

# **MTA**

# **2007 Adopted Budget**

## **February Financial Plan**

## **2007–2010**



**February 2007**



**Metropolitan Transportation Authority**

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# **I. Introduction**

## **Introduction**

This document includes the 2007 Adopted Budget approved by the Board in December and the 2007-2010 Financial Plan. The purpose of the February Plan is to fully incorporate those Board-approved actions on a detailed basis into the Agency Budgets and forecasts. Approved Policy and Gap Closing actions that were presented below-the-Baseline are now incorporated into the Baseline. Also, adjustments that were included on a consolidated basis only, are now properly allocated to the Agencies. The process also gives the Agencies the chance to make minor technical adjustments to their Budgets and forecasts which will result in improved reporting. These adjustments are very minor and result in virtually no change to the bottom line. Unlike the July and November Plans, the February Plan does not include any new proposals; nor is it a preview of any document that will require Board action.

This document contains schedules detailing the 12-month allocation of the 2007 Adopted Budget. These monthly allocations of the budget will be compared with monthly actuals and monthly variances will be analyzed and reported to the Board committees.

This report contains detailed Agency information regarding budgeted positions and scheduled 2007 PEG programs. The post-2007 PEGs along with projected savings from Shared Services and any Reorganizations, remain as gap-closing proposals below the line. As the 2008 budget process proceeds, these proposals and associated Agency targeted spending levels will be reassessed. The preliminary 2008 Budget is scheduled for presentation to the Board at the July 2007 meeting. The Final Proposed Budget for 2008 will be presented to the Board in November and adopted in December 2007. This process provides enough time so that public and elected officials can comment on the proposals before the Board action in December.

The February Plan closing cash balances have been revised slightly from the December Plan, mainly as a result of minor technical adjustments. The closing cash balance has been increased by a net \$3 million in 2006 and \$2 million in 2007. The projected cash deficit will decrease by \$6 million in 2008 and \$11 million in both 2009 and 2010.

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline reduced positions by 110 in 2007, 123 in 2008 and 116 in 2009 and 2010. Most of this reduction is attributable to PEGs, with position reductions of 228 in 2007 and 230 in each of the years 2008 thru 2010. Ninety-three positions were added at NYCT, reflecting a technical change for operational coverage requirements related to the recognition of Martin Luther King, Jr. Day as a holiday for TWU members. This was part of the TWU arbitration decision in December of 2006. Also reflected in NYCT's Financial Plan are 25 positions for the anti-scratchitti campaign. These positions were previously captured below-the-line as a Policy Action.

## **BASELINE CHANGES**

Pattern Labor Provision – A provision for pattern labor was included in the November Plan, on an MTA-consolidated basis only. For the February Plan, Agencies revised their personnel services expenses to reflect the pattern settlement within their own financial projections. These Agency-specific forecasts resulted in costs that were modestly higher than the preliminary estimates included in the November Plan by \$4 million in 2006, \$7 million in 2007, \$5 million in 2008, \$7 million in 2009, and \$9 million in 2010.

Health & Welfare – In the November Plan, Agencies included a 14.7% projected rate increase in 2007 for the Empire Plan based on preliminary information. Subsequent to those instructions, MTA received information making it likely that these premiums would be lower, and as a result MTA adjusted this increase down to 10% based on an estimate at that time. This adjustment was made only in the consolidated totals (Agency submissions continued to reflect the higher inflator). The actual Empire rate increase for 2007 will be lower still (7.9%) which is now reflected in the February Plan. Future year rates are not changing from the November submission (10.7%), but lower costs in 2007 lower the base and result in cost reductions in the out-years.

GASB Account – The MTA Board approved the November Plan proposal to deposit into this account over the 2006-2010 Plan-period, Health & Welfare contributions by represented employees as anticipated in pattern labor settlements MTA-wide. In addition, contributions from NYCERS pension savings and \$80 million generated by increased real estate-related tax activity are being deposited into the account. A change in the estimate of H&W contributions and various technical changes in procedure are described within Agency Baseline Assumptions.

Other Agency Technical Adjustments – These adjustments are relatively minor and for the most part only involve changes between accounts with no impact on the bottom line. NYCT is recognizing a Board-approved tariff change allowing customers a free transfer between Westchester County Buses and NYCT buses and trains. This results in a revenue reduction of \$2 million in 2007, and \$3 million in the years 2008 and beyond. In addition, NYCT is recognizing \$3 million in additional Paratransit Urban Tax revenue reflecting the inclusion of the sale of Stuyvesant Town and Peter Cooper Village, which was reflected as a Policy Action in the November Plan. Lower-than-anticipated railroad retirement tax rates will lower costs for the Long Island Rail Road and Metro-North. Each Agency section provides a detailed reconciliation of their technical changes.

NYCT-Specific Adjustments – In the February Plan, NYCT has incorporated those items relating to them that were included below-the-line as Policy Actions in the November Plan. Specifically, they added the Station Painting and Anti-Graffiti Campaign costs into their Plan.

Policy Actions Funded by Subsidies - Changes since December reflect technical adjustments for policy actions that were previously handled below-the-line. These are now incorporated in the Subsidy baseline projections in the February Plan. Costs for the Service Marketing Campaign (\$5 million), Enhanced Security Training (\$6 million)

and anticipated downsizing costs associated with future headcount reductions (\$81 million) are funded from the 2007 MRT-2 collections. Other below-the-line policy actions are now included in baseline subsidy accounts in 2005 and 2006: capital security (\$100 million in 2005 and \$150 million in 2006); the 2005 Holiday Program (\$50 million set aside in 2005 and then restored to agency accounts in 2006 to cover expenses in the agency baseline); and the Pension Liability Reduction (\$450 million set aside in 2005 from MRT-2 and agency subsidy accounts).

The February Plan transfers \$200 million to the Baseline subsidy accounts from the 2004 Real Estate Stabilization account. The staff summary approved by the Board in December of 2006 authorized that \$80 million of these funds would be deposited in the GASB account and the remainder plus accumulated interest deposited in the NYCT and Commuter Railroad subsidy accounts.

## **GAP CLOSING**

2007 Agency Program to Eliminate the Gap - The distribution of the 2007 PEGs into the baseline resulted in changes to each Agency's financials, but had virtually no effect on MTA Consolidated cash. Each Agency's section contains PEG Summaries of the 2007 and Post-2007 PEG Programs.

Post-2007 Agency Program to Eliminate the Gap – These actions are described later in the report and are still captured below-the-line.

Shared Services/Reorganization - These proposals are described later in the report and are still captured below-the-line, as they do not commence until 2008.

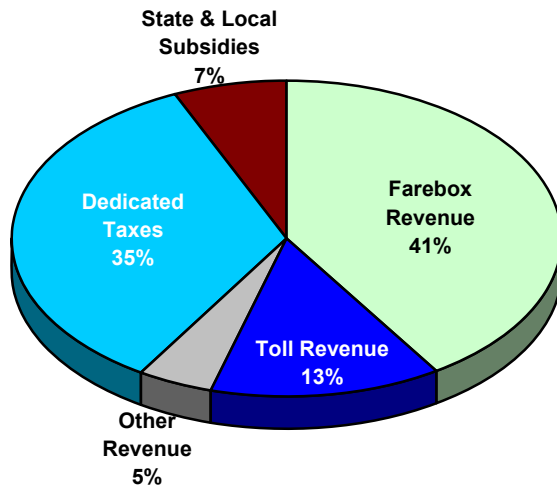
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## **II. MTA Consolidated 2007-2010 Financial Plan**

# MTA 2007 Final Proposed Budget Excluding MTA Bus Company Baseline Before Gap Closing and Policy Actions

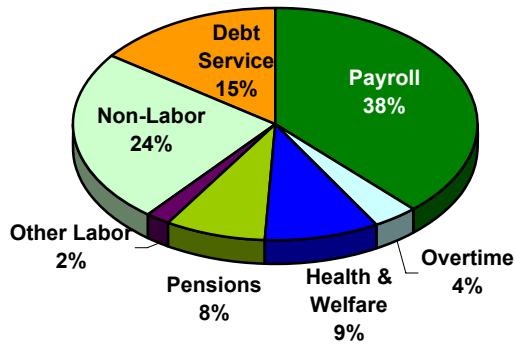
## Where the Dollars Come From ...



By Revenue Source (\$ in millions)	
Farebox Revenue	\$3,747
Toll Revenue	1,237
Other Revenue	419
Dedicated Taxes	3,150
State & Local Subsidies	614
<b>Total</b>	<b>\$9,168</b>

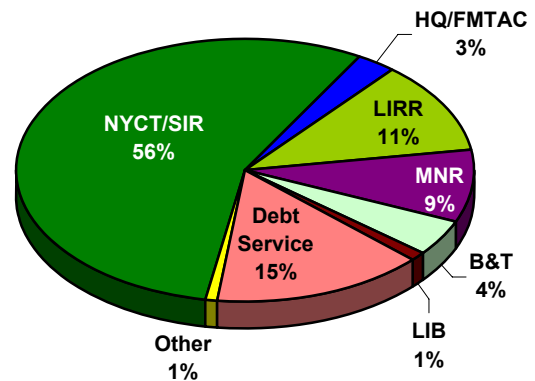
## Where the Dollars Go ...

### By Expense Category



By Expense Category (\$ in millions)	
Payroll	\$3,688
Overtime	365
Health & Welfare	888
Pensions	790
Other Labor	168
Non-Labor	2,358
Debt Service	1,457
<b>Total</b>	<b>\$9,715</b>
<i>Expenses exclude depreciation.</i>	

### By MTA Agency



By MTA Agency (\$ in millions)	
NYCT/SIR	\$5,400
HQ/FMTAC	273
LIRR	1,097
MNR	854
B&T	437
LIB	121
Debt Service	1,457
Other	75
<b>Total</b>	<b>\$9,715</b>
<i>Expenses exclude depreciation.</i>	

The net difference between revenues and expenses is offset through the use of prior year cash balances and cash flow timing adjustments (\$2,507 million) and depreciation (-\$1,691 million). This results in a baseline year-end cash surplus of \$270 million.

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Statement Of Operations By Category - Excluding MTA Bus Company

(\$ in millions)

Line No.						
7		<b>Non-Reimbursable</b>				
8			<b>2005</b>	<b>2006</b>	<b>2007</b>	
9			<b>Actual</b>	<b>Final Estimate</b>	<b>Adopted Budget</b>	
10						<b>2008 2009 2010</b>
11	<b>Operating Revenue</b>					
12	Farebox Revenue	\$3,565	\$3,694	\$3,747	\$3,798	\$3,832 \$3,858
13	Toll Revenue	1,205	1,235	1,237	1,240	1,236 1,235
14	Other Revenue	410	435	419	440	462 482
15	Capital and Other Reimbursements	26	0	0	0	0 0
16	<b>Total Operating Revenue</b>	<b>\$5,206</b>	<b>\$5,364</b>	<b>\$5,404</b>	<b>\$5,477</b>	<b>\$5,530 \$5,575</b>
17	<b>Operating Expense</b>					
18	<b>Labor Expenses:</b>					
19	Payroll	\$3,362	\$3,523	\$3,688	\$3,850	\$3,965 \$4,066
20	Overtime	385	397	365	374	388 403
21	Health & Welfare	769	817	888	986	1,094 1,216
22	Pensions	642	576	790	828	827 826
23	Other-Fringe Benefits	386	390	391	409	425 436
24	Reimbursable Overhead	(240)	(277)	(290)	(289)	(288) (293)
25	<b>Sub-total Labor Expenses</b>	<b>\$5,304</b>	<b>\$5,426</b>	<b>\$5,832</b>	<b>\$6,158</b>	<b>\$6,410 \$6,654</b>
26						
27	<b>Non-Labor Expenses:</b>					
28	Traction and Propulsion Power	253	274	309	314	338 359
29	Fuel for Buses and Trains	138	167	179	178	175 177
30	Insurance	62	36	38	43	46 53
31	Claims	90	138	153	156	160 164
32	Paratransit Service Contracts	158	190	230	267	306 357
33	Maintenance and Other Operating Contracts	453	508	565	569	590 601
34	Professional Service Contracts	216	190	219	217	226 229
35	Materials & Supplies	388	422	510	507	543 543
36	Other Business Expenses	156	153	156	166	165 168
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$1,916</b>	<b>\$2,077</b>	<b>\$2,358</b>	<b>\$2,419</b>	<b>\$2,549 \$2,651</b>
38						
39	<b>Other Expense Adjustments:</b>					
40	Other	(\$11)	(\$2)	(\$7)	(\$16)	(\$9) (\$9)
41	General Reserve	0	0	75	75	75 75
42	<b>Sub-total Other Expense Adjustments</b>	<b>(\$11)</b>	<b>(\$2)</b>	<b>\$68</b>	<b>\$59</b>	<b>\$66 \$66</b>
43						
44	<b>Total Operating Expense Before Depreciation</b>	<b>\$7,209</b>	<b>\$7,501</b>	<b>\$8,257</b>	<b>\$8,636</b>	<b>\$9,025 \$9,370</b>
45						
46	Depreciation	\$1,469	\$1,581	\$1,691	\$1,754	\$1,848 \$1,939
47						
48	<b>Total Operating Expense</b>	<b>\$8,678</b>	<b>\$9,081</b>	<b>\$9,948</b>	<b>\$10,390</b>	<b>\$10,873 \$11,309</b>
49						
50	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,472)</b>	<b>(\$3,718)</b>	<b>(\$4,545)</b>	<b>(\$4,912)</b>	<b>(\$5,343) (\$5,734)</b>
51						
52	Dedicated Taxes and State/Local Subsidies	\$3,909	\$4,342	\$4,065	\$3,994	\$4,029 \$4,077
53	Less: Interagency Subsidy and Surplus Transfers	(486)	(432)	(375)	(378)	(328) (272)
54						
55	Dedicated Taxes and State/Local Subsidies	\$3,422	\$3,911	\$3,765	\$3,690	\$3,775 \$3,881
56	Debt Service (excludes Service Contract Bonds)	(1,018)	(1,321)	(1,457)	(1,598)	(1,749) (1,884)
57	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$1,067)</b>	<b>(\$1,128)</b>	<b>(\$2,238)</b>	<b>(\$2,820)</b>	<b>(\$3,317) (\$3,737)</b>
58						
59	Conversion to Cash Basis: Depreciation	\$1,469	\$1,581	\$1,691	\$1,754	\$1,848 \$1,939
60	Conversion to Cash Basis: GASB Account	0	(234)	(82)	(60)	(64) (66)
61	Conversion to Cash Basis: All Other	(327)	141	(43)	34	14 5
62	Net Cash Balance from Previous Year	507	582	941	270	0 0
63						
64	<b>Baseline Net Cash Balance</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$823)</b>	<b>(\$1,518) (\$1,860)</b>
65						
66	<b>GAP CLOSING:</b>					
67	Post 2007 Agency Program to Eliminate the Gap	0	0	0	13	22 22
68	Shared Services / Reorganization	0	0	0	11	41 55
69						
70	<b>Net Cash Surplus/(Deficit)</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$799)</b>	<b>(\$1,455) (\$1,782)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Accrued Statement of Operations By Agency - Excluding MTA Bus Company

(\$ in millions)

Line Number	Non-Reimbursable	2005 Actual	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
8							
9	<b><u>Total Operating Revenue</u></b>						
10	New York City Transit	\$2,908	\$3,023	\$3,055	\$3,109	\$3,139	\$3,169
11	Bridges and Tunnels	1,254	1,252	1,244	1,248	1,244	1,243
12	Metro-North Railroad	470	486	495	503	521	529
13	Long Island Rail Road	469	495	501	508	516	522
14	MTA Headquarters	48	51	51	52	53	54
15	Long Island Bus	44	43	43	43	43	43
16	Staten Island Railway	5	6	6	6	6	6
17	First Mutual Transportation Assurance Company	8	8	9	9	9	9
18	Capital Construction Company	0	0	0	0	0	0
19	<b>Total</b>	<b>\$5,206</b>	<b>\$5,364</b>	<b>\$5,404</b>	<b>\$5,477</b>	<b>\$5,530</b>	<b>\$5,575</b>
20							
21	<b><u>Total Operating Expenses before Depreciation</u></b> <sup>1</sup>						
22	New York City Transit	\$4,716	\$4,911	\$5,372	\$5,668	\$5,941	\$6,158
23	Bridges and Tunnels	344	370	408	405	427	465
24	Metro-North Railroad	751	794	854	894	947	979
25	Long Island Rail Road	962	1,005	1,097	1,136	1,174	1,220
26	MTA Headquarters	314	278	304	310	312	322
27	Long Island Bus	108	117	121	126	130	135
28	Staten Island Railway	27	27	28	36	31	32
29	First Mutual Transportation Assurance Company	(2)	1	6	2	(2)	(6)
30	Capital Construction Company	0	0	0	0	0	0
31	Other	(11)	(2)	68	59	66	66
32	<b>Total</b>	<b>\$7,209</b>	<b>\$7,501</b>	<b>\$8,257</b>	<b>\$8,636</b>	<b>\$9,025</b>	<b>\$9,370</b>
33							
34	<b><u>Depreciation</u></b>						
35	New York City Transit	\$955	\$1,015	\$1,086	\$1,152	\$1,222	\$1,292
36	Bridges and Tunnels	50	50	57	61	67	72
37	Metro-North Railroad	187	207	222	229	236	236
38	Long Island Rail Road	247	275	292	279	294	309
39	MTA Headquarters	23	26	25	22	20	20
40	Long Island Bus	0	0	0	0	0	0
41	Staten Island Railway	7	7	10	10	10	10
42	First Mutual Transportation Assurance Company	0	0	0	0	0	0
43	Capital Construction Company	0	0	0	0	0	0
44	<b>Total</b>	<b>\$1,469</b>	<b>\$1,581</b>	<b>\$1,691</b>	<b>\$1,754</b>	<b>\$1,848</b>	<b>\$1,939</b>
45							
46	<b><u>Net Operating Income/(Deficit)</u></b>						
47	New York City Transit	(\$2,763)	(\$2,903)	(\$3,403)	(\$3,710)	(\$4,023)	(\$4,281)
48	Bridges and Tunnels	860	832	780	782	751	706
49	Metro-North Railroad	(468)	(515)	(581)	(620)	(663)	(686)
50	Long Island Rail Road	(740)	(786)	(888)	(907)	(952)	(1,007)
51	MTA Headquarters	(289)	(253)	(277)	(280)	(279)	(287)
52	Long Island Bus	(64)	(73)	(78)	(83)	(87)	(92)
53	Staten Island Railway	(29)	(28)	(33)	(40)	(35)	(36)
54	First Mutual Transportation Assurance Company	10	7	3	7	11	15
55	Capital Construction Company	0	0	0	0	0	0
56	Other	11	2	(68)	(59)	(66)	(66)
57	<b>Total</b>	<b>(\$3,472)</b>	<b>(\$3,718)</b>	<b>(\$4,545)</b>	<b>(\$4,912)</b>	<b>(\$5,343)</b>	<b>(\$5,734)</b>

Note: <sup>1</sup> Excludes Debt Service

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Cash Receipts and Expenditures - Excluding MTA Bus Company

(\$ in millions)

