101.677</b>	<b>\$76.047</b>	<b>\$68.223</b>

**Actual Cash Transfer to MTA and NYCT:**

From Current Year Surplus	\$263.650	\$248.381	\$213.256	\$202.329	\$179.763	\$170.078
Investment Income in Prior Year	5.358	8.637	5.356	5.444	5.587	5.609
<b>Total Cash Amount Distributed to MTA</b>	<b>\$269.008</b>	<b>\$257.018</b>	<b>\$218.612</b>	<b>\$207.773</b>	<b>\$185.350</b>	<b>\$175.687</b>
<b>Total Cash Amount Distributed to NYCT</b>	<b>\$171.020</b>	<b>\$141.222</b>	<b>\$112.096</b>	<b>\$102.406</b>	<b>\$78.610</b>	<b>\$69.005</b>

ACTUAL	FORECAST					
	2006	2007	2008	2009	2010	2011

**Debt Service Detail by Agency:**

B&T Own Purpose DS + Total BICs DS	\$126.350	\$144.807	\$155.925	\$164.575	\$181.340	\$195.072
NYCT Transportation DS + MRT Second Resolution DS	220.347	225.146	225.326	222.823	225.572	225.103
MTA Transportation DS + MRT Second Resolution DS	103.594	100.079	100.156	99.039	100.266	100.056
<b>Total Debt Service by Agency</b>	<b>\$450.291</b>	<b>\$470.032</b>	<b>\$481.407</b>	<b>\$486.437</b>	<b>\$507.178</b>	<b>\$520.230</b>

**Total Accrued Amount for Transfer to MTA and NYCT:**

Total Adjusted Net Income Available for Transfer	\$876.325	\$851.544	\$800.518	\$789.575	\$760.577	\$757.723
Less: B&T Total Debt Service	(126.350)	(144.807)	(155.925)	(164.575)	(181.340)	(195.072)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
<b>Remainder of Total Accrued Amount for Transfer</b>	<b>\$725.975</b>	<b>\$682.737</b>	<b>\$620.593</b>	<b>\$601.000</b>	<b>\$555.237</b>	<b>\$538.651</b>

**Calculation of Actual Cash Transfer to MTA:**

<b>Distribution of Remainder to MTA</b>						
Fifty Percent of Total Accrued Amount for Transfer	\$362.988	\$341.368	\$310.297	\$300.500	\$277.619	\$269.326
Less: MTA Total Debt Service	(103.594)	(100.079)	(100.156)	(99.039)	(100.266)	(100.056)
<b>MTA's Accrued Current Year Allocation</b>	<b>\$259.394</b>	<b>\$241.290</b>	<b>\$210.141</b>	<b>\$201.461</b>	<b>\$177.352</b>	<b>\$169.270</b>
<b>Cash Conversion of MTA's Accrued Amount</b>						
Current Year Amount	\$228.173	\$217.161	\$189.127	\$181.315	\$159.617	\$152.343
Balance of Prior Year	35.477	31.221	24.129	21.014	20.146	17.735
<b>Cash Transfer to MTA</b>	<b>\$263.650</b>	<b>\$248.381</b>	<b>\$213.256</b>	<b>\$202.329</b>	<b>\$179.763</b>	<b>\$170.078</b>

**Calculation of Actual Cash Transfer to NYCT:**

<b>Distribution of Remainder to NYCT</b>						
Fifty Percent of Total Accrued Amount for Transfer	\$362.988	\$341.368	\$310.297	\$300.500	\$277.619	\$269.326
Less: NYCT Total Debt Service	(220.347)	(225.146)	(225.326)	(222.823)	(225.572)	(225.103)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
<b>NYCT's Accrued Current Year Allocation</b>	<b>\$166.641</b>	<b>\$140.222</b>	<b>\$108.971</b>	<b>\$101.677</b>	<b>\$76.047</b>	<b>\$68.223</b>
<b>Cash Conversion of NYCT's Accrued Amount</b>						
Current Year Amount	\$151.618	\$126.200	\$98.074	\$91.509	\$68.442	\$61.400
Balance of Prior Year	19.402	15.023	14.022	10.897	10.168	7.605
<b>Cash Transfer to NYCT</b>	<b>\$171.020</b>	<b>\$141.222</b>	<b>\$112.096</b>	<b>\$102.406</b>	<b>\$78.610</b>	<b>\$69.005</b>

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

<b>Project Debt Service</b>						
B & T Own Purpose Debt Service	\$126.350	\$144.807	\$155.925	\$164.575	\$181.340	\$195.072
NYCT Transportation Project Debt Service	220.347	225.146	225.326	222.823	225.572	225.103
MTA Transportation Project Debt Service	103.594	100.079	100.156	99.039	100.266	100.056
<b>Total Projected Debt Service</b>	<b>\$450.291</b>	<b>\$470.032</b>	<b>\$481.407</b>	<b>\$486.437</b>	<b>\$507.178</b>	<b>\$520.230</b>

**SUMMARY**  
**MTA LONG ISLAND BUS**  
**MULTI-YEAR FINANCIAL PLAN**  
**2008 - 2011**  
(\$ in millions)

Line  
Number

	FORECAST				
	2007	2008	2009	2010	2011
<b><u>Revenue Summary:</u></b>					
Farebox Revenue	\$40.5	\$40.7	\$40.9	\$41.1	\$41.3
Other Revenue	3.0	2.6	2.5	2.3	2.5
State/Local Subsidies	58.4	57.0	59.3	61.1	63.2
<b>Total Revenue Before MTA Subsidy</b>	<b>\$101.9</b>	<b>\$100.2</b>	<b>\$102.6</b>	<b>\$104.5</b>	<b>\$107.0</b>
<b><u>Non-Reimbursable Expense Summary:</u></b>					
Labor Expenses	\$92.2	\$96.9	\$100.0	\$103.0	\$106.3
Non-Labor Expenses	31.3	34.5	34.0	33.9	34.3
Depreciation	0.0	0.0	0.0	0.0	0.0
Other Post Employment Benefits	4.8	4.9	5.0	5.3	5.4
<b>Total Non-Reimbursable Expenses</b>	<b>\$128.3</b>	<b>\$136.3</b>	<b>\$139.0</b>	<b>\$142.2</b>	<b>\$145.9</b>
<b>Total Net Revenue</b>	<b>(\$26.4)</b>	<b>(\$36.1)</b>	<b>(\$36.4)</b>	<b>(\$37.7)</b>	<b>(\$38.9)</b>
<b><u>Cash Adjustment Summary:</u></b>					
Operating Cash Adjustments	(\$2.7)	\$5.4	\$3.3	\$5.8	\$5.9
Subsidy Cash Adjustments	0.0	0.0	0.0	0.0	0.0
<b>Total Cash Adjustment</b>	<b>(\$2.7)</b>	<b>\$5.4</b>	<b>\$3.3</b>	<b>\$5.8</b>	<b>\$5.9</b>
<b>Gross Cash Balance</b>	<b>(\$29.2)</b>	<b>(\$30.7)</b>	<b>(\$33.1)</b>	<b>(\$31.9)</b>	<b>(\$33.0)</b>
MTA Internal Subsidy	20.3	14.0	14.0	14.0	14.0
<b>Net Cash Balance from Previous Year</b>	<b>\$7.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$1.1)</b>	<b>(\$16.7)</b>	<b>(\$19.1)</b>	<b>(\$17.9)</b>	<b>(\$19.0)</b>

LI Bus Summary

**SUMMARY**  
**MTA STATEN ISLAND RAILWAY**  
**MULTI-YEAR FINANCIAL PLAN**  
**2008 - 2011**  
(\$ in millions)

Line Number		FORECAST				
		2007	2008	2009	2010	2011
9						
10	<b><u>Revenue Summary:</u></b>					
11						
12	Farebox Revenue	\$3.8	\$3.9	\$4.5	\$4.5	\$4.6
13	Other Revenue	2.1	2.1	2.1	2.1	2.1
14	State/City Subsidies	4.1	3.8	3.8	3.8	3.9
15						
16	<b>Total Revenue Before MTA Subsidy</b>	<b>\$10.0</b>	<b>\$9.7</b>	<b>\$10.4</b>	<b>\$10.4</b>	<b>\$10.6</b>
17						
18	<b><u>Non-Reimbursable Expense Summary:</u></b>					
19						
20	Labor Expenses	\$24.5	\$25.9	\$27.3	\$28.4	\$29.4
21	Non-Labor Expenses	6.6	12.4	12.6	7.9	8.4
22	Depreciation	10.3	10.3	10.3	10.3	10.3
23	Other Post Employment Benefits	2.4	5.0	7.7	10.5	13.3
24						
25	<b>Total Non-Reimbursable Expenses</b>	<b>\$43.8</b>	<b>\$53.6</b>	<b>\$57.9</b>	<b>\$57.1</b>	<b>\$61.4</b>
26						
27						
28	<b>Total Net Revenue</b>	<b>(\$33.8)</b>	<b>(\$43.9)</b>	<b>(\$47.5)</b>	<b>(\$46.7)</b>	<b>(\$50.8)</b>
29						
30	<b><u>Cash Adjustment Summary:</u></b>					
31						
32	Operating Cash Adjustments	\$12.3	\$15.1	\$17.8	\$20.5	\$23.3
33	Subsidy Cash Adjustments	0.3	0.1	0.1	0.1	0.1
34						
35	<b>Total Cash Adjustment</b>	<b>\$12.6</b>	<b>\$15.2</b>	<b>\$17.9</b>	<b>\$20.7</b>	<b>\$23.4</b>
36						
37	<b>Gross Cash Balance</b>	<b>(\$21.2)</b>	<b>(\$28.7)</b>	<b>(\$29.6)</b>	<b>(\$26.1)</b>	<b>(\$27.3)</b>
38						
39	MTA Internal Subsidy before PEGs	21.2	28.7	29.6	26.1	27.3
40						
41	<b>Net Cash Balance from Previous Year</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
42						
43						
44	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

**SUMMARY**  
**MTA BUS COMPANY**  
**MULTI-YEAR FINANCIAL PLAN**  
**2008 - 2011**  
(\$ in millions)

Line  
Number

		FORECAST				
		2007	2008	2009	2010	2011
9						
10	<b><u>Revenue Summary:</u></b>					
11						
12	Farebox Revenue	\$137.5	\$140.8	\$144.2	\$147.2	\$150.6
13	Other Revenue	15.5	15.9	16.2	16.6	16.9
14						
15	<b>Total Revenue Before MTA Subsidy</b>	<b>\$153.0</b>	<b>\$156.7</b>	<b>\$160.4</b>	<b>\$163.8</b>	<b>\$167.6</b>
16						
17	<b><u>Non-Reimbursable Expense Summary:</u></b>					
18						
19	Labor Expenses	\$254.3	\$288.3	\$297.7	\$307.2	\$317.5
20	Non-Labor Expenses	135.9	117.9	121.8	123.9	126.7
21	Depreciation	26.3	36.3	38.8	41.5	44.5
22	Other Post Employment Benefits	47.8	49.8	51.7	53.6	55.5
23						
24	<b>Total Non-Reimbursable Expenses</b>	<b>\$464.2</b>	<b>\$492.2</b>	<b>\$510.0</b>	<b>\$526.3</b>	<b>\$544.1</b>
25						
26						
27	<b>Total Net Revenue</b>	<b>(\$311.2)</b>	<b>(\$335.5)</b>	<b>(\$349.6)</b>	<b>(\$362.5)</b>	<b>(\$376.6)</b>
28						
29	Cash Adjustments	\$79.2	\$83.1	\$87.2	\$91.6	\$96.0
30						
31	<b>Total Cash Adjustment</b>	<b>\$79.2</b>	<b>\$83.1</b>	<b>\$87.2</b>	<b>\$91.6</b>	<b>\$96.0</b>
32						
33	<b>Gross Cash Balance</b>	<b>(\$232.0)</b>	<b>(\$252.4)</b>	<b>(\$262.3)</b>	<b>(\$271.0)</b>	<b>(\$280.6)</b>
34						
35	City Subsidy	232.0	252.4	262.3	271.0	280.6
36						
37	<b>Net Cash Balance from Previous Year</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
38						
39						
40	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

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## **Debt Service**



## Debt Service in the Financial Plan

The following table reflects debt service projections for 2007 through 2011 associated with approved Capital Programs and an initial estimate for a five-year capital program for the 2010–2014 period. The table compares all MTA and TBTA debt service as published in the MTA July 2007 Financial Plan with newly revised estimates for this November 2007 Financial Plan (this comparison excludes State Service Contract and Convention Center debt service which is fully paid by New York State).

<b>Debt Service Forecast (\$ in millions) <sup>(1)</sup></b>			
<b>Year</b>	<b>July Plan Debt Service</b>	<b>November Plan Debt Service</b>	<b>Difference Favorable/(Unfavorable)</b>
<b>2007</b>	\$1,456.0	\$1,416.9	\$39.1
<b>2008</b>	1,562.4	1,566.9	-4.5
<b>2009</b>	1,686.0	1,715.6	-29.6
<b>2010</b>	1,824.3	1,862.1	-37.8
<b>2011</b>	1,970.4	1,974.0	-3.7
<b>Total:</b>	<b>\$8,499.1</b>	<b>\$8,535.6</b>	<b>-\$36.5</b>

(1) For comparison purpose, the above table does not include the effect of cash defeasance. The effects of the cash defeasance are detailed below.

- The above increase is largely the result of a faster forecast of capital program spending during the Financial Plan period, especially in 2009. The slightly decreased debt service change of \$39 million or 2.7% in 2007 is attributable to a combination of three minor factors, including timing delays in the issuance of new money bonds, lower than forecast variable rates and higher than anticipated investment income.
- A preliminary estimate of debt service has been included for borrowing for the 2010-2014 Capital Program expenditures. It was assumed that the core Capital Program would be funded in a similar fashion as the 2005-2009 Capital Program and the remainder of Second Avenue Subway Phase 1 and East Side Access projects would be funded. Debt service impact during the Financial Plan period would be minimal at about \$7 million in 2010 and \$32 million in 2011. However, debt service for 2010-2014 expenditures is forecasted to grow to about \$395 million in 2014.
- The effects of the cash defeasance transaction completed in September have been incorporated into the debt service budget. \$299.3 million of cash and \$4.3 million already set-aside in the debt service accounts were used to create the requisite escrow. Savings are calculated to be \$2.1 million in 2007, \$37.5 million in 2008 and \$283.3 million in 2009.

The following is a summary of the key assumptions used to determine the debt service projections included in the financial plan.

### Debt Issuance Assumptions:

Forecasted Borrowing Schedule	2007	2008	2009	2010	2011
New Money Bonds *(\$ in millions)	580	2,078	2,787	2,205	2,240
Assumed Fixed-Rates					
Transportation Revenue Bonds	4.65%	4.70%	4.80%	4.89%	4.96%
Dedicated Tax Fund Bonds	4.52%	4.57%	4.66%	4.75%	4.82%
Triborough Bridge & Tunnel Authority	4.52%	4.57%	4.66%	4.75%	4.82%
Assumed Variable Rates	4.00%	4.00%	4.00%	4.00%	4.00%
Weighted Average Interest Rates **					
Transportation Revenue Bonds	4.49%	4.53%	4.60%	4.66%	4.72%
Dedicated Tax Fund Bonds	4.39%	4.43%	4.50%	4.56%	4.62%
Triborough Bridge & Tunnel Authority	4.39%	4.43%	4.50%	4.56%	4.62%

\* Remaining forecasted borrowing for 2007 does not include \$750 million commercial paper bond anticipation notes, \$425.615 million issued for transit, commuter and MTA Bus projects and \$223.355 million TBTA General Revenue Bonds, Series 2007A issued for TBTA projects. 2010 and 2011 include assumed borrowing for the 2010-2014 Capital Programs.

\*\* Weighted Average of fixed and variable forecasted rates (see below for explanation).

- All debt is assumed to be issued as 30-year level debt, principal amortized over the life of the bonds.
- Current fixed-rate estimates derived from prevailing Fair Market Yield Curves for A- and AA- Transportation issuers using Bloomberg Information Service. Financial Plan years 2007– 2011 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of October 17, 2007).
- Split of fixed-rate debt versus variable rate debt each year is 75% / 25%.
- New bond issues calculated interest rate at time of issuance use weighted average of fixed and variable assumptions (actual fixed-rates in table above assumed for fixed-rate bonds).
- Cost of issuance is 2% of gross bonding amount.
- New money bonds for currently approved transit and commuter projects assumed issued 25% under the DTF credit and 75% under the Transportation credit.
- All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
- No reserve funds.

**Metropolitan Transportation Authority**  
**November Financial Plan 2008 - 2011**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2006	2007	2008	2009	2010	2011
9	<b><u>New York City Transit:</u></b>						
10							
11	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$318.671	\$304.101	\$371.700	\$371.684	\$371.515	\$371.456
12	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.163	35.438	115.610	196.316	264.463
13	2 Broadway Certificates of Participation - NYCT Share	16.804	20.973	21.882	21.888	21.894	21.898
15	Transportation Resolution Commercial Paper	4.757	11.063	16.847	16.847	16.847	16.847
16	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	180.439	198.445	215.737	215.884	215.724	215.948
17	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>0.000</u>	<u>3.749</u>	<u>33.524</u>	<u>59.936</u>	<u>86.521</u>	<u>108.965</u>
19	Sub-Total MTA Paid Debt Service	\$520.671	\$538.494	\$695.128	\$801.850	\$908.817	\$999.578
20							
21	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$139.407	\$140.924	\$142.102	\$142.131	\$142.167	\$141.676
22	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	83.381	84.599	85.751	85.695	85.656	85.727
23	Sub-Total B&T Paid Debt Service	\$222.789	\$225.523	\$227.853	\$227.826	\$227.823	\$227.402
24							
25	<b>Total NYCT Debt Service</b>	<b>\$743.460</b>	<b>\$764.017</b>	<b>\$922.981</b>	<b>\$1,029.676</b>	<b>\$1,136.640</b>	<b>\$1,226.980</b>
26							
27	<b><u>Commuter Railroads:</u></b>						
28							
29	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$293.046	\$350.944	\$305.627	\$305.614	\$305.475	\$305.427
30	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.517	17.320	40.219	57.683	63.357
31	Transportation Resolution Commercial Paper	5.547	7.547	10.534	10.534	10.534	10.534
32	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	35.230	38.012	40.905	40.933	40.903	40.945
33	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>0.000</u>	<u>0.662</u>	<u>7.630</u>	<u>15.174</u>	<u>23.020</u>	<u>26.982</u>
35	Sub-Total MTA Paid Debt Service	\$333.823	\$397.681	\$382.016	\$412.475	\$437.615	\$447.245
36							
37	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$62.399	\$63.077	\$63.605	\$63.618	\$63.634	\$63.414
38	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	36.634	37.169	37.675	37.651	37.634	37.665
39	Sub-Total B&T Paid Debt Service	\$99.033	\$100.247	\$101.280	\$101.268	\$101.267	\$101.078
40							
41	<b>Total CRR Debt Service</b>	<b>\$432.855</b>	<b>\$497.928</b>	<b>\$483.296</b>	<b>\$513.743</b>	<b>\$538.882</b>	<b>\$548.324</b>
42							
43	<b><u>Bridges and Tunnels:</u></b>						
44							
45	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$92.936	\$108.929	\$117.498	\$117.522	\$117.552	\$117.146
46	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	32.937	33.418	33.873	33.851	33.836	33.864
47	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	3.181	13.741	28.233	41.623
48	2 Broadway Certificates of Participation - TBTA Share	2.376	2.720	3.094	3.095	3.096	3.097
50							
51	<b>Total B&amp;T Debt Service</b>	<b>\$128.249</b>	<b>\$145.067</b>	<b>\$157.647</b>	<b>\$168.209</b>	<b>\$182.717</b>	<b>\$195.729</b>
52							
53	<b><u>MTA Bus:</u></b>						
54							
55	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$2.332	\$6.485	\$7.736	\$7.735	\$7.732	\$7.730
56	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.084	2.312	4.727	6.022	6.201
57	Transportation Resolution Commercial Paper	0.776	2.712	4.194	4.194	4.194	4.194
58							
59	<b>Total MTA Bus Debt Service</b>	<b>\$3.109</b>	<b>\$9.282</b>	<b>\$14.241</b>	<b>\$16.656</b>	<b>\$17.947</b>	<b>\$18.125</b>
60							
61	<b>Total MTA HQ Debt Service for 2 Broadway Certificates of Participation</b>	<b>\$2.305</b>	<b>\$2.866</b>	<b>\$3.002</b>	<b>\$3.003</b>	<b>\$3.004</b>	<b>\$3.004</b>

**Metropolitan Transportation Authority**  
**November Financial Plan 2008 - 2011**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2006	2007	2008	2009	2010	2011
62							
63	<b><u>MTA Total:</u></b>						
64							
65	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$614.050	\$661.530	\$685.063	\$685.033	\$684.722	\$684.614
66	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	215.669	236.457	256.642	256.817	256.627	256.893
67	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	294.742	312.930	323.205	323.271	323.353	322.235
68	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	152.952	155.187	157.300	157.197	157.126	157.255
69	2 Broadway Certificates of Participation	21.485	26.558	27.979	27.986	27.994	27.999
70	Transportation Resolution Commercial Paper	11.080	21.323	31.575	31.575	31.575	31.575
71	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.765	55.070	160.556	260.020	334.021
72	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	4.410	41.153	75.110	109.541	135.947
73	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	3.181	13.741	28.233	41.623
75							
76	<b>Total Debt Service</b>	<b>\$1,309.978</b>	<b>\$1,419.160</b>	<b>\$1,581.167</b>	<b>\$1,731.287</b>	<b>\$1,879.191</b>	<b>\$1,992.161</b>
77							
78	<b><u>MTA Investment Income by Resolution</u></b>						
79							
80	Investment Income from Transportation Debt Service Fund	\$0.000	(\$1.378)	(\$6.939)	(\$7.927)	(\$8.857)	(\$9.550)
81	Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	(0.121)	(2.792)	(3.112)	(3.433)	(3.683)
82	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	(0.604)	(3.060)	(3.159)	(3.296)	(3.411)
83	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	(0.151)	(1.475)	(1.474)	(1.473)	(1.474)
84	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
85							
86	<b>Total MTA Wide Investment Income</b>	<b>\$0.000</b>	<b>(\$2.254)</b>	<b>(\$14.265)</b>	<b>(\$15.672)</b>	<b>(\$17.059)</b>	<b>(\$18.118)</b>
87							
88	<b><u>MTA Wide Net Total</u></b>						
89							
90	Net Transportation Revenue Bonds Debt Service	\$614.050	\$660.916	\$733.194	\$837.662	\$935.885	\$1,009.085
91	Transportation Resolution Commercial Paper	11.080	21.323	31.575	31.575	31.575	31.575
92	Net Dedicated Tax Fund Bonds Debt Service	215.669	240.746	295.003	328.816	362.735	389.157
93	Net TBTA (B&T) General Revenue Bonds Debt Service	294.742	312.326	323.326	333.852	348.290	360.447
94	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	152.952	155.036	155.825	155.723	155.653	155.781
95	Net 2 Broadway Certificates of Participation Debt Service	21.485	26.558	27.979	27.986	27.994	27.999
96							
97	<b>Total MTA Wide Net Debt Service for Approved Capital Programs</b>	<b>\$1,309.978</b>	<b>\$1,416.906</b>	<b>\$1,566.902</b>	<b>\$1,715.615</b>	<b>\$1,862.132</b>	<b>\$1,974.043</b>
98							
99	<b>MTA Wide Debt Service Associated with 2010-2014 Capital Programs</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$6.566</b>	<b>\$31.811</b>
100							
101	<b>Cash Defeasance</b>	<b>\$0.000</b>	<b>\$297.188</b>	<b>(\$37.508)</b>	<b>(\$283.257)</b>	<b>\$0.000</b>	<b>\$0.000</b>
102							
103	<b>Total MTA Wide Net Debt Service including 2010-2014 Capital Programs</b>	<b>\$1,309.978</b>	<b>\$1,714.093</b>	<b>\$1,529.394</b>	<b>\$1,432.357</b>	<b>\$1,868.698</b>	<b>\$2,005.855</b>

## **Debt Service Affordability Statement**

# MTA 2008 - 2011 Financial Plan

## Debt Affordability Statement

\$ in millions

Forecasted Debt Service and Borrowing Schedule		Notes	2006	2007	2008	2009	2010	2011
Combined MTA/TBTA Forecasted Debt Service Schedule		1, 2, 3	1,288.5	1,687.5	1,501.4	1,404.4	1,840.7	1,977.9
Forecasted New Money Bonds Issued		4	1,874	1,979	2,078	2,787	2,205	2,240

  

Forecasted Debt Service by Credit		Notes	2006	2007	2008	2009	2010	2011
Transportation Revenue Bonds								
Pledged Revenues	5		\$7,907.2	\$8,594.8	\$8,034.7	\$8,018.9	\$8,055.9	\$8,213.7
Debt Service	9		625.1	838.0	745.2	720.7	967.5	1,040.7
Debt Service as a % of Pledged Revenues			8%	10%	9%	9%	12%	13%
Dedicated Tax Fund Bonds								
Pledged Revenues	6		\$606.9	\$597.1	\$614.2	\$620.5	\$623.1	\$625.5
Debt Service	9		215.7	292.0	288.6	279.9	362.7	389.2
Debt Service as a % of Pledged Revenues			36%	49%	47%	45%	58%	62%
Triborough Bridge and Tunnel Authority General Revenue Bonds								
Pledged Revenues	7		\$915.1	\$879.8	\$837.0	\$824.4	\$796.2	\$793.9
Debt Service	9		294.7	393.0	313.0	257.2	348.3	360.4
Debt Service as a % of Total Pledged Revenues			32%	45%	37%	31%	44%	45%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds								
Pledged Revenues	8		\$620.3	\$486.8	\$524.0	\$567.2	\$447.9	\$433.5
Debt Service	9		153.0	164.5	154.7	146.7	155.7	155.8
Debt Service as a % of Total Pledged Revenues			25%	34%	30%	26%	35%	36%

  

Cumulative Debt Service (Excluding State Service Contract Bonds)		Notes	2006	2007	2008	2009	2010	2011
Total Debt Service			\$1,288.5	\$1,687.5	\$1,501.4	\$1,404.4	\$1,840.7	\$1,977.9
Operating Revenues and Subsidies			9,722.2	10,112.2	9,900.1	10,040.6	10,089.9	10,310.0
Total Debt Service as a % of Operating Revenues and Subsidies			13%	17%	15%	14%	18%	19%
Fare and Toll Revenues			5,081.3	5,223.5	5,292.5	5,330.8	5,376.4	5,425.5
Total Debt Service as a % of Fare and Toll Revenue			25%	32%	28%	26%	34%	36%
Non-reimbursable expenses			9,366.1	11,507.3	12,350.0	12,814.7	13,375.7	13,834.1
Total Debt Service as % of Non-reimbursable expenses			14%	15%	12%	11%	14%	14%

Notes on the following page are integral to this table.

## **Notes**

- 1** Unhedged tax-exempt variable rate debt reflect actuals through September 2007 and 4.00% for the remaining life of bonds.
- 2** Synthetic fixed-rate debt assumed at swap rate.
- 3** Total debt service excludes COPS lease payments. All debt service numbers reduced by expected investment income.
- 4** New money bonds amortized as 30-year level debt. New debt issued assumed 75% fixed-rate and 25% variable rate. Actual issuance for 2006 is reported above. Actual 2007 issuance to date is included with the forecast.
- 5** Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central Terminal and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.
- 6** Dedicated Tax Fund pledged revenues consist generally of the following: petroleum business tax, motor fuel tax and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; and the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Mass Transportation Operating Assistance Account for the benefit of the MTA. Thereafter, such payments are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRTOA.
- 7** Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.
- 8** Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.
- 9** Debt service schedules for each credit are attached as addendum hereto.

## **Special Notes**

- (1) Pledged revenues as discussed in above notes 5, 6, 7, and 8 do not include proposed 2008 PEGs, post-2008 PEGs and other Gap Closing and MTA Policy Actions.
- (2) Debt service associated with the 2010-2014 Capital programs is included in the table above.
- (3) Includes effect of cash defeasance implemented in September 2007.

## **Agency Baseline Assumptions**



## **Agency Baseline Assumptions**

This section describes those assumptions associated with the Baseline Plan, including net accrual and cash forecasts contributing to MTA consolidated annual closing cash balances. Assumptions on Subsidies, Debt Service, Prior-Year Cash Carryovers, Policy Actions, Gap Closing Actions and Cash Management Actions are not included in this section. The November 2008 - 2011 Plan, including the 2007 November Forecast and the 2008 Final Proposed Budget updates the July Financial Plan.

For the July Plan, the Agencies were asked to identify savings that would not only reduce expenses in the short-term, but would also result in long-term improvements to MTA's financial picture. Much of these savings, that are also part of the November Plan, are being generated through the 2008 PEG Program and are not part of the baseline; but rather are included below-the-line as part of MTA gap-closing actions. . Other savings are captured in the baseline through favorable revenue and expense re-estimates.

For the November Plan, Agencies were instructed to maintain spending levels contained in the July Plan. The exceptions were uncontrollable cost increases, necessary programmatic changes, and expense increases resulting from changes to the inflation forecast.

The 2008 Net Operating Deficit Before Subsidies and Debt Service of \$6,578 million is \$769 million higher than the 2007 November Forecast primarily as a result of an increase in expenses slightly offset by higher passenger revenues. Some \$313 million of that increase is the result of a 12.7% growth in baseline "uncontrollable" expenses<sup>1</sup> (excludes debt service, policy actions and PEGs). The remaining expenses grow at 6.2% due primarily to contractual wage increases, timing shifts of expenses from 2007 to 2008, an increase in the general reserve, and higher headcount, material and contractual maintenance costs due to the continued increase in maintenance efforts.

Over the 2007 to 2011 period, accrued expenses grow at an average annual rate of 4.7%. "Uncontrollable" expenses are projected to grow at 7.9%, while "controllable" expenses will grow at only 3.3%. While anticipated controllable growth is slightly in excess of the anticipated inflation rate for the period, MTA will be providing additional service to meet ridership demands, and will be adding resources to increase security and support improved preventive maintenance programs.

**Safety and Customer Satisfaction Pilot Program** - The November Plan continues to include funding in 2007 for the Safety and Customer Satisfaction Pilot Program approved in the July Plan. This program was designed so that the heads of NYCT, LIRR and Metro-North would set up pilot programs during the last five months of 2007

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<sup>1</sup> Uncontrollable Expenses include Health & Welfare, Pensions, Energy, Paratransit and Insurance.

that would increase safety and customer satisfaction. Any continuation or expansion of these programs in 2008 and beyond would need to be self-funded. NYCT has expanded many of these programs (see following chart) that are being funded through various efficiencies that it is implementing. The initiatives implemented by NYCT and the commuter railroads are outlined in the following table.

**Metropolitan Transportation Authority  
2007 Safety and Customer Satisfaction Pilot Program**  
(\$ in millions)

	<u>2007</u>		<u>2008</u>	
	<u>Dollars</u>	<u>Pos</u>	<u>Dollars</u>	<u>Pos</u>
<b>NYCT:</b>				
<u>Initiatives</u>				
Bus Quality Control Program	\$6.9	43	\$17.3	85
Buses - Employee Facilities Rehabilitation Program	2.8	50	6.1	50
Station Cleaning	2.3	105	6.4	105
Station Track Cleaning Enhancement	2.1	94	8.0	94
Terminal Car Cleaning	3.2	37	9.7	37
Car Quality Control Program	2.9	34	7.8	34
Subways - Employee Facilities Rehab/Maintenance	2.8	100	9.3	100
Elevator & Escalator SMS	0.2	0	0.2	3
Hiring Support - Major Initiatives	0.6	4	0.8	0
Security	0.5	15	1.4	15
<b>TOTAL</b>	<b>\$24.4</b>	<b>482</b>	<b>\$66.9</b>	<b>523</b>
<b>Long Island Rail Road:</b>				
<u>Initiatives</u>				
Renovation of Penn Station Bathrooms	\$2.7			
Interoperability Ticketing Initiative	0.5			
Right-of-Way Fencing	1.3		N/A	
Station Painting	0.7			
<b>TOTAL</b>	<b>\$5.2</b>			
<b>Metro-North Railroad:</b>				
<u>Initiatives</u>				
On-Board Hand Held Ticketing Machines	\$3.2			
Interoperability Ticketing Initiative	0.5		N/A	
<b>TOTAL</b>	<b>\$3.7</b>			
<b>Total Agency Initiatives:</b>	<b>\$33.3</b>	<b>482</b>	<b>\$66.9</b>	<b>523</b>
<b>Less: NYCT 2007-2008 Offsets (Detailed Below)</b>			<b>(63.5)</b>	<b>(159)</b>
<b>Less: Other NYCT Offsets<sup>1</sup></b>			<b>(3.4)</b>	
<b>Net Cost of Pilot Programs:</b>	<b>\$33.3</b>	<b>482</b>	<b>\$0.0</b>	<b>364</b>

1- Beginning in 2008, the Safety & Customer Satisfaction Pilot Programs are being funded internally, primarily by a combination of specific departmental expense reductions and Programs to Eliminate the GAP. Any residual funding requirements are more than offset by several favorable re-estimates.

**NYCT Safety & Customer Satisfaction Pilot Program Offsets**  
(\$ in millions)

	<u>2007</u>		<u>2008</u>	
	<u>Dollars</u>	<u>Pos</u>	<u>Dollars</u>	<u>Pos</u>
R160 Warranty/R32 Maintenance Savings	0.0	0	1.8	36
Eliminate Elevator Operators	0.0	0	1.7	28
Green Sustainability	0.0	0	0.2	(3)
Bus Shop Reduction	0.0	0	2.3	1
Paint Facility Consolidation	0.0	0	0.8	11
Depot Housekeeping Initiative	0.3	19	1.4	19
Dispatchers/Training	0.3	6	0.6	6
Holiday Schedule Savings	0.7	0	1.8	0
Material Savings, Department of Buses	0.4	0	2.7	0
Reduce Paratransit Support	0.0	0	1.3	9
CMMS (Central Maintenance Management System) reduction	4.8	0	3.5	0
Eliminate IT Investments	0.2	1	1.9	6
Reduce IT costs	3.5	0	2.8	5
Administrative Savings	1.2	0	2.4	11
Revenue Facility Savings	0.6	0	0.7	0
Electronic Maintenance Division Savings	0.0	0	1.7	11
Safety Equipment	0.2	0	2.0	0
Technological Improvements	1.7	0	1.9	0
Pay Rate Adjustment	0.0	0	26.3	0
Training Float Adjustment	0.0	0	(9.7)	0
Revision to Safety Initiative	0.0	0	1.7	19
<b>Total NYCT Program Offsets</b>	<b>\$13.9</b>	<b>26</b>	<b>\$49.7</b>	<b>159</b>
<b>Cumulative 2007-2008 Reductions</b>			<b>\$63.5</b>	<b>159</b>

In the July Plan, this program was captured as a \$35 million below-the-line Policy Action; however at the July meeting, the Board authorized the Executive Director/CEO to expend this money in 2007. This program is now captured in the November Baseline Plan within the individual forecasts of NYCT, the LIRR and Metro-North. The value of these programs in 2007 has been slightly reduced to \$33 million based on a slightly favorable re-estimate of costs.

Fire/Intrusion Alarms – In the July Plan, funding for NYCT to support the maintenance of intrusion detectors, smoke detectors and fire alarms was included as a below-the-line Policy Action. Since these maintenance programs support systems that have already been installed through capital and security program initiatives at bus facilities, power substations, signal relay rooms, and emergency exits, it was determined that these costs are more appropriately captured within the NYCT baseline expenses. Therefore, the baseline now captures that funding, which is estimated at \$1 million in 2007 and approximately \$3 million each year thereafter.

Changes in Agency Baseline Forecasts - The following table details the major changes in the Agency Baseline Forecasts between the July and November Plans:

<p style="text-align: center;"><b><u>AGENCY BASELINE</u></b>  <b><u>NOVEMBER CHANGES FROM JULY PLAN</u></b>  Favorable/(Unfavorable)  (\$ in millions)</p>					
	2007	2008	2009	2010	2011
Farebox/Toll Revenue	\$57	\$59	\$60	\$64	\$68
Other Revenue	3	3	6	8	10
<b>Total Revenue Changes</b>	<b>\$60</b>	<b>\$63</b>	<b>\$66</b>	<b>\$73</b>	<b>\$78</b>
Energy	\$13	(\$11)	\$30	\$31	\$34
Health & Welfare	12	(16)	(18)	(18)	(17)
Insurance	2	10	10	11	8
Pension Prepayment	(200)	216	0	0	0
<u>Safety &amp; Customer Satisfaction Pilot Programs:</u>					
Cost of the Programs	(33)	(67)	(67)	(67)	(67)
Less NYCT Funding Offsets (baseline only)	13	45	52	54	45
<u>New Needs/Investments:</u>					
Maintenance	5	(21)	(37)	(14)	1
Service Re-estimates	(1)	(2)	(2)	(1)	(1)
Safety & Security	3	(2)	(1)	(2)	(1)
Other New Needs	(0)	(19)	(9)	(10)	(11)
Baseline PEG Re-Estimates	(5)	(5)	(9)	(7)	(7)
Other Baseline Re-Estimates/Cash & Timing Adj.	(11)	13	41	(2)	(11)
<b>Total Expense Changes</b>	<b>(\$201)</b>	<b>\$143</b>	<b>(\$10)</b>	<b>(\$25)</b>	<b>(\$29)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$141)</b>	<b>\$205</b>	<b>\$56</b>	<b>\$47</b>	<b>\$49</b>

Overall, the baseline cash deficit is declining over the plan period due to increases in Farebox/Toll Revenue and Other Revenue as well as lower costs for energy and insurance. A \$22 million reserve is included in 2008 to cover potential fuel price increases beyond what was anticipated when the Agencies prepared their Budgets. These improvements are offset to a great extent by increases in maintenance, some of which are included in NYCT's expanded Customer Satisfaction Pilot Program. The \$200 million prepayment of pension costs results in a timing change between 2007 and 2008 and a net positive change of \$16 million over two years. In the July Plan, this was captured below-the-line as an MTA Cash Management Action.

Farebox and Toll Revenue improved from the July Plan, reflecting a regional economic expansion that has been stronger and more sustained than expected when the July Plan was prepared. Over the November Plan period, employment assumptions, provided by Global Insight, are higher than those assumed in the July Plan, and the September year-to-date increase in the number of New York City jobs was stronger than the updated Global Insight employment projections.

Other Revenue is increasing significantly in each year when compared with the February Plan due primarily to higher revenues from Paratransit Urban Tax collections, advertising, and parking fees.

Energy costs are expected to decrease from what was anticipated in the July Plan. Fuel costs are lower in each of the plan years except 2008 (which includes a \$22 million reserve to reflect recent price jumps) mostly due to lower prices and reduced fuel mileage calculations by NYCT. Traction and Propulsion Power costs will increase modestly in 2007 and 2008 and improve slightly in 2009; however, they increase sharply in the out-years due to changes in inflation projections.

Health & Welfare costs decrease in 2007 primarily due to a lower-than-anticipated rate increases and a more favorable claims experience. Increases in 2008 and the out-years are mostly related to higher salary and wage projections resulting from increased headcount.

Insurance costs are declining primarily as a result of reduced rates for Property Insurance.

Pension Prepayment - \$200 million of the 2007 cash balance was used to pre-pay a portion of 2008 pension payments for the MTA Defined Benefit Plan and the MaBSTOA Plan. This prepayment, which was captured below-the-baseline in the July Plan, will enable early investment of the payments yielding a reduction in 2008 costs of \$16 million.

The MTA is continuing to improve the customer experience and the reliability of its fleet and infrastructure through increased maintenance. The 2008 Final Proposed Budget includes notable increases in resources to address customer and Agency needs.

NYCT and the commuter railroads introduced Safety and Customer Service Pilot Programs in 2007. These operating investments are expected to result in improved system appearance, safety and cleanliness, and also improve the condition of employee facilities. As mentioned earlier, NYCT set up a program that is on-going and is self-funding through various cost-savings initiatives.

Maintenance Improvements - The November Plan still includes those items proposed in the July Plan that are necessary to improve the reliability of its fleet and infrastructure through increased maintenance; and it includes additional enhancements.

NYCT's July Plan included an increase in the scope of its Scheduled Maintenance Systems (SMS) programs based on a "tear-down" analysis of its R142 and R142A subway cars. Much of the increase in NYCT maintenance costs stems from the fact that the newer equipment that it utilizes requires more sophisticated and expensive replacement parts. In addition, replacement parts must be procured directly from the new car builders. The July Plan also included resources for the replacement of the propulsion systems in the 24 year-old R62 fleets and for a major replacement of car floors on its R46 and R38 cars. In addition to these improvements, NYCT's November Plan includes the implementation of the Safety and Customer Satisfaction Pilot Program which is designed to significantly improve station and fleet appearance and the condition of employee facilities.

The LIRR's July Plan included significant resources to mitigate Gap issues on its platforms. It is also included resources to fund a major switch improvement project in 2008. The November Plan includes additional Gap-mitigation resources as well as programs to alleviate the long-standing issues of Low Adhesion Mitigation (Slip-Slide) and Bridge Maintenance.

Metro-North's July Plan included improvements in its maintenance programs for M3 cars, locomotive overhauls and running repairs. It also included resources necessary to support a new maintenance facility shop complex in New Haven. The July Plan included extraordinary maintenance in Grand Central Terminal necessary to maintain its Landmark status and preserve the GCT retail revenue stream. The November Plan also includes resources for additional material requirements including spare parts for its electric fleet.

B&T includes additional costs for major maintenance and bridge painting, much of which is the result of an accelerated maintenance and painting program on the Throgs Neck Bridge.

The July Plan included additional monies for LI Bus fleet maintenance due to delays in new bus deliveries. This amount was increased in the November Plan. Staten Island Railway will be performing a major overhaul of its R-44 fleet in 2009 in order to extend the useful life of those cars until 2014. This is a delay of one year when compared with the July Plan which assumed that the work would be done in 2008.

Service - The 2008 Final Proposed Budget includes slightly higher re-estimates for service. Much of the increase is at NYCT, resulting from the internal funding of existing X27/X28 weekend express bus service that was formerly funded under a New York State grant.

Safety & Security costs decrease in 2007 primarily due to a \$3.5 million reimbursement from MTA Security Funds for emergency exit button bar installations at NYCT (thus reducing baseline operating expenses). Costs increases in 2008 and the out-years are mostly due to B&T's Truck Weight Enforcement Program.

Other New Needs include increases for LIRR Information Technology initiatives and East Side Access Operational Readiness and Awareness. MTAHQ includes facility improvements and one-time relocation and build-out expenditures in 2008 for the Inspector General's office.

Baseline PEG Re-estimates will have an unfavorable impact in the November Financial Plan and this is mainly due to NYCT's re-forecast of PEG savings related to worker availability.

The variance changes in Other Baseline Re-estimates are mostly the result of timing of capital reimbursements, retroactive wage adjustments and maintenance and material re-estimates. It includes a change in timing of NYCT capital reimbursements from 2007 to 2008 and 2009. 2007 was also impacted by material increases at NYCT and additional spare parts purchases for MNR's M7 and M8 fleets. Favorable Baseline Re-estimates in 2009 are the result of favorable claims and programmatic-related inflation re-forecasts at NYCT.

### **Accrued Baseline Assumptions**

The following presents Agency baseline assumptions supporting the MTA Consolidated Statement of Operations. Additional detail is available in each Agency section. MTA Bus Financial Projections are fully incorporated within these numbers.

### **2007 November Forecast**

The 2007 November Forecast reflects a Net Operating Deficit Before Subsidies and Debt Service of \$5,809 million, including \$1,259 million in non-cash Other Post Employment Benefits (OPEB) which were not captured in the July Plan. Excluding OPEB, results were \$128 million better than the Adopted Budget. Total Operating Revenue and Total Operating Expenses were \$60 million and \$68 million better, respectively.

#### **Revenue**

Farebox Revenue is expected to be \$51 million (1.3) higher than the 2007 Mid-Year Forecast, primarily reflecting higher ridership growth. Toll Revenue is expected to be \$7

million (0.5%) better due to higher volume. Other Operating Revenue is expected to be \$3 million better due primarily to higher rental income at the LIRR.

### Expenses

Expenses are lower than the Mid-Year Forecast due to savings in Health & Welfare costs, Pensions, Fuel, Maintenance and Other Operating Contracts (timing), Professional Services Contracts, and Depreciation. Partially offsetting these favorable results were Overtime costs that are increasing \$35 million from the Mid-year Forecast primarily as a result of the need to cover vacancies.

Also, baseline expenses include the \$33 million Safety and Customer Satisfaction Pilot Program. In the July Plan (then estimated at \$35 million), it was captured as a below-the-line Policy Action; however at the July meeting, the Board authorized the Executive Director/CEO to expend this money in 2007. These programs are now captured within the November Baseline Plan in various expense categories, thus increasing the level of baseline expenses.

### **2008 Final Proposed Budget**

The 2008 Final Proposed Budget projects a Net Operating Deficit Before Subsidies and Debt Service of \$6,578 million, including \$1,318 million in non-cash OPEB costs which were not captured in the July Plan. This is \$769 million higher than the 2007 November Forecast (which also includes OPEB) as a result of an increase in expenses slightly offset by higher passenger revenues. Some \$155 million of that increase is in the non-cash categories of Depreciation (\$96 million) and OPEB (\$59 million). Much of the remaining growth (as mentioned earlier) is the result of growth in “uncontrollable” expenses<sup>2</sup> on the baseline. The remaining expense growth is due primarily to contractual wage increases, timing shifts of expenditures from 2007 to 2008 and an increase in the general reserve. Also driving the increase is higher headcount as well as increased material and contractual maintenance costs due to enhanced maintenance efforts throughout the Agencies.

Excluding OPEB costs, which were not captured in the July Plan, results were only \$1 million unfavorable from the Preliminary 2008 Budget. Total Operating Revenue is expected to be \$74 million higher than the 2007 November Forecast due to significant increases in Fare-Box Revenue and Other Revenue. When compared with the July 2008 Preliminary Budget, revenue is projected to be \$63 million higher due to increases in Farebox, Toll and Other Revenue.

### **2009 – 2011 Forecast**

The November Forecast includes improvements to the baseline when compared with the July Plan as increases in revenue are only partially offset by increased expenses. Enhanced maintenance programs will result in higher costs for labor and Maintenance

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<sup>2</sup> Uncontrollable Expenses include Health & Welfare, Pensions, Energy, Paratransit and Insurance.

Services. Costs for electricity are also expected to rise. These increases are being offset by projected savings in Insurance and Fuel. Fuel savings, however, are very tentative given the volatility of this market.

The following pages provide a more detailed description of the assumptions used in formulating the 2007 November Forecast, 2008 Final Proposed Budget and the forecasts for the years 2009 through 2011. Additional detail can be found in individual Agency sections.



## **OTHER REVENUE**

Other Operating Revenue growth from 2007 through 2011 (from \$475 million in 2007 to \$548 million in 2011) was influenced by a number of different factors including government reimbursements, fees and contractual and inflationary increases.

NYCT's year-to-year increases are primarily due to advertising revenue, and reimbursements for paratransit expenses (\$6M in 2008 and \$13M in 2009), largely related to urban tax revenues. The LIRR's year-to-year growth is primarily due to a new advertising guarantee agreement and contractual and inflationary increases. For MNR, the decline of Other Operating Revenue in 2008 (\$3M) is due to a reduction in net GCT retail revenues equal to the costs required to fund the renovation of Vanderbilt Hall. In 2009 the increase of \$4 million in revenue reflects the resumption of retail and event activities in the newly restored Vanderbilt Hall, a lower level of funding for the GCT restoration projects during the year and higher revenues from parking expansions and advertising. The decrease in years 2010-2011 reflects the addition of subsequent GCT restoration projects. B&T's decline in Other Operating Revenue by \$2 million in 2008 is primarily due to a one-time reduction in net income due to the purchase of a revenue monitoring system for the Battery Parking Garage. Revenues are restored to approximately \$10 million in 2009 with slight growth thereafter.

Slight increases in the 2007-2011 November Plan, compared with the July Plan, are primarily the result of LIRR's higher rental income of approximately \$2 million in years 2007-2011. B&T is also \$1 million higher in each year of the November Plan due to higher revenue from the Battery Parking Garage.

## **PAYROLL**

MTA consolidated payroll expenses from 2007 through 2011 are influenced by a number of factors including position levels, Global Insight inflation assumptions, labor agreements, deferred salaries & wages, and capital project activity. Wage increases for represented employees at agencies generally follow the pattern established by the TWU contract which is 3.5% in 2008. For the outer years, agencies are using inflation projections of 1.97% in 2009, 1.95% in 2010 and 2.00% in 2011. Metro-North assumptions are slightly different based on a recently negotiated labor settlement (3.5%, 3.0%, 1.05% and 2.0% from 2008 to 2011, respectively). The assumption for non-represented employee wage growth is 3.0% for 2008 and 2009 and CPI thereafter (1.95% in 2010 and 2.0% in 2011).

### **2007 November Forecast**

Consolidated payroll expenses of \$3,856 million are forecasted to be \$2 million more than the 2007 Mid-Year Forecast. The increase is mainly due to \$6 million in higher expenses at NYCT due primarily to funding for Safety and Customer Satisfaction pilot programs (\$16 million) offset by vacancy savings and departmental expense adjustments. Changes at other agencies were smaller, but generally favorable.

## **2008 Final Proposed Budget**

MTA consolidated payroll expenses of \$4,099 million are \$243 million, or 6.3%, more than the 2007 November Forecast. This change is primarily caused by an assumed labor rate increase of 3.5% for represented personnel and 3.0% for non-represented and by an increase of 572 total non-reimbursable positions (reimbursable positions increased 390 from July).

Payroll expenses are forecast to be \$28 million higher than the July Plan for 2008. The increases are primarily composed of the LIRR (\$17 million) and NYCT (\$8 million) with additional modest increases at MNR (\$2 million) and B&T (\$1 million). The LIRR's higher expenses of \$17 million are due to an increase in year-end positions of 188 that is driven by New Needs such as Bridge Painting, Tree Trimming, Gap Mitigation and re-estimates to the Maintenance of Equipment Department's Life Cycle Maintenance Program. NYCT's payroll increase of \$8 million is primarily the result of the continuation of its Safety and Customer Satisfaction pilot programs, identified in 2007, into the baseline. The impact of these programs is \$52 million in payroll costs for 2008. Much of this cost is being offset by the expense reduction initiatives that are funding much of the cost of the programs including labor efficiencies and lower average pay rates. MNR's increase of \$2 million is due to the impact of salary adjustments. B&T's increase of \$1 million is due to additional BTO and Sergeant Positions for enforcement of B&T's new bridge weight restrictions.

## **2009 – 2011 Forecasts**

Consolidated payroll expenses in 2009 of \$4,194 million are \$95 million, or 2.3%, more than 2008. Payroll expenses in 2010 of \$4,300 increase \$106 million, or 2.5%; and in 2011, payroll expenses of \$4,384 million increase \$84 million, or 2.0%, from 2010. These increases are due mostly to assumed labor rate inflators.

Compared with the July Plan consolidated payroll expenses, for the period 2009 through 2011, increase by \$24 million, \$22 million and \$15 million, respectively. The LIRR's expenses increase by \$18 million, \$19 million and \$17 million from 2009 to 2011, respectively. The LIRR's increases reflect position additions and are largely continuations of the new and expanded programs (such as Gap initiatives, bridge requirements and tree trimming) and LCM re-estimates that begin in 2008. NYCT's payroll expenses increase in \$3 million in 2009 and \$4 million in 2011, remaining unchanged in 2010. NYCT's payroll increases are primarily the result of Safety and Customer Satisfaction pilot programs (that are now in the baseline) mostly offset by position reductions in several departments and favorable average pay rate adjustments. MNR's payroll increases \$2 million each year due to the impact of salary adjustments from recently negotiated labor settlements. B&T's payroll increases \$1 million each year as a result of the additional positions required for enforcement of the new bridge weight standard restrictions.

## **OVERTIME**

MTA consolidated overtime expenses from 2007 to 2011 are influenced by a number of factors including position levels, Global Insight inflation assumptions, labor agreements, deferred salaries & wages, and capital project activity. Overall, wage increases for represented employees generally follow the pattern established by the TWU contract.

### **2007 November Forecast**

Consolidated overtime expenses of \$466 million are forecasted to be \$35 million or 8.1% more than the Mid-Year Forecast. NYCT's overtime expenses of \$257 million are \$28 million unfavorable due to higher vacancies, the inclusion of the Safety and Customer Satisfaction Pilot Programs into the baseline, additional overtime requirements for weather and additional flagging requirements. The LIRR's overtime expenses are \$2 million higher than the July Plan due to higher relief day and maintenance overtime. MNR's overtime increases \$2 million as a result of salary and salary inflation changes as well as higher vacancy coverage. B&T's overtime increases by \$2 million mainly due to additional requirements for enforcing truck weight requirements.

### **2008 Final Proposed Budget**

Consolidated overtime expenses of \$440 million are \$26 million or 5.6% less than 2007 due to high level weather-related overtime in 2007 and a reduced vacancy assumption by NYCT. This decrease in overtime is partially offset by an assumed represented labor rate increase of 3.5% and non-represented increase of 3.0%.

Consolidated overtime expenses are forecasted to be \$35 million more than the July Plan. NYCT's expenses increase \$28 million mainly due to hiring lags associated with the Safety and Customer Satisfaction pilot programs and failure to achieve employee availability targets. The LIRR's overtime costs increase by nearly \$4 million from the July Plan due to additional requirements for the LCM program, the impact of the recent Carman Agreement, MU Sanders Installation, M7 Horns and Bridge Waterproofing. MNR's overtime increases \$2 million as a result of salary and salary inflation changes as well as higher vacancy coverage. B&T's overtime increases by \$2 million mainly due to additional requirements for enforcing truck weight requirements.

### **2009 – 2011 Forecasts**

Consolidated overtime expenses in 2009 of \$446 million are \$6 million (1.36%) more than 2008. This change is primarily caused by an assumed labor rate increase of 1.97%. On a year-to-year basis, overtime expenses in 2010 and 2011 of \$455 million and \$463 million increase \$9 million (2.02%) and \$8 million (1.76%) from the prior years. These increases closely reflect assumed labor rate inflators of 1.95% in 2010 and 2.00% in 2011.

The consolidated overtime assumptions for 2009 through 2011 are \$33 million, \$34 million and \$34 million more than the July Plan, respectively. Changes from the July Plan at agencies are generally continuations of those identified above for 2008 and are mainly caused by NYCT's changes.

## HEALTH & WELFARE

In the November Plan, year-to-year increases are driven primarily by inflators provided by the NYS Department of Civil Service and changes in headcount levels. The inflators for Health and Welfare are unchanged from the July Plan. For 2007, an increase of 4.02% is applied over the 2006 rates. The net rate for 2008 is 12.5% and 9.2% for 2009-2011.

In 2008, Health and Welfare expenses are forecasted to increase by \$136 million (15%) over 2007. LIRR's year-to-year increases reflect the impact of headcount changes each year. MTA Bus's year-to-year increases for 2007-2008 includes the addition of retiree costs as well as new positions for service expansion. For MNR, 2008 reflects changes in enrollment levels, retirees, and employees on leave of absence status. 2009-2011 includes staffing levels associated with programmatic changes as well as a slight increase in retirees.

Compared with the July Plan, MTA Consolidated Health and Welfare is forecasted to be \$12 million lower in 2007, \$18 million higher in 2008, \$24 million higher in 2009, and \$25 million higher in both 2010 and 2011. Favorable expense reductions in 2007 are primarily due to less-than-anticipated health and welfare claims at NYCT. Also, agencies received a one time credit for Federal Medicare in 2007. NYCT's plan-to-plan increases for 2008-2011 are due to increased headcount for the Safety and Customer Satisfaction Pilot Programs. MTAHQ's plan-to-plan increases for 2007-2011 reflect higher retiree benefits.

## PENSIONS

MTA Consolidated Pensions November Financial Plan (\$ in millions)					
	2007	2008	2009	2010	2011
Accrual					
Non-Reimbursable	\$779	\$871	\$870	\$844	\$827
Reimbursable	45	47	43	42	43
Total Accrual	824	918	913	886	870
Cash	967	661	905	889	868

### Year-to-Year Pension Changes

The non-reimbursable accrued pension expense increase from 2007 to 2008 is over \$90 million. This increase primarily reflects higher 2008 expenses for the NYCERS Plan resulting from a revaluation approved by New York State legislation. One-time savings were generated in the City's 2007 Fiscal Year were deposited in a retiree health and benefit trust fund to offset a portion of the OPEB liability. The 2007 to 2008 increase reflects both the reversal of the one-time savings and the continued amortization of the losses in the equities that resulted from the bear market of 2000 to 2002. The NYCERS increase is consistent with the certification by the Chief Actuary of the New York City Pension Plans. Other MTA Pension plans change little between 2007 and 2008.

MTA pension changes from 2008 to 2011 are much less significant in large part because by that time NYCERS losses associated with the equities will have been amortized. The balance is comprised of small adjustments throughout the pension plans. The MaBSTOA decreases are the result of assumed savings in projected amortization payments that are the result of funds transferred from the MTA to the plan in 2006. The assumed savings were reflected by NYCT in a previous financial plan. The other MTA pension plans change very little after 2008.

The differences between cash and accrual result from a number of factors. For the NYCERS Plan the accruals recognize liabilities sooner than the required cash payments consistent with the City Fiscal Year Plan. Additionally, B&T is not included in the MTA Consolidated cash figures; however, their pension accruals are included in the NYCERS estimates.