Line Number	CASH RECEIPTS AND EXPENDITURES	2005	2006	2007			
		2005	2006	2007	2008	2009	2010
		Actual	Final Estimate	Adopted Budget			
9							
10							
11	<b>Receipts</b>						
12	Farebox Revenue	\$3,638	\$3,732	\$3,792	\$3,843	\$3,874	\$3,898
13	Other Operating Revenue	396	446	464	454	477	497
14	Capital and Other Reimbursements	1,109	1,169	1,274	1,257	1,245	1,258
15	<b>Total Receipts</b>	<b>\$5,144</b>	<b>\$5,348</b>	<b>\$5,530</b>	<b>\$5,554</b>	<b>\$5,597</b>	<b>\$5,653</b>
16							
17	<b>Expenditures</b>						
18	<u><b>Labor:</b></u>						
19	Payroll	\$3,647	\$3,781	\$4,049	\$4,163	\$4,267	\$4,366
20	Overtime	444	458	423	431	445	461
21	Health and Welfare	767	830	914	1,005	1,115	1,238
22	Pensions	464	602	782	846	867	867
23	Other Fringe Benefits	449	464	490	500	512	525
24	Pattern Labor Provision	0	0	0	0	0	0
25	Contribution to GASB Fund	0	234	82	60	64	66
26	Reimbursable Overhead	0	0	0	0	0	0
27	<b>Total Labor Expenditures</b>	<b>\$5,772</b>	<b>\$6,370</b>	<b>\$6,740</b>	<b>\$7,005</b>	<b>\$7,270</b>	<b>\$7,525</b>
28							
29	<u><b>Non-Labor:</b></u>						
30	Traction and Propulsion Power	\$242	\$283	\$309	\$314	\$338	\$359
31	Fuel for Buses and Trains	134	169	179	177	175	177
32	Insurance	46	30	38	44	41	46
33	Claims	83	130	117	121	122	125
34	Paratransit Service Contracts	155	186	230	267	306	357
35	Maintenance and Other Operating Contracts	407	449	476	492	504	505
36	Professional Service Contracts	208	192	245	226	232	234
37	Materials & Supplies	492	543	621	619	642	624
38	Other Business Expenditures	207	157	166	177	176	179
39	<b>Total Non-Labor Expenditures</b>	<b>\$1,974</b>	<b>\$2,138</b>	<b>\$2,381</b>	<b>\$2,438</b>	<b>\$2,536</b>	<b>\$2,606</b>
40							
41	<u><b>Other Expenditure Adjustments:</b></u>						
42	Other	\$57	\$53	\$72	\$75	\$81	\$85
43	General Reserve	0	0	75	75	75	75
44	<b>Total Other Expenditure Adjustments</b>	<b>\$57</b>	<b>\$53</b>	<b>\$147</b>	<b>\$150</b>	<b>\$156</b>	<b>\$160</b>
45							
46	<b>Total Expenditures</b>	<b>\$7,803</b>	<b>\$8,562</b>	<b>\$9,268</b>	<b>\$9,593</b>	<b>\$9,962</b>	<b>\$10,292</b>
47							
48	<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$2,659)</b>	<b>(\$3,214)</b>	<b>(\$3,738)</b>	<b>(\$4,039)</b>	<b>(\$4,365)</b>	<b>(\$4,639)</b>
49							
50	Dedicated Taxes and State/Local Subsidies	\$3,360	\$4,442	\$4,055	\$4,065	\$4,098	\$4,147
51							
52	Debt Service (excludes Service Contract Bonds)	(626)	(868)	(989)	(1,118)	(1,250)	(1,368)
53							
54	Net Cash Balance from Previous Year	507	582	941	270	0	0
55							
56	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$823)</b>	<b>(\$1,518)</b>	<b>(\$1,860)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Cash Statement of Operations By Agency - Excluding MTA Bus Company

(\$ in millions)

Line Number		2005	2006 Final	2007 Adopted			
		Actual	Estimate	Budget	2008	2009	2010
8							
9	<b><u>Total Receipts</u></b>						
10	New York City Transit	\$3,692	\$3,821	\$3,902	\$3,916	\$3,932	\$3,968
11	Metro-North Railroad	652	659	706	693	716	721
12	Long Island Rail Road	638	687	723	744	745	756
13	MTA Headquarters	87	96	101	103	104	106
14	Long Island Bus	49	48	49	48	49	49
15	Staten Island Railway	6	7	7	8	8	8
16	Capital Construction Company	13	21	34	34	35	36
17	First Mutual Transportation Assurance Company	8	8	9	9	9	9
18	<b>Total</b>	<b>\$5,144</b>	<b>\$5,348</b>	<b>\$5,530</b>	<b>\$5,554</b>	<b>\$5,597</b>	<b>\$5,653</b>
19							
20	<b><u>Total Expenditures</u></b>						
21	New York City Transit	\$5,233	\$5,826	\$6,179	\$6,445	\$6,727	\$6,958
22	Metro-North Railroad	924	927	1,133	1,107	1,162	1,193
23	Long Island Rail Road	1,085	1,212	1,309	1,378	1,405	1,457
24	MTA Headquarters	402	342	374	377	379	390
25	Long Island Bus	114	121	126	131	138	140
26	Staten Island Railway	28	28	30	38	32	34
27	Capital Construction Company	13	21	34	34	35	36
28	First Mutual Transportation Assurance Company	8	8	9	9	9	9
29	Other	(4)	(3)	75	75	75	75
30	<b>Total</b>	<b>\$7,803</b>	<b>\$8,482</b>	<b>\$9,268</b>	<b>\$9,593</b>	<b>\$9,962</b>	<b>\$10,292</b>
31							
32	<b><u>Net Operating Surplus/(Deficit)</u></b>						
33	New York City Transit	(1,541)	(2,006)	(2,276)	(2,529)	(2,795)	(2,990)
34	Metro-North Railroad	(272)	(267)	(427)	(414)	(446)	(471)
35	Long Island Rail Road	(448)	(525)	(586)	(634)	(661)	(701)
36	MTA Headquarters	(315)	(246)	(273)	(275)	(275)	(283)
37	Long Island Bus	(65)	(73)	(78)	(83)	(89)	(91)
38	Staten Island Railway	(22)	(21)	(23)	(30)	(25)	(26)
39	Capital Construction Company	0	0	0	0	0	0
40	First Mutual Transportation Assurance Company	0	0	0	0	0	0
41	Other	4	3	(75)	(75)	(75)	(75)
42	<b>Total</b>	<b>(\$2,659)</b>	<b>(\$3,134)</b>	<b>(\$3,738)</b>	<b>(\$4,039)</b>	<b>(\$4,365)</b>	<b>(\$4,639)</b>
43							
44	Additional Contribution to GASB Fund	0	(80)	0	0	0	0
45							
46	<b>Total</b>	<b>(\$2,659)</b>	<b>(\$3,214)</b>	<b>(\$3,738)</b>	<b>(\$4,039)</b>	<b>(\$4,365)</b>	<b>(\$4,639)</b>

**Metropolitan Transportation Authority**  
**February Financial Plan 2007 - 2010**  
**MTA Consolidated February Financial Plan Compared with December Financial Plan**  
**Cash Reconciliation**  
(\$ in millions)

	Favorable/(Unfavorable)				
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
<b>December Plan Net Cash Surplus/(Deficit)</b>	<b>\$938</b>	<b>\$272</b>	<b>(\$805)</b>	<b>(\$1,465)</b>	<b>(\$1,793)</b>
<b>Technical Changes:</b>					
Pattern Labor Provision	3	(14)	(5)	(7)	(9)
Health & Welfare - Inflation	0	6	8	11	13
<b>Other Agency Adjustments</b>					
<i>New York City Transit</i>	3	(2)	(2)	(2)	(2)
<i>Long Island Rail Road</i>	0	2	2	3	4
<i>Metro-North Railroad</i>	0	1	1	1	1
<i>MTA Headquarters</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Sub-Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>Subsidies</b>					
<i>Bridges &amp; Tunnels (excluding debt service)</i>	0	2	2	3	3
<i>CDOT</i>	(0)	0	1	0	(0)
<i>Other</i>	<u>(0)</u>	<u>(0)</u>	<u>(0)</u>	<u>(0)</u>	<u>(0)</u>
<b>Sub-Total</b>	<b>(0)</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Debt Service</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>Other</b>	<b>(3)</b>	<b>1</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>
<b>Total Technical Changes</b>	<b>3</b>	<b>(5)</b>	<b>8</b>	<b>11</b>	<b>11</b>
Adjusted Net Cash Balance from Previous Year	0	3	(2)	0	0
<b>February Plan Net Cash Surplus/(Deficit)</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$799)</b>	<b>(\$1,455)</b>	<b>(\$1,782)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN 2007-2010  
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS  
ANNUAL BUDGET and FORECASTS**

**FAREBOX RECOVERY RATIOS**

	<b>2006 Final <u>Estimate</u></b>	<b>2007 Adopted <u>Budget</u></b>	<b>2008 <u>Forecast</u></b>	<b>2009 <u>Forecast</u></b>	<b>2010 <u>Forecast</u></b>
New York City Transit	43.1%	40.7%	38.9%	37.1%	35.6%
Staten Island Railway	14.1%	12.6%	11.6%	13.3%	12.9%
Long Island Rail Road	30.8%	29.7%	29.4%	28.7%	27.9%
Metro-North Railroad	39.6%	38.7%	37.5%	36.4%	36.0%
Long Island Bus	<u>32.8%</u>	<u>31.8%</u>	<u>30.8%</u>	<u>30.1%</u>	<u>29.1%</u>
<b>MTA Total Agency Average</b>	<b>39.8%</b>	<b>38.5%</b>	<b>37.1%</b>	<b>35.6%</b>	<b>34.4%</b>

**FAREBOX OPERATING RATIOS**

	<b>2006 Final <u>Estimate</u></b>	<b>2007 Adopted <u>Budget</u></b>	<b>2008 <u>Forecast</u></b>	<b>2009 <u>Forecast</u></b>	<b>2010 <u>Forecast</u></b>
New York City Transit	58.0%	53.6%	51.4%	49.3%	47.8%
Staten Island Railway	18.6%	17.8%	15.4%	18.3%	17.6%
Long Island Rail Road	45.0%	42.0%	41.2%	40.6%	39.5%
Metro-North Railroad	56.5%	54.0%	52.4%	50.8%	50.0%
Long Island Bus	<u>33.9%</u>	<u>32.8%</u>	<u>31.8%</u>	<u>31.0%</u>	<u>30.0%</u>
<b>MTA Total Agency Average</b>	<b>54.2%</b>	<b>51.5%</b>	<b>49.6%</b>	<b>47.8%</b>	<b>46.5%</b>

**Note:**

Does not include 2007 PEGs

Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years. Those costs include depreciation and interest on long-term debt. Approximately 10% (and sometimes more) of MTA costs are not recovered in the current year from farebox revenues, other operating revenues or subsidies. That is why MTA operating statements generally show deficits. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management and Legal.

Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain cost that are not subject to Agency control, but are provided centrally by MTA.



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### **III. Major Assumptions 2006-2010 Projections**

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

## **UTILIZATION**

### **A Note Concerning MTA Bus Company Utilization**

In September 2004, MTA Bus Company (MTABC) was created to assume the operations of seven bus companies that operated under franchises granted by the New York City Department of Transportation. The merging of these companies into MTABC began in January 2005 and was completed in February 2006. Since merging MTABC into MTA consolidation is still in transition, MTA consolidated utilization as defined in this section does not include MTABC ridership and farebox revenue. However, utilization for MTABC is discussed throughout each portion of this Utilization section.

### **Agency Technical Adjustments to Utilization**

The February Financial Plan utilization levels reflect technical adjustments for New York City Transit and for Long Island Rail Road. The adjustment for NYCT reflects a free transfer policy between NYCT and the Westchester County Bee Line bus service scheduled to commence on April 1, 2007; this was approved by the MTA Board in January 2007. For 2007, this policy is expected to reduce NYCT farebox revenue by \$2.3 million and increase ridership by 0.5 million, and in subsequent years farebox revenue is projected to be reduced by \$3.0 million while ridership increases by 0.7 million.

The technical adjustment for LIRR reflects a 2007 PEG that has been rolled into the baseline projects. On LIRR, customers who do not have tickets or cash to pay, but express a willingness to subsequently pay, are issued a form that they use to mail their fare to LIRR. In the past, collection of these fares was based solely on an honor system, but LIRR will now be making a more concerted effort to collect these fares, which they believe should add \$0.15 million in farebox revenue per year.

### **2006 Ridership, Traffic and Revenue**

The 2006 Final Estimate for MTA consolidated ridership is projected to total 2,426.5 million passengers, while crossings at Bridges and Tunnels (B&T) facilities are projected to total 300.0 million vehicular crossings. MTA consolidated farebox revenue for the 2006 Final Estimate is estimated to be \$3,663.6 million, and toll revenue is estimated to be \$1,234.9 million.

MTA consolidated ridership for the 2006 Final Estimate is unchanged from the 2006 November Forecast projection; MTABC ridership, not included in MTA consolidated ridership, is also unchanged from the November Forecast. 2006 Final Estimate projections for MTA consolidated farebox revenue, B&T toll revenue and MTABC farebox revenue are all unchanged from the 2006 November Forecast.

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

The MTA consolidated ridership forecast for the 2007 Adopted Budget is 2,457.6 million passengers, while crossings at B&T facilities are projected to total 301.0 million vehicular crossings. MTA consolidated farebox revenue for the 2007 Adopted Budget is estimated to be \$3,714.8 million, and toll revenue is estimated to be \$1,236.9 million.

The 2007 Adopted Budget for MTA consolidated ridership is projected to increase by 31.1 million trips – a 1.3% increase – over the 2006 Final Estimate for MTA consolidated ridership, while the 2007 forecast for B&T traffic is expected to increase by 1.0 million crossings, a 0.3% increase, over the 2006 Final Estimate traffic level. MTABC ridership is expected to increase 2.0 million, or 2.1%, over the ridership level in the 2006 Final Estimate. MTA consolidated farebox revenue for 2007 is expected to surpass the 2006 Final Estimate by \$53.0 million, up 1.1%, while B&T toll revenue is projected to surpass the 2006 Final Estimate by \$2.0 million, a 0.2% year-over-year improvement. MTABC farebox revenue is projected to grow from the 2006 Final Estimate by \$2.6 million, a 2.1% increase.

MTA consolidated ridership for the 2007 Adopted Budget is projected to surpass the 2007 Final Proposed Budget projection by 0.5 million trips, an increase of 0.02%, while crossings at B&T facilities are projected to remain unchanged. MTA consolidated farebox revenue in the 2007 Adopted Budget is projected to decline by \$2.3 million from the 2007 Final Proposed Budget, a 0.1% decrease, while B&T toll revenue for 2007 is projected to be unchanged from the 2007 Final Proposed Budget.

Two technical adjustments, one for NYCT and the other for LIRR, were made to the February Plan, affecting 2007 through 2010.

NYCT utilization is being adjusted to reflect a new joint transfer agreement between NYCT and Westchester County's Bee Line bus service. Effective April 1, 2007, Westchester County buses will begin accepting MetroCards, with fares matching the NYCT fare structure. Additionally, customers of NYCT and Westchester County's bus service will be able to transfer between the two transit systems without paying extra, subject to the normal, existing transfer regulations. While the full year impact on NYCT utilization is projected to increase ridership by 0.7 million trips with a related farebox revenue decline of \$3.00 million, the 2007 partial year impact is expected to be a ridership increase of 0.51 million trips and a farebox revenue decline of \$2.3 million.

The utilization adjustment for LIRR reflects the impact of a 2007 PEG that is now incorporated into the baseline utilization projection. LIRR will be making a more concerted effort to collect farebox revenue from customers who board trains without tickets or cash to pay for their fare but promise to subsequently mail the fare to the railroad. This PEG is expected to have no impact on ridership, but is projected to result in an additional \$0.15 million in farebox revenue each year.

## **2008 – 2010 Ridership, Traffic and Revenue**

In 2008, year-to-year MTA consolidated ridership, vehicle crossings, farebox revenue, and toll revenue are all expected to increase over the 2007 Adopted Budget levels. Year-to-year consolidated ridership is projected to reach 2,490.2 million passengers, up 1.3%, while year-to-year farebox revenue is estimated to reach \$3,764.2 million, an increase of 1.3%. Year-to-year B&T vehicle crossings are projected to be 302.2 million, a 0.4% annual increase, and toll revenue is estimated to increase to \$1,239.6 million, up 0.2%. MTABC ridership is expected to be 101.0 million trips, up 1.9% from the 2007 estimate, while MTABC farebox revenue is projected to reach \$131.0 million, an increase of 1.9% year-over-year.

MTA consolidated ridership and vehicle crossing levels are also expected to increase year-to-year in 2009 and 2010. Consolidated ridership is expected to reach 2,520.4 million in 2010, increasing by 0.6% in 2009 and by 0.6% in 2010. Vehicular crossings at B&T facilities are projected to reach 302.0 million in 2010, decreasing 0.1% in 2009 and increasing 0.1% in 2010. Consolidated farebox revenue is expected to reach \$3,820.1 million in 2010, up 0.8% in 2009 and 0.6% in 2010 while B&T toll revenue is projected to reach \$1,234.7 million by 2010, down 0.3% in 2009 and down 0.1% in 2010. MTABC ridership is expected to reach 103.0 million by 2010, up 1.0% in 2009 and up 1.0% in 2010; MTABC farebox revenue is projected to be \$133.6 million in 2010, increasing 1.0% in 2009 and 1.0% in 2010.

The February Financial Plan's NYCT and LIRR technical adjustments result in modest plan to plan changes each year. NYCT annual farebox revenue is \$3.0 million lower, while ridership is 0.7 million higher, due to the impact of free transfers between NYCT and Westchester County's bus service. LIRR farebox revenue is \$0.2 million greater plan to plan for each year due to the aforementioned revenue collection PEG.

# MTA Consolidated Utilization

## Baseline MTA Agency Fare and Toll Revenue Projections, in millions

### Including the Impact of 2007 PEGs <sup>1</sup>

		Financial Plan 2007-2010				
		<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
<b>Fare Revenue</b>						
Long Island Bus <sup>2</sup>	- Baseline	\$38.5	\$38.7	\$38.9	\$39.1	\$39.3
Long Island Rail Road	- Baseline	\$453.9	\$462.5	\$469.0	\$477.0	\$483.0
	- 2007 PEGs <sup>5</sup>	0.0	0.2	0.2	0.2	0.2
		<u>\$453.9</u>	<u>\$462.6</u>	<u>\$469.1</u>	<u>\$477.1</u>	<u>\$483.2</u>
Metro-North Railroad <sup>3</sup>	- Baseline	\$451.6	\$463.1	\$473.1	\$484.3	\$491.6
New York City Transit <sup>2, 4</sup>	- Baseline	\$2,716.0	\$2,746.8	\$2,779.0	\$2,791.1	\$2,801.8
Staten Island Railway	- Baseline	\$3.5	\$3.6	\$4.2	\$4.2	\$4.2
<b>Total Farebox Revenue</b>	- Baseline	<b>\$3,663.6</b>	<b>\$3,714.7</b>	<b>\$3,764.1</b>	<b>\$3,795.6</b>	<b>\$3,820.0</b>
<b>(excl. MTA Bus Co.)</b>	- 2007 PEGs	0.0	0.2	0.2	0.2	0.2
		<u>\$3,663.6</u>	<u>\$3,714.8</u>	<u>\$3,764.2</u>	<u>\$3,795.8</u>	<u>\$3,820.1</u>
<b>Toll Revenue</b>						
Bridges & Tunnels	- Baseline	\$1,234.9	\$1,236.9	\$1,239.6	\$1,236.1	\$1,234.7
<b>TOTAL FARE &amp; TOLL REVENUE (excl. MTA Bus Co.)</b>						
	- Baseline	<b>\$4,898.5</b>	<b>\$4,951.5</b>	<b>\$5,003.7</b>	<b>\$5,031.7</b>	<b>\$5,054.7</b>
	- 2007 PEGs	0.0	0.2	0.2	0.2	0.2
		<u>\$4,898.5</u>	<u>\$4,951.7</u>	<u>\$5,003.8</u>	<u>\$5,031.9</u>	<u>\$5,054.8</u>
<b>MTA Bus Company Farebox Revenue</b>						
	- Baseline	\$126.0	\$128.6	\$131.0	\$132.3	\$133.6

<sup>1</sup> Excludes Post-2007 PEG impacts.