### Plan-to-Plan Pension Changes

MTA Consolidated Pensions Changes November Financial Plan vs. July Financial Plan Favorable / (Unfavorable) (\$ in millions)					
	2007	2008	2009	2010	2011
Accrual					
Non-Reimbursable	\$13	(\$1)	(\$3)	(\$3)	(\$1)
Reimbursable	(3)	(1)	1	1	1
Total Accrual	10	(2)	(2)	(2)	0
Cash	(198)	216	0	0	2

Compared to July, MTA Consolidated Pensions expenses changed significantly on a cash basis. \$200 million of the 2007 cash balance was used to pre-pay a portion of

2008 pension payments for both the MTA Defined Benefit Plan and the MaBSTOA Plan (\$100 million for each plan). These prepayments, which were captured below-the-baseline in the July Plan, but are now included in the baseline, will enable early investment of the payments yielding a reduction in 2008 costs of \$16 million (\$8 million for each plan). The prepayment assumption is currently included in MTA Consolidated figures and not in agency budgets.

Non-reimbursable expenses change only slightly from the July Plan. These changes were primarily a result of recently available 2006 actuarial valuations from the MTA's actuary and the favorable effects of the 2006 transfer of \$464 million to the LIRR Pension Plans, MaBSTOA Plan and MTA Defined Benefit Plan. The transfer of assets resulted in reduced annual required contributions (ARC) by the agencies. The effects of the valuations and lower ARCs affected MTAHQ, the LIRR, MNR and SIR and were generally favorable. NYCT previously incorporated these assumptions in its November 2006 Financial Plan. The MTA had previously set aside \$40 million as a reserve to cover the effects of the higher valuations (the 2006 Pension Reserve). Both assumptions were included in MTAHQ's Pension figures in the 2007 July Plan. The 2006 Pension Reserve was partly allocated to cover the effects of the higher valuations. The remaining 2007 Pension Reserve could be available to offset costs resulting from the 2007 actuarial valuations.

	2007	2008	2009	2010	2011
2007 Pension Reserve (\$ in millions)	\$24	\$23	\$20	\$17	\$13

## TRACTION AND PROPULSION POWER

MTA has a Long-Term Agreement ("LTA") through 2017 with the New York Power Authority ("NYPA") to supply electricity within the City of New York and Westchester County. The MTA, City of New York and other government customers have worked with NYPA to implement a hedge program, with customers responsible for marginal gains or losses due to market prices.

NYPA has provided a preliminary cost of service for 2008. Based on current energy prices and projections, NYPA estimates that costs will rise slightly (1.3%) in 2008 compared to 2007. The Long Island Power Authority (LIPA) serves LIRR in Nassau and Suffolk Counties. LIPA expects to increase costs by 2% in 2008 compared with 2007. Connecticut Light and Power (CL&P) serves MNR in Fairfield and New Haven Counties. CL&P 2008 prices are expected to rise 8% over 2007.

Con Edison (Con Ed) is responsible for delivering NYPA power to its customers. Con Ed filed with the Public Service Commission to increase its rates beginning April 2008. Con Ed rates are expected to rise by 20% in 2008, 5% in 2009, 7% in 2010 and 10% in 2011.

Beyond 2008, it is estimated that NYPA costs will rise 7.7% in 2009, 19.3% in 2010 and 7% in 2011. LIPA and CL&P rates are estimated to increase by 4% in each of the years 2009 – 2011.

Compared to the July Plan, expenses are slightly unfavorable in 2007 and 2008, but are favorable in 2009. Out-year projections are considerably higher due primarily to increases in NYPA inflation projections.

## **FUEL FOR BUSES AND TRAINS**

Starting in 2006, MTA began using the New York Mercantile Exchange (NYMEX) to forecast future price changes for diesel fuel and natural gas instead of more general forecast models such as Global Insight. These forecasts now extend out 36 months for diesel and 60 months for natural gas.

Based on third-quarter 2007 data, ULSD prices are expected to decline in 2008 by 1.4% in 2008 compared to 2007, and continue to fall by between 1-2% per year through 2011. Natural Gas is expected to rise significantly in 2008 over 2007 prices (20.4%). The rise in 2009 is 4.7%, and then prices decline in 2010 (-4.6%) and 2011(-3.1%).

When compared with the July Plan, costs are lower in each year. The July Plan had reflected very high fuel prices based on the experience at that time. When Agencies were developing their budgets for the November Plan, cost projections were developed based on prices during the third quarter of 2007, which were significantly lower than July. However, the most recent prices are at record levels and continue to be volatile. In reaction to the latest trends, fuel costs in the November Plan include an MTA-wide reserve of \$22 million in 2008. This will be distributed to the Agencies in the February 2008 Plan. Subsequent years are not being increased at this time because of current volatility and will be re-examined in the July 2008 Plan.

Thus, compared to July, net fuel costs decrease \$13 million in 2007, increase \$11 million in 2008, and decrease \$30 million, \$31 million, and \$34 million in 2009 to 2011, respectfully.

## **INSURANCE**

Year-to-year increases in Insurance expenses primarily are driven by a 10% per annum market-rate increase based on an assessment of market conditions made by MTA's Risk Management Department in consultation with its insurance advisors. However, in 2008, the premium costs for the All-Agency Property Insurance are declining because of a money-saving policy re-structuring as well as changes in the property insurance marketplace. These savings are expected to be realized through the life of the Plan.

Partially offsetting these savings are higher expenses reflecting the renewal of several multi-year policies, including All-Agency Environmental Liability, Travel Accident, Lead Abatement and Comprehensive Automotive Liability policies.

When compared with the July Plan, lower expenses, about \$10 million annually, are primarily due to the lower All-Agency Property Insurance mentioned above.

The First Mutual Transportation Assurance Company (FMTAC) is incorporated into MTA consolidated financials. Increases in Insurance premiums paid by MTA Agencies to FMTAC are necessary in order to maintain the appropriate capital and reserve levels pursuant to the State of New York Insurance guidelines.

## **CLAIMS**

For all agencies, Claims expenses are based on inflationary assumptions as well as historical performance. Claims expenses are lower in 2008 than 2007 primarily due to MTA Bus' establishment of a reserve account (on the balance sheet) for public liability claims. These expenses increase from 2009 to 2011 due to the projected cost escalation in the 2009-2011 period. On a year-to-year basis, NYCT's forecast includes an annual inflation rate of 2.5% in addition to historical performance. MNR's increase for the plan period reflects current claims trends. LIRR reflects actual experience through July 2007 and the anticipated settlement and payout of claims for the balance of the year.

On a plan-to-plan basis, consolidated results are \$3 million favorable to the July Plan in 2007 due to MNR's reduction in its provision for injury claims accruals based on favorable YTD actual results through August.

## **PARATRANSIT SERVICE CONTRACTS**

Expenses increase from \$225 million in 2007 to \$432 million in 2011, or 92% over the period. The annual percentage increase per year is 20.4% in 2008, 13.7% in 2009, 15.9% in 2010 and 21.0% in 2011. The primary driver of these expense increases is projected annual ridership growth of 15% (which is consistent with the February and July Plans) and cost-per-trip inflation projections based upon current carrier contracts, which include CPI assumptions.

In 2007, expenses decreased from July to November mostly due to reductions in costs for eligibility certification of customers and lower maintenance costs for Paratransit overhauls.

## **MAINTENANCE AND OTHER OPERATING CONTRACTS**

Consolidated Maintenance and Other Operating Contracts expenses are \$558 million in 2007, \$639 million in 2008, \$637 million in 2009, \$663 million in 2010 and \$667 million in 2011. These annual changes are inflated by Global Insight's CPI-U forecasts from 2008 through 2011.



In addition to these inflationary increases, NYCT includes the NYPA annual rate increase of 1.3% in 2008, 7.7% in 2009, 19.3% in 2010 and 7.0% in 2011 for the delivery of facility power. From 2007 to 2008 NYCT's expenses also increase due to station painting.

The LIRR includes additional expenses for tree trimming, station maintenance and station painting that increases in 2008 and 2009, but returns to a normalized level thereafter.

MNR's expenses are influenced by contractual West-of-Hudson subsidy arrangements and a related overhaul program for Genesis locomotives. MNR's expenses also increase due to programmatic changes for Grand Central Terminal landmark maintenance, the impact of relocating certain functions to a new building in White Plains and major maintenance at the railroad's shops and yards.

B&T's expenses increase due to rising E-ZPass Customer Service Center transition/start-up costs, bridge painting requirements and E-ZPass tag replacement program costs.

SIR's expenses reflect the NYPA annual rate increase for facility power. Included in the SIR 2008 and 2009 projections is an estimated \$11 million of one-time fleet improvement expenses that will be required to maintain the safety and reliability of the 64-car fleet until anticipated replacement in 2014.

LIB expenses reflect increased costs for utilities as well as increased costs associated with new bus maintenance needs related to delayed bus replacements.

MTAHQ expenses reflect increases in contracts for maintenance and repair work for facilities and expenses related to the Shared Services initiative.

MTA Bus's expenses include costs for bus and facility maintenance and repair work as well as environmental remediation.

Compared with the Mid-Year Forecast, consolidated Maintenance and Other Operating Expenses are expected to decrease by \$22 million. From 2008 through 2010, they increase by \$31 million, \$13 million and \$13 million, respectively. Expenses in 2011 do not change.

NYCT expenses increase \$9 million in 2007, decrease \$11 million in 2008, decrease \$7 million in 2009 and increase by approximately \$9 million in both 2010 and 2011. These changes are due to a variety of expenses re-estimates and new needs.

The LIRR has increased expenses \$6 million in 2008 and \$1 million each year thereafter reflecting additional expenses for tree trimming, station maintenance and station painting in 2008 and 2009 that return to a normalized level afterwards.

MNR's expenses decrease by \$4 million in 2007 and increase \$2 million in both 2008 and 2009. These changes are primarily caused by West of Hudson subsidy increases, locomotive overhauls, the relocation of certain employees to a new building in White Plains and the maintenance of shops and yards at Brewster and North White Plains.

B&T is \$8 million favorable in 2007, \$12 million unfavorable in 2008, \$11 million unfavorable in 2009, \$2 million unfavorable in 2010 and \$12 million favorable in 2011. B&T's lower 2007 expenses reflect favorable changes to bridge painting, major maintenance, savings from the E-ZPass Customer Service Center and re-estimates of other expenses. In 2008, increased expenses include higher costs for major maintenance and bridge painting (\$7.0 million) due to the re-scheduling of 2007 projects to 2008 and the acceleration of painting at the Throgs Neck Bridge based on biennial bridge inspection findings. Other changes include higher electric power expenses due to higher rates and higher consumption in 2009 offset by lower rates for heating oil.

SIR's expenses decrease \$5 million in 2008, but increase by \$5 million in 2009 because of the rescheduling of fleet maintenance expenses (R44 car life extension). Other years have only minor changes from the July Plan.

MTAHQ is unfavorable by approximately \$4 million in 2008 due to facility improvements for the Inspector General and higher lease costs. After 2008, expenses change little from the July Plan.

## **PROFESSIONAL SERVICE CONTRACTS**

Professional Services increase between 2007 and 2008 and then remain flat through the Plan period.

The LIRR's growth of \$9.5 million from 2007 from 2008 is primarily the result of expenses related to various new Information Technology and re-estimates of ongoing projects. 2009 – 2011 reflects changes in system initiative projects (change in need for outside consultants). B&T's expenses in 2008 are \$3.5 million higher than 2007 due to a re-estimate of bond service fees, miscellaneous consulting services, and general engineering services and advertising. MNR's increase of \$1.3 million from 2007 to 2008 is primarily due to additional environmental abatement costs. MNR's increase in 2009 (\$2.7M) includes the restoration of a cost provision for general advertising fees and the restoration of MTA police service charges.

Overall decreases from the July Plan are due primarily to NYCT's reductions in the Central Maintenance Management System (CMMS), information technology, and professional and technical fees.

## **MATERIALS & SUPPLIES**

All-Agency increases in Materials and Supplies for 2008 through 2011 are inflated primarily by Global Insight's Regional CPI-U forecasts.

Materials and Supplies expense increases \$19 million or 3.5% between 2007 and 2008 due to significant increases in maintenance requirements. The LIRR reflects an increase of \$26 million between 2007 and 2008 primarily due to Maintenance of Equipment material needs associated with changes in the Life-Cycle Maintenance program. NYCT's expenses are projected to increase by \$8 million in 2008 from 2007, primarily due to the timing of subway and bus fleet maintenance programs and the inclusion of the Safety and Customer Satisfaction Pilot Program into the baseline. B&T's expenses are \$1 million higher in 2008 primarily due to an increase in E-ZPass tags. MTA Bus expenses decrease \$5 million primarily due to improved reliability of the new bus fleet.

MTA Materials and Supplies increase by \$41 million in 2009 from 2008. NYCT expenses increase by \$44 million predominately due to the timing of subway and bus fleet maintenance programs. MNR expenses increase by \$7 million largely due to cost provisions for the expanding maintenance program on the M1 car fleet. LIRR expenses decrease \$13 million mainly due to lower Life-Cycle Maintenance material costs. On a consolidated basis, expenses increase \$25 million in 2010 from 2009 predominately due to the increase in E-ZPass tag inventory needed for the tag replacement program at B&T.

MTA Consolidated Materials and Supplies are forecasted to be \$4 million higher in 2007 than the July Plan. In 2007, NYCT is projected to be \$3.3 million higher than the July Plan primarily due to timing and the inclusion of the Safety and Customer Satisfaction Pilot Program into the baseline. MNR expenses increase \$1.5 million from the July Plan in 2007 due to advanced purchases of materials & supplies for the M7 spare parts inventory, the M3 CSR program, and components required for the gear box overhaul program. The extended use of older buses due to the delay in replacement deliveries adversely impact materials and parts usage at LIB. Offsetting these increases is a decrease at the LIRR due to lower LCM material costs as a result of timing and pricing of materials.

For 2008, consolidated Materials and Supplies are \$18 million lower than the July Plan primarily due to a re-estimate of material costs associated with LCM at the LIRR and revisions to material parts usage guidelines, reduced replacement rates and the standardization of brake component replacement practices at NYCT. These were partially offset by the inclusion of the Safety and Customer Satisfaction Pilot Program into NYCT's baseline. For 2009, consolidated Materials & Supplies are \$12 million higher than the July Plan and for 2010-2011 they are slightly lower.

Significant increases from the July Plan in 2009 primarily result from NYCT's additional requirements for subway car maintenance (includes SMS), Pilot Program materials and bus maintenance and materials. These expenses are also recurring in 2010-2011. The LIRR's expenses decrease in 2007-2011 due to lower LCM material costs.

## **Other Post-Employment Benefits (OPEB) and GASB FUND**

In the MTA Consolidated Financial Statements for the first quarter ending, March 31, 2007, MTA implemented the Governmental Accounting Standard Board Statement No. 45 ("GASB-45") -- the "Accounting and Financial Reporting for Employers for Post Employment Benefits Other Than Pensions".

For the MTA and other governmental employers, the Other Post-Employment Benefits (OPEBs) have been funded on a "pay-as-you-go" basis and have been reported in the financial statements when the "promised" benefits were paid. GASB-45 now requires that state and local governmental entities' financial reports reflect systematic, accrual-based measurements and the recognition of OPEB costs (expense) over a period that approximates the employee's years of services and provides information about actuarial accrued liabilities and whether and, to what extent progress is made in the funding.

To provide the valuation of the various elements, the MTA engaged the firm of Milliman Consultants and Actuaries. The results of their report were reviewed by the MTA's independent auditors and included in MTA quarterly financial statements.

The impact over a 22-year period per Milliman's actuarial report grows to an overall impact of a Frozen Accrued Liability of approximately \$13,633 million. These balances, which will be recalculated every two years to reflect any adjustments or changes in the MTA's demographic information, have been recognized and accounted for in the MTA quarterly Consolidated Financial Statements.

The impact to the MTA Consolidated Financial Plan Statement for 2007 is an Annual Required Contribution (ARC) of \$1,575 million cost (expense) which is made up of a net OPEB accrued obligation of \$1,259 million and a "pay-as-you-go" cash contribution of \$316 million. The accrual is captured in a separate line on the MTA Consolidated Statement of Operations (and within each Agency's financials). The pay-as-you-go portion continues to be captured within Health & Welfare expenses on both the accrued and cash statements.

While the GASB standard only requires the disclosure of this future liability, the MTA has created a GASB fund which appears only on the Cash Receipts and Expenditures Statement and not the accrual-based Statement of Operations. Contributions to this fund began in 2006 and included \$80 million from additional revenues generated by increased real-estate-related tax activity (funded from MRT-2). It also captures NYCERS pension savings that are the result of legislative action that authorized a revaluation of New York City NYCERS costs. These non-recurring pension savings impact NYCT and B&T, and are estimated to be \$125 million in 2006 and \$27 million in 2007.

In addition, the July Plan continues the assumption that Agencies will deposit into the GASB fund over the Plan period Health & Welfare contributions by most represented

employees<sup>3</sup> as anticipated in pattern bargaining. The estimated funds from this are \$29 million in 2006, \$52 million in 2007, \$59 million in 2008, \$63 million in 2009, \$65 million in 2010, and \$74 million in 2011. On a Plan-to-Plan basis, the change to these estimated cash contributions to the GASB fund are \$4 million less in each year.

Estimated contributions to the GASB Fund included in the November Plan total \$568 million.

The November Financial Plan will continue to reflect the pay-as-you-go obligation for OPEBs. However, future plans will reflect the OPEBs in two components: an accrued liability expense and a cash expenditure.

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<sup>3</sup> Metro-North will be making the GASB contribution; however, based on recent labor settlements, most of its employees will not be making Health & Welfare contributions.

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## **Positions (Headcount)**

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2008 - 2011**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Agency**

<b>Category</b>	<b>2006 Actual (1)</b>	<b>2007 November Forecast (1)</b>	<b>2008 Final Proposed Budget</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b><i>Baseline Total Positions</i></b>	<b>67,457</b>	<b>70,035</b>	<b>70,695</b>	<b>70,427</b>	<b>70,620</b>	<b>70,474</b>
NYC Transit	47,696	49,069	49,294	48,913	48,908	48,805
Long Island Rail Road	6,303	6,587	6,907	6,965	6,998	6,938
Metro-North Railroad	5,856	6,061	6,121	6,174	6,339	6,356
Bridges & Tunnels	1,783	1,828	1,819	1,819	1,819	1,819
Headquarters	1,318	1,450	1,454	1,456	1,456	1,456
Long Island Bus	1,108	1,153	1,153	1,153	1,153	1,153
Staten Island Railway	270	286	286	286	286	286
Capital Construction Company	68	142	150	150	150	150
Bus Company	3,055	3,459	3,511	3,511	3,511	3,511
<b><i>Non-Reimbursable</i></b>	<b>60,597</b>	<b>63,116</b>	<b>63,397</b>	<b>63,442</b>	<b>63,817</b>	<b>63,771</b>
NYC Transit	42,255	43,666	43,765	43,691	43,880	43,877
Long Island Rail Road	5,582	5,933	6,057	6,121	6,142	6,082
Metro-North Railroad	5,311	5,450	5,474	5,527	5,692	5,709
Bridges & Tunnels	1,734	1,776	1,766	1,766	1,766	1,766
Headquarters	1,298	1,414	1,418	1,420	1,420	1,420
Long Island Bus	1,095	1,139	1,139	1,139	1,139	1,139
Staten Island Railway	267	283	283	283	283	283
Capital Construction Company	0	0	0	0	0	0
Bus Company	3,055	3,455	3,495	3,495	3,495	3,495
<b><i>Reimbursable</i></b>	<b>6,860</b>	<b>6,919</b>	<b>7,298</b>	<b>6,985</b>	<b>6,803</b>	<b>6,703</b>
NYC Transit	5,441	5,403	5,529	5,222	5,028	4,928
Long Island Rail Road	721	654	850	844	856	856
Metro-North Railroad	545	611	647	647	647	647
Bridges & Tunnels	49	52	53	53	53	53
Headquarters	20	36	36	36	36	36
Long Island Bus	13	14	14	14	14	14
Staten Island Railway	3	3	3	3	3	3
Capital Construction Company	68	142	150	150	150	150
Bus Company	0	4	16	16	16	16
<b><i>Total Full-Time</i></b>	<b>67,120</b>	<b>69,702</b>	<b>70,369</b>	<b>70,116</b>	<b>70,309</b>	<b>70,163</b>
NYC Transit	47,453	48,850	49,082	48,716	48,711	48,608
Long Island Rail Road	6,303	6,587	6,907	6,965	6,998	6,938
Metro-North Railroad	5,851	6,056	6,116	6,169	6,334	6,351
Bridges & Tunnels	1,783	1,828	1,819	1,819	1,819	1,819
Headquarters	1,318	1,450	1,454	1,456	1,456	1,456
Long Island Bus	1,019	1,044	1,044	1,044	1,044	1,044
Staten Island Railway	270	286	286	286	286	286
Capital Construction Company	68	142	150	150	150	150
Bus Company	3,055	3,459	3,511	3,511	3,511	3,511
<b><i>Total Full-Time-Equivalents</i></b>	<b>337</b>	<b>333</b>	<b>326</b>	<b>311</b>	<b>311</b>	<b>311</b>
NYC Transit	243	219	212	197	197	197
Long Island Rail Road	0	0	0	0	0	0
Metro-North Railroad	5	5	5	5	5	5
Bridges & Tunnels	0	0	0	0	0	0
Headquarters	0	0	0	0	0	0
Long Island Bus	89	109	109	109	109	109
Staten Island Railway	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0
Bus Company	0	0	0	0	0	0
		0	0	0	0	0

(1) Positions have been restated to reflect the 2007 reorganization of the Planning and Development, Finance and Customer Service Divisions



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2008 - 2011**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**

Function	2006 Actual (1)	2007 November Forecast (1)	2008 Final Proposed Budget	2009	2010	2011
<b>Administration</b>	<b>4,581</b>	<b>4,876</b>	<b>4,956</b>	<b>4,946</b>	<b>4,936</b>	<b>4,936</b>
NYC Transit	2,295	2,327	2,318	2,303	2,291	2,290
Long Island Rail Road	620	684	717	720	722	723
Metro-North Railroad	736	732	746	746	746	746
Bridges & Tunnels	136	146	144	144	144	144
Headquarters	586	681	684	686	686	686
Long Island Bus	88	96	96	96	96	96
Staten Island Railway	29	31	31	31	31	31
Capital Construction Company	21	54	55	55	55	55
Bus Company	70	125	165	165	165	165
<b>Operations</b>	<b>30,547</b>	<b>31,107</b>	<b>31,175</b>	<b>31,073</b>	<b>31,068</b>	<b>31,071</b>
NYC Transit	23,036	23,283	23,306	23,192	23,121	23,107
Long Island Rail Road	1,992	2,060	2,073	2,073	2,073	2,073
Metro-North Railroad	1,757	1,803	1,827	1,839	1,905	1,922
Bridges & Tunnels	783	792	800	800	800	800
Headquarters	0	0	0	0	0	0
Long Island Bus	755	777	777	777	777	777
Staten Island Railway	90	94	94	94	94	94
Capital Construction Company	0	0	0	0	0	0
Bus Company	2,134	2,298	2,298	2,298	2,298	2,298
<b>Maintenance</b>	<b>28,833</b>	<b>30,357</b>	<b>30,842</b>	<b>30,692</b>	<b>30,901</b>	<b>30,755</b>
NYC Transit	20,331	21,353	21,560	21,307	21,386	21,301
Long Island Rail Road	3,610	3,764	4,017	4,079	4,110	4,049
Metro-North Railroad	3,256	3,411	3,433	3,474	3,573	3,573
Bridges & Tunnels	395	392	395	395	395	395
Headquarters	0	0	0	0	0	0
Long Island Bus	247	261	261	261	261	261
Staten Island Railway	151	161	161	161	161	161
Capital Construction Company	0	0	0	0	0	0
Bus Company	843	1,015	1,015	1,015	1,015	1,015
<b>Engineering/Capital</b>	<b>1,875</b>	<b>2,003</b>	<b>2,043</b>	<b>2,036</b>	<b>2,036</b>	<b>2,036</b>
NYC Transit	1,450	1,504	1,504	1,504	1,504	1,504
Long Island Rail Road	81	79	100	93	93	93
Metro-North Railroad	107	115	115	115	115	115
Bridges & Tunnels	174	190	190	190	190	190
Headquarters	0	0	0	0	0	0
Long Island Bus	15	16	16	16	16	16
Staten Island Railway	0	0	0	0	0	0
Capital Construction Company	47	88	95	95	95	95
Bus Company	1	11	23	23	23	23
<b>Public Safety</b>	<b>1,621</b>	<b>1,692</b>	<b>1,679</b>	<b>1,680</b>	<b>1,679</b>	<b>1,676</b>
NYC Transit	584	602	606	607	606	603
Long Island Rail Road	0	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0	0
Bridges & Tunnels	295	308	290	290	290	290
Headquarters	732	769	770	770	770	770
Long Island Bus	3	3	3	3	3	3
Staten Island Railway	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0
Bus Company	7	10	10	10	10	10

(1) Positions have been restated to reflect the 2007 reorganization of the Planning and Development, Finance and Customer Service Divisions

**Metropolitan Transportation Authority**  
**November Financial Plan 2008 - 2011**  
**Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2006 Actual (1)	2007 November Forecast (1)	2008 Final Proposed Budget	2009	2010	2011
<b>Administration</b>							
	Managers/Supervisors	1,582	1,721	1,759	1,758	1,753	1,752
	Professional, Technical, Clerical	2,622	3,093	3,135	3,126	3,121	3,122
	Operational Hourlies	3	62	62	62	62	62
	Total Administration	4,207	4,876	4,956	4,946	4,936	4,936
<b>Operations</b>							
	Managers/Supervisors	3,091	3,286	3,329	3,272	3,257	3,251
	Professional, Technical, Clerical	1,201	1,263	1,132	1,126	1,139	1,139
	Operational Hourlies	26,627	26,558	26,714	26,675	26,672	26,681
	Total Operations	30,919	31,107	31,175	31,073	31,068	31,071
<b>Maintenance</b>							
	Managers/Supervisors	4,590	4,823	4,927	4,907	4,913	4,890
	Professional, Technical, Clerical	2,524	2,595	2,635	2,595	2,578	2,562
	Operational Hourlies	21,721	22,939	23,280	23,190	23,410	23,303
	Total Maintenance	28,835	30,357	30,842	30,692	30,901	30,755
<b>Engineering/Capital</b>							
	Managers/Supervisors	458	489	518	512	512	512
	Professional, Technical, Clerical	1,415	1,512	1,523	1,522	1,522	1,522
	Operational Hourlies	2	2	2	2	2	2
	Total Engineering/Capital	1,875	2,003	2,043	2,036	2,036	2,036
<b>Public Safety</b>							
	Managers/Supervisors	151	174	175	172	171	170
	Professional, Technical, Clerical	161	185	187	186	186	184
	Operational Hourlies	1,309	1,333	1,317	1,322	1,322	1,322
	Total Public Safety	1,621	1,692	1,679	1,680	1,679	1,676
<b>Baseline Total Positions</b>							
	Managers/Supervisors	9,872	10,493	10,708	10,621	10,606	10,575
	Professional, Technical, Clerical	7,923	8,648	8,612	8,555	8,546	8,529
	Operational Hourlies	49,662	50,894	51,375	51,251	51,468	51,370
	Baseline Total Positions	67,457	70,035	70,695	70,427	70,620	70,474

(1) Positions have been restated to reflect the 2007 reorganization of the Planning and Development, Finance and Customer Service Divisions

## **POSITIONS (Headcount)**

This section examines Year-to-Year baseline position changes. Headcount assumptions of policy and gap closing actions are not included in this section.

### **Year-to-Year (2008 vs 2007)**

The MTA consolidated 2008 baseline reflects positions of 70,695, which are 660 more than 2007. Non-Reimbursable positions increase by 281 and Reimbursable positions increase by 379. Positions increase by a net 320 at the LIRR, 225 at NYCT, 60 at MNR, 52 at MTA Bus, 8 at MTA CC and 4 at MTA HQ, while positions decrease by 9 at B&T. The bulk of the increase over the 2007 November Forecast is made up of position increases in Maintenance (+485).

LIRR's increase is made up of 124 Non-Reimbursable and 196 Reimbursable positions. Positions increase in Maintenance (+253), Administration (+33), Engineering (+21), and Operations (+13). Non-Reimbursable position increases are primarily due to initiatives such as gap mitigation and monitoring (+67), Life Cycle Maintenance (LCM) re-estimates (+50), tree trimming (+18), bridge maintenance (+17), communications (+11), the Maintenance of Equipment maintenance apprenticeship program (+7), and the East Side Access Readiness group (+6). These increases are partially offset by a shift of some operating positions back to Reimbursable. Reimbursable position increases are primarily due to the transition of ESA from the design phase to major Force Account direct construction at the Harold Interlocking, and the reversal of a 2007 shift of positions between Non-Reimbursable and Reimbursable.