<sup>2</sup> Excludes Paratransit Operations.

<sup>3</sup> Metro-North Railroad ridership and farebox revenue figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

<sup>4</sup> Excludes Fare Media Liability.

<sup>5</sup> LIRR is the only MTA agency with a 2007 PEG, which affects revenue through improved collection procedures.

# MTA Consolidated Utilization

## Baseline MTA Agency Ridership and Traffic Projections, in millions

### Including the Impact of 2007 PEGs <sup>1</sup>

		Financial Plan 2007-2010				
		<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
<b>Ridership</b>						
Long Island Bus <sup>2</sup>	- Baseline	31.5	31.7	31.8	32.0	32.1
Long Island Rail Road	- Baseline	81.4	83.0	84.3	85.5	86.6
	- 2007 PEGs <sup>5</sup>	0.0	0.0	0.0	0.0	0.0
		<b>81.4</b>	<b>83.0</b>	<b>84.3</b>	<b>85.5</b>	<b>86.6</b>
Metro-North Railroad <sup>3</sup>	- Baseline	75.0	76.5	78.1	79.6	80.7
New York City Transit <sup>2, 4</sup>	- Baseline	2,234.9	2,262.7	2,291.8	2,304.8	2,316.7
Staten Island Railway	- Baseline	3.7	3.7	4.2	4.2	4.2
<b>Total Ridership</b>	- Baseline	<b>2,426.5</b>	<b>2,457.6</b>	<b>2,490.2</b>	<b>2,506.1</b>	<b>2,520.4</b>
<b>(excl. MTA Bus Co.)</b>	- 2007 PEGs	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		<b>2,426.5</b>	<b>2,457.6</b>	<b>2,490.2</b>	<b>2,506.1</b>	<b>2,520.4</b>
<b>Traffic</b>						
Bridges & Tunnels	- Baseline	300.0	301.0	302.2	301.8	302.0
<b>MTA Bus Company Ridership</b>						
	- Baseline	97.1	99.2	101.0	102.0	103.0

<sup>1</sup> Excludes Post-2007 PEG impacts.

<sup>2</sup> Excludes Paratransit Operations.

<sup>3</sup> Metro-North Railroad ridership and farebox revenue figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

<sup>4</sup> Excludes Fare Media Liability.

<sup>5</sup> LIRR is the only MTA agency with a 2007 PEG, which affects revenue through improved collection procedures.



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## **Subsidies**

## **SUBSIDIES - Major Assumptions**

The following pages contain accrual and cash summary tables for the subsidies and dedicated taxes. Detailed narratives describing each subsidy, forecast methodologies and explanations of changes 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.

Changes since December reflect technical adjustments for policy actions that were previously handled below the line. These have been incorporated in the Subsidy baseline projections in the February Plan. Costs for the Service Marketing Campaign (\$5 million), Enhanced Security Training (\$6 million) and anticipated downsizing costs associated with future headcount reductions (\$81 million) are funded from the 2007 MRT-2 collections. Other below-the line policy actions are now included in baseline subsidy accounts in 2005 and 2006: capital security (\$100 million in 2005 and \$150 million in 2006); the 2005 Holiday Program (\$50 million set aside in 2005 and then restored to agency accounts in 2006 to cover expenses in the agency baseline); and the Pension Liability Reduction (\$450 million set aside in 2005 from MRT-2 and agency subsidy accounts).

**MTA Consolidated Subsidies**  
**February Financial Plan 2007 - 2010**  
**Accrual Basis**  
(\$ in millions)

	2005 Actual	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b><u>Subsidies</u></b>						
<b><i>Dedicated Taxes</i></b>						
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$982.1	\$1,315.2	\$1,513.8	\$1,371.3	\$1,403.8	\$1,465.1
Petroleum Business Tax (PBT) Receipts	561.2	614.6	598.5	614.8	620.7	623.3
Mortgage Recording Tax (MRT)	743.5	728.3	581.9	564.3	552.0	559.4
MRT Transfer to Suburban Counties	(43.1)	(37.8)	(43.2)	(43.6)	(37.6)	(36.9)
Use of MRT Balances	0.0	10.0	10.0	10.0	10.0	0.0
Carryover Balances	0.0	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Interest	0.0	7.3	0.0	0.0	0.0	0.0
Other		(0.0)	(3.6)	(3.6)	(3.6)	(3.6)
Real Estate Stabilization Reserve	0.0	0.0	0.0	0.0	0.0	0.0
Urban Tax	557.4	666.8	499.8	559.4	595.7	622.7
Investment Income	14.8	25.5	9.2	9.2	9.3	9.3
	<b>\$2,816.0</b>	<b>\$3,313.3</b>	<b>\$3,150.1</b>	<b>\$3,065.4</b>	<b>\$3,133.8</b>	<b>\$3,222.8</b>
<b><i>State and Local Subsidies</i></b>						
State Operating Assistance	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy	10.5	10.5	10.5	10.5	10.5	10.5
CDOT Subsidy	43.7	50.2	64.5	72.9	87.0	100.7
Station Maintenance	133.7	137.9	140.6	142.8	145.3	148.0
AMTAP	39.4	20.0	20.0	20.0	20.0	20.0
	<b>\$606.2</b>	<b>\$597.4</b>	<b>\$614.4</b>	<b>\$624.9</b>	<b>\$641.6</b>	<b>\$658.1</b>
Commuter Operating Capital Transfer - MNR M-7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,422.1</b>	<b>\$3,910.7</b>	<b>\$3,764.5</b>	<b>\$3,690.3</b>	<b>\$3,775.4</b>	<b>\$3,880.9</b>
City Subsidy for MTA Bus	\$0.0	\$206.5	\$257.1	\$265.3	\$275.7	\$289.3
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,422.1</b>	<b>\$4,117.2</b>	<b>\$4,021.6</b>	<b>\$3,955.6</b>	<b>\$4,051.1</b>	<b>\$4,170.2</b>
<b><i>Inter-agency Subsidy Transactions</i></b>						
B&T Operating Surplus Transfer	\$451.7	\$401.4	\$339.1	\$334.2	\$290.0	\$232.1
MTA Subsidy to Subsidiaries	34.7	30.2	32.5	40.4	34.8	35.9
	<b>\$486.4</b>	<b>\$431.7</b>	<b>\$371.6</b>	<b>\$374.6</b>	<b>\$324.7</b>	<b>\$268.0</b>
<b>GROSS SUBSIDIES (excluding City Subsidy to MTA Bus)</b>	<b>\$3,908.5</b>	<b>\$4,342.4</b>	<b>\$4,136.2</b>	<b>\$4,065.0</b>	<b>\$4,100.2</b>	<b>\$4,148.8</b>
<b>GROSS SUBSIDIES (including City Subsidy to MTA Bus)</b>	<b>\$3,908.5</b>	<b>\$4,548.9</b>	<b>\$4,393.2</b>	<b>\$4,330.2</b>	<b>\$4,375.9</b>	<b>\$4,438.2</b>

**MTA Consolidated Subsidies**  
**February Financial Plan 2007 - 2010**  
**Cash Basis**  
(\$ in millions)

	<b>2005</b>	<b>2006</b>	<b>2007</b>			
	<b>Actual</b>	<b>Final Estimate</b>	<b>Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>Subsidies</u></b>						
<b><u>Dedicated Taxes</u></b>						
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$983.0	\$1,311.0	\$1,522.4	\$1,371.3	\$1,403.8	\$1,465.1
Petroleum Business Tax (PBT) Receipts	556.8	615.5	597.1	614.2	620.5	623.1
Mortgage Recording Tax (MRT)	731.3	741.7	583.4	565.5	551.4	558.6
MRT Transfer to Suburban Counties	(37.8)	(43.2)	(43.6)	(37.6)	(36.9)	(36.4)
Use of MRT Balances	61.2	10.0	10.0	10.0	10.0	0.0
Reimburse Agency Security Costs	(22.9)	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Downsizing	0.0	0.0	(81.0)	0.0	0.0	0.0
Enhanced Security Training	0.0	0.0	(6.2)	(6.2)	(6.2)	(6.2)
Service Marketing Campaign	0.0	0.0	(5.0)	0.0	0.0	0.0
Interest	1.6	8.0	0.0	0.0	0.0	0.0
Urban Tax	551.5	658.8	494.7	556.3	593.5	620.5
Investment Income	<u>14.8</u>	<u>25.5</u>	<u>9.2</u>	<u>9.2</u>	<u>9.3</u>	<u>9.3</u>
	<b>\$2,839.4</b>	<b>\$3,310.8</b>	<b>\$3,064.6</b>	<b>\$3,066.3</b>	<b>\$3,128.8</b>	<b>\$3,217.4</b>
<b><u>State and Local Subsidies</u></b>						
State Operating Assistance	\$190.9	\$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	187.9
Nassau County Subsidy (includes 18-b local match)	10.5	10.5	10.5	10.5	10.5	10.5
CDOT Subsidy	50.3	50.2	64.5	72.9	87.0	100.7
Station Maintenance	130.2	135.0	138.9	141.1	143.3	145.9
AMTAP	<u>39.4</u>	<u>20.0</u>	<u>20.0</u>	<u>20.0</u>	<u>20.0</u>	<u>20.0</u>
	<b>\$609.2</b>	<b>\$594.4</b>	<b>\$612.7</b>	<b>\$623.3</b>	<b>\$639.6</b>	<b>\$655.9</b>
<b><u>Other Subsidy Adjustments</u></b>						
Commuter Operating Capital Transfer - MNR M-7	\$0.0	(\$10.0)	\$0.0	\$0.0	\$0.0	\$0.0
Capital Security	(100.0)	(150.0)	0.0	0.0	0.0	0.0
2005 Holiday Fare Program	(50.0)	50.0	0.0	0.0	0.0	0.0
Pension Liability Reduction <sup>1</sup>	(450.0)	0.0	0.0	0.0	0.0	0.0
2004 Real Estate Tax Stabilization Account	<u>0.0</u>	<u>200.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>(\$600.0)</b>	<b>\$100.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$2,848.6</b>	<b>\$3,995.2</b>	<b>\$3,677.3</b>	<b>\$3,689.6</b>	<b>\$3,768.5</b>	<b>\$3,873.4</b>
City Subsidy for MTA Bus	\$0.0	\$206.5	\$257.1	\$265.3	\$275.7	\$289.3
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$2,848.6</b>	<b>\$4,201.7</b>	<b>\$3,934.4</b>	<b>\$3,954.9</b>	<b>\$4,044.2</b>	<b>\$4,162.7</b>
<b><u>Inter-agency Subsidy Transactions</u></b>						
B&T Operating Surplus Transfer	\$477.3	\$416.2	\$345.3	\$334.7	\$294.4	\$237.9
MTA Subsidy to Subsidiaries	<u>33.9</u>	<u>30.7</u>	<u>32.5</u>	<u>40.4</u>	<u>34.8</u>	<u>35.9</u>
	<b>\$511.2</b>	<b>\$446.9</b>	<b>\$377.9</b>	<b>\$375.1</b>	<b>\$329.2</b>	<b>\$273.8</b>
<b>GROSS SUBSIDIES (excluding City Subsidy to MTA Bus)</b>	<b>\$3,359.8</b>	<b>\$4,442.1</b>	<b>\$4,055.2</b>	<b>\$4,064.7</b>	<b>\$4,097.6</b>	<b>\$4,147.1</b>
<b>GROSS SUBSIDIES (including City Subsidy to MTA Bus)</b>	<b>\$3,359.8</b>	<b>\$4,648.6</b>	<b>\$4,312.2</b>	<b>\$4,330.0</b>	<b>\$4,373.3</b>	<b>\$4,436.5</b>

<sup>1</sup>Pension Reality Reduction of \$450 million was funded from subsidy balances in 2005 and transferred to pension plans in 2006.

## **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.

The 2006 Final Estimate for MMTOA was based on total statewide MMTOA tax estimates of \$1,799 million, an increase of \$336 million over the 2005 levels. The Estimate assumes \$1,738 million is allotted for Downstate transit properties, of which \$182.5 million is earmarked to fund the State's 18-b obligations. The remainder, which is consistent with the State's enacted FY2006/2007 Budget, is payable to New York City Transit for the benefit of NYCT and SIR, representing 59.4%, and to MTA for the benefit of Long Island Rail Road and Metro-North Railroad, representing 27.2%. Long Island Bus, city private buses and other downstate transportation properties also receive a portion of the MMTOA funds.

### **2006 Final Estimate**

The 2006 Final Estimate forecasts MMTOA cash receipts of \$1,269.2 million for NYCT, SIR and the Commuter Railroads, a \$322.5 million increase over the 2005 levels. In addition, \$41.9 million is allocated to Long Island Bus, which shows an increase of \$5.6 million over the 2005 level. These forecasts reflect the NY State Enacted Budget appropriation for MTA's MMTOA allotment.

Total downstate collections reflect year-to-date results through September. Based on the State Budget's (DOB) Mid-Year Financial Plan Update, State FY 2006/2007 gross receipts in the MMTOA account are higher than earlier forecasts due to higher Corporate Surcharge and Sales Tax revenues, which according to the State is largely attributable to additional revenues generated from the State's tax audits on various corporate contributors that resulted in reassessment of tax liabilities, as well as higher Sales Tax revenues. A large portion of the increase in Corporate Surcharge is attributable to "one-shot" adjustments and is not expected to recur at the same rate. This overall favorable change is partially offset by lower PBT receipts.

The Final Estimate thus assumes an additional \$152.8 million in State MMTOA taxes to be generated during SFY 2006-07, which were not included in the enacted State budget for the current year but are intended to be appropriated in SFY 2007-08 according to the assumptions for MTA financing developed by

DOB.

The November Plan noted that the State has committed to seeking an appropriation of \$135 million to support MTA projects located in areas devastated by the World Trade Center disaster. These funds reflect MMTOA monies available in the downstate MMTOA account, but not yet appropriated, and not included as part of the MTA's Financial Plan since the funds are expected to be earmarked for capital activities. Subsequently, the Governor's 2007-2008 Executive Budget includes sufficient money to fund the \$35 million allotted for the South Ferry project.

### **2007 Adopted Budget**

For 2007, total MTA MMTOA is estimated to be \$1,522 million, an increase of \$211.4 million over the 2006 Final Estimate. Of this total, \$977.5 million is earmarked for NYCT and SIR, and \$494.3 million for the commuter railroads. These amounts assume an additional \$137.3 million available from taxes collected in SFY 2006-07. In addition, \$50.6 million is allocated for Long Island Bus. The 2007 estimate reflects MTA's assumption that \$100.0 million in State MMTOA taxes that were generated in SFY 2005-06, but not appropriated in that year, but intended for future use according to the assumptions for MTA financing, would be appropriated in 2007.

The Plan assumes that in 2007, the State's funding of its 18-b obligation will remain at the 2006 level of \$182.5 million. In addition, it assumes that the percentage allocations of MMTOA's downstate share that comes to the MTA will represent 61.1% for NYCT/SIR and 27.7% for the Commuter Railroads, to reflect pre-2004 levels.

The 2007 forecast of the individual MMTOA taxes assumes the following tax growth rates from the 2006 level:

Sales Tax	4.3%
Petroleum Business Tax	4.9%
Corporate Franchise Tax	0.0%
Corporate Tax Surcharge	(21.1%)

The large negative change in the Corporate Surcharge growth rate reflects the substantial non-recurring bump in collections in 2006 discussed in the 2006 Forecast section above. Moreover, the State's FY 2006-2007 Mid-Year Forecast projects that the national economy will continue to lose momentum, and growth is expected to return to the economy's long-term trend rate by the second half of 2007.

## **2008 - 2010**

In 2008, MTA cash forecast is \$151.1 million below the prior year's level, primarily reflecting lower Corporate Surcharge and PBT, partially offset by higher Sales Tax collections, based on State Budget predictions. In 2009 and 2010, the forecast is \$32.5 million and \$61.4 million above the prior year's level, respectively.

Additionally, in 2008, the forecast includes an additional \$47.2 million in unappropriated MMTOA funds from prior years available for downstate transportation properties. Of this amount, \$43.1 million is earmarked for the MTA to reflect the MTA's share of the downstate allotment.

The 2008 through 2010 forecasts assume the following tax growth rates, which are consistent with the State's Mid-Year Forecast:

	<b>2008</b>	<b>2009</b>	<b>2010</b>
Sales Tax	3.7%	3.9%	4.1%
Petroleum Business Tax	4.5%	0.3%	0.7%
Corporate Franchise Tax	0.0%	0.0%	0.0%
Corporate Tax Surcharge	3.1%	7.2%	4.4%



**MMTOA STATE DEDICATED TAXES**  
**February Financial Plan 2007 - 2010**  
**Tax Yield Distribution 2005 - 2010**  
(\$ in millions)

ACTUAL	FORECAST				
<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>

**Forecast of MMTOA Gross Receipts (\$FY):**

Sales Tax	\$608.8	\$708.8	\$739.0	\$766.6	\$796.8	\$829.1
PBT	143.1	136.2	142.9	149.3	149.8	150.9
Corporate Franchise	73.4	68.0	68.0	68.0	68.0	68.0
Corporate Surcharge	638.1	886.0	699.0	721.0	773.0	807.0
Investment Income	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Gross Receipts Available for Allocation</b>	<b>\$1,463.4</b>	<b>\$1,799.0</b>	<b>\$1,648.9</b>	<b>\$1,704.9</b>	<b>\$1,787.6</b>	<b>\$1,855.0</b>

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

Total Gross Receipts	\$1,463.4	\$1,799.0	\$1,648.9	\$1,704.9	\$1,787.6	\$1,855.0
Less: Upstate Share of PBT	(64.4)	(61.3)	(64.3)	(67.2)	(67.4)	(67.9)
Upstate Percent Share of Investment Income	4.40%	3.41%	3.90%	3.94%	3.77%	3.66%
Less: Upstate Share of Investment Income	0.1	0.0	0.0	0.0	0.0	0.0
<b>Total Net DownState Share Available for Allocation</b>	<b>\$1,399.1</b>	<b>\$1,737.7</b>	<b>\$1,584.6</b>	<b>\$1,637.7</b>	<b>\$1,720.2</b>	<b>\$1,787.1</b>
Less: 18-B Adjustment	(182.5)	(182.5)	(182.5)	(182.5)	(182.5)	(182.5)
<b>Adjusted Total Net DownState Share for Allocation</b>	<b>\$1,216.6</b>	<b>\$1,555.2</b>	<b>\$1,402.1</b>	<b>\$1,455.2</b>	<b>\$1,537.7</b>	<b>\$1,604.6</b>

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

NYCT/SIR Share	62.51%	59.41%	61.12%	61.12%	61.12%	61.12%
From Total Net DownState Share	\$874.6	\$1,082.0	\$968.6	\$1,001.0	\$1,051.4	\$1,092.3
Less: 18-B Adjustment	(152.0)	(152.0)	(152.0)	(152.0)	(152.0)	(152.0)
Adjusted Total Net DownState Share	\$722.6	\$930.0	\$816.5	\$849.0	\$899.4	\$940.3
From Carryover	(105.6)	(94.2)	160.9	29.7	0.0	0.0
<b>Total NYCT/SIR Share of Net DownState Share</b>	<b>\$617.0</b>	<b>\$835.9</b>	<b>\$977.5</b>	<b>\$878.6</b>	<b>\$899.4</b>	<b>\$940.3</b>
Total SIR Share	1.9	2.5	2.9	2.6	2.7	2.8
<b>Total NYCT Share of Net DownState Share</b>	<b>\$615.1</b>	<b>\$833.4</b>	<b>\$974.5</b>	<b>\$876.0</b>	<b>\$896.7</b>	<b>\$937.5</b>

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

MTA Share	27.91%	27.15%	27.71%	27.71%	27.71%	27.71%
From Total Net DownState Share	\$390.5	\$494.5	\$439.1	\$453.8	\$476.7	\$495.2
Less: 18-B Adjustment	(18.1)	(18.1)	(18.1)	(18.1)	(18.1)	(18.1)
Adjusted Total Net DownState Share	\$372.3	\$476.4	\$421.0	\$435.7	\$458.5	\$477.1
From Carryover	(42.7)	(43.1)	73.4	13.4	0.0	0.0
<b>Total MTA Share of Net DownState Share</b>	<b>\$329.7</b>	<b>\$433.3</b>	<b>\$494.3</b>	<b>\$449.1</b>	<b>\$458.5</b>	<b>\$477.1</b>

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

LI Bus Share	2.77%	2.63%	2.77%	2.77%	2.77%	2.77%
From Total Net DownState Share	\$38.8	\$47.9	\$43.9	\$45.4	\$47.6	\$49.5
Less: Used for 18-B/other	(1.8)	(1.8)	(1.8)	(1.8)	(1.8)	(1.8)
Adjusted Total Net DownState Share	\$36.9	\$46.1	\$42.1	\$43.5	\$45.8	\$47.7
From Carryover	(0.6)	(4.2)	8.6	0.0	0.0	0.0
<b>Total LIB Share of Net DownState Share</b>	<b>\$36.3</b>	<b>\$41.9</b>	<b>\$50.6</b>	<b>\$43.5</b>	<b>\$45.8</b>	<b>\$47.7</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.

### **2006 Final Estimate**

The 2006 Final Estimate, on a cash basis, forecasts MTA PBT Receipts of \$615.5 million, an increase of \$58.7 million over the prior year. Of the total PBT allocation, \$526.0 million is earmarked for New York City Transit and \$89.5 million, for the Commuter Railroads.

On an accrual basis, PBT estimates for 2006 are \$614.6 million, which is \$53.4 million above the 2005 level. The accrual estimate is based on a one-month lag in the booking and collections of PBT proceeds.

### **2007 Adopted Budget**

For 2007, PBT cash is estimated to be \$597.1 million, or \$18.4 million lower than the 2006 level, which reflects the updated PBT estimates in State Budget's (DOB) Mid-Year Forecast. The 2007 forecast reflects a decline in the PBT receipts of 3.0% from the 2006 level, which was due to higher PBT estimates for 2006 based on November year-to-date actual collections, and a subsequent drop in the 2007 PBT levels to reflect NYS updated Mid-Year Forecasts.

The downward trend in PBT in the State's Mid-Year Update for SFY 2007-08 is driven primarily by decline in the petroleum business tax and motor fuel tax components of PBT. The motor vehicle tax component did not change.

On an accrual basis, PBT is estimated at \$598.5 million, a decrease of \$16.1 million from the prior year's level.

### **2008 - 2010**

For 2008 through 2010, PBT cash estimates are \$614.2 million, \$620.5 million and \$623.1 respectively. The 2008 through 2010 forecasts inflate the previous year's level by 2.9%, 1.0% and 0.4% respectively.

On an accrual basis, PBT estimates for 2008 through 2010 are \$614.8 million, \$620.7 million and \$623.3 million respectively.

**PETROLEUM BUSINESS TAX PROJECTIONS**

**February Financial Plan 2007 - 2010**

**Tax Yield Distribution 2005 -2010**

(\$ in millions)

	ACTUAL	FORECAST				
	2005	2006	2007	2008	2009	2010
<b>Total Net PBT Collections Available for Distribution</b>	<b>\$1,637.5</b>	<b>\$1,810.3</b>	<b>\$1,756.2</b>	<b>\$1,806.6</b>	<b>\$1,824.9</b>	<b>\$1,832.6</b>

**Distribution Shares:**

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

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

<b>MTA Total</b>	<b>\$556.8</b>	<b>\$615.5</b>	<b>\$597.1</b>	<b>\$614.2</b>	<b>\$620.5</b>	<b>\$623.1</b>
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**Accrued**

NYCT/SIR Share of MTA Total	\$477.0	\$525.4	\$511.5	\$525.4	\$530.4	\$532.7
Commuter Railroad Share of MTA Total	<u>84.2</u>	<u>89.1</u>	<u>87.0</u>	<u>89.4</u>	<u>90.2</u>	<u>90.6</u>
<b>MTA Total of Net Collections</b>	<b>\$561.2</b>	<b>\$614.6</b>	<b>\$598.5</b>	<b>\$614.8</b>	<b>\$620.7</b>	<b>\$623.3</b>

**Cash**

NYCT/SIR Share of MTA Total	\$473.2	\$526.0	\$510.3	\$524.9	\$530.3	\$532.5
Commuter Railroad Share of MTA Total	<u>83.5</u>	<u>89.5</u>	<u>86.8</u>	<u>89.3</u>	<u>90.2</u>	<u>90.6</u>
<b>MTA Total of Net Collections</b>	<b>\$556.8</b>	<b>\$615.5</b>	<b>\$597.1</b>	<b>\$614.2</b>	<b>\$620.5</b>	<b>\$623.1</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 improved, or to be improved, that consists of 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.

Each year, 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**

Mortgage Recording Tax receipts reflect actuals through October; projections for November and December are based on recent year-over-year trends, while 2007 tax receipts are based on tax receipt trends projected by the City of New York in its November 2006 Financial Plan. For 2008 through 2010, Mortgage Recording Tax estimates are based on sixteen individual forecasting models. For each of eight jurisdictions – New York City and the seven suburban counties in the MTA region – there is an MRT-1 model and an MRT-2 model. In these models, which are time-service regression models with a log-log specification, tax receipts are a function of the ten-year U.S. Treasury Note rate and the population of the particular jurisdiction.

## **Technical Adjustments**

There are no technical adjustments made to the MRT-1 and MRT-2 gross revenue forecasts contained in the November 2006 Financial Plan. As discussed later in this section, technical adjustments to MRT were made to allocations of these revenues in the February Plan as authorized by Board action in December 2006.

## **2006 Final Estimate**

The 2006 Final Estimate consists of actual receipts through October; forecasts for November and December reflect recent trends in MRT receipts. To forecast November and December, the year-over-year trend from September-October 2005 to September-October 2006 was applied to the November 2005 and December 2005 receipts for New York City and for each suburban county.

For 2006, MRT-1 gross receipts on a cash basis are estimated at \$457.7 million, an increase of \$24.0 million, or 5.5%, over the 2005 level and unchanged from the November Forecast level. Of the total, \$253.3 is expected to be applied to the MTA Headquarters operating deficit in 2006. MRT-1 distribution to NYCT and SIR is estimated at \$112.5 million, and \$72.1 million is estimated to be distributed to the commuter railroads. MRT-2 gross receipts on a cash basis are estimated at \$284.0 million, a decrease of \$13.6 million, or 4.6%, over the prior year and also unchanged from the November Forecast level. Overall, combined MRT is projected to be \$741.7 million, an increase of \$10.4 million, or 1.4%, over 2005 MRT receipts, unchanged from the November Forecast.

The slowdown in annual growth reflects the impact higher mortgage interest rates have had on residential real estate activity. Over the past twenty-five month period from June 2004 through June 2006, the Federal Reserve Board of Governors increased the Federal Funds Rate by 25 basis points on each of seventeen occasions, raising the rate from 1.0% to its current level of 5.25%. Despite these numerous increases, mortgage interest rate increases only recently began to soften the residential real estate market, with prices moderating and the inventory of available housing significantly increasing.

## **2007 Adopted Budget**

The recent slowdown in residential real estate activity in the MTA region has resulted in smaller increases in new house and existing house sale prices, as well as significantly increasing the average length of time properties are listed for sale. Including the 2006 Final Estimate, MRT receipts have increased for eleven consecutive years and have doubled since 2002. With no reason to expect mortgage interest rates to return anywhere near their forty-year record lows in 2004, and mortgage activity expected to continue at the slower pace experienced over the past few months, overall MRT receipts are projected to decline in 2007 from the record 2006 level.

The 2007 MRT-1 and MRT-2 forecasts for New York City and the suburban counties are based on projected changes in residential mortgage recording tax receipts in the City of New York's November 2006 Financial Plan, which assumes New York City residential MRT receipts will decline 12% during City Fiscal Year 2007, and decline an additional 23% during City Fiscal Year 2008. The application of these rates to the MTA results in projected 2007 MRT-1 receipts of \$361.5 million, a decline of \$96.2 million, or 21.0%, from the 2006 Final Estimate and MRT-2 revenue of \$221.9 million, a decline of \$62.1 million, or 21.9%, from the 2006 Final Estimate. Overall, MRT is projected to decline by \$158.3 million from 2006 to 2007, a 21.3% year-over-year reduction, to \$583.4 million. These estimates of 2007 MRT receipts are unchanged from the November Financial Plan.

## **2008-2010**

MRT projections in the Financial Plan for 2008 through 2010 are based on a series of time-series models. Forecasts of MRT receipts are based on 10-year U.S. Treasury Note rate projections and county-level population forecasts. During the forecast period, the 10-Year U.S. Treasury Note rate is expected to increase to 5.29% in 2008, 5.60% in 2009 and 5.65% in 2010. Population growth estimates range from 0.2% to 0.3% per year for New York City, are 0.2% to 0.3% per year for the Nassau/Suffolk area, are 0.1% per year for Westchester, range from 1.1% to 1.4% per year for Putnam, are 0.6% per year for Dutchess, are 0.3% per year for Rockland and range from 0.7% to 0.8% per year for Orange.

Over the Financial Plan period, MRT-1 receipts are projected to be \$353.9 million in 2008, \$347.9 million in 2009 and \$353.2 million in 2010. MRT-2 receipts are projected to be \$211.6 million in 2008, \$203.5 million in 2009 and \$205.3 million in 2010. Total MRT receipts are forecast to be \$565.5 million in 2008, \$551.4 million in 2009 and \$558.6 million in 2010. MRT-1 and MRT-2 receipts are unchanged from the November Financial Plan projections.

## **Additional Assumptions**

MTA's general reserve is funded by MRT-2 and earmarked before the transfer to NYCT and Commuter Railroads subsidy accounts. In the February Financial Plan \$40 million in unspent General Reserve earmarked for 2005 is reallocated in equal installments in

2006 through 2009, with \$10 million reflected in each year. The February Plan maintains the general reserve level of \$75 million annually beginning in 2007.

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 Plan to cover these security expenses in each of the years from 2006 through 2010.

**Technical Adjustments:** The MRT-2 allocations in the November Plan reflected the baseline assumptions before implementation of certain policy actions. The February Plan has been adjusted to reflect implementation of these policy actions and their subsequent inclusion into the baseline. It also reflects the impact of these funds on agency transfers. The MTA Board approved in December 2006 numerous policy actions and cash transactions, which authorized the MTA Treasurer to set aside previously undistributed MRT-2 Funds for the following:

*Downsizing* – The February Plan includes \$81.0 million of MRT-2 funds in 2007 to cover downsizing. It is expected that major cost reductions that will be generated by consolidating MTA functions through the “Shared Services” or “Reorganization” initiatives will result in substantial reductions in MTA headcount. Consultant studies, approved by the MTA Board are currently on-going to examine and recommend implementation for a shared services model. Since it is unlikely that the savings could be achieved solely through attrition, the Plan sets aside the expected one-time separation costs, which are likely to take place over the next few years.

*Enhanced Security Training* – Based on the recommendations of Kroll Associates, the security consulting firm that the MTA engaged to review the safety/security training curriculum utilized by NYCT, Metro-North and LIRR for its operating personnel, an amount of \$25.0 million has been set aside from MRT-2 funds in the February Plan (\$6.2 million in equal annual installments beginning in 2007) for enhancements to existing training modules.

*Service Marketing Campaign* – The February Plan proposed that \$5.0 million be spent in 2007, funded from MRT-2, 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, would be used for designated routes/services that have the potential to be better utilized and therefore make use of current capacity.

*Pension Liability Reduction* – As reflected in the 2006 Adopted Budget, \$450.0 million was set aside at the end of 2005 to reduce pension liabilities. These pension earnings that were captured below-the-line as a Policy Action in the November Plan are now being captured within the baseline. The actual deposits into employee pension funds were made in September of 2006, including approximately \$15.0 million in accumulated interest earned in short-term instruments pending deposit into the pension funds. Of the total set aside, \$259.9 million reflects previously undistributed MRT-2 funds. The



remaining amounts to fund the Pension were secured from NYCT's and the Commuter Railroads' subsidy stabilization funds in the amount of \$95.1 million from each.

**Summary of Mortgage Recording Tax Projections**  
**February Financial Plan 2007 - 2010**  
**Tax Yield Distribution 2005 - 2010**  
(\$ in millions)

	ACTUAL	FORECAST				
	2005	2006	2007	2008	2009	2010
<b>MORTGAGE RECORDING TAX #261-1</b>						

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

Total Gross Receipts	\$433.7	\$457.7	\$361.5	\$353.9	\$347.9	\$353.2
Carryover	15.1	0.0	0.0	0.0	0.0	0.0
Less: MTAHQ Operating Deficit	(280.8)	(253.3)	(277.5)	(280.3)	(279.0)	(287.4)
<b>Net Receipts Available for Transfer</b>	<b>\$168.0</b>	<b>\$204.4</b>	<b>\$84.0</b>	<b>\$73.6</b>	<b>\$68.9</b>	<b>\$65.8</b>

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

Opening Balance	\$15.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYCT/SIR Share	55%	55%	55%	55%	55%	55%
From Current Year Net Receipts	92.4	112.4	46.2	40.5	37.9	36.2
Interest	0.7	0.0	0.0	0.0	0.0	0.0
Carryover	0.0	0.0	0.0	0.0	0.0	0.0
Transfers from MRT-2	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total NYCT/SIR Net Cash Share</b>	<b>\$108.8</b>	<b>\$112.5</b>	<b>\$46.2</b>	<b>\$40.5</b>	<b>\$37.9</b>	<b>\$36.2</b>
Total SIR Net Cash Share	0.0	0.3	0.1	0.1	0.1	0.1
<b>Total NYCT Net Cash Share</b>	<b>\$108.8</b>	<b>\$112.1</b>	<b>\$46.1</b>	<b>\$40.4</b>	<b>\$37.8</b>	<b>\$36.1</b>

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

Opening Balance - CR/SHF	\$27.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Commuter Railroad Share	45%	45%	45%	45%	45%	45%
From Net Receipts	75.6	92.0	37.8	33.1	31.0	29.6
Interest	0.9	0.1	0.0	0.0	0.0	0.0
Carryover	0.0	0.0	0.0	0.0	0.0	0.0
Less: Suburban Highway Fund	(20.0)	(20.0)	(20.0)	(20.0)	(20.0)	(20.0)
Transfers from MRT-2	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Commuter Railroad Net Cash Share</b>	<b>\$83.9</b>	<b>\$72.1</b>	<b>\$17.8</b>	<b>\$13.1</b>	<b>\$11.0</b>	<b>\$9.6</b>

**MORTGAGE RECORDING TAX #261-2**

**Receipts Available**

Total Receipts to Corporate Account	\$297.7	\$284.0	\$221.9	\$211.6	\$203.5	\$205.3
Opening Fund Balance (starting in 1998)	41.6	40.0	30.0	20.0	10.0	0.0
All Agency Security Pool	(22.9)	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Downsizing	0.0	0.0	(81.0)	0.0	0.0	0.0
Enhanced Security Training	0.0	0.0	(6.2)	(6.2)	(6.2)	(6.2)
Service Marketing Campaign	0.0	0.0	(5.0)	0.0	0.0	0.0
Pension Liability Reduction	(259.9)	0.0	0.0	0.0	0.0	0.0
Reserve for Following Year/Cash Flow Provision	(40.0)	(30.0)	(20.0)	(10.0)	0.0	0.0
General Reserve	0.0	0.0	(75.0)	(75.0)	(75.0)	(75.0)
Investment Income	1.3	7.9	0.0	0.0	0.0	0.0
<b>Total Receipts Available for Transfer</b>	<b>\$17.8</b>	<b>\$285.4</b>	<b>\$48.2</b>	<b>\$123.9</b>	<b>\$115.8</b>	<b>\$107.6</b>

**Use of Total Receipts:**

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(22.3)	(27.6)	(28.0)	(22.0)	(21.4)	(20.8)
Less: Transfer to MTAHQ Funds	0.0	0.0	0.0	0.0	0.0	0.0
<b>Net Receipts Available</b>	<b>(\$0.0)</b>	<b>\$262.2</b>	<b>\$24.7</b>	<b>\$106.3</b>	<b>\$98.9</b>	<b>\$91.3</b>

## **URBAN TAXES**

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) 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, 6% used for the partial reimbursement of NYCT Paratransit costs, and 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**

Urban Tax receipts for 2006 reflect year-to-date actuals through October, November and December 2006 were projected using recent year-over-year trends. For 2007, tax receipts are based on tax receipt trends projected by the City of New York in its November 2006 Financial Plan. For 2008 through 2010, Urban Tax estimates are based on two forecasting models, one for the MRT and one for the RPTT. In these models, which are time-service regression models with a log-log specification, tax receipts are a function of the ninety-day U.S. Treasury Bill rate and New York City private-sector employment.

### **Technical Adjustments**

In the February Financial Plan, the 2006 Final Estimate reflects RPTT receipts received in December 2006 from the Metropolitan Life Insurance Company's \$5.4 billion sale of Stuyvesant Town and Peter Cooper Village to an investment group headed by Tishman Speyer. This transaction resulted in additional net RPTT receipts to MTA of \$51.8 million, with \$48.6 million going to NYCT subsidy receipts and \$3.2 million designated for NYCT Paratransit reimbursement. In the 2006 November Forecast, the tax receipts from the sale of Stuyvesant Town and Peter Cooper Village were listed "below-the-line" as a Policy Action, with the funds earmarked for NYCT Subway station painting; the tax receipts from this transaction are now incorporated into the baseline projections along with the expenses associated with the painting program.

### **2006 Final Estimate**

The 2006 Final Estimate consists of actual receipts through October; forecasts for November and December reflect recent trends in MRT and RPTT receipts. To forecast November and December, the year-over-year trend from September-October 2005 to September-October 2006 was applied to the November 2005 and December 2005 receipts for both MRT and RPTT. To reflect preliminary November 2006 RPTT and MRT receipts, the 2006 Final Estimate was adjusted upwards by \$20 million for RPTT

and by \$10 million for MRT. Additionally, the estimate reflects \$48.6 million in RPTT receipts from the Stuyvesant Town/Peter Cooper Village transaction.

For 2006, Urban Tax receipts on a cash basis are estimated at \$658.8 million, an increase of \$107.4 million, or 19.5%, over the 2005 level and an increase of \$48.6 million, or 8.0%, over the 2006 November Forecast level. Compared with 2005 receipts, the RPTT component in the 2006 Final Estimate is projected to increase 27.7% while the MRT component is projected to increase 4.5%.

Over the twenty-five month period from June 2004 through June 2006, the Federal Reserve Board of Governors increased the Federal Funds Rate by 25 basis points on each of seventeen occasions, raising the rate from 1.0% to its current level of 5.25%. Despite these numerous increases, interest rate increases only recently began to soften the level of commercial real estate transactions dependent on mortgages for financing property acquisitions. Overall, however, office space and multiple-unit residential structures remain an attractive vehicle for investment purposes, and this is reflected by the continued growth in the RPTT component of the Urban Tax.