NYCT's increase is made up of 99 Non-Reimbursable positions and 126 Reimbursable positions. Positions increased in Maintenance (+207), Operations (+23), and Public Safety (+4), and decreased in Administration (-9). Non-Reimbursable position increases are primarily attributable to Scheduled Maintenance System (SMS) changes; and an increase in Shop maintenance positions in the Department of Buses. Reimbursable position increases are primarily due to staffing required for a Customer Service coordination unit to facilitate major service changes, increased Scheduled Maintenance System (SMS) work for SIRTOA, and staffing for R-160 warranty work. Included in the Non-Reimbursable increase are 41 maintenance positions for NYCT's Safety and Customer Satisfaction Pilot Program. The bulk of this increase (+42) are related to implementation of the Bus Quality Control program.

MNR's increase is made up of 24 Non-Reimbursable positions and 36 Reimbursable positions. Positions increase in Operations (+24), Maintenance (+22) and Administration (+14). Non-Reimbursable position increases reflect staffing additions for new service, safety and security programs, customer service improvements and additional facility maintenance requirements at GCT and the New Haven Service and Inspection shop. Reimbursable position increases are due to additional support requirements for the CDOT track program, the Danbury signal system, security CCTV

and right-of-way fencing programs, the cyclical track program in NYS, and bridge timber replacement on undergrade bridges.

MTA Bus' increase is made up of 40 Non-Reimbursable positions and 12 Reimbursable positions. Positions increase in Administration (+40) and Engineering (+12). The 40 position increase in Non-Reimbursable positions is to provide administrative and other support.

#### Year-to-Year (2009 – 2011)

Total forecasted position levels decrease by 221 from the end of 2008 to the end of 2011. Positions decrease by 268 in 2009, increase by 193 in 2010, and decrease by 146 in 2011. Agencies with the largest position changes at the end of the three-year period are NYCT with a reduction of 489, MNR with an increase of 235 and the LIRR with an increase of 31.

NYCT's decrease is made up of a reduction of 601 Reimbursable positions and an increase of 112 Non-Reimbursable positions. Net positions decrease primarily in the areas of Maintenance (-259), Operations (-199), and Administration (-28). Position reductions are primarily due to the completion of various projects including tunnel lighting, the Automated Train Supervision (ATS-A) project, the Scheduled Maintenance System (SMS) work on SIR train cars, the R62A door operator pin replacement project, warranty work R160 Phase 1 cars, and Antenna Cabling Replacement. Other reductions include reductions in the TWU Apprentice program and reductions in RTO field staff management through increased span of control.

MNR's increase is made up entirely of Non-Reimbursable positions. Positions increase in Maintenance (+140) and Operations (+95). Position increases are due to staffing additions for new service, safety and security programs, coach cleaning and maintenance requirements for the new M8 cars, the new Harmon shop, and the Danbury signal system.

LIRR's increase is made up of 25 Non-Reimbursable positions and 6 Reimbursable positions. Positions increase in Maintenance (+32) and decrease in Engineering (-7). Position increases are mainly due to the implementation of the Life Cycle Maintenance Program.

Function	Change 2008-			Change 2009-		Change		Change	
	2007	2008	2007	2009	2008	2010	2010-2009	2011	2011-2010
<b>Baseline Total Positions</b>	<b>70,035</b>	<b>70,695</b>	<b>(660)</b>	<b>70,427</b>	<b>268</b>	<b>70,620</b>	<b>(193)</b>	<b>70,474</b>	<b>146</b>
NYC Transit	49,069	49,294	(225)	48,913	381	48,908	5	48,805	103
Long Island Rail Road	6,587	6,907	(320)	6,965	(58)	6,998	(33)	6,938	60
Metro-North Railroad	6,061	6,121	(60)	6,174	(53)	6,339	(165)	6,356	(17)
Bridges & Tunnels	1,828	1,819	9	1,819	0	1,819	0	1,819	0
Headquarters	1,450	1,454	(4)	1,456	(2)	1,456	0	1,456	0
Long Island Bus	1,153	1,153	0	1,153	0	1,153	0	1,153	0
Staten Island Railway	286	286	0	286	0	286	0	286	0
Capital Construction Company	142	150	(8)	150	0	150	0	150	0
Bus Company	3,459	3,511	(52)	3,511	0	3,511	0	3,511	0
<b>Non-Reimbursable</b>	<b>63,116</b>	<b>63,397</b>	<b>(281)</b>	<b>63,442</b>	<b>(45)</b>	<b>63,817</b>	<b>(375)</b>	<b>63,771</b>	<b>46</b>
NYC Transit	43,666	43,765	(99)	43,691	74	43,880	(189)	43,877	3
Long Island Rail Road	5,933	6,057	(124)	6,121	(64)	6,142	(21)	6,082	60
Metro-North Railroad	5,450	5,474	(24)	5,527	(53)	5,692	(165)	5,709	(17)
Bridges & Tunnels	1,776	1,766	10	1,766	0	1,766	0	1,766	0
Headquarters	1,414	1,418	(4)	1,420	(2)	1,420	0	1,420	0
Long Island Bus	1,139	1,139	0	1,139	0	1,139	0	1,139	0
Staten Island Railway	283	283	0	283	0	283	0	283	0
Capital Construction Company	0	0	0	0	0	0	0	0	0
Bus Company	3,455	3,495	(40)	3,495	0	3,495	0	3,495	0
<b>Reimbursable</b>	<b>6,919</b>	<b>7,298</b>	<b>(379)</b>	<b>6,985</b>	<b>313</b>	<b>6,803</b>	<b>182</b>	<b>6,703</b>	<b>100</b>
NYC Transit	5,403	5,529	1,496	5,222	307	5,028	194	4,928	100
Long Island Rail Road	654	850	850	844	6	856	(12)	856	0
Metro-North Railroad	611	647	647	647	0	647	0	647	0
Bridges & Tunnels	52	53	(1)	53	0	53	0	53	0
Headquarters	36	36	0	36	0	36	0	36	0
Long Island Bus	14	14	0	14	0	14	0	14	0
Staten Island Railway	3	3	0	3	0	3	0	3	0
Capital Construction Company	142	150	(8)	150	0	150	0	150	0
Bus Company	4	16	(12)	16	0	16	0	16	0
<b>Total Full-Time</b>	<b>69,702</b>	<b>70,369</b>	<b>(667)</b>	<b>70,116</b>	<b>253</b>	<b>70,309</b>	<b>(193)</b>	<b>70,163</b>	<b>146</b>
NYC Transit	48,850	49,082	(232)	48,716	366	48,711	5	48,608	103
Long Island Rail Road	6,587	6,907	(320)	6,965	(58)	6,998	(33)	6,938	60
Metro-North Railroad	6,056	6,116	(60)	6,169	(53)	6,334	(165)	6,351	(17)
Bridges & Tunnels	1,828	1,819	9	1,819	0	1,819	0	1,819	0
Headquarters	1,450	1,454	(4)	1,456	(2)	1,456	0	1,456	0
Long Island Bus	1,044	1,044	0	1,044	0	1,044	0	1,044	0
Staten Island Railway	286	286	0	286	0	286	0	286	0
Capital Construction Company	14								

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2008 - 2011**  
**Year to Year Changes for Positions by Function and Agency**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents**

FUNCTION/DEPARTMENT	2007	2008	Change 2008- 2007	2009	Change 2009- 2008	2010	Change 2010-2009	2011	Change 2011-2010
<b>Administration</b>	<b>4,876</b>	<b>4,956</b>	<b>(80)</b>	<b>4,946</b>	<b>10</b>	<b>4,936</b>	<b>10</b>	<b>4,936</b>	<b>0</b>
NYC Transit	2,327	2,318	9	2,303	15	2,291	12	2,290	1
Long Island Rail Road	684	717	(33)	720	(3)	722	(2)	723	(1)
Metro-North Railroad	732	746	(14)	746	0	746	0	746	0
Bridges & Tunnels	146	144	2	144	0	144	0	144	0
Headquarters	681	684	(3)	686	(2)	686	0	686	0
Long Island Bus	96	96	0	96	0	96	0	96	0
Staten Island Railway	31	31	0	31	0	31	0	31	0
Capital Construction Company	54	55	(1)	55	0	55	0	55	0
Bus Company	125	165	(40)	165	0	165	0	165	0
<b>Operations</b>	<b>31,107</b>	<b>31,175</b>	<b>(68)</b>	<b>31,073</b>	<b>102</b>	<b>31,068</b>	<b>5</b>	<b>31,071</b>	<b>(3)</b>
NYC Transit	23,283	23,306	(23)	23,192	114	23,121	71	23,107	14
Long Island Rail Road	2,060	2,073	(13)	2,073	0	2,073	0	2,073	0
Metro-North Railroad	1,803	1,827	(24)	1,839	(12)	1,905	(66)	1,922	(17)
Bridges & Tunnels	792	800	(8)	800	0	800	0	800	0
Headquarters	0	0	0	0	0	0	0	0	0
Long Island Bus	777	777	0	777	0	777	0	777	0
Staten Island Railway	94	94	0	94	0	94	0	94	0
Capital Construction Company	0	0	0	0	0	0	0	0	0
Bus Company	2,298	2,298	0	2,298	0	2,298	0	2,298	0
<b>Maintenance</b>	<b>30,357</b>	<b>30,842</b>	<b>(485)</b>	<b>30,692</b>	<b>150</b>	<b>30,901</b>	<b>(209)</b>	<b>30,755</b>	<b>146</b>
NYC Transit	21,353	21,560	(207)	21,307	253	21,386	(79)	21,301	85
Long Island Rail Road	3,764	4,017	(253)	4,079	(62)	4,110	(31)	4,049	61
Metro-North Railroad	3,411	3,433	(22)	3,474	(41)	3,573	(99)	3,573	0
Bridges & Tunnels	392	395	(3)	395	0	395	0	395	0
Headquarters	0	0	0	0	0	0	0	0	0
Long Island Bus	261	261	0	261	0	261	0	261	0
Staten Island Railway	161	161	0	161	0	161	0	161	0
Capital Construction Company	0	0	0	0	0	0	0	0	0
Bus Company	1,015	1,015	0	1,015	0	1,015	0	1,015	0
<b>Engineering/Capital</b>	<b>2,003</b>	<b>2,043</b>	<b>(40)</b>	<b>2,036</b>	<b>7</b>	<b>2,036</b>	<b>0</b>	<b>2,036</b>	<b>0</b>
NYC Transit	1,504	1,504	0	1,504	0	1,504	0	1,504	0
Long Island Rail Road	79	100	(21)	93	7	93	0	93	0
Metro-North Railroad	115	115	0	115	0	115	0	115	0
Bridges & Tunnels	190	190	0	190	0	190	0	190	0
Headquarters	0	0	0	0	0	0	0	0	0
Long Island Bus	16	16	0	16	0	16	0	16	0
Staten Island Railway	0	0	0	0	0	0	0	0	0
Capital Construction Company	88	95	(7)	95	0	95	0	95	0
Bus Company	11	23	(12)	23	0	23	0	23	0
<b>Public Safety</b>	<b>1,692</b>	<b>1,679</b>	<b>13</b>	<b>1,680</b>	<b>(1)</b>	<b>1,679</b>	<b>1</b>	<b>1,676</b>	<b>3</b>
NYC Transit	602	606	(4)	607	(1)	606	1	603	3
Long Island Rail Road	0	0	0	0	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0	0	0	0	0
Bridges & Tunnels	308	290	18	290	0	290	0	290	0
Headquarters	769	770	(1)	770	0	770	0	770	0
Long Island Bus	3	3	0	3	0	3	0	3	0
Staten Island Railway	0	0	0	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0	0	0	0
Bus Company	10	10	0	10	0	10	0	10	0

**Metropolitan Transportation Authority**  
**November Financial Plan 2008 - 2011**  
**Year to Year Changes for Positions by Function and Occupational Group**  
**Baseline Total Full-time Positions and Full-time Equivalents**

FUNCTION/OCCUPATIONAL GROUP	2007	2008	Change 2008-2007	2009	Change 2009-2008	2010	Change 2010-2009	2011	Change 2011-2010
<b>Administration</b>									
Managers/Supervisors	1,721	1,759	(38)	1,758	1	1,753	5	1,752	1
Professional, Technical, Clerical	3,093	3,135	(42)	3,126	9	3,121	5	3,122	(1)
Operational Hourlies	62	62	-	62	-	62	-	62	-
Total Administration	4,876	4,956	(80)	4,946	10	4,936	10	4,936	-
<b>Operations</b>									
Managers/Supervisors	3,286	3,329	(43)	3,272	57	3,257	15	3,251	6
Professional, Technical, Clerical	1,263	1,132	131	1,126	6	1,139	(13)	1,139	-
Operational Hourlies	26,558	26,714	(156)	26,675	39	26,672	3	26,681	(9)
Total Operations	31,107	31,175	(68)	31,073	102	31,068	5	31,071	(3)
<b>Maintenance</b>									
Managers/Supervisors	4,823	4,927	(104)	4,907	20	4,913	(6)	4,890	23
Professional, Technical, Clerical	2,595	2,635	(40)	2,595	40	2,578	17	2,562	16
Operational Hourlies	22,939	23,280	(341)	23,190	90	23,410	(220)	23,303	107
Total Maintenance	30,357	30,842	(485)	30,692	150	30,901	(209)	30,755	146
<b>Engineering/Capital</b>									
Managers/Supervisors	489	518	(29)	512	6	512	-	512	-
Professional, Technical, Clerical	1,512	1,523	(11)	1,522	1	1,522	-	1,522	-
Operational Hourlies	2	2	-	2	-	2	-	2	-
Total Engineering/Capital	2,003	2,043	(40)	2,036	7	2,036	-	2,036	-
<b>Public Safety</b>									
Managers/Supervisors	174	175	(1)	172	3	171	1	170	1
Professional, Technical, Clerical	185	187	(2)	186	1	186	-	184	2
Operational Hourlies	1,333	1,317	16	1,322	(5)	1,322	-	1,322	-
Total Public Safety	1,692	1,679	13	1,680	(1)	1,679	1	1,676	3
<b>Baseline Total Positions</b>									
Managers/Supervisors	10,493	10,708	(215)	10,621	87	10,606	15	10,575	31
Professional, Technical, Clerical	8,648	8,612	36	8,555	57	8,546	9	8,529	17
Operational Hourlies	50,894	51,375	(481)	51,251	124	51,468	(217)	51,370	98
Baseline Total Positions	70,035	70,695	(660)	70,427	268	70,620	(193)	70,474	146

## **POSITIONS (Headcount)**

This section examines Plan-to-Plan baseline position changes. Headcount assumptions of policy and gap closing actions are not included in this section.

### **Plan-to-Plan (2007)**

MTA Consolidated baseline positions of 70,035 are 514 higher than the July Mid-Year Forecast. Non-Reimbursable positions are forecast to increase by 600 and Reimbursable positions to decrease by 86. Total positions increase by 487 at NYCT, 18 at B&T, 6 at LIRR and 4 at MNR. Position increases in Maintenance (+442), Administration (+216), and Public Safety (+34), are partially offset by reductions in Operations (-164) and Engineering (-14). Most of the change in Administration and Operations occurs in MNR, and is due to a reclassification of 186 positions related to the customer service – ticket selling function, from Operations to Administration.

NYCT's increase is made up of an increase of 506 Non-Reimbursable positions and a decrease of 19 Reimbursable positions. Positions increase primarily in Maintenance (+451), Public Safety (+16), and Operations (+11). The Non-Reimbursable increase is primarily due to an increase of 482 positions in support of the Safety and Customer Satisfaction Pilot Programs. Of this, 236 positions are for cleaning subway cars, stations and tracks; 150 positions are for employee facility rehabilitation, 77 are for car and bus quality control, 15 are for security, and 4 are for support.

B&T's increase is made up entirely of Non-Reimbursable positions and results from a delay in implementation of a facility-based security system. Because of this, a planned reduction of 18 positions in 2007 will not occur until 2008.

### **Plan-to-Plan (2008)**

Baseline positions are increasing by 962 compared with the July Plan. Non-Reimbursable positions increase by 572 and Reimbursable by 390. Positions increase by 743 at NYCT, 202 at the LIRR, 9 at MNR and 8 at B&T.

NYCT's increase is made up of 405 Non-Reimbursable and 338 Reimbursable positions. Positions increase in Maintenance (+599), Operations (+128) and Public Safety (+27), and decrease in Administration (-11). Most of the Non-Reimbursable increase is due to Safety and Customer Satisfaction Pilot Programs (+523), partially offset by departmental savings of 120 positions. Of this, 236 positions are for cleaning subway cars, stations and tracks; 150 positions are for employee facility rehabilitation, 119 are for car and bus quality control, 15 are for security, and 3 are for elevator and escalator maintenance.

LIRR's increase is made up of 188 Non-Reimbursable and 14 Reimbursable positions. Positions increase in Maintenance (+165), Administration (+32), and Operations (+5). Non-Reimbursable position increases are primarily due to initiatives such as gap



mitigation and monitoring, tree trimming, bridge maintenance, communications, the Maintenance of Equipment apprenticeship program, and the East Side Access Readiness group.

#### Plan-to-Plan (2009 – 2011)

When compared with the Mid-Year Forecast, positions are higher in each of the out-years: by 831 in 2009, 873 in 2010, and 689 in 2011. Positions increase in 2009 at NYCT (+568), the LIRR (+248), B&T (+8), and MNR (+7).

Most of the Plan-to-Plan increases over the period are due to the expansion of service and maintenance programs. NYCT's increase in 2009 and the out-years reflects a continuation of the Safety and Customer Satisfaction Programs started in 2008 (+523 positions), partially offset by departmental savings of 160 positions in 2009, 120 positions in 2010, and 93 positions in 2011. The LIRR's increase in 2009 and the out-years is primarily due to a continuation of the 2008 initiatives (listed above), as well as an expansion of the Maintenance of Equipment apprenticeship program, increased work related to the low adhesion strategy, new IT and Engineering initiatives, East Side Access work, and an increase in the annual Track program.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2008 - 2011**  
**Baseline Change Between Plans 2007 July Financial Plan vs. 2007 November Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Agency**

	<b>Favorable/(Unfavorable) Variance</b>				
<b>Category</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b><i>Baseline Total Positions</i></b>	<b>(514)</b>	<b>(962)</b>	<b>(831)</b>	<b>(873)</b>	<b>(689)</b>
NYC Transit	(487)	(743)	(568)	(560)	(437)
Long Island Rail Road	(6)	(202)	(248)	(298)	(237)
Metro-North Railroad	(4)	(9)	(7)	(7)	(7)
Bridges & Tunnels	(18)	(8)	(8)	(8)	(8)
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<b><i>Non-Reimbursable</i></b>	<b>(600)</b>	<b>(572)</b>	<b>(497)</b>	<b>(623)</b>	<b>(527)</b>
NYC Transit	(506)	(405)	(294)	(392)	(357)
Long Island Rail Road	(77)	(188)	(226)	(254)	(193)
Metro-North Railroad	1	29	31	31	31
Bridges & Tunnels	(18)	(8)	(8)	(8)	(8)
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<b><i>Reimbursable</i></b>	<b>86</b>	<b>286</b>	<b>(334)</b>	<b>(250)</b>	<b>(162)</b>
NYC Transit	19	338	(274)	(168)	(80)
Long Island Rail Road	72	(14)	(22)	(44)	(44)
Metro-North Railroad	(5)	(38)	(38)	(38)	(38)
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<b><i>Total Full-Time</i></b>	<b>(514)</b>	<b>(965)</b>	<b>(849)</b>	<b>(891)</b>	<b>(707)</b>
NYC Transit	(487)	(746)	(586)	(578)	(455)
Long Island Rail Road	(6)	(202)	(248)	(298)	(237)
Metro-North Railroad	(4)	(9)	(7)	(7)	(7)
Bridges & Tunnels	(18)	(8)	(8)	(8)	(8)
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<b><i>Total Full-Time-Equivalents</i></b>	<b>(0)</b>	<b>3</b>	<b>18</b>	<b>18</b>	<b>18</b>
NYC Transit	0	3	18	18	18
Long Island Rail Road	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	(0)	(0)	(0)	(0)	(0)
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2008 - 2011**  
**Baseline Change Between Plans 2007 July Financial Plan vs. 2007 November Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**

	<b>Favorable/(Unfavorable) Variance</b>				
<b>Function</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Administration</b>	<b>(216)</b>	<b>(217)</b>	<b>(201)</b>	<b>(206)</b>	<b>(205)</b>
NYC Transit	(9)	11	27	29	30
Long Island Rail Road	(12)	(32)	(32)	(39)	(39)
Metro-North Railroad	(195)	(196)	(196)	(196)	(196)
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<b>Operations</b>	<b>164</b>	<b>35</b>	<b>99</b>	<b>151</b>	<b>158</b>
NYC Transit	(11)	(128)	(64)	(12)	(5)
Long Island Rail Road	(11)	(5)	(5)	(5)	(5)
Metro-North Railroad	186	176	176	176	176
Bridges & Tunnels	0	(8)	(8)	(8)	(8)
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<b>Maintenance</b>	<b>(442)</b>	<b>(753)</b>	<b>(702)</b>	<b>(791)</b>	<b>(617)</b>
NYC Transit	(451)	(599)	(504)	(550)	(437)
Long Island Rail Road	4	(165)	(211)	(254)	(193)
Metro-North Railroad	5	11	13	13	13
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<b>Engineering/Capital</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
NYC Transit	0	0	0	0	0
Long Island Rail Road	14	0	0	0	0
Metro-North Railroad	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<b>Public Safety</b>	<b>(34)</b>	<b>(27)</b>	<b>(27)</b>	<b>(27)</b>	<b>(25)</b>
NYC Transit	(16)	(27)	(27)	(27)	(25)
Long Island Rail Road	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0
Bridges & Tunnels	(18)	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0

**Metropolitan Transportation Authority**  
**November Financial Plan 2008 - 2011**  
**Baseline Change Between Plans 2007 July Financial Plan vs. 2007 November Financial Plan**  
**Full-time Positions and Full-time Equivalents by Occupational Group and Agency**

Favorable/(Unfavorable) Variance					
FUNCTION/OCCUPATIONAL GROUP	2007	2008	2009	2010	2011
<b>Administration</b>					
Managers/Supervisors	(20)	(43)	(43)	(40)	(39)
Professional, Technical, Clerical	(167)	(145)	(129)	(137)	(137)
Operational Hourlies	(29)	(29)	(29)	(29)	(29)
Total Administration	(216)	(217)	(201)	(206)	(205)
<b>Operations</b>					
Managers/Supervisors	(12)	(7)	8	19	18
Professional, Technical, Clerical	11	154	155	153	153
Operational Hourlies	165	(112)	(64)	(21)	(13)
Total Operations	164	35	99	151	158
<b>Maintenance</b>					
Managers/Supervisors	(94)	(155)	(136)	(146)	(129)
Professional, Technical, Clerical	4	(44)	(27)	(24)	(2)
Operational Hourlies	(353)	(554)	(539)	(621)	(486)
Total Maintenance	(442)	(753)	(702)	(791)	(617)
<b>Engineering/Capital</b>					
Managers/Supervisors	13	(2)	(2)	(2)	(2)
Professional, Technical, Clerical	1	2	2	2	2
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	14	-	-	-	-
<b>Public Safety</b>					
Managers/Supervisors	(14)	(16)	(16)	(16)	(15)
Professional, Technical, Clerical	(2)	(4)	(4)	(4)	(3)
Operational Hourlies	(18)	(7)	(7)	(7)	(7)
Total Public Safety	(34)	(27)	(27)	(27)	(25)
<b>Baseline Total Positions</b>					
Managers/Supervisors	(127)	(223)	(189)	(186)	(167)
Professional, Technical, Clerical	(153)	(37)	(3)	(10)	13
Operational Hourlies	(235)	(702)	(639)	(678)	(535)
Baseline Total Positions	(514)	(962)	(831)	(873)	(689)

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## **Status of 2007 Agency PEGs and Policy Actions**

## **STATUS OF THE 2007 PEGs**

As reflected on the chart below, the February Plan included within its baseline, 2007 Program to Eliminate the GAP (PEG) savings of \$40 million and 227 positions in 2007. Savings remain virtually flat over the Financial Plan period, with dollar savings in 2011 of \$39 million and 230 positions. In the July Plan the value of these PEGs was slightly reduced by \$0.3 million and 2 positions in 2007, and by \$0.6 million in 2008. The LIRR reduced PEG savings in one year (2007) by \$0.3 million. B&T's PEG savings were reduced in 2007 by \$0.03 million and 2 positions and by \$0.05 million in 2008. Lastly, PEG savings for SIR were reduced in 2008 only (\$0.5 million) due to a one-year delay in implementing fare collection at the Tomkinsville station.

Re-estimates included in the November Plan resulted in reductions of \$6 million and 18 positions in 2007, \$4 million in both 2008 and 2009, and \$5 million and in both 2010 and 2011. Position reductions were also re-estimated downward by 111 in 2008, and 110 in each of the remaining Plan years. Most of the reduction in PEG savings is due to a re-estimate of planned savings associated with NYCT's Availability Improvement PEG, and a one-year delay in implementing B&T's Operations Department headcount reduction PEG.

Summary of the 2007 PEG Program (\$ in millions)						
	February Plan		July Plan		November Plan	
	Positions	Dollars	Positions	Dollars	Positions	Dollars
2007	228	\$40	226	\$40	208	\$34
2008	230	\$38	230	\$37	119	\$33
2009	230	\$39	230	\$39	120	\$35
2010	230	\$39	230	\$39	120	\$34
2011	230	\$39	230	\$39	120	\$34

In addition to the 2007 PEG Program re-estimates listed above, the November Financial Plan included re-estimates to the 2006 and 2005 PEG Programs. Elimination of NYCT's "Implement Disease Management Program" (2006 PEG) reduced PEG savings by \$1 million in each year. NYCT also reduced planned savings for "Automated Train Supervision (ATS) – Field Staff Reduction" (2005 PEG) by \$.06 million and 9 positions in 2008, \$3.6 million and 18 positions in 2009, \$.5 million in 2010 and \$.02 million in 2011.