### **2007 Adopted Budget**

The slowdown in recent commercial activity is expected to continue into 2007, and the projected Urban Tax receipts in the 2007 Proposed Budget reflect this trend. Including the 2006 Final Estimate, Urban Tax receipts have increased for six consecutive years and have more than tripled since 2002. Despite the projected decline, Urban Tax receipts for 2007 are expected to be the third highest since the tax was first collected 25 years ago, and is only surpassed by 2005 and 2006 receipts.

The 2007 MRT and RPTT components of the Urban Tax forecast are based on projected changes in commercial mortgage recording tax receipts and commercial real property transfer tax receipts in the City of New York's November 2006 Financial Plan. The City's November 2006 Financial Plan estimated that New York City commercial MRT receipts would increase 5.0% during City Fiscal Year 2007 before declining 22% during City Fiscal Year 2008; the City November 2006 Financial Plan further estimated that NYC commercial RPTT receipts would decline 13% during City Fiscal Year 2007, and decline an additional 14.7% during City Fiscal Year 2008. The application of these rates to the MTA forecast results in projected 2007 Urban Tax receipts of \$494.7 million, a decline of \$164.1 million, or 24.9%, from the 2006 year-end forecast. Approximately 30% of this decline is attributable to the RPTT receipts from the Stuyvesant Town and Peter Cooper Village sale that was finalized in December 2006, which added \$48.6 million to the 2006 Urban Tax level.

The estimate of Urban Tax receipts for the 2007 Adopted Budget is unchanged from the 2007 Final Proposed Budget in the November Plan.

## **2008 - 2010**

Urban Tax projections in the Financial Plan for 2008 through 2010 are based on individual time-series models for the MRT and RPTT components. Forecasts for the taxes are based on 3-month U.S. Treasury Bill rate projections and New York City private-sector employment forecasts. During the forecast period, the 3-month U.S. Treasury Bill rate is expected to increase to 4.66% in 2008, 4.80% in 2009 and 4.84% in 2010. New York City private-sector employment growth estimates are expected to increase by 0.99% in 2008, 0.87% in 2009 and 0.54% in 2010.

Over the Financial Plan period, Urban Tax receipts are projected to be \$556.3 million in 2008, \$593.5 million in 2009 and \$620.5 million in 2010, unchanged from the projections in the November Financial Plan.

## **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. In addition, MTA Bus' subsidy allocation includes its share of the "Pattern Labor Provision" contained in the MTA consolidated tables. It is also 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.

### **2006 Final Estimate**

In the 2006 Final Estimate, State and Local cash subsidy receipts are estimated at \$594.4 million, a decrease of \$14.8 million from the 2005 level. This change was primarily due to lower AMTAP receipts for the commuter railroads than in the prior year, as well as slight changes to CDOT subsidies due to a reforecast, offset by positive changes in station maintenance.

State and Local 18-b Operating Assistance to MTA has not changed in the last 15 years.

### **2007 Final Proposed Budget**

In 2007, State and Local subsidy, on a cash basis, is estimated at \$612.7 million, an increase of \$18.3 million over the 2006 level. The change is primarily due to increased levels of CDOT and station maintenance subsidies, most the result of technical adjustments for Connecticut Department of Transportation subsidy to Metro-North.

### **2008 - 2010**

In 2008, 2009 and 2010, State and Local subsidy estimates are \$10.6 million, \$16.3 million and \$16.3 million above the prior years' level, respectively. The changes primarily represent reforecast of CDOT and Station Maintenance. In each of the years 2008, 2009 and 2010, technical adjustments to CDOT subsidies resulted in CDOT levels that were \$8.3 million, \$14.1 million and \$13.7 million above the prior year's level, respectively.

## **MTA SUBSIDY TO SUBSIDIARIES**

In the 2006 Final Estimate, total estimated MTA subsidy payment to its subsidiaries on a cash basis is \$30.7 million. Staten Island Railroad's (SIR) share is \$16.2 million; Long Island Bus' (LIB) share is \$14.5 million. Long Island Bus' share includes \$0.5 million for the 2005 Holiday Fare Program.

SIR's share reflects amounts needed to cover the operating deficit after all other subsidies and operating revenues are allocated.

In 2007, the forecast for MTA subsidy payment to LIB and SIR on a cash basis is \$32.5 million.

For each of the years 2008 through 2010, MTA subsidy to its subsidiaries is \$40.4 million, \$34.8 million and \$35.9 million respectively. The Long Island Bus portion remains at \$14.0 million in each year.



## SUBSIDY AND OTHER TECHNICAL ADJUSTMENTS

The November Plan included several below-the-line policy actions in 2005, 2006 and 2007, which are now programmed into the baseline. In addition to those previously discussed as adjustments to MRT, other policy actions now merged into the baseline include: distribution of the \$200 million Real Estate Stabilization Account generated from the 2004 surplus; funding of pension liability reductions; funding for capital security initiatives; and funding of the 2005 Holiday Fare Program. Consistent with the MTA Board's adoption of the MTA Consolidated 2007 Budget including approval of Policy Actions, the MTA Treasurer was authorized to set aside previously undistributed funds; the February Plan has incorporated the funds as follows:

*Capital Security Initiative* – The February Plan's subsidy baseline for 2005 actuals incorporates a \$100 million adjustment for capital security programs that was set aside from NYCT and Commuter Railroad subsidy stabilization accounts in that year. All but some \$6 million has been transferred to the capital program and agency budgets and used to fund short-term security projects such as the installation of closed circuit television cameras and emergency exit buttons in subway stations and the hardening of GCT and Penn Station.

The February Plan for 2006 also incorporates into the subsidy baseline, a \$150 million adjustment to the NYCT and Commuter Railroad subsidy stabilization accounts to fund additional security initiatives. These initiatives will be identified and assigned in 2007 and include new programs such as installation of intercoms in 75' subway cars, currently identified initiatives in the capital program, and Capital Program contingencies for projects including upgrades to MTA Police radios.

*2005 Holiday Program* – The February Plan adjusts the 2005 actual subsidies to reflect the \$50 million set aside from the NYCT and Commuter Railroad subsidy stabilization accounts to fund this program. Agency baseline in the February Plan for 2005 and 2006 include the costs incurred for this Program, which stemmed from the use of MetroCards and commuter rail free tickets that continued to be valid through early 2006. The \$50 million that was set aside in 2005 was released and reprogrammed back to the subsidy stabilization accounts in 2006.

*Pension Liability Reduction* – As reflected in the 2006 Adopted Budget, \$450 million was set aside at the end of 2005 to reduce pension liabilities. The actual deposits into employee pension funds were made in September of 2006, including approximately \$15 million in accumulated interest earned in short-term instruments pending deposit into the pension funds. Of the total set aside in 2005, \$259.9 million was funded from the MRT-2 account and discussed earlier in the *MRT Section*. The February Plan reflects the actual transaction which set

aside \$190.1 million from NYCT's and the Commuter Railroads Stabilization accounts in equal amounts.

*Real Estate Tax Stabilization Account*— As part of the 2005 Adopted Budget, the MTAHQ Treasurer was authorized to set aside \$200 million from the 2004 cash surplus in a Real Estate Stabilization Account to cover potential shortfalls in real estate tax revenues. As these funds were not needed for that purpose, the Board-approved staff summary in December 2006 authorized uses for these monies, plus any accumulated interest. Consistent with the staff summary, the February Plan reflects allocation of \$80 million to a special GASB account. The remaining \$120 million plus any interest earned was distributed to the NYCT and Commuter Railroad subsidy stabilization accounts at the end of 2006, with 70% allocated to the MTA New York City Transit Account and 30% to the MTA Commuter Railroad Account.

**Commuter Operating Capital Transfer** – The February Plan, like the November Plan, incorporates the adjustment for the M-7 option for Metro-North Railroad. In January 2004, the MTA Board authorized the exercise of an M-7 car option to permit Metro-North to accelerate the purchase of 120 additional cars. Included in the action was a provision for the Metro-North Operating Budget to transfer savings of \$10 million to the capital program. Metro-North's financial plan included the requisite \$10 million savings in 2004. Since this resulted in \$10 million of commuter rail subsidy savings, a commensurate operating capital transfer is included as a reduction to 2006 commuter rail subsidies. The car purchase payment schedule required the transfer in 2006. This payment was made in February, 2006.

**MTA New York City Transit Subsidy Allocation**  
**2006-2010**  
**Cash Basis**  
(\$ in millions)

<b><u>Subsidies</u></b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assist. (MMTOA)	833.4	974.5	876.0	896.7	937.5
Petroleum Business Tax (PBT) Receipts	526.0	510.3	524.9	530.3	532.5
Mortgage Recording Tax (MRT)	112.1	46.1	40.4	37.8	36.1
Urban Tax	658.8	494.7	556.3	593.5	620.5
	<b>\$2,130.2</b>	<b>\$2,025.6</b>	<b>\$1,997.6</b>	<b>\$2,058.2</b>	<b>\$2,126.5</b>
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	158.2	158.2	158.2	158.2	158.2
Local Operating Assistance	158.2	158.2	158.2	158.2	158.2
	<b>\$316.4</b>	<b>\$316.4</b>	<b>\$316.4</b>	<b>\$316.4</b>	<b>\$316.4</b>
Capital Security	(105.0)	0.0	0.0	0.0	0.0
2005 Holiday Fare Program	35.0	0.0	0.0	0.0	0.0
Pension Liability Reduction <sup>1</sup>	0.0	0.0	0.0	0.0	0.0
2004 Real Estate Tax Stabilization Account	84.0	0.0	0.0	0.0	0.0
	<b>\$14.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$2,460.6</b>	<b>\$2,342.0</b>	<b>\$2,314.0</b>	<b>\$2,374.6</b>	<b>\$2,442.9</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
Bridges and Tunnels Operating Surplus Transfer	154.9	121.9	116.7	96.6	68.4
MTA Subsidy to Subsidiaries	0.0	0.0	0.0	0.0	0.0
	<b>\$154.9</b>	<b>\$121.9</b>	<b>\$116.7</b>	<b>\$96.6</b>	<b>\$68.4</b>
<b>GROSS SUBSIDIES</b>	<b>\$2,615.5</b>	<b>\$2,463.9</b>	<b>\$2,430.7</b>	<b>\$2,471.2</b>	<b>\$2,511.3</b>

<sup>1</sup>\$95.1 million was funded from NYCT subsidy balances for pension liability reduction in 2005.

**MTA Commuter Railroad Subsidy Allocation**  
**2006-2010**  
**Cash Basis**  
(\$ in millions)

	2006	2007	2008	2009	2010
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	433.3	494.3	449.1	458.5	477.1
Petroleum Business Tax (PBT) Receipts	89.5	86.8	89.3	90.2	90.6
Mortgage Recording Tax (MRT)	72.1	17.8	13.1	11.0	9.6
Investment Income	25.5	9.2	9.2	9.3	9.3
	<b>\$620.3</b>	<b>\$608.1</b>	<b>\$560.8</b>	<b>\$569.0</b>	<b>\$586.6</b>
<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	50.2	64.5	72.9	87.0	100.7
Station Maintenance	135.0	138.9	141.1	143.3	145.9
AMTAP	20.0	20.0	20.0	20.0	20.0
	<b>\$263.6</b>	<b>\$281.9</b>	<b>\$292.5</b>	<b>\$308.8</b>	<b>\$325.1</b>
<b><i>Other Subsidy Adjustments</i></b>					
Commuter Operating Capital Transfer - MNR M-7 Acceleration	(\$10.0)	\$0.0	\$0.0	\$0.0	\$0.0
Capital Security	(45.0)	0.0	0.0	0.0	0.0
2005 Holiday Fare Program	15.0	0.0	0.0	0.0	0.0
Pension Liability Reduction <sup>1</sup>	0.0	0.0	0.0	0.0	0.0
2004 Real Estate Tax Stabilization Account	116.0	0.0	0.0	0.0	0.0
	<b>\$76.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$959.9</b>	<b>\$890.1</b>	<b>\$853.3</b>	<b>\$877.8</b>	<b>\$911.7</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
Bridges and Tunnels Operating Surplus Transfer	261.3	223.4	218.0	197.8	169.5
<b>GROSS SUBSIDIES</b>	<b>\$1,221.2</b>	<b>\$1,113.5</b>	<b>\$1,071.3</b>	<b>\$1,075.6</b>	<b>\$1,081.2</b>

<sup>1</sup>\$95.1 million was funded from NYCT subsidy balances for pension liability reduction in 2005.

**MTA Long Island Bus Subsidy Allocation**  
**2006-2010**  
**Cash Basis**  
(\$ in millions)

	2006	2007	2008	2009	2010
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
MMTOA Allocation	41.9	50.6	43.5	45.8	47.7
	<b>41.9</b>	<b>50.6</b>	<b>43.5</b>	<b>45.8</b>	<b>47.7</b>
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	3.0	3.0	3.0	3.0	3.0
Nassau County Subsidy	10.5	10.5	10.5	10.5	10.5
	<b>13.5</b>	<b>13.5</b>	<b>13.5</b>	<b>13.5</b>	<b>13.5</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>55.4</b>	<b>64.1</b>	<b>57.0</b>	<b>59.3</b>	<b>61.1</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
MTA Subsidy to Subsidiaries	14.5	14.0	14.0	14.0	14.0
<b>GROSS SUBSIDIES</b>	<b>\$69.8</b>	<b>\$78.1</b>	<b>\$71.0</b>	<b>\$73.3</b>	<b>\$75.1</b>

**MTA Staten Island Railway Subsidy Allocation**  
**2006-2010**  
**Cash Basis**  
(\$ in millions)

	2006	2007	2008	2009	2010
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	2.5	2.9	2.6	2.7	2.8
Mortgage Recording Tax (MRT)	0.3	0.1	0.1	0.1	0.1
	<b>\$2.9</b>	<b>\$3.1</b>	<b>\$2.8</b>	<b>\$2.8</b>	<b>\$2.9</b>
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	0.5	0.5	0.5	0.5	0.5
Local Operating Assistance	0.5	0.5	0.5	0.5	0.5
	<b>\$1.0</b>	<b>\$1.0</b>	<b>\$1.0</b>	<b>\$1.0</b>	<b>\$1.0</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3.8</b>	<b>\$4.1</b>	<b>\$3.7</b>	<b>\$3.8</b>	<b>\$3.9</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
MTA Subsidy to Subsidiaries	16.2	18.5	26.4	20.8	21.9
<b>GROSS SUBSIDIES</b>	<b>\$20.1</b>	<b>\$22.6</b>	<b>\$30.1</b>	<b>\$24.6</b>	<b>\$25.8</b>

**MTA Headquarters Subsidy Allocation**  
**2006-2010**  
**Cash Basis**  
**(\$ in millions)**

	2006	2007	2008	2009	2010
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
<u>Mortgage Recording Tax-1</u>					
Net Receipts After Agency Transfers	273.2	297.5	300.3	299.0	307.4
<u>Adjustments</u>					
Diversion of MRT to Suburban Counties	(20.0)	(20.0)	(20.0)	(20.0)	(20.0)
Carryover/Opening Balances/Interest	0.1	0.0	0.0	0.0	0.0
<i>Total Adjustments</i>	<i>(19.9)</i>	<i>(20.0)</i>	<i>(20.0)</i>	<i>(20.0)</i>	<i>(20.0)</i>
<b>Net Funding of MTA Headquarters</b>	<b>\$253.3</b>	<b>\$277.5</b>	<b>\$280.3</b>	<b>\$279.0</b>	<b>\$287.4</b>
<u>Mortgage Recording Tax - 2</u>					
Net Receipts	294.0	231.9	221.6	213.5	205.3
<u>Adjustments</u>					
Funding of General Reserve	0.0	(75.0)	(75.0)	(75.0)	(75.0)
Diversion of MRT to Suburban Counties	(23.2)	(23.6)	(17.6)	(16.9)	(16.4)
Carryover/Opening Balances/Interest	7.9	0.0	0.0	0.0	0.0
Agency Security Costs from MRT	(16.5)	(16.5)	(16.5)	(16.5)	(16.5)
Downsizing	0.0	(81.0)	0.0	0.0	0.0
Enhanced Security Training	0.0	(6.2)	(6.2)	(6.2)	(6.2)
Service Marketing Campaign	0.0	(5.0)	0.0	0.0	0.0
Pension Liability Reduction <sup>1</sup>	0.0	0.0	0.0	0.0	0.0
<i>Total Adjustments</i>	<i>(31.8)</i>	<i>(207.3)</i>	<i>(115.3)</i>	<i>(114.6)</i>	<i>(114.1)</i>
<b>Unallocated MRT-2 Receipts</b>	<b>\$262.2</b>	<b>\$24.7</b>	<b>\$106.3</b>	<b>\$98.9</b>	<b>\$91.3</b>

<sup>1</sup>\$259.5 million for pension liability reduction was funded from MRT-2 receipts in 2005.

**MTA Bus Company Subsidy Allocation**  
**2006-2010**  
**Cash Basis**  
(\$ in millions)

<b><u>Subsidies</u></b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
City Subsidy to MTA Bus Company	<b>206.5</b>	<b>257.1</b>	<b>265.3</b>	<b>275.7</b>	<b>289.3</b>



**MTA BRIDGES & TUNNELS**  
**SURPLUS TRANSFER**  
**February Financial Plan 2007 -2010**  
(\$ in millions)

NON-REIMBURSABLE	FORECAST				
	2006	2007	2008	2009	2010

**Deductions from Net Operating Income:**

Investment Income	\$7.336	\$4.731	\$4.400	\$4.532	\$4.570
Total Debt Service	452.442	468.254	480.265	498.434	515.800
Construction Reserve and Capital Reimbursement Funds	13.193	13.417	13.667	13.953	14.261
Capital Projects	8.691	13.703	12.940	13.210	13.502
GASB Reserve	6.044	1.620	1.814	2.016	2.244
<b>Total Deductions from Net Operating Income</b>	<b>\$487.706</b>	<b>\$501.725</b>	<b>\$513.086</b>	<b>\$532.145</b>	<b>\$550.376</b>
<b>Net Income Available for Transfer to MTA and NYCT</b>	<b>\$401.438</b>	<b>\$339.101</b>	<b>\$334.224</b>	<b>\$289.959</b>	<b>\$232.063</b>

**Distribution of Funds to MTA:**

Investment Income in Current Year	\$7.336	\$4.731	\$4.400	\$4.532	\$4.570
Accrued Current Year Allocation	250.926	220.334	217.703	195.535	166.559
<b>Total Accrued Amount Distributed to MTA</b>	<b>\$258.262</b>	<b>\$225.065</b>	<b>\$222.103</b>	<b>\$200.067</b>	<b>\$171.129</b>

**Distribution of Funds to NYCT:**

First \$24 million of Surplus reserved for NYCT	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Additional Accrued Current Year Allocation	126.513	94.767	92.521	70.424	41.505
<b>Total Accrued Amount Distributed to NYCT</b>	<b>\$150.513</b>	<b>\$118.767</b>	<b>\$116.521</b>	<b>\$94.424</b>	<b>\$65.505</b>

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

From Current Year Surplus	\$261.310	\$223.393	\$217.966	\$197.752	\$169.456
Investment Income in Prior Year	5.358	7.336	4.731	4.400	4.532
<b>Total Cash Amount Distributed to MTA</b>	<b>\$266.668</b>	<b>\$230.729</b>	<b>\$222.697</b>	<b>\$202.152</b>	<b>\$173.988</b>
<b>Total Cash Amount Distributed to NYCT</b>	<b>\$154.864</b>	<b>\$121.942</b>	<b>\$116.746</b>	<b>\$96.634</b>	<b>\$68.396</b>

FORECAST				
2006	2007	2008	2009	2010

**Debt Service Detail by Agency:**

B&T Own Purpose DS + Total BICs DS	\$128.916	\$141.740	\$154.746	\$173.101	\$190.613
NYCT Transportation DS + MRT Second Resolution DS	223.970	226.040	225.351	225.222	225.121
MTA Transportation DS + MRT Second Resolution DS	99.557	100.474	100.169	100.111	100.066
<b>Total Debt Service by Agency</b>	<b>\$452.442</b>	<b>\$468.254</b>	<b>\$480.265</b>	<b>\$498.434</b>	<b>\$515.800</b>

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

Total Adjusted Net Income Available for Transfer	\$853.881	\$807.355	\$814.489	\$788.393	\$747.863
Less: B&T Total Debt Service	(128.916)	(141.740)	(154.746)	(173.101)	(190.613)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)

<b>Remainder of Total Accrued Amount for Transfer</b>	<b>\$700.965</b>	<b>\$641.616</b>	<b>\$635.744</b>	<b>\$591.292</b>	<b>\$533.250</b>
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**Calculation of Actual Cash Transfer to MTA:**

<b>Distribution of Remainder to MTA</b>					
Fifty Percent of Total Accrued Amount for Transfer	\$350.482	\$320.808	\$317.872	\$295.646	\$266.625
Less: MTA Total Debt Service	(99.557)	(100.474)	(100.169)	(100.111)	(100.066)

<b>MTA's Accrued Current Year Allocation</b>	<b>\$250.926</b>	<b>\$220.334</b>	<b>\$217.703</b>	<b>\$195.535</b>	<b>\$166.559</b>
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<b>Cash Conversion of MTA's Accrued Amount</b>					
Current Year Amount	\$225.833	\$198.301	\$195.933	\$175.981	\$149.903
Balance of Prior Year	35.477	25.093	22.033	21.770	19.553

<b>Cash Transfer to MTA</b>	<b>\$261.310</b>	<b>\$223.393</b>	<b>\$217.966</b>	<b>\$197.752</b>	<b>\$169.456</b>
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**Calculation of Actual Cash Transfer to NYCT:**

<b>Distribution of Remainder to NYCT</b>					
Fifty Percent of Total Accrued Amount for Transfer	\$350.482	\$320.808	\$317.872	\$295.646	\$266.625
Less: NYCT Total Debt Service	(223.970)	(226.040)	(225.351)	(225.222)	(225.121)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000

<b>NYCT's Accrued Current Year Allocation</b>	<b>\$150.513</b>	<b>\$118.767</b>	<b>\$116.521</b>	<b>\$94.424</b>	<b>\$65.505</b>
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<b>Cash Conversion of NYCT's Accrued Amount</b>					
Current Year Amount	\$135.461	\$106.891	\$104.869	\$84.982	\$58.954
Balance of Prior Year	19.402	15.051	11.877	11.652	9.442

<b>Cash Transfer to NYCT</b>	<b>\$154.864</b>	<b>\$121.942</b>	<b>\$116.746</b>	<b>\$96.634</b>	<b>\$68.396</b>
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**B & T Charged Debt Service Detail by Type:**

<b>Project Debt Service</b>					
B & T Own Purpose Debt Service	\$128.916	\$141.740	\$154.746	\$173.101	\$190.613
NYCT Transportation Project Debt Service	223.970	226.040	225.351	225.222	225.121
MTA Transportation Project Debt Service	99.557	100.474	100.169	100.111	100.066
<b>Total Projected Debt Service</b>	<b>\$452.442</b>	<b>\$468.254</b>	<b>\$480.265</b>	<b>\$498.434</b>	<b>\$515.800</b>

**SUMMARY**  
**MTA LONG ISLAND BUS**  
**MULTI-YEAR FINANCIAL PLAN**  
**2007 - 2010**  
(\$ in millions)

Line  
Number

		FORECAST				
		2006	2007	2008	2009	2010
10	<u>Revenue Summary:</u>					
11						
12	Farebox Revenue	\$39.6	\$39.8	\$40.0	\$40.2	\$40.4
13	Other Revenue	3.7	3.2	2.5	2.5	2.2
14	State/Local Subsidies	59.6	55.5	57.0	59.3	61.1
15						
16	<b>Total Revenue Before MTA Subsidy</b>	<b>\$102.8</b>	<b>\$98.5</b>	<b>\$99.5</b>	<b>\$101.9</b>	<b>\$103.7</b>
17						
18	<u>Non-Reimbursable Expense Summary:</u>					
19						
20	Labor Expenses	\$89.1	\$92.4	\$96.3	\$100.3	\$104.7
21	Non-Labor Expenses	27.6	28.7	29.3	29.4	29.9
22	Depreciation	0.0	0.0	0.0	0.0	0.0
23						
24	<b>Total Non-Reimbursable Expenses</b>	<b>\$116.7</b>	<b>\$121.1</b>	<b>\$125.6</b>	<b>\$129.7</b>	<b>\$134.6</b>
25						
26	<b>Total Net Revenue</b>	<b>(\$13.9)</b>	<b>(\$22.6)</b>	<b>(\$26.1)</b>	<b>(\$27.8)</b>	<b>(\$30.9)</b>
27						
28	<u>Cash Adjustment Summary:</u>					
29						
30	Operating Cash Adjustments	\$0.7	\$0.5	\$0.3	(\$1.7)	\$0.5
31	Subsidy Cash Adjustments	(3.7)	8.6	0.0	0.0	0.0
32						
33	<b>Total Cash Adjustment</b>	<b>(\$3.0)</b>	<b>\$9.1</b>	<b>\$0.3</b>	<b>(\$1.7)</b>	<b>\$0.5</b>
34						
35	<b>Gross Cash Balance</b>	<b>(\$16.9)</b>	<b>(\$13.5)</b>	<b>(\$25.9)</b>	<b>(\$29.5)</b>	<b>(\$30.4)</b>
36						
37	MTA Internal Subsidy	14.0	14.0	14.0	14.0	14.0
38						
39	<b>Net Cash Balance from Previous Year</b>	<b>\$2.4</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$0.0</b>
40						
41	<b>Net Cash Balance</b>	<b>(\$0.5)</b>	<b>\$0.5</b>	<b>(\$11.4)</b>	<b>(\$15.5)</b>	<b>(\$16.4)</b>

LI Bus Summary

**SUMMARY**  
**MTA STATEN ISLAND RAILWAY**  
**MULTI-YEAR FINANCIAL PLAN**  
**2007 - 2010**  
(\$ in millions)

Line Number	FORECAST				
	2006	2007	2008	2009	2010
9					
10	<b><u>Revenue Summary:</u></b>				
11					
12	Farebox Revenue	\$3.5	\$3.6	\$4.2	\$4.2
13	Other Revenue	2.0	2.0	2.0	2.0
14	State/City Subsidies	3.8	4.1	3.7	3.8
15					
16	<b>Total Revenue Before MTA Subsidy</b>	<b>\$9.4</b>	<b>\$9.6</b>	<b>\$9.9</b>	<b>\$10.0</b>
17					
18	<b><u>Non-Reimbursable Expense Summary:</u></b>				
19					
20	Labor Expenses	\$20.7	\$21.8	\$22.7	\$23.8
21	Non-Labor Expenses	5.9	6.2	13.4	6.7
22	Depreciation	7.3	10.3	10.3	10.3
23					
24	<b>Total Non-Reimbursable Expenses</b>	<b>\$33.9</b>	<b>\$38.3</b>	<b>\$46.4</b>	<b>\$40.8</b>
25					
26					
27	<b>Total Net Revenue</b>	<b>(\$24.6)</b>	<b>(\$28.7)</b>	<b>(\$36.5)</b>	<b>(\$30.9)</b>
28					
29	<b><u>Cash Adjustment Summary:</u></b>				
30					
31	Operating Cash Adjustments	\$7.3	\$10.1	\$10.1	\$10.1
32	Subsidy Cash Adjustments	0.0	0.0	0.0	(0.0)
33					
34	<b>Total Cash Adjustment</b>	<b>\$7.3</b>	<b>\$10.1</b>	<b>\$10.1</b>	<b>\$10.1</b>
35					
36	<b>Gross Cash Balance</b>	<b>(\$17.2)</b>	<b>(\$18.5)</b>	<b>(\$26.4)</b>	<b>(\$20.8)</b>
37					
38	MTA Internal Subsidy before PEGs	16.2	18.5	26.4	20.8
39					
40	<b>Net Cash Balance from Previous Year</b>	<b>\$1.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
41					
42	<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$0.0)</b>

SIR Summary

## **Debt Service**

## Debt Service in the Financial Plan

The following table reflects debt service projections for 2007 through 2010 associated with approved Capital Programs, including the approved five-year capital program for the 2005–2009 period. The table compares all MTA and TBTA debt service as published in the MTA November 2006 Financial Plan with newly revised estimates for this February 2007 Financial Plan (this comparison excludes State Service Contract and Convention Center debt service which is fully paid by New York State).

Debt Service Forecast (\$ in millions)			
Year	November Plan Debt Service	February Plan Debt Service	Difference Favorable/(Unfavorable)
2007	1,457.9	1,457.5	0.4
2008	1,600.1	1,598.4	1.7
2009	1,750.6	1,748.9	1.7
2010	<u>1,885.6</u>	<u>1,883.8</u>	<u>1.8</u>
Total:	<b>\$6,694.2</b>	<b>\$6,688.6</b>	<b>\$5.6</b>

The above minor technical adjustments reflect the following transactions:

- \$410 million of Dedicated Tax Fund Bonds, Series 2006B which funded transit and commuter capital projects.
- \$717.730 million of Transportation Revenue Bonds, Series 2006B which refinanced certain Series 2002F and Series 2003B bonds and bonded out \$450 million of prior commercial paper bond anticipation notes.
- \$750 million of new commercial paper issued to finance transit, commuter and MTA Bus capital projects.

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
New Money Bonds *(\$ in millions)	2,230	2,445	2,553	1,925
Assumed Fixed-Rates				
Transportation Revenue Bonds	4.49%	4.57%	4.64%	4.69%
Dedicated Tax Fund Bonds	4.42%	4.50%	4.56%	4.62%
Triborough Bridge & Tunnel Authority	4.42%	4.50%	4.56%	4.62%
Assumed Variable Rates	4.00%	4.00%	4.00%	4.00%
Weighted Average Interest Rates **				
Transportation Revenue Bonds	4.36%	4.43%	4.48%	4.52%
Dedicated Tax Fund Bonds	4.31%	4.37%	4.42%	4.46%
Triborough Bridge & Tunnel Authority	4.31%	4.37%	4.42%	4.46%

\* Forecasted borrowing for 2007 includes \$750 million commercial paper bond anticipation notes for transit, commuter and MTA Bus projects.

\*\* 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– 2010 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of October 6, 2006).
- 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**  
**February Financial Plan 2007 - 2010**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

Line Number		FORECAST				
		2006	2007	2008	2009	2010
9	<b><u>New York City Transit:</u></b>					
10						
11	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$345.478	\$357.134	\$356.733	\$356.719	\$356.550
12	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.832	16.162	75.986	146.006	220.491
13	2 Broadway Certificates of Participation - NYCT Share	16.783	19.943	21.882	21.888	21.894
15	Transportation Resolution Commercial Paper	5.755	11.307	12.583	12.583	12.583
16	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	180.275	215.114	215.440	215.587	215.427
17	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>3.691</u>	<u>9.099</u>	<u>29.336</u>	<u>52.527</u>	<u>77.194</u>
18	Sub-Total MTA Paid Debt Service	\$552.815	\$628.759	\$711.960	\$805.310	\$904.138
19						
20	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$140.167	\$142.555	\$142.486	\$142.517	\$142.553
21	<u>Budgeted Gross Debt Service for Existing TBTA (B&amp;T) Subordinate Revenue Bonds</u>	<u>84.062</u>	<u>85.658</u>	<u>85.751</u>	<u>85.695</u>	<u>85.656</u>
22	Sub-Total B&T Paid Debt Service	\$224.229	\$228.212	\$228.237	\$228.211	\$228.209
23						
24	<b>Total NYCT Debt Service</b>	<b>\$777.044</b>	<b>\$856.971</b>	<b>\$940.197</b>	<b>\$1,033.521</b>	<b>\$1,132.348</b>
25						
26	<b><u>Commuter Railroads:</u></b>					
27						
28	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$273.351	\$297.786	\$297.453	\$297.441	\$297.300
29	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	5.398	35.914	68.489	85.977
30	Transportation Resolution Commercial Paper	4.505	11.307	12.583	12.583	12.583
31	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	35.112	41.140	41.202	41.230	41.200
32	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>0.651</u>	<u>5.534</u>	<u>16.064</u>	<u>23.934</u>	<u>26.809</u>
33	Sub-Total MTA Paid Debt Service	\$313.620	\$361.165	\$403.216	\$443.677	\$463.867
34						
35	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$62.738	\$63.807	\$63.776	\$63.790	\$63.807
36	<u>Budgeted Gross Debt Service for Existing TBTA (B&amp;T) Subordinate Revenue Bonds</u>	<u>36.933</u>	<u>37.634</u>	<u>37.675</u>	<u>37.651</u>	<u>37.634</u>
37	Sub-Total B&T Paid Debt Service	\$99.672	\$101.442	\$101.452	\$101.441	\$101.440
38						
39	<b>Total CRR Debt Service</b>	<b>\$413.292</b>	<b>\$462.607</b>	<b>\$504.667</b>	<b>\$545.118</b>	<b>\$565.308</b>
40						
41	<b><u>Bridges and Tunnels:</u></b>					
42						
43	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$93.482	\$102.622	\$102.573	\$102.595	\$102.621
44	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	33.206	33.836	33.873	33.851	33.836
45	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	3.852	16.942	35.372	52.943
46	2 Broadway Certificates of Participation - TBTA Share	2.373	2.820	3.094	3.095	3.096
47						
48	<b>Total B&amp;T Debt Service</b>	<b>\$129.062</b>	<b>\$143.131</b>	<b>\$156.482</b>	<b>\$174.913</b>	<b>\$192.496</b>



**Metropolitan Transportation Authority**  
**February Financial Plan 2007 - 2010**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

Line Number		FORECAST				
		2006	2007	2008	2009	2010
49						
50	<b><u>MTA Bus:</u></b>					
51						
52	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$0.937	\$3.723	\$3.719	\$3.719	\$3.717
53	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	2.944	3.099	3.099
54	Transportation Resolution Commercial Paper	0.556	5.760	6.410	6.410	6.410
55						
56	<b>Total MTA Bus Debt Service</b>	<b>\$1.493</b>	<b>\$9.483</b>	<b>\$13.072</b>	<b>\$13.228</b>	<b>\$13.226</b>
57						
58	<b>Total MTA HQ Debt Service for 2 Broadway Certificates of Participation</b>	<b>\$2.303</b>	<b>\$2.736</b>	<b>\$3.002</b>	<b>\$3.003</b>	<b>\$3.004</b>
59						
60	<b><u>MTA Total:</u></b>					
61						
62	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$619.767	\$658.643	\$657.905	\$657.879	\$657.566
63	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	215.387	256.254	256.642	256.817	256.627
64	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	296.387	308.984	308.835	308.901	308.980
65	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	154.202	157.128	157.300	157.197	157.126
66	2 Broadway Certificates of Participation	21.459	25.500	27.979	27.986	27.994
67	Transportation Resolution Commercial Paper	10.816	28.374	31.575	31.575	31.575
68	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.832	21.560	114.844	217.594	309.567
69	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	4.343	14.632	45.400	76.461	104.003
70	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	3.852	16.942	35.372	52.943
71						
72	<b>Total Debt Service</b>	<b>\$1,323.193</b>	<b>\$1,474.928</b>	<b>\$1,617.421</b>	<b>\$1,769.782</b>	<b>\$1,906.381</b>
73						
74	<b><u>MTA Investment Income by Resolution</u></b>					
75						
76	Investment Income from Transportation Debt Service Fund	(\$1.743)	(\$9.071)	(\$9.447)	(\$10.703)	(\$11.823)
77	Investment Income from Dedicated Tax Fund Debt Service Fund	(0.147)	(\$3.852)	(\$3.692)	(\$4.074)	(\$4.409)
78	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	(0.333)	(\$3.561)	(\$3.983)	(\$4.209)	(\$4.425)
79	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	(0.187)	(0.971)	(1.923)	(1.922)	(1.921)
80	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	0.000	0.000
81						
82	<b>Total MTA Wide Investment Income</b>	<b>(\$2.411)</b>	<b>(\$17.455)</b>	<b>(\$19.045)</b>	<b>(\$20.907)</b>	<b>(\$22.577)</b>
83						
84	<b><u>MTA Wide Net Total</u></b>					
85						
86	Net Transportation Revenue Bonds Debt Service	\$618.856	\$671.132	\$763.303	\$864.770	\$955.310
87	Transportation Resolution Commercial Paper	10.816	28.374	31.575	31.575	31.575
88	Net Dedicated Tax Fund Bonds Debt Service	219.583	267.034	298.349	329.204	356.221
89	Net TBTA (B&T) General Revenue Bonds Debt Service	296.054	309.276	321.794	340.064	357.499
90	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	154.016	156.158	155.377	155.275	155.205
91	Net 2 Broadway Certificates of Participation Debt Service	21.459	25.500	27.979	27.986	27.994
92						
93	<b>Total MTA Wide Net Debt Service</b>	<b>\$1,320.783</b>	<b>\$1,457.473</b>	<b>\$1,598.377</b>	<b>\$1,748.874</b>	<b>\$1,883.803</b>

## **Debt Service Affordability Statement**

## MTA 2007 - 2010 Financial Plan

### Debt Affordability Statement

\$ in millions

Forecasted Debt Service and Borrowing Schedule		Notes	2006	2007	2008	2009	2010
Combined MTA/TBTA Forecasted Debt Service Schedule		1, 2, 3	1,299.3	1,432.0	1,570.4	1,720.9	1,855.8
Forecasted New Money Bonds Issued		4	1,874	2,230	2,445	2,553	1,925

Forecasted Debt Service by Credit		Notes	2006	2007	2008	2009	2010
Transportation Revenue Bonds							
Pledged Revenues		5	\$7,919.1	\$7,832.9	\$7,776.3	\$7,854.3	\$7,930.1
Debt Service		9	629.7	699.5	794.9	896.3	986.9
Debt Service as a % of Pledged Revenues			8%	9%	10%	11%	12%
Dedicated Tax Fund Bonds							
Pledged Revenues		6	\$615.5	\$597.1	\$614.2	\$620.5	\$623.1
Debt Service		9	219.6	267.0	298.3	329.2	356.2
Debt Service as a % of Pledged Revenues			36%	45%	49%	53%	57%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues		7	\$889.1	\$840.8	\$847.3	\$822.1	\$782.4
Debt Service		9	296.1	309.3	321.8	340.1	357.5
Debt Service as a % of Total Pledged Revenues			33%	37%	38%	41%	46%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues		8	\$593.1	\$531.6	\$525.5	\$482.0	\$424.9
Debt Service		9	154.0	156.2	155.4	155.3	155.2
Debt Service as a % of Total Pledged Revenues			26%	29%	30%	32%	37%

Cumulative Debt Service (Excluding State Service Contract Bonds)		Notes	2006	2007	2008	2009	2010
Total Debt Service			\$1,299.3	\$1,432.0	\$1,570.4	\$1,720.9	\$1,855.8
Operating Revenues and Subsidies			9,274.4	9,168.1	9,167.8	9,305.9	9,455.6
Total Debt Service as a % of Operating Revenues and Subsidies			14%	16%	17%	18%	20%
Fare and Toll Revenues			4,928.9	4,984.1	5,037.9	5,067.9	5,092.8
Total Debt Service as a % of Fare and Toll Revenue			26%	29%	31%	34%	36%
Non-reimbursable expenses			9,081.4	9,948.2	10,389.9	10,873.5	11,309.2
Total Debt Service as a % of Non-reimbursable expenses			14%	14%	15%	16%	16%

## **Notes**

- 1** Unhedged tax-exempt variable rate debt reflect actuals through December 2006 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.
- 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 Note**

Pledged revenues as discussed in above notes 5, 7, and 8 do not include proposed post-2007 PEGs.