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### **III. Other MTA Consolidated Materials-Baseline**

# METROPOLITAN TRANSPORTATION AUTHORITY

## November Financial Plan 2008 - 2011

### MTA Consolidated Statement Of Operations By Category

(\$ in millions)

Line							
No.							
7	<b>Non-Reimbursable</b>						
8							
9		<b>2006</b>	<b>2007</b>	<b>2008</b>			
10		<b>Actual</b>	<b>Forecast</b>	<b>Final Proposed</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
11	<b>Operating Revenue</b>						
12	Farebox Revenue	\$3,840	\$3,974	\$4,042	\$4,085	\$4,129	\$4,175
13	Toll Revenue	1,242	1,249	1,251	1,246	1,248	1,251
14	Other Revenue	467	475	479	500	521	548
15	Capital and Other Reimbursements	0	0	0	0	0	0
16	<b>Total Operating Revenue</b>	<b>\$5,548</b>	<b>\$5,698</b>	<b>\$5,772</b>	<b>\$5,831</b>	<b>\$5,897</b>	<b>\$5,974</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$3,676	\$3,856	\$4,099	\$4,194	\$4,300	\$4,384
20	Overtime	437	466	440	446	455	463
21	Health & Welfare	839	901	1,035	1,134	1,247	1,364
22	Pensions	600	779	871	870	844	827
23	Other-Fringe Benefits	398	415	431	444	459	470
24	Reimbursable Overhead	(260)	(283)	(299)	(302)	(298)	(300)
25	<b>Sub-total Labor Expenses</b>	<b>\$5,690</b>	<b>\$6,135</b>	<b>\$6,576</b>	<b>\$6,785</b>	<b>\$7,006</b>	<b>\$7,207</b>
26							
27	<b>Non-Labor Expenses:</b>						
28	Traction and Propulsion Power	278	315	318	344	400	423
29	Fuel for Buses and Trains	178	182	222	203	203	203
30	Insurance	45	54	52	59	68	76
31	Claims	80	154	149	155	161	162
32	Paratransit Service Contracts	184	225	271	308	357	432
33	Maintenance and Other Operating Contracts	534	558	639	637	663	667
34	Professional Service Contracts	179	222	239	239	240	239
35	Materials & Supplies	453	549	568	609	634	635
36	Other Business Expenses	157	157	162	166	168	171
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,087</b>	<b>\$2,415</b>	<b>\$2,619</b>	<b>\$2,719</b>	<b>\$2,894</b>	<b>\$3,009</b>
38							
39	<b>Other Expense Adjustments:</b>						
40	Other	(\$16)	(\$20)	(\$15)	(\$17)	(\$10)	(\$11)
41	General Reserve	0	38	75	75	75	75
42	<b>Sub-total Other Expense Adjustments</b>	<b>(\$16)</b>	<b>\$17</b>	<b>\$60</b>	<b>\$58</b>	<b>\$65</b>	<b>\$64</b>
43							
44	<b>Total Operating Expense before Depreciation and OPEB</b>	<b>\$7,761</b>	<b>\$8,567</b>	<b>\$9,255</b>	<b>\$9,562</b>	<b>\$9,965</b>	<b>\$10,280</b>
45							
46	Depreciation	\$1,605	\$1,681	\$1,777	\$1,876	\$1,976	\$2,060
47	Other Post Employment Benefits	0	1,259	1,318	1,377	1,435	1,494
48	<b>Total Operating Expense</b>	<b>\$9,366</b>	<b>\$11,507</b>	<b>\$12,350</b>	<b>\$12,815</b>	<b>\$13,376</b>	<b>\$13,834</b>
49							
50	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,818)</b>	<b>(\$5,809)</b>	<b>(\$6,578)</b>	<b>(\$6,984)</b>	<b>(\$7,478)</b>	<b>(\$7,860)</b>
51							
52	Dedicated Taxes and State/Local Subsidies	4,174	\$4,414	\$4,128	\$4,210	\$4,193	\$4,336
53	Debt Service (excludes Service Contract Bonds)	(1,310)	(1,714)	(1,529)	(1,432)	(1,869)	(2,006)
54							
55	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$954)</b>	<b>(\$3,109)</b>	<b>(\$3,979)</b>	<b>(\$4,206)</b>	<b>(\$5,154)</b>	<b>(\$5,530)</b>
56							
57	Conversion to Cash Basis: Depreciation	\$1,605	\$1,681	\$1,777	\$1,876	\$1,976	\$2,060
58	Conversion to Cash Basis: OPEB	0	1,259	1,318	1,377	1,435	1,494
59	Conversion to Cash Basis: GASB Account	(234)	(79)	(59)	(63)	(65)	(68)
60	Conversion to Cash Basis: All Other	(62)	(61)	172	(110)	(18)	(25)
61							
62	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>\$355</b>	<b>(\$309)</b>	<b>(\$770)</b>	<b>(\$1,126)</b>	<b>(\$1,827)</b>	<b>(\$2,070)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## November Financial Plan 2008 - 2011

### MTA Consolidated Statement Of Operations By Category

(\$ in millions)

Line Number						
7	Reimbursable					
8						
9		2006	2007	2008		
10		Actual	November Forecast	Final Proposed Budget	2009	2010
10	<b>Operating Revenue</b>					2011
11	Farebox Revenue	\$0	\$0	\$0	\$0	\$0
12	Toll Revenue	0	0	0	0	0
13	Other Revenue	0	0	0	0	0
14	Capital and Other Reimbursements	1,149	1,270	1,385	1,346	1,323
15	<b>Total Operating Revenue</b>	<b>\$1,149</b>	<b>\$1,270</b>	<b>\$1,385</b>	<b>\$1,346</b>	<b>\$1,323</b>
16						
17	<b>Operating Expense</b>					
18	<b>Labor Expenses:</b>					
19	Payroll	\$436	\$463	\$517	\$518	\$511
20	Overtime	96	103	91	88	90
21	Health & Welfare	40	44	51	55	59
22	Pensions	34	45	47	43	42
23	Other-Fringe Benefits	107	113	126	125	123
24	Reimbursable Overhead	257	282	299	302	299
25	<b>Sub-total Labor Expenses</b>	<b>\$971</b>	<b>\$1,049</b>	<b>\$1,130</b>	<b>\$1,131</b>	<b>\$1,124</b>
26						
27	<b>Non-Labor Expenses:</b>					
28	Traction and Propulsion Power	\$0	\$0	\$0	\$0	\$0
29	Fuel for Buses and Trains	0	0	0	0	0
30	Insurance	5	6	7	7	7
31	Claims	0	0	0	0	0
32	Paratransit Service Contracts	0	0	0	0	0
33	Maintenance and Other Operating Contracts	61	65	81	85	75
34	Professional Service Contracts	23	38	67	33	33
35	Materials & Supplies	89	109	97	88	83
36	Other Business Expenses	(1)	3	3	3	2
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$178</b>	<b>\$220</b>	<b>\$255</b>	<b>\$216</b>	<b>\$200</b>
38						
39	<b>Other Expense Adjustments:</b>					
40	Other	\$0	\$0	\$0	\$0	\$0
41	<b>Sub-total Other Expense Adjustments</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
42						
43	<b>Total Operating Expense</b>	<b>\$1,149</b>	<b>\$1,270</b>	<b>\$1,385</b>	<b>\$1,346</b>	<b>\$1,323</b>
44						
45	<b>Baseline Surplus/(Deficit)</b>	<b>(\$0)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2008 - 2011**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line Number	Non-Reimbursable / Reimbursable	2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
7							
8							
9							
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$3,840	\$3,974	\$4,042	\$4,085	\$4,129	\$4,175
12	Toll Revenue	1,242	1,249	1,251	1,246	1,248	1,251
13	Other Revenue	467	475	479	500	521	548
14	Capital and Other Reimbursements	1,149	1,270	1,385	1,346	1,323	1,343
15	<b>Total Operating Revenue</b>	<b>\$6,697</b>	<b>\$6,968</b>	<b>\$7,157</b>	<b>\$7,177</b>	<b>\$7,221</b>	<b>\$7,316</b>
16							
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,112	\$4,319	\$4,616	\$4,711	\$4,811	\$4,898
20	Overtime	533	569	531	535	544	554
21	Health & Welfare	879	945	1,085	1,188	1,306	1,429
22	Pensions	635	824	917	913	886	870
23	Other-Fringe Benefits	505	529	557	569	582	593
24	Reimbursable Overhead	(3)	(0)	0	(0)	1	1
25	<b>Sub-total Labor Expenses</b>	<b>\$6,661</b>	<b>\$7,184</b>	<b>\$7,706</b>	<b>\$7,916</b>	<b>\$8,130</b>	<b>\$8,346</b>
26							
27	<b>Non-Labor Expenses:</b>						
28	Traction and Propulsion Power	\$278	\$315	\$318	\$344	\$400	\$423
29	Fuel for Buses and Trains	178	182	222	203	203	203
30	Insurance	50	60	58	66	75	84
31	Claims	80	154	149	155	161	162
32	Paratransit Service Contracts	184	225	271	308	357	432
33	Maintenance and Other Operating Contracts	595	623	720	722	738	744
34	Professional Service Contracts	202	259	306	272	273	271
35	Materials & Supplies	542	657	665	696	716	721
36	Other Business Expenses	156	160	165	168	170	173
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,265</b>	<b>\$2,635</b>	<b>\$2,874</b>	<b>\$2,934</b>	<b>\$3,094</b>	<b>\$3,213</b>
38							
39	<b>Other Expense Adjustments:</b>						
40	Other	(\$16)	(\$20)	(\$15)	(\$17)	(\$10)	(\$11)
41	General Reserve	0	38	75	75	75	75
42	<b>Sub-total Other Expense Adjustments</b>	<b>(\$16)</b>	<b>\$17</b>	<b>\$60</b>	<b>\$58</b>	<b>\$65</b>	<b>\$64</b>
43							
44	<b>Total Operating Expense Before Depreciation</b>	<b>\$8,909</b>	<b>\$9,837</b>	<b>\$10,639</b>	<b>\$10,908</b>	<b>\$11,288</b>	<b>\$11,623</b>
45							
46	Depreciation	\$1,605	\$1,681	\$1,777	\$1,876	\$1,976	\$2,060
47	Other Post Employment Benefits	0	1,259	1,318	1,377	1,435	1,494
48							
49	<b>Total Operating Expense</b>	<b>\$10,515</b>	<b>\$12,777</b>	<b>\$13,735</b>	<b>\$14,161</b>	<b>\$14,699</b>	<b>\$15,177</b>
50							
51	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,818)</b>	<b>(\$5,809)</b>	<b>(\$6,578)</b>	<b>(\$6,984)</b>	<b>(\$7,478)</b>	<b>(\$7,860)</b>
52							
53	Dedicated Taxes and State/Local Subsidies	\$4,174	\$4,414	\$4,128	\$4,210	\$4,193	\$4,336
54	Debt Service (excludes Service Contract Bonds)	(1,310)	(1,714)	(1,529)	(1,432)	(1,869)	(2,006)
55							
56	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$954)</b>	<b>(\$3,109)</b>	<b>(\$3,979)</b>	<b>(\$4,206)</b>	<b>(\$5,154)</b>	<b>(\$5,530)</b>
57							
58	Conversion to Cash Basis: Depreciation	\$1,605	\$1,681	\$1,777	\$1,876	\$1,976	\$2,060
59	Conversion to Cash Basis: OPEB	0	1,259	1,318	1,377	1,435	1,494
60	Conversion to Cash Basis: GASB Account	(234)	(79)	(59)	(63)	(65)	(68)
61	Conversion to Cash Basis: All Other	(62)	(61)	172	(110)	(18)	(25)
62							
63	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>\$355</b>	<b>(\$309)</b>	<b>(\$770)</b>	<b>(\$1,126)</b>	<b>(\$1,827)</b>	<b>(\$2,070)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2008 - 2011

## MTA Consolidated Cash Receipts and Expenditures

(\$ in millions)

Line Number	CASH RECEIPTS AND EXPENDITURES	2006 Actual	2007 November Forecast	2008 Final Proposed Budget	2009	2010	2011
9							
10							
11	<b>Receipts</b>						
12	Farebox Revenue	\$3,880	\$4,024	\$4,086	\$4,127	\$4,168	\$4,214
13	Other Operating Revenue	466	552	500	519	540	567
14	Capital and Other Reimbursements	1,130	1,267	1,418	1,386	1,339	1,354
15	<b>Total Receipts</b>	<b>\$5,476</b>	<b>\$5,842</b>	<b>\$6,005</b>	<b>\$6,032</b>	<b>\$6,047</b>	<b>\$6,135</b>
16							
17	<b>Expenditures</b>						
18	<u><b>Labor:</b></u>						
19	Payroll	\$3,927	\$4,199	\$4,460	\$4,536	\$4,628	\$4,711
20	Overtime	500	542	506	509	518	528
21	Health and Welfare	848	915	1,048	1,148	1,261	1,380
22	Pensions	646	967	661	905	889	868
23	Other Fringe Benefits	486	513	532	542	554	565
24	Contribution to GASB Fund	234	79	59	63	65	68
25	<b>Total Labor Expenditures</b>	<b>\$6,640</b>	<b>\$7,215</b>	<b>\$7,266</b>	<b>\$7,702</b>	<b>\$7,916</b>	<b>\$8,120</b>
26							
27	<u><b>Non-Labor:</b></u>						
28	Traction and Propulsion Power	\$254	\$347	\$318	\$344	\$400	\$423
29	Fuel for Buses and Trains	177	185	221	202	203	203
30	Insurance	48	43	54	56	64	76
31	Claims	129	134	136	134	140	143
32	Paratransit Service Contracts	163	234	271	308	357	432
33	Maintenance and Other Operating Contracts	470	506	583	586	602	615
34	Professional Service Contracts	178	241	284	252	252	250
35	Materials & Supplies	590	690	687	711	715	719
36	Other Business Expenditures	167	165	167	175	176	180
37	<b>Total Non-Labor Expenditures</b>	<b>\$2,176</b>	<b>\$2,545</b>	<b>\$2,722</b>	<b>\$2,767</b>	<b>\$2,910</b>	<b>\$3,041</b>
38							
39	<u><b>Other Expenditure Adjustments:</b></u>						
40	Other	\$47	\$62	\$75	\$70	\$71	\$74
41	General Reserve	0	38	75	75	75	75
42	<b>Total Other Expenditure Adjustments</b>	<b>\$47</b>	<b>\$100</b>	<b>\$150</b>	<b>\$145</b>	<b>\$146</b>	<b>\$149</b>
43							
44	<b>Total Expenditures</b>	<b>\$8,863</b>	<b>\$9,859</b>	<b>\$10,137</b>	<b>\$10,614</b>	<b>\$10,972</b>	<b>\$11,310</b>
45							
46	<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$3,387)</b>	<b>(\$4,017)</b>	<b>(\$4,133)</b>	<b>(\$4,582)</b>	<b>(\$4,926)</b>	<b>(\$5,175)</b>
47							
48	Dedicated Taxes and State/Local Subsidies	\$4,603	\$4,853	\$4,407	\$4,465	\$4,442	\$4,573
49	Debt Service (excludes Service Contract Bonds)	(860)	(1,145)	(1,044)	(1,009)	(1,344)	(1,467)
50							
51	Net Cash Balance from Previous Year	582	937	628	0	0	0
52							
53	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$937</b>	<b>\$628</b>	<b>(\$142)</b>	<b>(\$1,126)</b>	<b>(\$1,827)</b>	<b>(\$2,070)</b>
50							
51	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>\$355</b>	<b>(\$309)</b>	<b>(\$770)</b>	<b>(\$1,126)</b>	<b>(\$1,827)</b>	<b>(\$2,070)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2008 - 2011**  
**Cash Conversion Detail**  
(\$ in millions)

	<b>2006</b>	<b>2007</b>	<b>2008</b>			
	<b>Actual</b>	<b>November</b>	<b>Final Proposed</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
		<b>Forecast</b>	<b>Budget</b>			
<b><u>Depreciation</u></b>						
New York City Transit	\$1,012	\$1,065	\$1,134	\$1,204	\$1,274	\$1,344
Metro-North Railroad	199	214	223	233	243	253
Long Island Rail Road	286	274	277	287	303	301
MTA Bus Company	15	26	36	39	42	44
MTA Headquarters	29	28	30	31	28	26
Staten Island Railway	7	10	10	10	10	10
Bridges & Tunnels	58	62	67	71	76	82
<i>Sub-Total</i>	<i>1,605</i>	<i>1,681</i>	<i>1,777</i>	<i>1,876</i>	<i>1,976</i>	<i>2,060</i>
<b><u>Other Post Employment Benefits</u></b>						
New York City Transit	\$0	\$963	\$1,010	\$1,055	\$1,099	\$1,145
Metro-North Railroad	0	49	51	53	55	56
Long Island Rail Road	0	74	74	75	75	76
MTA Bus Company	0	48	50	52	54	56
MTA Headquarters	0	58	61	64	67	70
Bridges & Tunnels	0	60	63	66	69	72
Long Island Bus	0	5	5	5	5	5
Staten Island Railway	0	2	5	8	11	13
<i>Sub-Total</i>	<i>0</i>	<i>1,259</i>	<i>1,318</i>	<i>1,377</i>	<i>1,435</i>	<i>1,494</i>
<b><u>Operating</u></b>						
New York City Transit	(194)	68	53	39	2	(1)
Metro-North Railroad	24	(88)	(26)	(12)	(16)	(20)
Long Island Rail Road	(20)	(17)	(25)	(11)	(10)	(11)
MTA Bus Company	(1)	5	(3)	(3)	(4)	(4)
MTA Headquarters	1	(9)	(4)	(11)	(11)	(11)
Long Island Bus	5	(8)	0	(2)	1	1
Staten Island Railway	(0)	(0)	(0)	(0)	(0)	(0)
First Mutual Transportation Assurance Company	(10)	(14)	(18)	(18)	(19)	(23)
Other	0	(191)	231	16	18	18
<i>Sub-Total</i>	<i>(193)</i>	<i>(254)</i>	<i>208</i>	<i>(2)</i>	<i>(39)</i>	<i>(51)</i>
<b><u>Subsidies</u></b>						
New York City Transit	110	77	(19)	(26)	25	25
Commuter Railroads	(137)	68	28	27	30	30
Headquarters	(80)	(38)	(104)	(172)	(99)	(98)
Long Island Bus	4	8	0	0	0	0
Staten Island Railway	(1)	0	0	0	0	0
<i>Sub-Total</i>	<i>(103)</i>	<i>114</i>	<i>(95)</i>	<i>(171)</i>	<i>(44)</i>	<i>(42)</i>
<b>Total Cash Conversion</b>	<b>\$1,309</b>	<b>\$2,801</b>	<b>\$3,209</b>	<b>\$3,080</b>	<b>\$3,328</b>	<b>\$3,460</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2008 - 2011**  
**Changes Year-to-Year By Category**

Favorable/(Unfavorable)

Line Number		2007 November Forecast	Change 2007 - 2006	2008 Final Proposed Budget	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010
7	<b>Non-Reimbursable</b>										
10	<b><u>Operating Revenue</u></b>										
11	Farebox Revenue	\$3,974	\$134	\$4,042	\$68	\$4,085	\$43	\$4,129	\$44	\$4,175	\$46
12	Toll Revenue	1,249	8	1,251	1	1,246	(5)	1,248	1	1,251	3
13	Other Revenue	475	7	479	5	500	21	521	20	548	27
14	Capital and Other Reimbursements	0	0	0	0	0	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$5,698</b>	<b>\$150</b>	<b>\$5,772</b>	<b>\$74</b>	<b>\$5,831</b>	<b>\$59</b>	<b>\$5,897</b>	<b>\$66</b>	<b>\$5,974</b>	<b>\$76</b>
17	<b><u>Operating Expense</u></b>										
18	<b>Labor Expenses:</b>										
19	Payroll	\$3,856	(\$180)	\$4,099	(\$244)	\$4,194	(\$94)	\$4,300	(\$106)	\$4,384	(\$84)
20	Overtime	466	(29)	440	26	446	(6)	455	(8)	463	(8)
21	Health & Welfare	901	(62)	1,035	(133)	1,134	(99)	1,247	(113)	1,364	(118)
22	Pensions	779	(178)	871	(92)	870	0	844	27	827	17
23	Other-Fringe Benefits	415	(17)	431	(15)	444	(13)	459	(15)	470	(11)
24	Reimbursable Overhead	(283)	23	(299)	17	(302)	3	(298)	(4)	(300)	3
25	<b>Sub-total Labor Expenses</b>	<b>\$6,135</b>	<b>(\$445)</b>	<b>\$6,576</b>	<b>(\$441)</b>	<b>\$6,785</b>	<b>(\$209)</b>	<b>\$7,006</b>	<b>(\$221)</b>	<b>\$7,207</b>	<b>(\$201)</b>
27	<b>Non-Labor Expenses:</b>										
28	Traction and Propulsion Power	\$315	(\$37)	\$318	(\$3)	\$344	(\$25)	\$400	(\$56)	\$423	(\$23)
29	Fuel for Buses and Trains	182	(4)	222	(39)	203	19	203	(0)	203	(0)
30	Insurance	54	(9)	52	2	59	(7)	68	(8)	76	(9)
31	Claims	154	(74)	149	5	155	(7)	161	(6)	162	(1)
32	Paratransit Service Contracts	225	(42)	271	(46)	308	(36)	357	(50)	432	(74)
33	Maintenance and Other Operating Contracts	558	(24)	639	(81)	637	2	663	(27)	667	(4)
34	Professional Service Contracts	222	(42)	239	(17)	239	(0)	240	(1)	239	1
35	Materials & Supplies	549	(96)	568	(19)	609	(41)	634	(25)	635	(2)
36	Other Business Expenses	157	0	162	(5)	166	(4)	168	(2)	171	(3)
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,415</b>	<b>(\$328)</b>	<b>\$2,619</b>	<b>(\$204)</b>	<b>\$2,719</b>	<b>(\$100)</b>	<b>\$2,894</b>	<b>(\$176)</b>	<b>\$3,009</b>	<b>(\$115)</b>
39	<b>Other Expense Adjustments:</b>										
40	Other	(\$20)	(4)	(\$15)	5	(\$17)	(2)	(\$10)	7	(\$11)	(0)
41	General Reserve	38	(38)	75	(38)	75	0	75	0	75	0
42	<b>Sub-total Other Expense Adjustments</b>	<b>\$17</b>	<b>(\$42)</b>	<b>\$60</b>	<b>(\$33)</b>	<b>\$58</b>	<b>(\$2)</b>	<b>\$65</b>	<b>\$7</b>	<b>\$64</b>	<b>(\$0)</b>
44	<b>Total Operating Expense Before Depreciation</b>	<b>\$8,567</b>	<b>(\$806)</b>	<b>\$9,255</b>	<b>(\$688)</b>	<b>\$9,562</b>	<b>(\$307)</b>	<b>\$9,965</b>	<b>(\$403)</b>	<b>\$10,280</b>	<b>(\$315)</b>
45	Depreciation	1,681	(76)	1,777	(96)	1,876	(99)	1,976	(101)	2,060	(84)
47	<b>Total Operating Expense</b>	<b>\$10,248</b>	<b>(\$882)</b>	<b>\$11,032</b>	<b>(\$783)</b>	<b>\$11,437</b>	<b>(\$406)</b>	<b>\$11,941</b>	<b>(\$504)</b>	<b>\$12,340</b>	<b>(\$399)</b>
50	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$4,550)</b>	<b>(\$732)</b>	<b>(\$5,260)</b>	<b>(\$710)</b>	<b>(\$5,606)</b>	<b>(\$346)</b>	<b>(\$6,044)</b>	<b>(\$438)</b>	<b>(\$6,367)</b>	<b>(\$323)</b>
52	Dedicated Taxes and State/Local Subsidies	\$4,414	\$240	\$4,128	(\$286)	\$4,210	\$81	\$4,193	(\$17)	\$4,336	\$144
54	Debt Service (excludes Service Contract Bonds)	(1,714)	(404)	(1,529)	185	(1,432)	97	(1,869)	(436)	(2,006)	(137)
55	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$1,850)</b>	<b>(\$896)</b>	<b>(\$2,661)</b>	<b>(\$811)</b>	<b>(\$2,829)</b>	<b>(\$168)</b>	<b>(\$3,720)</b>	<b>(\$891)</b>	<b>(\$4,036)</b>	<b>(\$316)</b>
57	Conversion to Cash Basis: Depreciation	\$1,681	\$76	\$1,777	\$96	\$1,876	\$99	\$1,976	\$101	\$2,060	\$84
58	Conversion to Cash Basis: GASB Account	(79)	155	(59)	20	(63)	(4)	(65)	(3)	(68)	(3)
59	Conversion to Cash Basis: All Other	(61)	1	172	233	(110)	(283)	(18)	93	(25)	(8)
60	Net Cash Balance from Previous Year	937	355	628	(309)	0	(628)	0	0	0	0
61	<b>Baseline Net Cash Balance</b>	<b>\$628</b>	<b>(\$309)</b>	<b>(\$142)</b>	<b>(\$770)</b>	<b>(\$1,126)</b>	<b>(\$984)</b>	<b>(\$1,827)</b>	<b>(\$701)</b>	<b>(\$2,070)</b>	<b>(\$243)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**NOVEMBER FINANCIAL PLAN 2008-2011**  
**NON-RECURRING REVENUES AND SAVINGS - BASELINE**  
(\$ in millions)

Non-recurring revenues and savings with a value of \$1 million or more

Agency	2007 November Forecast		2008 Final Proposed Budget		2009 Plan	2010 Plan	2011 Plan
<b>Bridges &amp; Tunnels</b>	\$1.0	E-ZPass Customer Service Center - unused transition					
<b>NYCERS Pension Revision<sup>1</sup></b>	\$ 4.8	0	\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	<u>\$ 5.8</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>Long Island Bus</b>	\$ - None		\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>Long Island Rail Road</b>	None		None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>Metro-North Railroad</b>	None		\$ - None	None	\$ - None	\$ - None	\$ - None
	None		None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>Staten Island Railway</b>	\$ - None		\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>MTA Capital Construction Company</b>	\$ - None		\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>MTA Headquarters</b>	\$ - None		\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

**NOTE:**

<sup>1</sup> Savings are being used for the fund that is being set up in response to new GASB standards that require companies to account for post-retirement liability of Other Than Pension Benefits (OTFB) in their financial statements.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**NOVEMBER FINANCIAL PLAN 2008-2011**  
**NON-RECURRING REVENUES AND SAVINGS - BASELINE**  
(\$ in millions)

Non-recurring revenues and savings with a value of \$1 million or more

Agency	2007 November Forecast		2008 Final Proposed Budget		2009 Plan	2010 Plan	2011 Plan
<b>New York City Transit</b>	\$	38.7	TAB Fund Drawdown				
<b>NYCERS Pension Revision<sup>1</sup></b>	\$	120.1	New Legislation Revaluation Results in Favorable Up Front Cash Offset in Subsequent Years. <sup>1</sup>	\$ -	New Legislation Revaluation Results in Favorable Up Front Cash Offset in Subsequent Years. <sup>1</sup>	\$ -	None
<b>Subtotal</b>	\$	158.8		\$ -		\$ -	\$ -
<b>MTA Transactions</b>	\$	31.3	Unspent 2006 General Reserve	\$ -	None	\$ -	None
	\$	84.8	MRT carryover balances-reflects \$40 m of unused general reserve from 2004, MRT-1 funds made available after independent audit of MTAHQ deficit, and prior year interest earnings. This plan assumes no carryovers, except unspent 2005 General Reserve, to later years.	\$ 10.0	One-fourth of unspent General Reserve from 2005		
				\$ 16.0	Interest earnings associated with a \$200 million pension prepayment made in 2007.		
<b>Subtotal</b>	\$	116.1		\$ 26.0		\$ -	\$ -
<b>Total Non-Recurring Resources (&gt;or = \$1million)</b>	\$	280.7		\$ 26.0	\$ -	\$ -	\$ -

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

<sup>1</sup> Savings are being used for the fund that is being set up in response to new GASB standards that require companies to account for post-retirement liability of Other Than Pension Benefits (OTFB) in their financial statements.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**NOVEMBER FINANCIAL PLAN 2008- 2011**  
**MTA OPERATING BUDGET RESERVES - BASELINE**  
(\$ in millions)

	<b>2007 Final Estimate</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b><u>MTA Consolidated:</u></b>					
<i>MTA General Reserve</i>	\$38	\$75	\$75	\$75	\$75
<i>Pension Valuation Provision</i>	24	23	20	17	13
<i>Energy Fuel Prices</i>	0	22	0	0	0
<i>Contribution to GASB Fund</i>	<u>79</u>	<u>59</u>	<u>63</u>	<u>65</u>	<u>68</u>
<b>Total</b>	<b>\$141</b>	<b>\$179</b>	<b>\$158</b>	<b>\$157</b>	<b>\$156</b>
<b><u>MTA BUS:</u></b>					
<i>Position Reserve for Administration and Other Support</i>	\$0	\$2	\$2	\$2	\$2

Note: The plan includes setting aside funds to be deposited in a special GASB account. This is discussed in detail in the consolidated Agency Baseline Assumptions section.

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## **IV. MTA Capital Program Information**

**New York City Transit and Staten Island Railway**  
**2007 Commitment Summary**  
**All \$ in Millions**

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
<b>2000-2004</b>					
S40701/06	SIR: Rehabilitate Four Substation Enclosures	4.14	3.71		0.43
S40701/15	Sir: Station Security Initiatives	6.35	6.10		0.25
	<b>Element Total</b>	<b>10.49</b>	<b>9.81</b>	<b>0.00</b>	<b>0.68</b>
T40404/M2	Fare Media Phase 1	0.50	0.50		
	<b>Element Total</b>	<b>0.50</b>	<b>0.50</b>	<b>0.00</b>	<b>0.00</b>
T41203/FG	New Depots & Facilities: Charleston Annex In Staten Island	126.64	119.94	6.70	
	<b>Element Total</b>	<b>126.64</b>	<b>119.94</b>	<b>6.70</b>	<b>0.00</b>
T41204/03	Bus Rapid Transit Phase 1	1.79	0.00	1.79	
	<b>Element Total</b>	<b>1.79</b>	<b>0.00</b>	<b>1.79</b>	<b>0.00</b>
T41606/F3	Fire Alarms: 126th St Depot	1.59	1.59		
	<b>Element Total</b>	<b>1.59</b>	<b>1.59</b>	<b>0.00</b>	<b>0.00</b>
<b>2005-2009</b>					
S50701/01	Trk/switch Rehab: St.George Interlocking	0.80	0.80		
S50701/01	Trk/switch Rehab: St.george Interlocking	1.20	1.20		
S50701/02	SIR: Station Structural Repairs 4 Locations	0.60	0.15		0.45
S50701/07	New Station Construction: Arthur Kill	0.59	0.59		
S50701/08	Sir: Repair 6 Bridges And Viaduct	18.68	4.68		14.00
S50701/10	SIR: Tompkinsville Fare Collection	1.30	1.30		
	<b>Element Total</b>	<b>23.17</b>	<b>8.72</b>	<b>0.00</b>	<b>14.45</b>
T50101/02	Purchase 620 R160 'B' Div Rail Cars	1162.15	802.15	300.00	60.00
	<b>Element Total</b>	<b>1162.15</b>	<b>802.15</b>	<b>300.00</b>	<b>60.00</b>
T50302/04	Repl Integrated Farebox Unit Components	5.00	5.00		
T50302/06	Purchase 284 Hybrid Electric Buses	163.99	129.44		34.55
T50302/11	Purchase 175 Paratransit Vehicles - 2007	8.84	8.84		
	<b>Element Total</b>	<b>177.83</b>	<b>143.28</b>	<b>0.00</b>	<b>34.55</b>
T50502/07	Mainline Track Rehab (2007	155.00	0.00	133.00	22.00
T50502/08	Track Force Account (2007)	35.00	0.00		35.00
T50502/09	Welded Rail Program 2007	10.97	1.47	9.50	
T50502/10	Mainline Track Rehabilitation (2008)	1.21	0.00		1.21
	<b>Element Total</b>	<b>202.18</b>	<b>1.47</b>	<b>142.50</b>	<b>58.21</b>
T50602/09	Tunnel Lighting Rehab: Bergen Interlocking To W4 St / 6 Av Line	36.15	36.15		
T50602/10	Tunnel Lighting Rehab: Bklyn Bridge-City Hall To 33 St - Lex	0.30	0.30		
	<b>Element Total</b>	<b>36.45</b>	<b>36.45</b>	<b>0.00</b>	<b>0.00</b>
T50902/	Jay St Substation: Dc Feeders / CBH#579	0.84	0.84		
T50902/01	Repl Power Transfmrs, 73rd St	2.42	2.42		
T50902/01	Substation Equipment:: Repl Power Transformers, 2 Locs	12.79	12.79		
T50902/05	Substations Rehab: Dyckman Substation	32.69	12.69	20.00	
T50902/06	Substations: Rockwell Place Substation: Power Equipmnt	20.52	20.52		
T50902/09	Rehab 3 IRT Substation Enclosures	0.15	0.15		
T50902/10	Substations (ind): So Railroad Ave Ind/queens Line	1.10	1.10		
T50902/11	Substations: Meserole Av Ind/crosstown Line	20.17	20.17		
T50902/12	Underground SS Hatchways (27 Locs)	0.70	0.70		
T50902/12	Underground Substation Hatchways (5 Locs)	1.75	1.75		
T50902/16	Modernize Greeley Substation	0.71	0.71		
T50902/17	Repl DC Feeder Systems At 3 IND Substations	0.20	0.20		
	<b>Element Total</b>	<b>94.04</b>	<b>74.04</b>	<b>20.00</b>	<b>0.00</b>

**New York City Transit and Staten Island Railway**  
**2007 Commitment Summary**  
**All \$ in Millions**

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
T51102/02	Yard Rehabilitation: Portal, Leads & Retaining Wall 38th St Yard	0.36	0.36		
T51102/02	Portal, Leads & Retaining Wall 38st Yard	0.50	0.50		
T51102/04	Yard Rehabilitation: Yard CCCTV	0.30	0.30		
T51102/10	Yard Hydrants: 14 Locations	0.96	0.96		
T51102/11	Yard Perimeter Survey	1.00	1.00		
	<b>Element Total</b>	<b>3.12</b>	<b>3.12</b>	<b>0.00</b>	<b>0.00</b>
T51302/03	Purchase 2 New Ballast Regulators	7.20	7.20		
	<b>Element Total</b>	<b>7.20</b>	<b>7.20</b>	<b>0.00</b>	<b>0.00</b>
T51602/02	Capital Revolving Fund 2007	5.00	0.00		5.00
	<b>Element Total</b>	<b>5.00</b>	<b>0.00</b>	<b>0.00</b>	<b>5.00</b>
T50503/03	Reconstruct 30 Switches (2007)	36.48	9.98	26.50	
T50503/04	Mainline Track Switches: 36 Switches (2008)	1.93	1.93		
	<b>Element Total</b>	<b>38.41</b>	<b>11.91</b>	<b>26.50</b>	<b>0.00</b>
T50603/02	Ventilation Facilities: Wrap Up: 8 Locations/archer Avenue	50.78	50.78		
T50603/03	Ventilation Facilities: 2 Fan Plants - Astoria & Queens Blvd Lines	5.03	5.03		
T50603/06	New Fan Plant: Queens Blvd Line	1.23	1.23		
T50603/06	New Fan Plant / Queens Blvd Line	1.08	1.08		
	<b>Element Total</b>	<b>58.12</b>	<b>58.12</b>	<b>0.00</b>	<b>0.00</b>
T50703/03	Line Structure Overcoating: Repaint Bronx Park E. to 241 St - Wpr	21.16	21.16		
T50703/07	Culver Viaduct Phase II	4.38	4.38		
T50703/11	Rehab Emerg Exits 2007-09: 75 Locs	18.74	18.74		
T50703/12	Elevated Structure Rehab: Ocean Pkwy Viaduct- Brighton Ln Phase II	7.17	7.17		
T50703/14	Subway Tunnel Rehab: Lexington To 42nd St: Bway Line	0.71	0.71		
T50703/17	Line Structure Overcoating: Portal To Eol: Pelham Line	24.93	24.93		
T50703/18	Elevated Structure Rehab Rockaway Viaduct, Phase 2	1.75	1.75		
T50703/18	Rockaway Viaduct: Phase 2 -Rockaway Line	2.62	2.62		
T50703/19	Viaduct Structure Rehab: Rockaway Line	2.18	2.18		
T50703/23	Stripping And Reptng: Rockaway Blvd To Hammels Wye: Rockaway	0.07	0.07		
T50703/29	Stripping And Repainting: Portal To 41 Av - Astoria Line	0.52	0.52		
T50703/31	Stn Structural Work: Chambers St/ Nassau	11.32	11.32		
	<b>Element Total</b>	<b>95.55</b>	<b>95.55</b>	<b>0.00</b>	<b>0.00</b>
T50803/03	Stop Cable Replacement: Phase 3	0.90	0.90		
T50803/03	Stop Cable Replacement: Phase 2	18.83	0.00	18.83	
T50803/11	E.180th St Interlocking - Wpr - Phs III:	179.17	39.17	140.00	
T50803/12	Signal Systems: Culver Line Interlockings	5.55	5.55		
T50803/12	Signal Systems Interlockings: Culver Line	5.55	5.55		
T50803/14	Modernize Interlockings: Lex Av, 5th Ave -Queens Blvd Ln	3.04	3.04		
T50803/17	Fire Suppression At 29 Signal Relay Rooms	0.70	0.70		
T50803/17	Rewire X-town & 8th Ave Interlockings	0.33	0.33		
T50803/18	Signal Modoernization: 2 Interlockings / Queens Ln	3.50	3.50		
T50803/19	CBTC-canarsie: Equip 64 R-160 Cars	12.00	12.00		
	<b>Element Total</b>	<b>229.57</b>	<b>70.74</b>	<b>158.83</b>	<b>0.00</b>
T51203/02	Depot Rehab: Castleton Depot	12.92	12.92		
T51203/03	Rehab: Ulmer Park Depot	1.32	1.32		
T51203/03	Rehab Ulmer Park Depot	1.58	1.58		
T51203/04	Rehab Of Flatbush Depot	1.52	1.52		
T51203/06	Construct Clara Hale Depot	1.00	1.00		
T51203/07	ENY Paint Shop Demo/bus Parking Lot	8.35	8.35		
	<b>Element Total</b>	<b>26.69</b>	<b>26.69</b>	<b>0.00</b>	<b>0.00</b>
T50404/02	AFC Replacement Phase 2: Electric Boards	5.00	5.00		
T50404/04	Fare Marketing/distribution Equipment: Purchase 32 Heets	1.50	1.50		

**New York City Transit and Staten Island Railway**  
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ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
	<b>Element Total</b>	<b>6.50</b>	<b>6.50</b>	<b>0.00</b>	<b>0.00</b>
T50604/04	Deep Wells Rehab: Nostrand Line PH II	0.60	0.60		
T50604/05	Pumping Facilities: 3 Locations, Prospect Pk Line	18.96	18.96		
	<b>Element Total</b>	<b>19.56</b>	<b>19.56</b>	<b>0.00</b>	<b>0.00</b>
T50904/03	Replace Cable: 4 Substation Control Zones	41.83	41.83		
T50904/06	Neg Cable Repl: Rockaway & Far Rockaway	18.66	18.66		
T50904/07	Negative Cables: 95 St To Pacific-4av Ln	0.64	0.64		
T50904/08	Rehab 2 Circuit Breaker Houses	0.46	0.46		
T50904/11	Traction Power Scada Upgrade IRT	2.00	2.00		
T50904/12	E.180th St Circuit Breaker House	5.80	5.80		
T50904/13	New Duct Bank: Lenox Av 141 St - 148 St	7.52	7.52		
	<b>Element Total</b>	<b>76.91</b>	<b>76.91</b>	<b>0.00</b>	<b>0.00</b>
T51004/09	Replace Shop Equipment	6.82	6.82		
	<b>Element Total</b>	<b>6.82</b>	<b>6.82</b>	<b>0.00</b>	<b>0.00</b>
T51204/05	SMCIS: Option 1:3-4 Depots	17.36	7.36	10.00	
T51204/06	Replace Bus Radio System	2.20	2.20		
T51204/07	Depot Rehabilitation: Lifts: Stengel/manhattanville	7.83	7.83		
T51204/10	10 Bus Washers: KB, GB, MV, CS	1.69	1.69		
T51204/11	Bus Lifts At Various Locations	8.23	8.23		
T51204/13	Depot Equipment (2009)	8.23	8.23		
T51204/14	East New York: Non-rev Shop Wall Repair	0.61	0.61		
T51204/15	New Bus Washer: Quill Depot	0.13	0.13		
	<b>Element Total</b>	<b>46.28</b>	<b>36.28</b>	<b>10.00</b>	<b>0.00</b>
T51604/01	Rehab: 8 Node Site Facilities	5.97	5.97		
T51604/04	IT: PBX Network Upgrade And IP Management	0.15	0.15		
	<b>Element Total</b>	<b>6.12</b>	<b>6.12</b>	<b>0.00</b>	<b>0.00</b>
T51105/03	Yard Track Rehab 2007	2.68	0.38	2.30	
T51105/04	Yard Track Rehabilitation (2008)	0.24	0.24		
	<b>Element Total</b>	<b>2.92</b>	<b>0.62</b>	<b>2.30</b>	<b>0.00</b>
T51605/01	Independent Eng'g Consultant Services	9.37	9.37		
T51605/12	Boring Services: Bklyn, Qns, SI (2007)	0.06	0.06		
T51605/12	Boring Services: Bklyn, Qns, SI (2007)	1.82	1.82		
T51605/13	Boring Services: Manhattan, Bronx (2007)	0.06	0.06		
T51605/13	Boring Services: Manhattan, Bronx (2007)	1.53	1.53		
T51605/15	Engineering Services (2007)	1.10	1.10		
T51605/17	Scope Development (2007)	9.88	9.88		
T51605/18	Test Pits Service Contract (2007)	0.06	0.06		
T51605/18	Test Pits Service Contract (2007)	2.16	2.16		
	<b>Element Total</b>	<b>26.04</b>	<b>26.04</b>	<b>0.00</b>	<b>0.00</b>
T50806/04	Copper Cable Upgrade Due To Sonet	0.13	0.13		
T50806/04	Copper Cable Upgrade Due To SONET	0.13	0.13	0.00	0.00
	<b>Element Total</b>	<b>0.26</b>	<b>0.26</b>	<b>0.00</b>	<b>0.00</b>
T51106/03	Replace 17 Yard Switches (2007)	8.15	2.65	5.50	
T51106/04	Replace 17 Yard Switches (2008)	0.65	0.65		
	<b>Element Total</b>	<b>8.80</b>	<b>3.30</b>	<b>5.50</b>	<b>0.00</b>
T50806/10	Systemwide Wireless Communication System	0.32	0.32		
	<b>Element Total</b>	<b>0.32</b>	<b>0.32</b>	<b>0.00</b>	<b>0.00</b>

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ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
T51606/04	Fire Alarms & Sprinklers 5 Dos Locations	13.23	13.23		
T51606/05	Asbestos Air Monitoring 2006	4.80	4.80		
T51606/07	Fire Alarms & Sprinklers 2 DOB Locations	7.92	7.92		
	<b>Element Total</b>	<b>25.95</b>	<b>25.95</b>	<b>0.00</b>	<b>0.00</b>
T51607/06	New DOB Command Center - ENY	0.90	0.90		
T51607/08	Consolidated Employee Facilities: 96th Street:broadway-7th Av Line	4.02	1.02	3.00	
T51607/19	AFC Equip Maint Quarters/ Fordham Rd	0.95	0.95		
T51607/20	AFC Equip Maint Facil Roosevelt Av/qbl	3.20	3.20		
T51607/21	AFC Equip Maint QtrAtlantic Av Station-	3.53	3.53		
T51607/25	Consolidated Employee Facilities: 207th Street Station /8th Av Line	8.18	8.18		
T51607/36	DOS Roof Replacement Phase 2	0.75	0.75		
T51607/44	Consolidated Employee Facilities: West 4 St	11.54	11.54		
	<b>Element Total</b>	<b>33.07</b>	<b>30.07</b>	<b>3.00</b>	<b>0.00</b>
T50411/03	Station Rehab: Avenue M: Brighton Line-brooklyn	23.58	23.58		
T50411/04	Station Rehab: Neck Road: Brighton Line-brooklyn	21.41	21.41		
T50411/05	Station Rehab: Avenue H: Brighton Line - Brooklyn	25.92	25.92		
T50411/06	Station Rehab: Avenue J: Brighton Line - Brooklyn	24.33	24.33		
T50411/07	Station Rehab: Avenue U: Brighton Line-brooklyn	23.63	23.63		
T50411/08	Station Rehab: Bleecker Street: Lexington Av Line	15.04	3.04	12.00	
T50411/13	Station Structural Remediation: Kings Highway: Brighton Line-bklyn	21.77	21.77		
T50411/14	Station Structural Remediation: Newkirk Av Station Phase 2 - Brt	25.97	25.97		
T50411/16	Station Condition Survey	2.64	2.64		
T50411/17	Station Rehab: Fort Hamilton Parkway: West End Line	0.75	0.75		
T50411/18	Station Rehab: 71st Street: West End Line	0.80	0.80		
T50411/19	Station Rehab: 79th Street: West End Line	0.74	0.74		
T50411/20	Station Rehab: 18th Avenue: West End Line	0.73	0.73		
T50411/21	Station Rehab: 20th Avenue: West End Line	0.74	0.74		
T50411/23	Station Rehab: Jay Street: Fulton Street Line	56.33	56.33		
T50411/24	Station Rehab: 62nd Street: West End Line	0.56	0.56		
T50411/25	Station Rehab: Bay Parkway: West End Line	0.65	0.65		
T50411/26	Station Rehab: 9th Avenue: West End Line	0.60	0.60		
T50411/27	Station Rehab: 96th Street/broadway-7th Av Line-Manh	58.15	18.80	39.35	
T50411/2C	Station Rehab: Gun Hill Rd Stn Completion: Intermodal	6.13	6.13		
T50411/31	Station Rehab: Bay 50th Street: West End Line	0.70	0.70		
T50411/32	Station Rehab: 25th Avenue: West End Line	0.70	0.70		
T50411/42	Station Rehab: Chambers Street/Nassau Loop	8.80	8.80		
T50411/43	Station Rehab: Buhre Avenue / Pelham Line	1.03	1.03		
T50411/44	Station Rehab: Middletown Road / Pelham Line	0.97	0.97		
T50411/45	Station Rehab: Zerega Avenue / Pelham Line	1.02	1.02		
T50411/46	Station Rehab: Castle Hill Avenue / Pelham Line	1.06	1.06		
T50411/48	Station Rehab: St. Lawrence Av / Pelham Line	1.03	1.03		
T50411/49	Station Rehab: Elder Avenue / Pelham Line	1.00	1.00		
T50411/55	Station Rehab: Beach 67 Street (Gaston) / Far Rockaway	0.13	0.13		
T50411/56	Station Rehab: Beach 60 Street / Far Rockaway	0.13	0.13		
T50411/57	Station Rehab: Beach 44 Street (Frank Ave) / Far Rockaway	0.13	0.13		
T50411/58	Station Rehab: Beach 36 St (edgemere)-far Rockaway	0.12	0.12		
T50411/59	Station Rehab: Beach 25 Street (Wavecrest) / Far Rockaway	0.12	0.12		
T50411/60	Station Rehab: Mott Avenue / Far Rockaway	0.15	0.15		
T50411/61	Station Rehab: Beach 90 (Holland) - Rockaway Line	0.60	0.60		
T50411/62	Station Rehab: Beach 98 (Playland) - Rockaway Line	0.62	0.62		
T50411/63	Station Rehab: Beach 105 (Seaside) - Rockaway Line	0.64	0.64		
T50411/84	Station Rehab: 8th Avenue - Sea Beach Line	1.20	1.20		
T50411/85	Station Rehab: Fort Hamilton Parkway - Sea Beach Line	1.20	1.20		
T50411/86	Station Rehab: 18th Avenue - Sea Beach Line	1.20	1.20		
T50411/88	Station Rehab: New Utrecht - Sea Beach Line	1.20	1.20		
	<b>Element Total</b>	<b>334.21</b>	<b>282.86</b>	<b>51.35</b>	<b>0.00</b>



**New York City Transit and Staten Island Railway**  
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**All \$ in Millions**

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
T50413/02	ADA: B'way-lafayette/bleecker St Complex	12.59	2.59	10.00	
T50413/05	ADA: Kings Highway - Brighton Line	7.91	7.91		
T50413/09	ADA: Jay Street - Fulton Street Line	12.46	2.46	10.00	
T50413/10	ADA: Bay Parkway West End Line	0.21	0.21		
T50413/11	ADA: 96th Street: Broadway/7th Av Line	27.91	17.91	10.00	
T50413/12	ADA: Jay & Lawrence St Transfers	14.15	4.15	10.00	
T50413/17	ADA: Mott Avenue / Far Rockaway	0.06	0.06		
	<b>Element Total</b>	<b>75.29</b>	<b>35.29</b>	<b>40.00</b>	<b>0.00</b>
T50414/02	Intermodal/transfer Facilities: Bleecker St/broadway-lafayette Transfer	36.79	26.79	10.00	
T50414/03	Intermodal/transfer Facilities: Myrtle-wyckoff Intermodal Facility	4.76	4.26	0.50	
T50414/06	Passenger Transfer: Jay & Lawrence St	57.05	32.05	25.00	
T50414/07	Repair Canopies: 5 Stns /Bway-7Av Ln	0.60	0.60		
T50414/07	Platform/Roof/Canopy Replace: Repair Canopies, 5 Stns/brdwy-7av Ln	14.35	14.35		
T50414/08	Gap Fillers Union Sq:phse 3:local Pltfrm	1.69	1.69		
T50414/11	Station Structural Remed: Platform Rehab: 4 Locations- Pelham Line	4.60	4.60		
T50414/17	Station Normal Replacement: Dyckman Street / Bway-7th Ave	0.34	0.34		
T50414/17	Station Normal Replacement: Dyckman Street / Bway-7th Ave	8.72	8.72		
T50414/18	Station Improvements: 86 St/ 4th Av Line	0.37	0.37		
T50414/18	Station Improvements: 86 St/ 4th Av Line	0.35	0.35		
	<b>Element Total</b>	<b>129.62</b>	<b>94.12</b>	<b>35.50</b>	<b>0.00</b>
<b>NYC Transit and Staten Island Railway 2007 Commitment Total</b>		<b>\$3,099.15</b>	<b>\$2,122.29</b>	<b>\$803.97</b>	<b>\$172.89</b>

**MTA Bus Company**  
**2007 Commitment Summary**  
**All \$ in Millions**

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
<b>2000-2004</b>					
U40302/10	Purchase Service Vehicles (8 Snow fighters)	1.60	1.60	0.00	0.00
U40302/99	Design/Consultant Services	0.50	0.50	0.00	0.00
U40302/08	105 Hybrid-Electric Buses 2007	60.85	48.85	0.00	12.00
U40302/10	Purchase Service Vehicles (Bucket/Heavy Duty Trucks)	0.70	0.70	0.00	0.00
U40302/99	Design/Consultant Services	0.70	0.70	0.00	0.00
U40302/09	72 Articulated Buses 2007	46.42	34.42	0.00	12.00
U40302/10	Purchase Service Vehicles (Bucket/Heavy Duty Trucks)	0.70	0.70	0.00	0.00
U40302/99	Design/Consultant Services	0.80	0.80	0.00	0.00
	<b>Element Total</b>	<b>112.27</b>	<b>88.27</b>	<b>0.00</b>	<b>24.00</b>
<b>2005-2009</b>					
T50302/06	Replace Shop Equipment	2.50	0.00	2.50	0.00
	<b>Element Total</b>	<b>2.50</b>	<b>0.00</b>	<b>2.50</b>	<b>0.00</b>

<b>MTA Bus Company 2007 Commitment Total</b>	<b>\$114.77</b>	<b>\$88.27</b>	<b>\$2.50</b>	<b>\$24.00</b>
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**Metro North Railroad**  
**2007 Commitment Summary**  
**All \$ in Millions**

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
<b>1992-1999</b>					
M307-01-01	Dover Plains to Wassaic Extension	0.20	0.20		
	Element Total	\$0.20	\$0.20	\$ -	\$ -
<b>2000-2004</b>					
A401-01-07	West of Hudson Comet Overhauls	0.17	0.17		
	Element Total	0.17	0.17	\$ -	\$ -
M402-02-16	Yankee Stadium Station - Preliminary Engineering	41.45	41.45		
	Element Total	41.45	41.45	\$ -	\$ -
M403-02-05	Rehab/Replace Overhead Bridges	2.73	2.73		
	Element Total	2.73	2.73	\$ -	\$ -
<b>2005-2009</b>					
M501-01-01	Specification/Purchase Diesel Loco for non-GCT svcs.	0.19	0.19		
M501-01-09	End Door Coach Midlife Overhaul - 40 Cars	0.26	0.26		
M501-01-10	M-9 Specification Development	1.00	1.00		
	Element Total	1.45	1.45	\$ -	\$ -
M502-01-02	GCT Leaks Remediation	0.05	0.05		
M502-01-05	GCT Elevator Rehabilitation Phase III	1.55	1.55		
M502-01-07	GCT Platform Improvements	0.91	0.91		
M502-01-08	GCT Water Conveyance Utilities Improvements	0.46	0.46		
	Element Total	2.97	2.97	\$ -	\$ -
M503-01-02	Turnouts Mainline/High Speed	2.28	2.28		
M503-01-03	GCT Turnout and Switch Renewal	1.53	1.53		
M503-01-05	M of W Equipment	4.15	4.15		
M503-01-06	Rebuild Retaining Walls	1.70	1.70		
M503-01-07	Rock Slope Remediation - East of Hudson	4.12	4.12		
M503-01-12	2007 Cyclical Track Program	11.48	0.48	\$ -	11.00
	Element Total	25.27	14.27	\$ -	11.00
M504-01-05	Replace CTC Systems (OCC/ECC)	18.58	18.58		
M504-01-07	Signal System Replacement	2.00	2.00		
M504-01-10	Upgrade Grade Crossings	0.41	0.41		
M504-01-11	C&S Cable Replacement GCT to Mott Haven	0.35	0.35		
M504-01-12	Vital Processor System (GCT)	1.68	1.68		
M504-01-16	Replace Interlocking/Siding -West of Hudson	0.60	0.60		
M504-01-17	PBX Replacement	1.60	1.60		
	Element Total	25.22	25.22	\$ -	\$ -
M505-01-02	Substation Retrofit - Harlem and Hudson Lines	7.30	\$ -	7.30	
M505-01-03	Replace Harlem River Lift Bridge Breaker Houses	0.44	0.44		
M505-01-08	Harlem and Hudson Lines Power Improvements	2.52	2.52		
M505-01-09	Rehab Harlem and Hudson Lines Substations	13.71	5.71	8.00	
M505-01-10	Install Sectionalizing Switches GCT	4.00	\$ -	4.00	
	Element Total	27.97	8.67	19.30	\$ -
M506-01-03	Harmon Shop Replacement (Master Plan)	8.91	8.91		
M506-01-05	Highbridge Car Wash Facility	18.04	6.04	12.00	

**Metro North Railroad**  
**2007 Commitment Summary**  
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ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
M506-01-06	Poughkeepsie Yard Improvements	0.60	0.60		
M506-01-07	Shops and Yards Miscellaneous Environmental Improvements	0.60	0.60		
	Element Total	28.15	16.15	12.00	\$ -
M508-01-02	Systemwide Lead/Asbestos Abatement	1.10	1.10		
M508-01-03	Environmental Remediation	0.43	0.43		
M508-01-05	Independent Engineer	0.49	0.49		
M508-01-06	Program Administration	7.94	7.94		
M508-01-09	Customer and Employee Communications Projects	8.00	8.00		
	Element Total	17.96	17.96	\$ -	\$ -
M502-02-01	Hudson Line Stations Improvements Phase II	57.19	37.19	20.00	
M502-02-02	Croton Harmon/Peekskill Station Improvements	0.40	0.40		
M502-02-03	Poughkeepsie Station Building	5.27	1.17	4.10	
M502-02-04	Upper Harlem Line Station Improvements	0.07	0.07		
M502-02-05	New Haven Line (NYS) Stations Improvements	0.14	0.14		
M502-02-06	Station Building Rehabilitation	0.97	0.97		
M502-02-07	Station and Platform Informational Signs	0.82	0.82		
	Element Total	64.85	40.75	24.10	\$ -
M503-02-01	Replace/Repair Undergrade Bridge Program	5.77	3.77	2.00	
M503-02-02	Rehabilitate Culverts/Railtop Culverts	1.27	1.27		
M503-02-03	D.C. Substation/Signal House	0.40	0.40		
M503-02-06	Overhead Bridge Program-East of Hudson	1.06	1.06		
M503-02-08	Right-of-Way Fencing	0.27	0.27		
M503-02-09	Remove Obsolete Facilities	1.60	1.60		
M503-02-12	Clearance Inventory and Video	0.97	0.97		
M503-02-13	Bridge Walkways	1.03	1.03		
M503-02-15	Catenary Painting NHL (NYS)	1.03	1.03		
M503-02-16	Employee Welfare and Storage Facilities	0.25	0.25		
	Element Total	13.64	11.64	2.00	\$ -
M501-03-08	Replace Obsolete Work Equipment	1.20	1.20		
	Element Total	1.20	1.20	\$ -	\$ -
M502-03-02	Parking Expansion	0.50	0.50	\$ -	\$ -
M502-03-03	Cortlandt Parking & Access Improvements	0.21	0.21		
	Element Total	0.71	0.71	\$ -	\$ -
M503-03-01	West of Hudson Track Program	8.47	3.47	5.00	
M503-03-02	West of Hudson Improvements	0.69	0.69		
M503-03-03	Moodna/Woodbury Viaducts	0.55	0.55		
M503-03-05	Undergrade Bridge Program West of Hudson	2.66	2.66		
	Element Total	12.36	7.36	5.00	\$ -

<b>Metro North Railroad 2007 CommitmentTotal</b>	<b>\$266.07</b>	<b>\$192.67</b>	<b>\$62.40</b>	<b>\$11.00</b>
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**Long Island Rail Road**  
**2007 Commitment Summary**  
**All \$ in Millions**

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
<b>1992-1999</b>					
L304022C	EAST RIVER TUNNELS SAFETY IMPROV	1.05	1.05	\$ -	\$ -
	Element Total	1.05	1.05	\$ -	\$ -
<b>2000-2004</b>					
L4030130	SHEA STADIUM - MAIN LINE LINK STUDY	0.55	0.55		
	Element Total	0.55	0.55	\$ -	\$ -
L40502K5	JAMAICA INTERLOCKINGS	1.08	1.08		
	Element Total	1.08	1.08	\$ -	\$ -
L406036R	LONG ISLAND CITY YARD	0.21	0.21		
	Element Total	0.21	0.21	\$ -	\$ -
L4020424	ATLANTIC TERMINAL	0.48	0.48		
L402042F	SHEA STADIUM -SHORT TERM IMPROVEMENTS	1.11	1.11		
L4020434	VALLEY STREAM STATION REHABILITATION	3.03	3.03		
L4020478	JAMAICA CENTRAL CONTROL FIT-OUT	0.21	0.21		
	Element Total	4.84	4.84	\$ -	\$ -
L40205J2	MINEOLA INTERMODAL CENTER	0.40	0.40		
	Element Total	0.40	0.40	\$ -	\$ -
N40905FR	EAST HAMPTON STATION RESTORATION	0.20	0.20		
	Element Total	0.20	0.20	\$ -	\$ -
<b>2005-2009</b>					
L503018T	JAMAICA INTERLOCKING RECONFIG STUDY	7.17	7.17		
L50301E1	TRACK EQUIPMENT	5.14	\$ -	5.14	
L50301R1	ROW - CULVERTS	4.00	4.00		
L50301R2	ROW - DRAINAGE CONTROL	4.00	4.00		
L50301R4	ROW - DEMOLITIONS	1.76	1.76		
L50301R6	ROW - TRACK STABILITY/RETAINING WALLS	4.06	4.06		
L50301R7	AMOTT CULVERT	2.25	2.25		
L50301T3	2007 ANNUAL TRACK PROGRAM	61.16	61.16		
	Element Total	89.54	84.41	5.14	\$ -
L50401B1	BRIDGE PROGRAM	7.50	7.50		
L50401B3	POWELL CREEK & HOG ISLAND CHANNEL	0.50	0.50		
L50401B4	ATLANTIC AVE. VIADUCT	84.91	45.21	39.70	
L50401B5	JUNCTION BLVD. ABUTMENT/PW	1.00	1.00		
L50401B8	WOODHAVEN AND QUEENS BRIDGE	0.66	0.66		
L50401B9	DB BRIDGE-DESIGN	1.90	1.90		
	Element Total	96.47	56.77	39.70	\$ -