**Metropolitan Transportation Authority (including Triborough Bridge and Tunnel Authority)**  
**Total Budgeted Annual Debt Service**  
**All Issuance to December 2006 (\$ in millions)**

Fiscal Year	Transportation Revenue Resolution			Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service		
	Additional			Additional			Additional			Additional			Additional		
	Existing DS	DS	Combined	Existing DS	DS	Combined	Existing DS	DS	Combined	Existing DS	DS	Combined	Existing DS	DS	Combined
2006	630.6	0.8	631.4	215.4	4.3	219.7	296.4	-	296.4	154.2	-	154.2	1,296.6	5.2	1,301.7
2007	687.0	21.6	708.6	256.3	14.6	270.9	309.0	3.9	312.8	157.1	-	157.1	1,409.4	40.0	1,449.4
2008	689.5	114.8	804.3	256.6	45.4	302.0	308.8	16.9	325.8	157.3	-	157.3	1,412.3	177.2	1,589.4
2009	689.5	217.6	907.0	256.8	76.5	333.3	308.9	35.4	344.3	157.2	-	157.2	1,412.4	329.4	1,741.8
2010	689.1	309.6	998.7	256.6	104.0	360.6	309.0	52.9	361.9	157.1	-	157.1	1,411.9	466.5	1,878.4
2011	689.0	380.6	1,069.6	256.9	127.5	384.4	307.9	67.5	375.3	157.3	-	157.3	1,411.0	575.6	1,986.6
2012	707.0	417.6	1,124.5	256.6	145.4	402.1	307.7	77.7	385.4	157.7	-	157.7	1,429.0	640.7	2,069.7
2013	707.8	438.7	1,146.5	258.6	152.4	411.0	308.6	83.0	391.6	157.1	-	157.1	1,432.1	674.2	2,106.3
2014	707.3	438.7	1,146.0	256.7	152.4	409.2	307.6	84.3	391.9	157.1	-	157.1	1,428.7	675.5	2,104.2
2015	708.4	438.7	1,147.2	257.0	152.4	409.4	307.7	84.3	392.0	157.4	-	157.4	1,430.5	675.5	2,106.0
2016	707.6	438.7	1,146.4	257.1	152.4	409.5	307.3	84.3	391.6	157.2	-	157.2	1,429.2	675.5	2,104.7
2017	706.6	438.7	1,145.3	257.5	152.4	409.9	307.8	84.3	392.1	160.9	-	160.9	1,432.8	675.5	2,108.3
2018	707.1	438.7	1,145.8	260.3	152.4	412.7	307.5	84.3	391.8	159.7	-	159.7	1,434.6	675.5	2,110.1
2019	708.2	438.7	1,146.9	256.7	152.4	409.2	307.4	84.3	391.7	157.4	-	157.4	1,429.7	675.5	2,105.2
2020	707.1	438.7	1,145.9	259.0	152.4	411.5	307.8	84.3	392.1	157.1	-	157.1	1,431.0	675.5	2,106.5
2021	707.3	438.7	1,146.0	258.5	152.4	410.9	304.9	84.3	389.2	157.6	-	157.6	1,428.2	675.5	2,103.7
2022	706.0	438.7	1,144.7	255.6	152.4	408.1	307.6	84.3	391.9	157.5	-	157.5	1,426.7	675.5	2,102.2
2023	715.7	438.7	1,154.4	258.8	152.4	411.2	303.4	84.3	387.7	157.3	-	157.3	1,435.2	675.5	2,110.7
2024	715.8	438.7	1,154.5	258.7	152.4	411.1	307.6	84.3	391.9	157.7	-	157.7	1,439.8	675.5	2,115.3
2025	714.9	438.7	1,153.7	258.8	152.4	411.3	307.4	84.3	391.7	157.0	-	157.0	1,438.2	675.5	2,113.7
2026	714.2	438.7	1,152.9	258.9	152.4	411.3	306.1	84.3	390.4	157.3	-	157.3	1,436.5	675.5	2,111.9
2027	716.1	438.7	1,154.8	258.8	152.4	411.2	305.9	84.3	390.2	157.4	-	157.4	1,438.2	675.5	2,113.7
2028	716.3	438.7	1,155.0	259.0	152.4	411.5	307.6	84.3	391.9	157.5	-	157.5	1,440.4	675.5	2,115.9
2029	716.4	438.7	1,155.1	258.9	152.4	411.4	305.6	84.3	389.9	157.4	-	157.4	1,438.4	675.5	2,113.8
2030	716.4	438.7	1,155.1	258.9	152.4	411.4	307.7	84.3	392.0	157.4	-	157.4	1,440.4	675.5	2,115.9
2031	713.7	438.7	1,152.5	257.6	152.4	410.1	330.0	84.3	414.3	155.0	-	155.0	1,456.4	675.5	2,131.9
2032	617.0	438.7	1,055.7	239.6	152.4	392.0	248.1	84.3	332.4	122.9	-	122.9	1,227.5	675.5	1,903.0
2033	313.0	438.7	751.8	109.0	152.4	261.5	21.8	84.3	106.1	14.6	-	14.6	458.5	675.5	1,134.0
2034	308.4	438.7	747.1	68.0	152.4	220.4	21.8	84.3	106.1	12.2	-	12.2	410.3	675.5	1,085.8
2035	256.8	438.7	695.6	45.5	152.4	198.0	18.8	84.3	103.1	-	-	-	321.1	675.5	996.6
2036	72.9	438.7	511.7	22.3	152.4	174.7	-	84.3	84.3	-	-	-	95.2	675.5	770.7
2037	48.7	390.0	438.7	-	137.8	137.8	-	80.4	80.4	-	-	-	48.7	608.2	656.9
2038	48.7	292.3	341.0	-	107.0	107.0	-	67.4	67.4	-	-	-	48.7	466.7	515.4
2039	48.7	189.6	238.3	-	76.0	76.0	-	48.9	48.9	-	-	-	48.7	314.5	363.2
2040	48.7	97.6	146.3	-	48.4	48.4	-	31.4	31.4	-	-	-	48.7	177.4	226.1
2041	48.7	26.6	75.3	-	24.9	24.9	-	16.8	16.8	-	-	-	48.7	68.3	117.0
2042	-	21.2	21.2	-	7.0	7.0	-	6.6	6.6	-	-	-	-	34.8	34.8
2043	-	-	-	-	-	-	-	1.3	1.3	-	-	-	-	1.3	1.3
2044	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2045	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**  
Does not include debt service for State Service Contract Bonds and Convention Center Bonds, which is paid by NY State. Also excludes COPS lease payments.  
Includes interest budgeted for Transportation Revenue Commercial Paper and debt service on bonds that will defease the CP in 2012.  
Forecasted Investment Income is not included above.

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## **Agency Baseline Assumptions**

## **AGENCY BASELINE ASSUMPTIONS**

This section describes those assumptions associated with the Baseline February Plan, including technical changes from December. The February Plan continues to use the Global Insight regional CPI-U inflation assumptions that were used in the November Plan.

The November Plan included assumptions that were made on an MTA-wide basis concerning Pattern Wages, GASB Contributions and Health & Welfare inflation projections. The February Plan now includes these projections within individual Agency sections. The values of these items have changed slightly resulting in higher estimates for Pattern Wage costs and lower estimates for GASB. In addition, the Empire Plan component of Health & Welfare costs are lower than was assumed in the November Plan due to a lower-than-expected rate increase in 2007. Other technical adjustments have been made by various Agencies with a very small impact on the MTA bottom line.

The Staff Summary approved by the Board in December anticipated that these technical changes would be made in the February Plan.



## **OTHER REVENUE**

### Technical Changes

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline increased Other Revenue by approximately \$7 million in 2006 and \$1 million for each year from 2007 to 2010. The favorable increases are primarily due to increased NYCT Paratransit Urban Tax revenue in 2006, which was reflected below-the-line as part of Policy Actions in the November Plan. Also added was the incorporation of the NYCT PEG allowing agencies to recover monies from unpaid Transit Adjudication Bureau summonses from state tax refunds payable to individuals against whom there are judgments. These increases were slightly offset by an unfavorable reclassification adjustment at the LIRR of approximately \$1 million in each year from 2007 - 2010.

### Assumptions

Other Revenue growth from 2006 through 2010 (from \$435 million in 2006 to \$482 million in 2010, or 11% over the period) was influenced by a number of different factors including government reimbursements, fees and contractual and inflationary increases.

NYCT's year-to-year increases include contractually-capped increases in NYC reimbursements that serve to partially fund Paratransit expenses. LIRR's Other Revenues are higher in 2006 than 2007 due to one-time miscellaneous revenue (scrap and real estate sales) and percentage of retail rent (percentage of tenant gross receipts) at Penn Station. The LIRR's year-to-year growth is primarily due to contractual and inflationary increases. For MNR, decreases in 2007 and 2008 from 2006 are primarily due to lower net retail GCT tenant revenues reflecting the impact of investment in GCT restoration projects (East Restrooms and Vanderbilt Hall) and the withdrawal of outside buildings from the GCT steam distribution network. Revenues increase in 2009 as restoration work on Vanderbilt Hall is completed. MNR incorporates the initiation of higher West-of-Hudson Parking fees and contractually based increases in GCT tenant fees and advertising revenues in 2007-2010. B&T Other Operating Revenues decline in 2007 primarily due to the New York State legislated repeal of the \$1 per month E-Z Pass account fee effective June 1, 2006. This decrease is offset by Total Other Operating Revenue increases from 2008-2010 resulting primarily from expected growth in parking receipts at the Battery Parking Garage as economic conditions in lower Manhattan continue to improve.

MTA Bus Company's Other Revenue is slightly less than \$4 million in each year from 2006-2010.

## CONTRIBUTION TO GASB FUND

This Government Accounting Standard Board (GASB) account is being set up in response to new standards that require companies to account for post-retirement liabilities of "Other Than Pension Benefits" (OTPB) in their Financial Statements. These rules, which take effect in 2007, have prompted employers to begin looking at these liabilities that stem from OTPB costs for future retirees. In fact, New York City has already started by setting aside substantial funds for this in its budget. The State Comptroller has endorsed the City's actions to prepare to fund these liabilities. For the MTA, this was first proposed in the July Financial Plan; in the November Plan, the numbers were captured as a discrete line in the baseline.

This fund will be comprised of NYCERS pension savings, savings that result from employee contributions for Health & Welfare and one-time real estate tax revenue in 2006. The November Plan assumed that \$577 million would be set aside in the fund by the end of 2010. The February Plan's technical changes result in a re-estimate of employee contributions to this account. As a result, the annual contribution to GASB has been lowered in each year and the total cumulative contribution to the fund is now expected to be \$517 million: \$240 million in 2006, \$83 million in 2007, \$61 million in 2008, \$65 million in 2009 and \$68 million in 2010. It should be noted that the change in GASB contributions does not impact MTA Financial Plan cash balances as it represents a reclassification of expenditures in various labor categories.

The February Plan (as did November) includes the MTA set-aside of pension savings estimated to result from a recent legislative action that authorized a revaluation of City NYCERS costs; these savings, which are non-recurring and are being captured as reductions to Pension expenses, are generated by NYCT and B&T and are estimated to be \$125 million in 2006 and \$27 million in 2007.

The February Plan includes the assumption that Agencies will deposit into this fund over the 2006-2010 Plan-period, Health & Welfare contributions by represented employees as anticipated in pattern labor settlements MTA-wide. The estimated funds from this are now \$35 million in 2006, \$56 million in 2007, \$61 million in 2008, \$65 million in 2009 and \$68 million in 2010.<sup>1</sup> In November, with the creation of a discrete GASB line-item, the funds identified as being generated by represented employee H&W contributions noted above were subtracted from the Payroll line and allotted to the GASB line.

The February Plan (as did November) reflects the GASB account capturing \$80 million of additional revenues generated by increased real-estate-related tax activity in 2006 (MRT-2).

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<sup>1</sup> These figures exclude MTA Bus; the figures attributable to MTA Bus are: \$2 million in 2006, \$3 million annually in 2007 and 2008, and \$4million in 2009 and 2010. It is assumed that MTA Bus will participate in this action and that the City subsidy for MTA Bus will cover the associated expense.

In the February Plan, Agency (and consolidated) budgets are showing the discreet GASB line reflecting these contributions on the cash tables only. Accrual tables will reflect these contributions as reductions to Health & Welfare, Pensions and Other Fringe Benefit costs (not Payroll) only, with no corresponding expense offset. This technical change stems from the need to be consistent with the treatment for these items in the MTA Financial Statements.

## **PATTERN LABOR PROVISION**

The Agency submissions now incorporate MTA pattern rates for represented employees through 2008 followed by inflation thereafter. In the November Plan, the impact of the MTA Pattern Labor Provision was captured within a separate line item and estimated on an MTA-consolidated basis. In the February Plan, the pattern is incorporated into each Agency's submission. Agencies revised their personnel services expenses (payroll, overtime, payroll taxes) to reflect the pattern settlement within their own financial projections. These Agency-specific forecasts, which are calculated from Agency budget and payroll databases, resulted in costs that were higher than the preliminary estimates included in the November Plan by \$4 million in 2006, \$7 million in 2007, \$5 million in 2008, \$7 million in 2009, and \$9 million in 2010.

In the case of the commuter railroads and Staten Island Railway (for those unions that have settled) the contracts run through 2006 and the Plan assumes a settlement of 4% in 2007, and 3.5% in 2008. For all other groups, the pattern labor provision assumes a settlement of 3% in 2006, 4% in 2007, and 3.5% in 2008. For all groups, the provision then reverts back to the inflation assumption that was assumed in the November Plan (3.07% in 2009, 3.20% in 2010). Note that other provisions in the pattern labor provision result in increases that exceed the general settlement for 2006, 2007 and 2008. These provisions, which include various changes in work rules are unique to individual agency contracts and result in slight differences between Agencies.

## **PAYROLL**

### Technical Changes

The incorporation of the Policy Actions, technical adjustments and the 2007 PEGs into the baseline increase Payroll expenses in each year of the February Financial Plan by \$46 million in 2006, \$102 million in 2007, \$133 million in 2008, \$142 million in 2009 and \$149 million in 2010.

On a plan-to-plan basis, Payroll expenses increase due in part to the treatment of the Pattern Wage Settlement in the February Financial Plan. The November Plan included an estimated Pattern Labor Provision in a separate line on a

consolidated basis only. The February Plan eliminates that line, and instead includes a revised estimate of the Pattern Labor Provision directly within the payroll costs of the Agencies. This provision is comprised of (on an accrued basis) \$16 million in 2006, \$80 million in 2007, \$107 million in 2008, \$109 million in 2009 and \$110 million in 2010. When compared with the November Plan, this re-estimate increases expenses in each year of the Plan (\$4 million in 2006, \$7 million in 2007, \$5 million in 2008, \$7 million in 2009, \$9 million in 2010).

Also contributing to the plan-to-plan increase is a change in the assumption used to fund the GASB account. In the November Plan, it was assumed that represented employee contributions for Health & Welfare would be deducted from Payroll expenses. In the February Plan, these reductions are captured within the Health & Welfare expense category, with the result being an increase to Payroll and a reduction to Health & Welfare. In November, this line had reduced Payroll expenses for 2006 to 2010 by \$44 million, \$63 million, \$71 million, \$79 million and \$87 million, respectively.

Additionally, the incorporation into the Baseline of NYCT's "Scratch Free Window Program" also increases Payroll expenses.

2007 PEG actions have been incorporated into Agency baselines and these partially offset the increases to Payroll expenses mentioned above.

### Assumptions

On a year-to-year basis, Payroll expenses increase in each year of the Plan. These increases are due mainly to the impact of wage inflation for both represented and non-represented employees. Non-represented employee wage rate increases are 3.0% in both 2007 and 2008 with regional CPI growth assumed for 2009 (1.53%) and 2010 (1.84%). These rate assumptions are consistent with the November Plan. Represented employee wage rate assumptions reflect the pattern wage assumption based on the December, 2006 arbitration agreement between MTA and the TWU (3.0% in 2006, 4.0% in 2007, 3.5% in 2008) followed by increases of 3.07% in 2009 and 3.20% in 2010. Note that other provisions in the pattern labor provision result in increases that exceed the general settlement for 2006, 2007 and 2008. These provisions, which include various changes in work rules are unique to individual agency contracts and result in slight differences between Agencies.

Payroll levels are also influenced by headcount levels. Total non-reimbursable positions increase by 468 between 2006 and 2007, decrease slightly in 2008 and then decrease to approximate 2006 levels in 2010. A detailed description of these changes is included within the Position section of the report.

As in November, the February Financial Plan includes Payroll expenses for the MTA Bus Company. These expenses are \$157 million in 2006, \$189 million in

2007, \$195 million in 2008, \$200 million in 2009 and \$206 million in 2010. Compared to the November Plan these expenses have increased due to higher labor rate assumptions.

## **OVERTIME**

### Technical Changes

The incorporation of the Policy Actions, technical adjustments and the 2007 PEGs into the baseline, result in a \$1 million Overtime decrease in 2006, a \$2 million increase in 2007, and \$4 million annual increases thereafter. The February Financial Plan incorporates the previously mentioned Pattern Wage Settlement rate assumptions for Overtime.

### Assumptions

The \$32 million reduction between 2006 and 2007 is mainly due to the assumption that NYCT's increase for vacancy coverage and inclement winter weather will not recur in 2007 to the extent needed in 2006. Partially offsetting this reduction are inflationary wage increases. MTA consolidated Overtime growth from 2008 to 2010 reflects wage growth assumptions for represented employees.

As in November, the February Financial Plan includes Overtime expenses for the MTA Bus Company. These expenses are \$30 million in 2006, \$19 million in 2007, \$19 million in 2008, \$20 million in 2009 and \$20 million in 2010. Compared to the November Plan these expenses have changed only slightly.

## **HEALTH & WELFARE**

### Technical Changes

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline reduced Health & Welfare (H&W) expenses by approximately \$28 million in 2006, \$44 million in 2007, \$50 million in 2008, \$55 million in 2009 and \$57 million in 2010.

These reductions mostly result from pattern labor provisions to have represented employees pay 1.5% of H&W costs thus resulting in H&W savings." In the November Plan these reductions were captured within Payroll. As described earlier, the MTA Board approved the proposal to deposit these savings into a special GASB account that will be used to help fund post-retirement liabilities of "Other Than Pension Benefits." The estimated funds from this are now \$35 million in 2006, \$56 million in 2007, \$61 million in 2008, \$65 million in 2009 and

\$68 million in 2010. The contributions to this account are being reflected within a discreet GASB line and on the cash tables only.

Real savings will be realized due to a reduction in Empire Plan rates in 2007. Agencies included a 14.7% projected rate increase in 2007 for the Empire Plan based on preliminary information. Subsequent to those instructions, MTA received information making it likely that these premiums would be lower, and as a result, MTA adjusted this increase down to 10% in the November Plan (which was an estimate at the time). This adjustment was made only in the consolidated totals (Agency submissions continued to reflect the higher inflator). The November Plan anticipated that once actual Empire Plan rates were known, they would be captured in the Financial Plan. This rate (7.9%) is now reflected in the February Plan. Future year rates are not changing from the November submission (10.7%), but lower costs in 2007 will lower the base and result in cost reductions in the out-years.