**Long Island Rail Road**  
**2007 Commitment Summary**  
**All \$ in Millions**

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
L50501S6	IMPROVED RADIO COVERAGE/INFRA P25 COMPL	0.72	0.72		
L50501S8	AVPS EXPANSION	4.30	3.10	1.20	0.00
	Element Total	5.02	3.82	1.20	0.00
L5060161	DIESEL LOCOMOTIVE SHOP UPGRADE	2.92	2.92		
L506016C	HILLSIDE FACILITY (BUILDINGS)	3.30	3.30		
L506016K	ROLLING STOCK SUPPORT EQUIPMENT	8.69	8.69		
L506016N	LIC YARD (PHASE 2)	0.10	0.10		
L506016P	BABYLON CAR WASH	4.19	4.19		
L506016T	MID SUFFOLK YARD EIS	3.70	3.70		
	Element Total	22.89	22.89	\$ -	\$ -
L50701PC	POWER SYSTEM UPGRADES	11.80	11.80		
L50701PG	REPLACE 3 SUBSTATIONS	21.49	0.00	21.49	
L50701PH	DEMO AND CONSTRUCTION OF 4 SUBSTATIONS	23.54	\$ -	23.54	
L50701PJ	THIRD RAIL SYSTEM - 2000MCM CABLE	1.33	0.33	1.00	
L50701PS	SIGNAL POWER LINE	2.18	\$ -	2.18	
	Element Total	60.34	12.13	48.21	\$ -
L50402VA	ERT FIRE & LIFE SAFETY	3.75	3.75		
	Element Total	3.75	3.75	\$ -	\$ -
L50502SA	WAYSIDE EVENT RECORDERS	0.24	0.24		
L50502SB	BABYLON BRANCH IMPROVEMENTS	12.78	12.78		
L50502SC	CENTRALIZED TRAFFIC CONTROL - PHASE 1	7.50	7.50		
L50502SL	JAY, HALL & DUNTON MICROPROCESSORS	0.77	0.77		
L50502SV	VALLEY STREAM INTERLOCKING	0.92	0.92		
L50502SX	BABYLON TO SPEONK SIGNALIZATION	3.50	3.50		
L50502SZ	SIGNAL DESIGN/SUPPORT	0.80	0.80		
	Element Total	26.51	26.51	\$ -	\$ -
L50303T6	HALL UNIVERSAL CROSSOVER	2.00	2.00		
	Element Total	2.00	2.00	\$ -	\$ -
L5020425	JAMAICA FIT-OUT-PHASE 2	2.31	0.71	1.60	
L502042B	BROADWAY STAT PLATFORM REPLACEMENT	0.15	0.15		
L502042C	SEAFORD STATION PLATFORM REPLACEMENT	12.62	12.12	0.50	
L502042T	ESCALATOR REPLACEMENT PROGRAM	0.25	0.25		
L502042U	ELEVATOR REPLACEMENTS @ GREAT NECK	0.55	0.55		
	Element Total	15.88	13.78	2.10	\$ -
L509048A	ELECTRIC SUBSTATIONS REMEDIATION	0.95	0.95		
L509048C	LIC CAR WASH REMEDIATION	0.01	0.01		
L509048K	MORRIS PARK ENVIRONMENTAL STUDY	0.14	0.14		
L509048L	PROGRAM ADMINISTRATION	24.20	24.20		
L509048M	INDEPENDENT ENGINEER	0.78	0.78		
L509048N	LIABILITY INSURANCE	0.10	0.10		
L50904OP	PROGRAM DEVELOPMENT	0.78	0.78		
L50904PE	PROGRAM DEVELOPMENT ENGINEERING	0.01	0.01		

**Long Island Rail Road**  
**2007 Commitment Summary**  
**All \$ in Millions**

<b>ACEP</b>	<b>Project Description</b>	<b>2007 Commitments</b>	<b>MTA Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
	Element Total	26.97	26.97	\$ -	\$ -
L5020526	RONKONKOMA PARKING IMPROVEMENT	0.38	0.38		
	Element Total	0.38	0.38	\$ -	\$ -
L50206VB	PENN STA - THIRD RAIL & SIGNAL	9.03	9.03		
L50206VJ	STATION MASTERS OFFICE DESIGN	0.73	0.73		
	Element Total	9.76	9.76	\$ -	\$ -
N50905HA	FREEPORT WAITING ROOM	0.28	0.28		
N50905HB	BAYSHORE PEDESTRIAN OVERPASS	1.30	1.30		
	Element Total	1.58	1.58	\$ -	\$ -
<b>Long Island Rail Road 2007 Commitment Total</b>		<b>\$369.43</b>	<b>\$273.08</b>	<b>\$96.35</b>	<b>\$0.00</b>

**Bridges and Tunnels**  
**2007 Commitment Summary**  
**All \$ in Millions**

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
<b>2000-2004</b>					
D402BW89	Reconstr. all Approaches/Lower Garage Rehab	5.80	5.80		
	Element Total	<b>5.80</b>	<b>5.80</b>	\$ -	\$ -
D403AW39	Expansion of Transmit System	0.20	0.20		
	Element Total	<b>0.20</b>	<b>0.20</b>	\$ -	\$ -
<b>2005-2009</b>					
D501BW85	Critical Panel Unwrapping	5.35	5.35		
D501BW86	Partial Replacement of Suspend	2.48	2.48		
	Element Total	<b>7.82</b>	<b>7.82</b>	\$ -	\$ -
D502BW89	Elevated & On Grade (Bx) Appr.	13.43	13.43		
	Element Total	<b>13.43</b>	<b>13.43</b>	\$ -	\$ -
D503AW35	Weather Information Systems	0.33	0.33		
D503AW36	Installation of CCTV/Fiber Opt	1.59	1.59		
D503AW37	Operation Centers TS Systems	1.36	1.36		
D503AW46	Violations Enhancement System	5.30	5.30		
D503AW47	Digital Video Surveillance Sys	0.28	0.28		
D503AW48	2nd Generation E-Zpass In-Lane	0.60	0.60		
	Element Total	<b>9.46</b>	<b>9.46</b>	\$ -	\$ -
D504AW80	Variable Message Signs	0.51	0.51		
	Element Total	<b>0.51</b>	<b>0.51</b>	\$ -	\$ -
D505AW12	Hazardous Material Abatement	0.21	0.21		
	Element Total	<b>0.21</b>	<b>0.21</b>	\$ -	\$ -
D506AW15	Independent Engineer	0.42	0.42		
D506AW21	Program Administration	1.99	1.99		
D506AW22	Miscellaneous	0.53	0.53		
D506AW28	Scope Development	0.42	0.42		
	Element Total	<b>3.36</b>	<b>3.36</b>	\$ -	\$ -
D505BB47	New Sewer Connection-Governor's Island	2.61	2.61		
D505BB80	Rehabilitation of Ventilation	16.92	16.92		
	Element Total	<b>19.53</b>	<b>19.53</b>	\$ -	\$ -
D501CB08	Deck and Structural Rehab	61.11	61.11		
	Element Total	<b>61.11</b>	<b>61.11</b>	\$ -	\$ -
D502HH04	Replace Cross Drainage	0.75	0.75		
D503HH85	Upper Level Toll Plaza Deck	1.15	1.15		
	Element Total	<b>1.90</b>	<b>1.90</b>	\$ -	\$ -
D504QM30	Electric Upgrade Vent Bldgs	3.49	3.49		
	Element Total	<b>3.49</b>	<b>3.49</b>	\$ -	\$ -



**Bridges and Tunnels**  
**2007 Commitment Summary**  
**All \$ in Millions**

<b>ACEP</b>	<b>Project Description</b>	<b>2007 Commitments</b>	<b>MTA Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
D502TB65	Deck Rpl. Bronx:Toll Plaza, New Ramps	0.30	0.30		
	Element Total	<b>0.30</b>	<b>0.30</b>	<b>\$ -</b>	<b>\$ -</b>
D502TN49	Suspended Span Deck Repl (Design) & Seismic Study TN Bridge	2.52	2.52		
D502TN82	Rehab of Orthotropic Deck	1.34	1.34		
	Element Total	<b>3.86</b>	<b>3.86</b>	<b>\$ -</b>	<b>\$ -</b>
D502VN17	Rehabilitation of Approach	0.30	0.30		
	Element Total	<b>0.30</b>	<b>0.30</b>	<b>\$ -</b>	<b>\$ -</b>
D503VN03	New Toll Plaza - Design	8.60	8.60		
	Element Total	<b>8.60</b>	<b>8.60</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Bridges and Tunnels 2007 Commitment Total</b>		<b>\$139.87</b>	<b>\$139.87</b>		

**MTA Police Department**  
**2007 Commitment Summary**  
All \$ in Millions

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
<b>2005-2009</b>					
N5100101	Suffolk County District Office	4.70	4.70		
N5100104	K9 Facility	4.63	4.63		
N5100106	Emergency Service Units	0.45	0.45		
N5100109	Public Safety Radio	43.00	43.00		
N5100115	Merrick Facility	0.33	0.33		
	Element Total	<b>53.10</b>	<b>53.10</b>	\$ -	\$ -
	<b>MTA Police 2007 Commitment Total</b>	<b>\$53.10</b>	<b>\$53.10</b>	<b>\$ -</b>	<b>\$ -</b>

**MTA Capital Construction Company**  
**2007 Commitment Summary**  
**All \$ in Millions**

ACEP	Project Description	2007 Commitments	MTA Funding	Federal Funding	Local Funding
<b>2000-2004</b>					
G4100106	SAS Tunnel 92nd St. - 63rd St.	375.88	300.88		75.00
G4100108	SAS Owner Controlled Insurance	70.00	70.00		
G4100107	SAS Real Estate Costs	25.00	5.00		20.00
G4100109	Consultant Construction Manager	86.00	61.00		25.00
	Second Avenue Subway Total	556.88	436.88	\$ -	120.00
G4120105	FSTC-HAZRDS MATERIALS& DECONSTRUCTION	7.82	\$ -	7.82	
G4120101	FULTON STREET TRANSIT CENTER	3.92	\$ -	3.92	
G4120107	FSTC-TRANSIT CNTR,STN REHAB& CORBIN RSTR	364.14	\$ -	364.14	
G4120199	FSTC: FEDERAL FUNDING RESERVE	28.00	\$ -	28.00	
G4120103	FULTON ST TRANSIT CTR: REAL ESTATE COSTS	7.56	\$ -	7.56	
	Fulton Street Transit Center Total	411.43	\$ -	411.43	\$ -
G4120202	SoFe Terminal Finishes/System	7.97	\$ -	7.97	
G4120204	SoFe Landscaping	10.83	\$ -	10.83	
	South Ferry Terminal Total	18.79	\$ -	18.79	\$ -
<b>2005-2009</b>					
G5090118	Harold Interlocking Stage 1	56.95	36.95		20.00
G5090117	Harold Structures (Part 1)	149.72	129.72		20.00
G5090113	Construction Management	25.00	20.00		5.00
G5090109	Real Estate	90.50	80.50		10.00
G5090114	GCT Concrse Civil&Structural	687.04	437.04	215.00	35.00
G5090119	Harold & Point CIL	53.84	43.84		10.00
	East Side Access Total	1063.05	748.05	215.00	100.00
G5110101	Construction Management	60.00	\$ -		60.00
G5110101	Construct Run Tunnels / Sta Strutures	1313.70	\$ -		1313.70
	Flushing Line Extension Total	1373.70	\$ -	\$ -	1373.70
VARIOUS	Security	91.70	91.70		
	Security Total	91.70	91.70	\$ -	\$ -
G5160101	MTA CCC Administration	14.31	14.31		
	Element Total	14.31	14.31	\$ -	\$ -

<b>MTA CCC 2007 Commitment Total</b>	<b>\$3,529.87</b>	<b>\$1,290.95</b>	<b>\$645.23</b>	<b>\$1,593.70</b>
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**New York City Transit (Includes Staten Island Railway)**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
T40413A5	ADA 168th St 8AV	January-07	\$11,968,405
T40413AA	ADA Junction Blvd FLS	January-07	\$19,065,883
S3010102	SIR Station Rehab, 6 Locations	February-07	\$9,465,825
T31208W2	Waste Water Cntrl:5 Loc	February-07	\$6,185,471
T40902SE	Substation Enclosures	February-07	\$5,704,552
T412044C	Parallelogram Lifts-5 Depots	March-07	\$7,685,505
T4120406	Purchase 501 Portable Radios	March-07	\$885,564
T41302P2	Purchase Tk Gm/Rail Ins Car	March-07	\$10,001,079
T5030220	Fareboxes Westchester County	April-07	\$12,000,000
T41204HU	Bus Locator System	April-07	\$13,585,198
T404113L	Rehab Alabama Ave JAM	April-07	\$8,736,742
T404113M	Rehab Van Siclen Ave JAM	April-07	\$8,503,183
T404113N	Rehab Cleveland St JAM	April-07	\$8,507,678
T404113O	Rehab Norwood Ave JAM	April-07	\$8,373,266
T404113P	Rehab Crescent St JAM	April-07	\$8,492,185
T40703E2	JAM EParkway-Cypress Hills	April-07	\$23,188,302
T40903S3	Rehab Cliff St Substn 8AV	April-07	\$36,508,882
T404112C	Rehab: Gun Hill Rd WPR	April-07	\$38,869,662
T404112E	Rehab: 238th St WPR	April-07	\$13,656,484
T404112F	Rehab: 233rd St WPR	April-07	\$16,708,533
T404112G	Rehab: 225th St WPR	April-07	\$12,760,498
T404112H	Rehab: 219th St WPR	April-07	\$12,348,589
T404112I	Rehab: Burke Ave WPR	April-07	\$12,567,987
T404112J	Rehab: Allerton Ave WPR	April-07	\$12,504,053
T404112K	Rehab: Bronx Park East WPR	April-07	\$13,126,254
T404112O	Rehab 241st St WPR	April-07	\$15,368,347
T404119B	Rehab Pelham Pky WPR	April-07	\$21,745,604
T404132F	ADA 233rd St WPR	April-07	\$3,364,738
T404139B	ADA Pelham Pkwy WPR	April-07	\$2,896,404
T40703LW	Strip-Repnt Bx Pk E-241 WPR	April-07	\$15,398,573
T40703WR	WPR Bronx Pk East-241 St	April-07	\$92,035,281
T40806D1	Data Ntwk: SONET & IRT-ATM	April-07	\$197,472,767
T40806P4	PA/CIS: 24 Stns Canarsie Line	April-07	\$17,603,193
T41606EA	Environmental Analysis	April-07	\$8,716,611
T5041306	ADA Bowling Green LEX	May-07	\$12,209,542
T5041405	Bowling Green Entrance Canopy	May-07	\$3,454,280
T5041415	Service Gate Release Retrofit	May-07	\$25,500,000
S4070110	Right-of-Way Fencing IX	May-07	\$3,363,547
T304027M	Rpr: Avenue M-Brighton	May-07	\$319,189
T304027O	Rpr: Neck Rd-Brighton	May-07	\$459,300
T40101CS	Cab Simulator for R160 cars	June-07	\$2,002,104
T41302O5	Overhaul 9 Hose and Reach Cars	June-07	\$1,478,000
T41606U3	UST Connect: Mnville Depot	June-07	\$3,097,167
T5030207	200 Paratransit Vehicles 2006	June-07	\$15,410,783
T5060403	Deep Well Rehab FUL	June-07	\$13,530,000

**New York City Transit (Includes Staten Island Railway)**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
T5060408	Rehab Deep Wells LNX	June-07	\$6,393,147
T31302RG	Purch Rail Grinder	July-07	\$10,097,096
T40803CI	SSI Pilot: Bergen St	July-07	\$74,564,023
T40806RB	Comm Rms: 98 Stns - IND/BMT	July-07	\$51,492,912
T412044B	Castleton Exp Empl Fac & Store	July-07	\$12,657,034
T41606A8	Asbestos Mon IQ Cnslt 2003	July-07	\$4,000,000
T5030201	116 Standard Buses 2005	July-07	\$62,169,737
T41203BC	Grand Avenue Depot/CMF	July-07	\$269,708,868
T41607MX	Revenue Facility Consolidation	July-07	\$62,136,562
T5030209	56 Hi-Cap Express 2007	July-07	\$31,123,000
T5060204	Tun Ltg Chambrs 8AV-Jay St FUL	July-07	\$19,319,834
T404112R	Rehab Rockaway Park RKY	August-07	\$8,729,435
T40407E2	Repl 12 Esc Herald Square	August-07	\$38,852,853
T5080611	PA/CIS Pilot 2 Stations	August-07	\$1,000,000
T5120414	ENY Nonrevenue Fac Wall Repair	August-07	\$856,125
T404113A	Rehab Myrtle Ave CNR	September-07	\$37,618,013
T404113I	Rehab Wyckoff Ave MRT	September-07	\$10,282,842
T404133A	ADA Myrtle-Wyckoff Complex	September-07	\$18,213,958
T416073A	Empl Fac Myrtle Ave CNR	September-07	\$8,290,133
T414042R	D.O. #23 Rockaway Park	October-07	\$16,358,246
T406036A	Fans 6AV 3 locs	October-07	\$47,228,811
T30807AT	Auto Trn Suprv, Phs 1 (Div A)	October-07	\$198,137,125
T4080703	ATS-A Div Wrapup	October-07	\$5,959,889
T5080321	ATS A-Division Software Mtce	October-07	\$2,000,000
T30806BS	Upgrade RTO Base Stations	November-07	\$15,706,481
T40409PW	PA/CIS Wrap-Up	November-07	\$3,592,340
T4080701	Back-up RCC Livingston Plaza	November-07	\$17,108,956
T5040404	HEETs For Station Rehabs	November-07	\$1,500,000
T5160715	GPS Revenue Control	November-07	\$362,900
T41604I3	ISD: Systems (2002)	December-07	\$7,952,134
T41606U1	UST Groundwater Remediation	December-07	\$9,205,207
T41204P2	Paving: 3 Locs	December-07	\$3,559,239
T41302O2	Convert 40 Rider, De-Icer Cars	December-07	\$5,691,372
T413042A	Vehicle Replc 2002-2003	December-07	\$12,511,623
T5050207	Mainline Track Repl 2007	December-07	\$156,164,300
T5050208	Track Force Account 2007	December-07	\$35,000,000
T5050209	Welded Rail 2007	December-07	\$10,974,200
T5050303	30 Mainline Switches I/H 2007	December-07	\$38,341,354
T5070332	Subway Emergency Exit Alarms	December-07	\$7,000,000
T5110503	Yard Track 2007	December-07	\$2,912,700
T5110603	Repl 20 Yard Switches 2007	December-07	\$8,778,000
T5160403	Automatic Tele. Travel Info	December-07	\$2,840,000
S5070110	Fare Collection: Tompkinsville	January-08	\$1,470,000
T40803Z2	Signal Key-By Circuit Mods	January-08	\$29,639,822
T4041115	Columbus Circle Cmplx Ph1 Fac	January-08	\$17,263,245

**New York City Transit (Includes Staten Island Railway)**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
T5130208	Trk Geometry-Rail Insp Option	January-08	\$11,939,962
T5070312	Ocean Parkway Sta Viaduct BRT	February-08	\$24,106,289
T5041101	Water Condition Remedy 2005	February-08	\$3,447,172
T5160527	Construction Support 2006	February-08	\$2,064,500
T5110207	Yard Hydrants Ph 1	February-08	\$13,474,337
T5041307	ADA Church Av CUL	February-08	\$24,703,611
T5030211	175 Paratransit Vehicles 2007	March-08	\$8,840,995
T5120402	Fluid Application System	April-08	\$7,443,674
T40602T2	Tun Ltg 53rd St Tube QBL	April-08	\$12,590,000
T5041304	ADA 135th St LNX	April-08	\$16,259,612
T5041308	ADA Union Turnpike QBL	April-08	\$19,807,781
T5100415	Rehab 38 St Yd Shp Retain Wall	April-08	\$11,928,130
T5090202	Modernize 70th Av Substn	May-08	\$22,786,622
S4070106	Rehab 4 Substation Enclosures	May-08	\$5,574,749
T40101B2	Purchase 660 B Div Cars	May-08	\$1,140,671,374
T5041102	Repair Chambers St BW7	June-08	\$9,969,695
T5041301	ADA Chambers St BW7	June-08	\$23,491,083
T404113B	Rehab 183rd St JER	June-08	\$14,764,141
T404113H	Rehab Burnside Ave JER	June-08	\$14,689,654
T404114L	Rehab Bedford Park Blvd JER	June-08	\$13,565,407
T404114M	Rehab Kingsbridge Rd JER	June-08	\$13,766,332
T404114N	Rehab Mosholu Pky JER	June-08	\$24,384,522
T40806T1	Systemwide App Migration Ph 1	June-08	\$38,225,505
T40803F2	Flushing Interlocking Ph 2	July-08	\$170,166,077
T5160509	Test Pits 2005	July-08	\$3,048,600
T5060409	Pump Room- Fulton St 8AV	July-08	\$7,873,800
T5120408	Bus Rapid Transit Ph 1	August-08	\$21,948,300
T5090203	Modernize Green St Substn	August-08	\$22,135,374
T5160727	(ICC) EFR 21st St XTN	August-08	\$6,105,000
T5160502	Boring Services BK/Q/SI 2005	September-08	\$1,116,332
T5160503	Boring Services M/Bx 2005	September-08	\$1,359,215
T5090204	Modernize Greenwich Substation	September-08	\$28,550,000
T5041314	ADA 47-50 St Rock Ctr 6AV	September-08	\$26,302,388
T5090212	Rehab Undgrnd Sbstn Hatchways	September-08	\$14,658,600
T41602IO	Owner Controlled Insurance	October-08	\$123,985,279
T5160603	Consult-USTs, Remediation 2005	October-08	\$6,336,000
T5110206	Yard Fencing Upgrades	October-08	\$9,465,584
T5041115	Rehab Wall St LEX	October-08	\$43,852,566
T5080319	CBTC Equip 64 R160 Cars CNR	October-08	\$12,110,000
T41606A1	Asbestos Dispos IQ Cnslt 2003	November-08	\$386,736
T406036B	Fans 6AV 4 locs	November-08	\$79,243,166
T5090401	Circuit Breaker Houses 5 Locs	November-08	\$37,945,400
T5090413	Duct Bank: Lenox Ave	November-08	\$8,000,000
T5041403	Intermodal: Myrtle-Wyckoff	November-08	\$6,117,267
T5040701	8 Escalators Roosevelt Island	December-08	\$21,670,771

**New York City Transit (Includes Staten Island Railway)**  
**2007-2010 Project Completions**

<b>Project ID</b>	<b>Project Description</b>	<b>Complete 07-10</b>	<b>Project Allocation</b>
T5080305	Middle Track Signalization JER	December-08	\$47,465,253
T40302P1	Retrofit Particulate Filters	December-08	\$23,630,799
T41203P1	Parking Expansion 4 Depots	December-08	\$14,557,502
T4120401	Paratransit AVL	December-08	\$17,240,782
T41302P3	Purchase 12 Crane Cars	December-08	\$11,813,447
T413043A	Vehicle Replc 2004	December-08	\$4,717,903
T5030206	284 Standard Buses 2007	December-08	\$163,989,714
T5041401	Station Signage 2005	December-08	\$2,800,000
T5050210	Mainline Track Repl 2008	December-08	\$142,864,300
T5050304	36 Mainline Switches I/H 2008	December-08	\$44,339,300
T5110504	Yard Track 2008	December-08	\$3,011,700
T5110604	Repl 20 Yard Switches 2008	December-08	\$9,076,000
T5160607	Fire Alarms 2 Depots	January-09	\$8,930,303
S5070102	Station Headhouses: 4 Locs	January-09	\$6,887,240
T5110201	Yard Lighting: Cnr ENY PTKN	January-09	\$17,768,595
T40603F1	Fans Rockwell PI FUL	January-09	\$60,489,543
T40806P2	PA/CIS: 156 Stations IRT	January-09	\$157,412,080
T5080608	Ant Cable Replacement Ph 2	January-09	\$60,264,100
T5160719	Fordham Rd AFC Eqp Mnt Qtrs	January-09	\$1,064,719
T5160720	Roosevelt/74th AFC Eqp Mnt Qtr	January-09	\$3,410,426
T5160721	Atlantic Av AFC Eqp Mnt Qtrs	January-09	\$3,854,801
T5160744	EFR Rehab W4 8AV	January-09	\$11,541,100
T5040702	10 Escalators Parsons Blvd ARC	February-09	\$32,398,617
T5040704	5 Escalators Van Wyck ARC	March-09	\$20,073,051
T5070309	BWY BMT Whitehall-Canal	March-09	\$32,443,900
T40404M4	Replace AFC Electronics	March-09	\$10,002,703
T40806D2	Data Ntwk: IND/BMT-ATM	March-09	\$93,578,998
T5060402	Pumps 3 Locs 6AV 53 ST	March-09	\$19,520,350
T5070304	Overcoat 162 St-190 St JER	March-09	\$16,772,972
T5080601	Data Network 2 IND/BMT-ATM Opt	March-09	\$181,015,326
T5060207	Tun Ltg 168 St - 207 St 8AV	April-09	\$30,500,358
T5070308	8AV n/o 168-n/e 207,Yard Lead	April-09	\$43,468,091
T5160506	Concrete Batch Plant Insp 2005	April-09	\$1,047,189
T5090208	Modernize E193 St Substn	April-09	\$19,488,149
T5120407	Lifts: Stengel, Manhattanville	April-09	\$8,525,815
T5160501	MTA Engineering Consultants	April-09	\$16,042,750
T5160601	Asbestos Removal IQ 2005	May-09	\$5,830,300
S4070115	St George Hardening,SIR CCTV	May-09	\$6,349,000
S5070108	Repair 6 Bridges (thru spans)	June-09	\$19,722,210
T5160612	Asbestos Abatement Priority VI	June-09	\$6,841,800
T5041109	Rehab 59th St BW7	June-09	\$34,443,207
T5041110	Rehab 59th St 8AV	June-09	\$49,741,135
T5041303	ADA 59 St-Columbus Crl Cmplx	June-09	\$2,421,916
T5160702	EFR 59 St 8 AV	June-09	\$11,072,775
T5041112	Railings 2005-2006 Rehabs	June-09	\$1,867,039

**New York City Transit (Includes Staten Island Railway)**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
T31604CP	Integrate Capital Sys:Phs 1	June-09	\$14,647,489
T41203FG	Charleston Depot	June-09	\$130,767,994
T5070303	Overcoat Bx Pk East-241 St WPR	June-09	\$21,676,800
T5080320	Automatic Signals Removal:CNR	June-09	\$3,000,000
T5120411	Bus Lifts Various Locations	June-09	\$8,800,000
T5120413	Depot Equipment	June-09	\$10,000,000
T41302O4	Purch 54 CWR Handler/Flatcars	July-09	\$14,955,954
T5100409	Heavy Shop Equipment	July-09	\$7,000,000
T5160704	(ICC) EFR Jamaica Yard Tower	July-09	\$4,376,700
T5090218	Substation Enclosures	July-09	\$13,564,400
T5060401	Pumps 10 Locs QBL	July-09	\$41,089,350
T5080309	Stn Time Signal Enhance LEX	July-09	\$4,833,750
S5070107	Arthur Kill Station	August-09	\$9,131,600
T5060405	Pumps 3 Locs PPK	August-09	\$20,034,891
T5160735	DOS Roof Replacement Ph 1	August-09	\$15,000,000
T41204BC	Manhattanville CNG Mods	September-09	\$1,504,259
T5160508	Concrete Cylinder Testing 2006	October-09	\$336,223
T5090206	Rockwell Place Substation	October-09	\$21,103,733
T5060206	Tun Ltg 42 St -96 St BW7	November-09	\$40,237,372
S5070106	Work Train Equipment	November-09	\$8,323,803
T5160401	Rehab 9 Node Site Facilities	November-09	\$5,967,271
T31503QP	63 St Con:Property Acq	December-09	\$18,063,182
T40302E1	100 OTR Express Buses 2002	December-09	\$49,266,602
T5070311	Rehab 75 Emergency Exits 07-09	December-09	\$18,744,200
T5130201	Rubber Tire Vehicles 2006-2007	December-09	\$12,657,300
T5090207	Modernize Caton Av Substn	January-10	\$24,716,141
S4070105	Repair 3 Thruspans DES	January-10	\$1,046,363
T5090211	Modernize Meserole Av Substn	February-10	\$21,421,800
T5090406	Repl Negative Cables RKY	February-10	\$20,000,000
T41302P4	Purchase 9 Locomotives	March-10	\$32,114,427
T5130205	Purch 19 Diesel-Elec Locos	March-10	\$70,472,636
T5090210	Modernize S Railroad Av Substn	March-10	\$22,093,300
T5080317	Sig Rewire/Fire Suppress	March-10	\$24,584,375
T5160202	Capital Revolving Fund	March-10	\$25,000,000
T5160725	(ICC) EFR 207th St 8AV	March-10	\$8,175,800
T5090201	Repl Power Transformers 3 locs	April-10	\$16,349,706
T5090205	Modernize Dyckman Substation	April-10	\$34,282,276
T5160512	Boring Services BK/Q/SI 2008	April-10	\$1,879,800
T5160513	Boring Services M/Bx 2008	April-10	\$1,586,100
T5160518	Test Pits 2008	April-10	\$2,215,900
T5060209	Tun Ltg Bergen - W4 6AV	April-10	\$37,175,651
T5080303	Stop Cable Replacement	April-10	\$70,000,000
T5080316	3 Interlockings 8AV	April-10	\$145,569,022
T5070314	BWY BMT Lexington-42 St	July-10	\$26,049,400
T5110203	Corona Yd Ph 3 Signals, Track	September-10	\$100,066,247



**New York City Transit (Includes Staten Island Railway)**  
**2007-2010 Project Completions**

<b>Project ID</b>	<b>Project Description</b>	<b>Complete 07-10</b>	<b>Project Allocation</b>
T5041127	Rehab 96 St BW7	October-10	\$57,941,106
T5041311	ADA 96 St BW7	October-10	\$27,909,466
T5060301	Fan Rehab 30th St. 6AV	October-10	\$84,208,451
T5080602	SysWide Appl Migration Ph 2	October-10	\$49,225,700
T5160604	Fire Alarm/Sprinklers 5 Locs	October-10	\$14,107,947
T5160708	EFR 96 St BW7	October-10	\$4,017,077
T5090403	Cntrl & Bat Cables 4 Sbstn CZs	November-10	\$43,586,659
T5041312	ADA Jay-Lawrence Transfer	December-10	\$14,145,093
T5041406	Xfer Lawrence St/Jay St	December-10	\$57,050,509
T5130203	Purchase 2 Ballast Regulators	December-10	\$7,793,800

**MTA Bus Company**  
**2007-2010 Project Completions**

<b>Project ID</b>	<b>Project Description</b>	<b>Complete 07-10</b>	<b>Project Allocation</b>
U4030207	99 Hi-Cap Express Buses 2006	February-07	\$50,106,715
U4030204	284 Hybrid-Electric Buses 2005	June-07	\$154,161,317
U4030208	105 Hybrid-Electric Buses 2007	December-08	\$60,849,388

**Bridges and Tunnels**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
D401VN36	Seismic Study & Retrofit of Suspended Spans	Feb-07	\$2,739,223
D404AW34	Installation of Security System	Feb-07	\$12,773,313
D402BW82	Susp Span/Deck Replacement	Apr-07	\$180,549,335
D501QM82	Rehab 2nd Avenue Overpass	Aug-07	\$5,189,055
D405MP08	New Service Building (Modular)	Sep-07	\$11,243,175
D404AW32	Rotating Prism signs at Toll P	Oct-07	\$6,390,107
D402VN28	Curb Plate/Scupper Installation -LL Susp.Span	Dec-07	\$5,501,091
D505BB46	Pipe Gallery Rehabilitation	Jan-08	\$2,752,689
D505BB47	New Sewer Connection-Gov Island Vent Building	Jan-08	\$3,175,497
D404QM80	Replace & Rehab Exhaust & Supply Fans/Housings	Apr-08	\$32,578,769
D403AW80	Variable Message Signs	Jul-08	\$5,963,074
D403AW41	Toll Registry Systems Replacement	Dec-08	\$10,547,213
D504BB15	Expand/Upgrade Control and Communications System	Dec-08	\$11,881,654
D501MP02	Structural Steel Repairs	Mar-09	\$22,764,171
D505BB80	Rehabilitation of Ventilation Building	Apr-09	\$21,123,572
D502TB64	Replace Deck-RI Viaduct	Apr-09	\$261,470,923
D501TB66	Anchorage Rehab and Dehumidification	May-09	\$22,229,373
D503AW47	Digital Video Surveillance System	Jun-09	\$4,568,401
D502VN17	Rehabilitation of Approach	Aug-09	\$82,576,508
D504BB82	Upgrade Elect Sys/Power Distb	Dec-09	\$10,823,000
D501BW85	Critical Panel Unwrapping	Dec-09	\$5,845,000
D501BW86	Partial Replacement of Suspender Ropes	Dec-09	\$2,725,000
D502TB65	Deck Repl Bx Toll Plaza	Dec-09	\$15,300,000
D502HH80	Replace Lower Level Deck	Apr-10	\$86,583,222
D503AW37	Operation Centers TS Systems	May-10	\$3,535,750
D502HH04	Replace Cross Drainage	Jun-10	\$3,507,839
D503AW36	Installation of CCTV/Fiber Opt	Jul-10	\$2,601,742
D503AW49	E-Zpass Systems Infrastructure	Jul-10	\$2,035,124
D504AW80	Variable Message Signs	Jul-10	\$3,804,792
D501CB08	Deck and Structural Rehab	Jul-10	\$67,917,412
D503AW35	Weather Information Systems	Aug-10	\$1,168,984
D501TN85	Suspended Span Cable Rewrapping	Oct-10	\$15,554,009

**MTA Police Department**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
N5100115	Merrick Facility	Mar-08	\$325,000
N5100101	Suffolk County District Office	Jun-08	\$4,700,000
N5100104	K9 Facility	Dec-08	\$4,626,761
N5100112	Integrated Incident Mgt. System	Oct-09	\$250,000
N5100110	Communications Center Back-up	Dec-09	\$2,000,000
N5100113	Access Control	Dec-09	\$1,200,000
N5100102	Nassau County District Office	Mar-10	\$1,300,000
N5100103	Nassau County Fit-out	Jun-10	\$225,000

**MTA Capital Construction Company**  
**2007-2010 Project Completions**

<b>Project ID</b>	<b>Project Description</b>	<b>Complete 07-10</b>	<b>Project Allocation</b>
ET060102	2 Fans:South Ferry/Battery-BW7	Sep-07	\$24,506,881
G4120201	SoFe Terminal Structure	Sep-07	\$291,222,086
G4120105	FSTC-HAZRDS MATERIALS& DECONSTRUCTION	Jun-07	\$11,570,632
G4120104	FSTC: REHAB #2/#3 STN/CNSTR SO STAIR#4&5	Oct-07	\$48,632,319
G4120102	FSTC-DEY STREET CONCOURSE STRUCTURAL BOX	Jun-08	\$164,987,062
G4090107	GCT East Yard Modifications	Nov-08	\$58,700,000
G4090125	Wood Interlocking	Nov-08	\$26,926,282
G4120101	FULTON STREET TRANSIT CENTER	Oct-09	\$58,303,065
G4120107	FSTC-TRANSIT CNTR,STN REHAB& CORBIN RSTR	Oct-09	\$313,739,150
G5090117	Harold Structures (Part 1)	Dec-09	\$123,847,683
G4090119	MH Tunnel Excavation	Aug-10	\$453,393,122

*Excluding Security*

**Metro North Railroad**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
M402-01-07	GCT Elevator Rehabilitation	Feb-07	\$6,336,152
M402-02-17	Poughkeepsie Station Improvements	Mar-07	\$7,327,272
M503-02-04	Park Avenue Utility Bays Surveys	Mar-07	\$675,000
M402-02-19	Directional/Informational Station Signage	Mar-07	\$1,439,720
M503-01-11	2006 Cyclical Track Program	Mar-07	\$11,300,000
M402-03-14	Brewster Parking Expansion	Apr-07	\$3,600,000
M402-03-16	Irvington Station Parking Improvements	Apr-07	\$3,827,000
M402-02-08	Hudson Line Overpass Improvements	Apr-07	\$44,593,194
M307-01-06	Penn Station Access	Apr-07	\$4,084,469
M405-01-02	GCT Third Rail Rehabilitation	Jun-07	\$3,311,000
A401-01-07	West of Hudson Comet Overhaul (24 Cars)	Aug-07	\$15,131,000
M402-03-13	North White Plains Parking - EIS	Sep-07	\$1,673,335
M404-01-10	Install Kit Room Backup	Oct-07	\$5,093,321
M404-01-09	Upgrade Network Infrastructure/M3040404 (NYS Only)	Oct-07	\$38,125,783
M501-01-01	Diesel Locomotives (MNR Share)	Nov-07	\$1,700,000
M405-01-06	Replace Switchgear - 59th & 72nd Street	Nov-07	\$13,472,288
M501-01-01	Diesel Locomotives (MNR Share)	Dec-07	\$3,400,000
M502-02-04	Upper Harlem Line Station Improvements	Jan-08	\$4,301,591
M504-01-17	PBX Replacement	Jan-08	\$1,600,000
M404-01-19	Operations Control Center	Feb-08	\$2,896,837
M501-01-01	Specification/Purchase Diesel Loco for non-GCT svcs.	Feb-08	\$8,500,000
M501-03-08	Replace Obsolete Work Equipment	Feb-08	\$2,200,000
M503-02-12	Clearance Inventory and Video	Feb-08	\$1,067,000
M503-01-12	2007 Cyclical Track Program	Mar-08	\$11,484,000
M303-09-26	Rehab/Replace Overhead Bridges	Apr-08	\$334,479
M403-01-02	GCT Switch/Track Rehabilitation	Jun-08	\$7,731,395
M501-01-09	End Door Coach Midlife Overhaul - 40 Cars	Jul-08	\$22,600,000
M502-01-08	GCT Water Conveyance Utilities Improvements	Jul-08	\$1,552,000
M501-01-10	M-9 Specification Development	Sep-08	\$1,000,000
M506-01-05	Highbridge Car Wash Facility	Oct-08	\$19,430,000
M504-01-14	Replace High Cycle Rate Relays	Nov-08	\$750,000
M504-01-15	Replace Track Relays	Nov-08	\$2,470,000
A401-01-02	M-2 Car Remanufacture	Dec-08	\$26,350,768
M402-03-03	Parking Rehabilitation	Dec-08	\$499,610
M501-01-02	M-2 Critical Systems - 241 Cars	Dec-08	\$18,600,000
M504-01-10	Upgrade Grade Crossings	Dec-08	\$945,000
M505-01-04	Aluminum 3rd Rail and E-Rail GCT Lower Level	Dec-08	\$1,920,000
M501-01-04	M-4 Midlife Remanufacture - 54 Cars	Jan-09	\$9,956,000
M501-01-05	M-6 Midlife Remanufacture Spec Develop	Jan-09	\$600,000
M505-01-01	Substation Bridge 23	Jan-09	\$12,800,000
M503-02-13	Bridge Walkways	Feb-09	\$2,100,000
M504-01-05	Replace CTC Systems (OCC/ECC)	Feb-09	\$26,689,632
M502-01-01	GCT Trainshed Structural Repairs	Mar-09	\$16,995,000
M503-01-13	2008 Cyclical Track Program	Mar-09	\$10,400,000
M505-01-10	Install Sectionalizing Switches GCT	Mar-09	\$4,200,000
M506-01-03	Harmon Shop Replacement (Master Plan)	Jun-09	\$355,454,000
M402-02-16	Yankee Stadium Station	Jul-09	\$45,000,000
M506-01-06	Poughkeepsie Yard Improvements	Jul-09	\$1,700,000
M504-01-11	C&S Cable Replacement GCT to Mott Haven	Sep-09	\$3,800,000
M403-02-05	Rehab/Replace Overhead Bridges (MNR Share)	Oct-09	\$4,400,331
M502-02-07	Station and Platform Informational Signs	Oct-09	\$950,000
M503-01-09	Drainage and Undercutting	Oct-09	\$7,700,000
M503-03-02	West of Hudson Improvements	Oct-09	\$3,450,000
M505-01-05	Replace Substation Batteries	Oct-09	\$737,000

**Metro North Railroad**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
M503-02-16	Employee Welfare and Storage Facilities	Nov-09	\$2,500,000
M504-01-12	Vital Processor System (GCT)	Nov-09	\$6,205,000
M505-01-02	Substation Retrofit - Harlem and Hudson Lines	Nov-09	\$13,100,000
M502-02-02	Croton Harmon/Peekskill Station Improvements	Dec-09	\$5,254,436
M502-03-01	Parking Rehabilitation	Dec-09	\$3,300,000
M502-03-02	Parking Expansion	Dec-09	\$34,100,000
M503-01-06	Rebuild Retaining Walls	Dec-09	\$2,126,000
M503-02-01	Replace/Repair Undergrade Bridge Program	Dec-09	\$28,543,601
M503-02-02	Rehabilitate Culverts/Railtop Culverts	Dec-09	\$3,135,000
M503-02-03	D.C. Substation/Signal House	Dec-09	\$2,104,868
M503-02-05	Replace Timbers Undergrade Bridges	Dec-09	\$2,176,000
M503-02-06	Overhead Bridge Program-East of Hudson	Dec-09	\$3,770,000
M503-02-18	Systemwide Flood Control	Dec-09	\$500,000
M503-03-01	West of Hudson Track Program	Dec-09	\$36,700,000
M503-03-03	Moodna/Woodbury Viaducts	Dec-09	\$5,150,000
M503-03-04	Otisville Tunnel	Dec-09	\$1,000,000
M504-01-13	Refurbish/Replace Electric Switch Machines	Dec-09	\$950,000
M504-01-16	Replace Interlocking/Siding -West of Hudson	Dec-09	\$1,925,000
M505-01-09	Rehab Harlem and Hudson Lines Substations	Dec-09	\$13,477,000
M508-01-09	Customer and Employee Communications Projects	Dec-09	\$8,611,000
M502-02-06	Station Building Rehabilitation	Jan-10	\$8,138,000
M503-02-08	Right-of-Way Fencing	Feb-10	\$1,406,316
M503-01-02	Turnouts Mainline/High Speed	Mar-10	\$38,332,000
M503-01-14	2009 Cyclical Track Program	Mar-10	\$11,300,000
M505-01-06	Replace Motor Alternators	Mar-10	\$6,000,000
M502-01-05	GCT Elevator Rehabilitation Phase III	Apr-10	\$4,100,000
M502-02-03	Poughkeepsie Station Building	May-10	\$7,500,000
M503-03-05	Undergrade Bridge Program West of Hudson	Jun-10	\$6,306,543
M508-01-02	Systemwide Lead/Asbestos Abatement	Jun-10	\$5,500,000
M508-01-03	Environmental Remediation	Jun-10	\$2,200,000
M503-01-07	Rock Slope Remediation - East of Hudson	Sep-10	\$5,493,000
M503-02-09	Remove Obsolete Facilities	Sep-10	\$4,270,000
M506-01-07	Shops and Yards Miscellaneous Environmental Improvements	Sep-10	\$1,600,000
M502-01-02	GCT Leaks Remediation	Dec-10	\$6,525,000
M503-01-03	GCT Turnout and Switch Renewal	Dec-10	\$11,000,000
M503-01-04	Turnouts Yards	Dec-10	\$5,238,741
M503-01-05	M of W Equipment	Dec-10	\$9,600,000
M503-02-15	Catenary Painting NHL (NYS)	Dec-10	\$3,095,000
M505-01-03	Replace Harlem River Lift Bridge Breaker Houses	Dec-10	\$3,750,000

**Long Island Rail Road**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
L4030130	SHEA STADIUM - MAIN LINE LINK STUDY	Aug-2007	\$550,000
L4060339	RICHMOND HILL INVESTMENT	Apr-2007	\$22,546,000
L4020480	JAMAICA POLICE FIT-OUT	May-2007	\$4,770,000
A401011L	M-3 OVERHAULS	Sep-2007	\$26,038,518
L402042F	SHEA STADIUM -SHORT TERM IMPROVEMENTS	Aug-2007	\$1,750,000
L4020433	ROSEDALE STATION	Sep-2007	\$4,396,000
L506016B	WEST SIDE YARD FACILITY (BUILDINGS)	Jun-2007	\$1,034,000
L506016L	HVAC SHOP CONSTRUCTION	Jun-2007	\$4,540,000
L406037I	AUTOMATED MATERIAL HANDLING SYSTEM	Aug-2007	\$13,900,000
L40703C1	"F" CIRCUIT BREAKER HOUSE	Dec-2007	\$4,361,000
L40603E6	PT. JEFF. BRANCH YARD EIS & DESIGN	Jun-2007	\$3,698,000
N50905HC	SYSOSSET STATION - INSTALL CCTVS	Feb-2007	\$1,318,000
L40502K5	JAMAICA INTERLOCKINGS	Aug-2007	\$13,876,742
L50701P6	ELECTRICAL SYSTEMS - EMERGENCY GENERATOR	Dec-2007	\$199,000
L50701P7	BRIDGE ELECTRICAL SYSTEM REPLACEMENT	Dec-2007	\$690,000
L40804PF	PROGRAM DEVELOPMENT - SIGNALS	May-2007	\$1,179,003
L50904PN	PROTOTYPE PLC PILOT WIRE SYSTEM	Dec-2007	\$300,000
L50301T3	2007 ANNUAL TRACK PROGRAM	Dec-2007	\$61,159,087
L08A03W2	MINEOLA GRADE CROSSING ELIMINATION	Sep-2007	\$41,916,106
L4020424	Atlantic Terminal	Jan-08	\$88,456,199
L502059G	Valley Stream Parking	Jan-08	\$1,962,000
N50905HA	Freeport Platform & Waiting Rm	Jan-08	\$1,070,000
L506016M	Babylon Yard Reconfiguration	Mar-08	\$12,200,000
N50905HB	Bayshore Overpass	Mar-08	\$1,634,000
L407032I	Valley Strm/Isl Pk Subst Recon	May-08	\$25,249,168
L509048C	LIC Car Wash Environmental Rem	Jul-08	\$928,692
L405025J	QUEENS Interlocking Reconfig	Aug-08	\$48,898,406
L502042B	Broadway Platform Replacement	Sep-08	\$18,720,725
L506016N	Long Island City Yard (3A/3B)	Sep-08	\$17,695,000
L50301R7	Amott Culvert	Sep-08	\$3,000,000
L4020434	Valley Stream Station Rehab	Oct-08	\$4,316,600
L50401B9	DB Bridge - Design	Dec-08	\$2,300,000
L40502E5	DOT Grade Crossings	Dec-08	\$7,105,000
L50502SX	Babylon - Speonk Signalization	Dec-08	\$16,300,000
L50301T4	2008 Annual Track Program	Dec-08	\$51,300,000
L404024Y	East River Tunnel Ventilation	Feb-09	\$89,745,401
L50502SV	Valley Interlocking - Phase II	May-09	\$59,200,000
L502042C	Seaford Platform Replacement	Jun-09	\$16,036,846
L506016H	M of W Repair Facility	Jul-09	\$8,848,236
L50502SL	Jay, Hall & Dunton Micropro	Aug-09	\$50,285,000
L5020526	Ronkonkoma Parking Improvement	Sep-09	\$3,910,000
L502042U	Elevator Replacement Program	Sep-09	\$3,304,810
L50206VB	PS Third Rail & Signals	Sep-09	\$11,425,000
L502042G	Babylon Branch Stair Replaceme	Dec-09	\$4,503,051
L50401B1	Bridge Rehabilitation Program	Dec-09	\$7,900,000
L50301E1	Track Equipment	Dec-09	\$30,463,372
L50701P8	Signal Load Electrical System	Dec-09	\$1,419,000
L50701PA	Replace Substation DC Breakers	Dec-09	\$3,817,954
L50701PB	Replace Substation Batteries	Dec-09	\$1,361,381
L50701PG	Replace 3 Substations	Dec-09	\$37,035,521
L50701PH	Demo/Const 4 Substations	Dec-09	\$39,710,000
L50701PJ	Third Rail System - Cable	Dec-09	\$5,054,195
L50701PK	Third Rail Protection Board	Dec-09	\$12,924,837



**Long Island Rail Road**  
**2007-2010 Project Completions**

<b>Project ID</b>	<b>Project Description</b>	<b>Complete 07-10</b>	<b>Project Allocation</b>
L50701PM	Composite Third Rail	Dec-09	\$21,890,257
L50701PS	Signal Power Line Replacement	Dec-09	\$3,901,345
L50701PT	Power Pole Line Replacement	Dec-09	\$2,570,793
L50701PU	Signal Power Motor Generators	Dec-09	\$2,083,000
L50301R1	Culverts	Dec-09	\$4,000,000
L50301R4	Demolitions	Dec-09	\$1,764,184
L50501S7	Fiber Optic Network	Dec-09	\$70,123,628
L50501S9	Communications Pole Line Repla	Dec-09	\$7,272,200
L50301T5	2009 Annual Track Program	Dec-09	\$41,500,000
L5020425	Jamaica Fit-Out Phase 2	Jan-10	\$12,027,398
L50502SU	Jamaica Interlocking - Design	Jan-10	\$15,300,000
L50402VA	ERT Fire & Life Safety	Jan-10	\$106,500,000
L502042T	Escalator Replacement Program	Feb-10	\$4,084,056
L506016K	Rolling Stock Support Equipmnt	Mar-10	\$16,318,396
L50401B4	Atlantic Viaduct	Mar-10	\$93,380,394
L50502SG	Signal Normal Replacement Prog	Mar-10	\$5,445,470
L50401B3	Powell Creek & Hog Island Chan	Apr-10	\$9,774,510
L50401B8	Woodhaven/Queens Blvd Bridges	May-10	\$18,021,961
L50401B5	Junction Blvd Abutment PW	Jun-10	\$20,258,824
L50502SC	Centralized Train Control-Ph 1	Jun-10	\$16,000,000
L50301R3	Fencing	Jul-10	\$2,530,200
L506016Y	LCM-Shop Desgn and Cnstruction	Sep-10	\$34,919,608
L506016P	Babylon Car Wash	Oct-10	\$18,100,000
L506016C	Hillside Facility/Bldg Rehab	Oct-10	\$3,300,000
L50401B6	Shinnecock Canal/North Highway	Oct-10	\$13,274,510
L50301E9	ACL Direct Fixation	Nov-10	\$47,270,354
L50701PC	Power System Upgrade	Dec-10	\$12,319,820
L50301R6	Track Stability/Retaining Wall	Dec-10	\$4,058,872
L50501S6	Improved Radio Coverage/Infras	Dec-10	\$15,287,704
L50502SA	Wayside Event Recorders	Dec-10	\$6,300,000
L50502SB	Babylon Branch Signal Improvem	Dec-10	\$30,600,000
L50502SW	Babylon to Patchogue	Dec-10	\$21,200,000

**OPERATING IMPACTS EXCEEDING \$1 MILLION  
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2008 - 2014**

**Note: The following operating impact assumptions for capital projects reaching beneficial use in 2008 through 2014 are all included in the current financial plan.**

**NEW YORK CITY TRANSIT CAPITAL PROJECTS**

**Project:** Various – Elevator & Escalators

53 new elevators and 42 new escalators are projected to have beneficial use by EOY 2014. Based on established unit costs for maintenance, a total of 55 positions are required to maintain this new equipment. Initial operating impacts begin in 2008 with 20 positions, where the positions will be phased in as the new equipment reaches beneficial use. Full impacts will be reached by year 2014 with 55 maintenance positions. (Capital costs only reflect elevator and escalator projects. Costs for elevator and escalator work performed as part of station rehabilitation projects are captured in the station rehabilitation capital costs.)

**Project:** Station Rehabilitation, Reconstruction, Normal Replacement

A total of 65 positions will be needed by year 2014. Initial operating impacts begin in 2007 and in 2008 an additional 29 positions (ranges from cleaning/maintenance and operating personnel) are needed.

Stations: Budget 6 Cleaners and 6 Maintainers annually for stations rehabilitated. Rehabilitated stations require more resources to clean because of the material used (ie, tiles, stainless steel fixtures, glass fixtures, etc.). The budget is adjusted based on the actual number of stations rehabilitated each year. Full impacts begin in 2011 with 53 positions.

Infrastructure: Maintain 229 new HVAC units, an additional 81 fans and 781 fan dampers, and 288 EDRs and 45 heat trace systems resulting from the completion of various station rehabilitations. Full impacts begin in 2008 with 12 positions (averaging \$1.291M).

**Project:** Consolidated Employee Facilities

Increase resources to address the conditions and maintenance at the various facilities. Since 2008, the projects need 109 more positions and continue at 109 positions till 2014.

**Project:** Fulton Street Transit Center

Full impacts will start in 2010 with 86 positions for facility operation, cleaning, and maintenance with a cost of \$6.4M/year.

**Project:** South Ferry Terminal

Operating impact will start in 2008 and full impact will be reached in 2010 with 20 positions (cost \$1.6M/year).

These positions will cover various areas:

RTO :	Increase resources for train dispatching.
DCE:	Increase resources for emergency response and terminal cleaning.
Infrastructure:	Increase resources for Elev & Esc and fans & pumps maintenance
Stations:	Increase resources for cleaning & maintenance.
Electrical:	Increase resources for signal maintenance

**Project: Charleston Depot Annex**

This is a new bus depot. 86 positions are added, reflecting the fixed overhead of operating a depot. Beginning in 2009, 10 of the positions include security guards, who will provide 24/7 coverage. Initial operating impacts begin in 2009 (\$2.2 million), but full impacts begin in 2010, totaling about \$7.0 million annually.

**Project: Purchase 216 Hybrid Electric Buses**

Hybrid Buses are more expensive to maintain than the standard diesel buses. An additional 32-50 positions per year are needed in this period; all the positions reflect maintainer positions, while the OTPS expenses are maintenance materials. However, some of the expense is offset by diesel fuel savings. The increased impacts begin in 2008 (\$1.6 million), but full impacts begin in 2010 (\$6.0 million) as all buses enter their major maintenance cycles.

**Project: Grand Avenue Depot/Central Maintenance Facility.**

This is a new bus depot and central maintenance facility. 111 new positions are reflected: 98 positions reflect the fixed overhead of operating a depot and central maintenance facility and the additional 13 positions reflect the fixed overhead for Supply Logistics (NYCT's distribution division). The OTPS costs include 24/7 security coverage. Full impacts begin in 2008 (\$11.0 million).

**Project: Service Management and Customer Information System (SMCIS)**

This is an Automated Vehicle Locator (AVL) system. Upon full implementation in 2010, the Department of Buses requires dispatchers to monitor the additional consoles in the Command Center. There are also system maintenance costs. 22 positions are added. Initial operating impacts begin in 2010 (\$3.4 million), but full impacts begin in 2012, totaling about \$7.0 million annually.

**Project: Clara Hale Bus Depot**

This is a reconstructed depot. An additional 7 positions will be added. Project will result in a net operating cost of \$2.174 million per year beginning in 2011 for additional employees and utilities cost.

**Project: ATM Network System B Division.** This project, base and option will provide ATM (Asynchronous Transfer Mode) nodes at the "B" Division Stations for a total of 289 passenger stations. This ATM switch network will utilize the high Speed SONET (Synchronous Optical Network) fiber optic backbone network provided under a previous data network contract. Net operating cost impact \$1.466M per year.

**Project: Second Avenue Subway, phase 1.** Initial operating segment runs from 96<sup>th</sup> Street to 63<sup>rd</sup> St. Anticipated start of service 2013.

- Net operating cost impact for train operations: \$5.091M/ year. During Phase I of the 2nd Avenue service, the Q train will be running from Stillwell Terminal to 96th St. This will result in approximately 45,000 additional train hours. This translates to 26 Train Operators and 26 Conductors (no OPTO assumed) based on the current availability factor. In addition to the train crews, 2 Switching Operators, 5 Tower Operators (no ATS or CBTC assumed), 5 Train Dispatchers, and 3 Train Service Supervisors are needed to support the service.
- Net operating cost impact for three additional stations: \$2.544M/ year
- Increased operating costs for additional subway car miles traveled: \$2.212M/ year.

## **LONG ISLAND RAIL ROAD CAPITAL PROJECTS**

There are no new capital projects entering beneficial use in 2008-2014 that have an impact on the LIRR operating budget over \$1.0 million.

## **BRIDGES AND TUNNELS CAPITAL PROJECTS**

**Project:** Installation of Security Systems at VN and QMT

These new asset characteristics resulting from the installation of Security Systems at the Verrazano Narrows Bridge and the Queens Midtown Tunnel represents a different maintenance requirement in addition to traditional maintenance work due to new technology and communication requirements. Cost impacts will be primarily seen in the areas of manpower (2 positions), utility, and equipment costs. With an Impact date of 4/2007, the operating budget impact is \$1.31 million in 2008, \$2.43 million in 2009, \$1.93 million in 2010, \$1.94 million in each of 2011, 2012, 2013, and 2014.

## **METRO-NORTH RAILROAD CAPITAL PROJECTS**

**Project:** M-8 Electric Car Purchase

Purchase of 300 M-8 cars for service on the New Haven Line (joint purchase with CDOT). With an impact date of December 2012, the operating impact is \$1.73 million in 2010, \$4.20 million in 2011 and \$8.18 million beginning in 2012.