### Assumptions

Year-to-year inflation assumptions for Health and Welfare were the result of changes made in for the November Plan in calculating rates at NYCT and MTA Bus Company (MTABC). Since most eligibles belong to one of three healthcare plans: Empire Plan, HIP or GHI, new inflators would be determined by anticipated rate changes for each of these plans. In the February Plan, NYCT inflation assumptions for Empire Plan participants are 7.9% in 2007 and 10.7% in 2008 through 2010. Inflation assumptions used for HIP participants are 8.7% through June 30, 2007 (the actual rate). This is followed by projections developed by Mercer, a healthcare consultant, of 10.0% for July 1, 2007 through June 30, 2008, and 10.7% in the remaining out-years. Inflation assumptions for GHI participants are based on Mercer projections of 10.0% in 2007 followed by 10.7% in 2008 through 2010. These same rate changes were also applied to MTABC. All other Agencies' year-to-year inflation assumptions were 7.9% in 2007 and 10.7% in 2008 through 2010.

Year-to-year increases are primarily driven by these preceding inflators and changes in headcount levels.

The February Financial Plan includes expenses for the MTA Bus Company of \$21 million in 2006, \$29 million in 2007, \$32 million in 2008, \$35 million in 2009 and \$39 million in 2010. The reduction from the December Adopted Budget reflects the GASB-related Health & Welfare contribution savings.

## PENSIONS

MTA Consolidated Pensions February Financial Plan (\$ in millions)					
	2006	2007	2008	2009	2010
Accrual					
Non-Reimbursable	\$576	\$790	\$828	\$827	\$826
Reimbursable	33	42	46	46	46
Total Accrual	609	832	874	873	872
Cash	\$602	\$782	\$846	\$867	\$867

### Technical Changes

MTA consolidated Pension expenses in the February Financial Plan change slightly from the November Plan primarily as a result of revised labor rate assumptions. Pension savings for NYCERS in 2006 and 2007 contained in the consolidated GASB line on the November accrual statements are now captured in NYCT's and B&T's accrual statements. This change has no bottom line impact. Pension savings dedicated to the GASB account are still recognized in the GASB line found on NYCT's cash statement and B&T's Deductions to Net Income.

### Assumptions

At the end of 2006, the MTA's actuary issued revised statements for 2006. The Plan has not been adjusted to reflect the changes; however, these changes will appear in the actual results for 2006, thus generating negative variances to the Plan. This will be assessed in the 2006 Year-End report and addressed in the July 2007 Plan. In view of these developments, the current reserve provision of \$40 million beginning in 2007 (included in the MTAHQ Plan) for increased pension costs has not been allocated to the Agencies.

Earnings from the \$450 million pension investment in the MTA Defined Benefit (MTA DB) and MaBSTOA pension plans and an additional \$15 million in interest were included in the November Plan as reduced Pension costs. Similar to the \$40 million reserve provision, these earnings were to be allocated to individual Agencies as offsets to higher pension expenses. An estimate of earnings specifically related to the MABSTOA portion of the pension investment (approximately \$11 million per year) is being captured within the NYCT Baseline. However, the MTA Defined Benefit portion originally intended for the February Financial Plan, will now be deferred awaiting the resolution of additional analysis.

### Accrual Assumptions

Non-Reimbursable accrued pension expense increases from 2006 to 2007 by \$214 million. This increase partly reflects the non-recurrence of 2006's \$125 million NYCERS revaluation affecting NYCT and B&T. The remaining \$89 million increase reflects primarily the continued amortization of the losses in the equities that resulted from the bear market of 2000 to 2002 resulting in much larger contributions in 2007. The NYCERS increase is consistent with the certification by the Chief Actuary of the New York City Pension Plans.

Metro-North Railroad's Pension costs for 2006 reflect estimated funding requirements for the DB Plan (covering management staff and agreement staff that joined the Plan in 2004) and the Defined Contribution Plan (for all other agreement staff). The 2007-2010 pension costs assume a labor agreement that will result in the transfer of the remaining represented Metro-North employees in the Defined Contribution Plan to the MTA DB Plan as of January, 2007. The additional expense for Metro-North is approximately \$10 million per year beginning in 2007. The 2007 actuarial valuation is expected to reflect more accurate estimates of the pension liabilities on behalf of these employees. This valuation will be available in Fall 2007.

MTA-wide, the annual increases from 2007 to 2010 are much less significant than prior-year increases. By that time, all the NYCERS losses from the bear market will have been amortized with the balance comprised of small adjustments throughout the pension plans.

As in the November Plan, the February Financial Plan includes Pension expenses for the MTA Bus Company. These expenses are \$11 million in 2006, \$12 million in 2007, \$13 million in 2008, \$13 million in 2009 and \$13 million in 2010. Compared to the November Plan these expenses have changed only modestly.

### Cash Assumptions

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. Recently enacted New York State legislation provided for a one-time cash benefit in 2004 by delaying a December payment until January 2005 for the NYSLRS plans. For 2006 to 2010 the differences between NYSLRS plan accrual and cash continue, but are far less significant.

## **TRACTION AND PROPULSION POWER**

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline had no impact on these expenses over the 2007 to 2010 period.



The 2006 Final Estimate is \$274 million, the 2007 Adopted Budget is \$309 million and the forecasts for 2008 through 2010 are \$314 million, \$338 million and \$359 million.

Expenses in 2007 are forecasted to increase by \$35 million over 2006 due primarily to rate increases. Changes in 2008 – 2010 are primarily due to anticipated annual rate increases of 5% by Con Edison. NYPA, LIPA and CL&P are also forecast to raise rates 5% annually over the same period. Service enhancements also increase costs.

## **FUEL FOR BUSES AND TRAINS**

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline had no impact on these expenses over the 2007 to 2010 period. The 2006 Final Estimate is \$167 million, the 2007 Adopted Budget is \$179 million and the forecasts for 2008 through 2010 are \$178 million, \$175 million and \$177 million.

Expenses in 2007 are forecasted to increase by \$12 million over 2006 primarily due to service enhancements. For years 2008 and 2009, diesel prices are anticipated to decrease by 2% and 2.5% per year. Thereafter, MTA forecasts no change in price. CNG gas prices are also estimated to decrease by 3% in 2008 and 2.5% in 2009, and with no forecasted change in price thereafter.

## **INSURANCE**

### Technical Changes

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline only slightly impact Insurance expenses for the 2007 to 2010 plan period. The incorporation of a PEG action by the LIRR reduced Insurance expenses by approximately \$40,000 in each year of the Plan. The 2006 Final Estimate is \$36 million, the 2007 Adopted Budget is \$38 million, and the forecasts for 2008 through 2010 are \$43 million, \$46 million and \$53 million, respectively.

### Assumptions

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 2008, the additional significant increase in Insurance expenses reflects the renewal of several multi-year policies, including All-Agency Environmental Liability, Travel Accident, and Comprehensive Automotive Liability policies.

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.

The February Financial Plan includes MTA Bus expenses for Insurance. MTA Bus Company's Insurance expenses are \$14 million in 2006 and 2007, \$16 million in 2008, \$17 million in 2009 and \$19 million in 2010.

## **CLAIMS**

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline do not impact Claims expenses for the 2007 to 2010 plan period.

Claims expenses increase in each year of the Plan and are based on inflationary assumptions as well as historical performance. The 2006 Final Estimate is \$138 million, the 2007 Adopted Budget is \$153 million, and the forecasts for 2008 through 2010 are \$156 million, \$160 million and \$164 million, respectively.

On a year-to-year basis, NYCT's forecast includes an annual inflation rate of 2.5% in each year of the Plan.

The February Financial Plan includes MTA Bus Claims expenses. MTA Bus expenses for Claims are \$2 million in 2006, \$6 million in 2007, and \$8 million in years 2008-2010. After an initial run-up in expenses these costs are expected to stabilize.

## **PARATRANSIT SERVICE CONTRACTS**

### Technical Changes

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline increases Paratransit Service Contracts by approximately \$1 million for each year from 2007 to 2010. This is primarily due to a reclassification of expenses relating to the Dispatch and Scheduling System (DSS). The offset is in Professional Service Contracts.

### Assumptions

Expenses increase from \$190 million in 2006 to \$357 million in 2010 or 88% over the period. The annual percentage increase per year is 21% in 2007, 16% in 2008, 15% in 2009, and 17% in 2010. The primary driver of these expense

increases is projected annual ridership growth of 15% and cost-per-trip inflation projections based upon current carrier contracts, which include CPI assumptions.

## **MAINTENANCE AND OTHER OPERATING CONTRACTS**

### Technical Changes

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline initially reduce Maintenance and Other Operating Contracts expenses by approximately \$1 million in 2006, but increase by nearly \$10 million in 2008 and \$9 million in each year from 2008 through 2010. The increase in expenses is primarily due to a policy action incorporated into NYCT's baseline, specifically, expanded station painting. The expanded station painting will enable all 468 stations to be painted over a ten year period. Partially offsetting these expenses is the incorporation of 2007 PEG actions into the baseline.

### Assumptions

In addition to inflationary increases on a year-to-year basis, NYCT includes New York Power Authority (NYPA) rate increases of 4.7%, 5.0%, 9.5% and 5.0% in years 2007 through 2010, respectively, for facility power costs. The year-to-year change from 2006 to 2007 is primarily due to the incorporation of a policy action, expanded station painting, into the baseline.

MNR includes increased expenses for equipment maintenance programs for additional overhaul costs for East and West-of-Hudson locomotives. These costs are reduced in 2010 with the completion of the West-of-Hudson locomotive overhaul program. Included in 2007 are increased costs for the following: the replacement of concrete ties, Extraordinary Landmark Maintenance in Grand Central Terminal, security for outlying facilities, and higher occupancy costs required for the new Running Repair Shop in New Haven. Partially offsetting these increases are decreases in car disposal costs and West-of-Hudson subsidies due to the elimination of a prior period charge related to the new contract that was included in 2006. West-of-Hudson subsidy payments increase in 2008-2010 due to contract cost escalations and increases in service. Costs in 2008 include a provision for office space renovations and lower costs for Grand Central Terminal electricity due to the withdrawal of outside buildings from the power grid.

The LIRR forecast includes a shift of expenses in the Concrete Tie Replacement Program from 2006 to 2007, the decommissioning of the M-1 fleet, contract renewal increases, and higher utility costs, partially offset by the completion of M-1 decommissioning. Years 2008-2010 reflect only spot replacements in the Concrete Tie Replacement Program and the elimination of the M-1 fleet, as well as inflationary increases.

B&T's expenses are higher in 2007 than 2006 primarily due to a delay in the award of the new contract for the operation of the E-ZPass Customer Service Center, which was originally planned for 2006, additional bridge painting requirements, and higher energy costs. Included in 2009 are expenses for the painting of the Bronx Whitestone towers and Throgs Neck approach spans. In 2010, increased costs are expected for the E-ZPass Customer Service Center resulting from the onset of a new E-ZPass tag replacement program.

SIR's expenses in 2008 reflect an estimated \$7 million of fleet maintenance expenses that will be required to maintain the safety and reliability of the 64-car fleet until anticipated replacement in 2014. LIB expenses also reflect increased costs for utilities as well as increased maintenance costs associated with extended lifecycle of Paratransit vehicles. MTAHQ expenses primarily reflect inflationary increases, as well as increases in contracts that were negotiated in 2006 for maintenance and repair work for MTAHQ facilities.

The February Plan includes MTA Bus expenses for Maintenance and Other Operating Contracts. MTA Bus expenses for Maintenance and Other Operating Contracts are \$29 million in 2006, \$22 million in years 2007-2009, and \$23 million in 2010.

## **PROFESSIONAL SERVICE CONTRACTS**

### Technical Changes

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline reduces Professional Service Contracts by approximately \$6 million for each year from 2007 to 2010. These reductions were mostly due to reclassification adjustments at MTAHQ to Other Business Expenses of approximately \$4 million in each year from 2007 – 2010 for Cross Bay Toll Reimbursement (MTA Internal Subsidy). In addition, NYCT had decreases of \$2 million in each year from 2007 – 2010 resulting primarily from a favorable reclassification adjustment to Paratransit Service Contracts.

### Assumptions

Increases in 2007-2010 are inflated primarily by MTA Regional CPI-U forecasts provided by Global Insight.

MTA Consolidated Professional Service Contracts are forecasted to be \$29 million higher in 2007 than 2006. NYCT is \$13 million higher largely due to the timing of expenses (such as relocation costs). MTAHQ had an increase of \$7 million in expenses primarily due to a re-allocation of funding for Shared Services expenses. The LIRR had an increase of \$4 million in expenses primarily due to

PeopleSoft Human Resource and payroll systems implementation as well as an increase in advertising expenses. B&T's expenses are \$3 million higher mostly due to a re-estimate of general engineering services, bond insurance fees, legal services, training services, and CPI-U increases. Compared to 2007, Professional Service Contracts are forecasted to be slightly lower in 2008 and higher in 2009 and 2010. MNR's expenses increased in 2009 by \$2 million mainly due to the restoration of a 2005 reduction for MTA Police service charges for the New Haven line.

MTA Bus Company expenses were \$4 million in 2006, \$15 million in 2007, and \$16 million in 2008-2010.

## **MATERIALS & SUPPLIES**

### Technical Changes

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline resulted in a net reduction of Materials and Supplies expenses of approximately \$2 million in 2006, \$5 million in 2007, \$6 million in each year from 2008-2009, and \$5 million in 2010.

### Assumptions

All-Agency increases in Materials and Supplies for 2007 through 2010 are inflated primarily by Global Insight's Regional CPI-U forecasts.

Materials and Supplies expense increases \$88 million or 21% between 2006 and 2007 due to significant increases in maintenance requirements. The LIRR reflects an increase of \$44 million between 2006 and 2007 primarily due to Maintenance of Equipment material needs associated with changes in the Life-Cycle Maintenance program and an increased fleet size. NYCT's expenses are projected to increase by \$34 million in 2007 from 2006, primarily due to the timing of subway and bus fleet maintenance programs and the Scratch-Free Window Program. MNR expenses increase in 2007 from 2006 by \$7 million primarily due to the expanding maintenance program on the M3 car fleet. B&T expenses increase \$2 million in 2007 from 2006 primarily due to E-ZPass tag purchases.

MTA Consolidated Materials and Supplies decrease by \$3 million in 2008 from 2007 largely due to the timing of subway and bus fleet maintenance programs at NYCT and cost savings related to M1 car retirements at MNR. Expenses increase by \$36 million in 2009 from 2008. NYCT expenses increase by \$24 million predominately due to the timing of subway and bus fleet maintenance programs and the Scratch-Free Window Program. MNR expenses increase by \$6 million largely due to cost provisions for the expanding maintenance program

on the M3 car fleet. On a Consolidated basis, expenses remain unchanged in 2010 from 2009.

MTA Bus Company expenses were \$29 million in 2006, \$33 million in each year from 2007-2008, \$34 million in 2009, and \$35 million in 2010.

## **OTHER BUSINESS EXPENSES**

### Technical Changes

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline increases Other Business Expenses by approximately \$4 million for each year from 2007 to 2010. This is largely due to a reclassification of expenses at MTAHQ from Professional Service Contracts for Cross Bay Toll Reimbursement (MTA Internal Subsidy). Moreover, the training upgrade fund per the TWU contract at NYCT also contributes to the increase. The training upgrade fund is a TWU administered fund into which NYCT contributes a contractually specified monthly amount. There are unfavorable increases in expenses projected for 2008-2010.

### Assumptions

Other Business Expenses in 2007 are forecasted to increase \$3 million over 2006 primarily due to the internal subsidy reclassification at MTAHQ. Changes in 2008-2010 are largely due to inflationary increases based on Global Insight's estimates, and 2008 and 2009 also include provisions for maintenance initiatives at MNR.

MTA Bus Company expenses were \$3 million in 2006 and are projected to be \$0.2 million in each year from 2007-2010.

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## **Positions (Headcount)**



## **POSITIONS (Headcount)**

### Technical Changes

The incorporation of the 2007 PEGs, technical adjustments and Policy Actions into the baseline reduces positions by 110 in 2007, 123 in 2008 and 116 in 2009 and 2010. Most of this reduction is attributable to PEGs, with position reductions of 228 in 2007 and 230 in each of the years 2008 thru 2010. Ninety-three positions were added at NYCT, reflecting a technical change for operational coverage requirements related to the recognition of Martin Luther King, Jr. Day as a holiday for TWU members. Also reflected in NYCT's Financial Plan are 25 positions for the anti-scratchitti campaign. These positions stem from a policy action and were previously captured on an MTA Consolidated basis.

### Assumptions

#### Year-to-Year (2007 vs 2006)

The MTA consolidated 2007 baseline reflects positions of 65,639, which are 468 more than 2006. Non-Reimbursable positions increase by 401 and Reimbursable positions increase by 67. Positions increase by a net 213 at NYCT, 127 at MNR, 81 at the LIRR, 54 at MTA CC, 10 at MTA HQ and 2 at SIR, while positions decrease by 15 at B&T and 4 at Long Island Bus. The bulk of the increase over the 2006 November Forecast is made up of position increases in Maintenance (+227) and Operations (+170).

NYCT's increase is made up of increases of 268 Non-Reimbursable positions and decreases of 55 Reimbursable positions. Positions increased in Operations (+159), Maintenance (+51) Administration (+17) and Public Safety (+1), and decreased in Engineering (-15). Position increases are for the Scheduled Maintenance System (SMS) program (+141), the Rev. Dr. Martin Luther King Holiday (+93), the Reefing/Car Scrapping program (+61), the Scratch-Free Window program (+25), MTA Bus Support (+33) and Bus Shop programs (+12). These are partially offset by position reductions in the Car Floor program (-115) and various other changes (-37).

MNR's increase is made up of 104 Non-Reimbursable positions and 23 Reimbursable positions. Positions increase in Maintenance (+101), Operations (+21) and Administration (+5). Maintenance position increases result primarily from security based initiatives in GCT, maintenance increases for the M3 CSR program, and staff to perform GCT extraordinary landmark maintenance.

LIRR's increase is made up of 36 Non-Reimbursable and 45 Reimbursable positions. Positions increase in Maintenance (+72), Administration (+10) and Engineering (+4), and decrease in Operations (-5). Non-Reimbursable position increases are largely within the Maintenance of Equipment Department and consist mainly of positions required to provide backfill coverage for training. Reimbursable position increases are primarily associated with the 2007 Track Program.

MTA CC's increase of 54 Reimbursable positions is made up of 32 positions in Engineering and 22 in Administration. Position increases are related to implementation of various projects such as East Side Access, the Second Avenue Subway, Lower Manhattan, No. 7 Line and the system-wide security program.

#### Year-to-Year (2008 – 2010)

Total forecasted position levels decrease by 449 from the end of 2007 to the end of 2010. Positions decrease by 82 in 2008, 3 in 2009 and 364 in 2010. Agencies with the largest position changes at the end of the three-year period are NYCT with a reduction of 656, MNR with an increase of 159 and the LIRR with an increase of 48.

NYCT's decrease is made up of reductions of 527 Reimbursable and 129 Non-Reimbursable positions. The large reduction in positions is due primarily to in-house Capital Construction and Security projects ending in 2006 and 2007. Positions decrease in Maintenance (-540) and Operations (-153) and increase in Administration (+34) and Public Safety (+3).

MNR's increase is made up entirely of 159 Non-Reimbursable positions. Positions increase in Operations (+101), Maintenance (+57) and Administration (+1). Position increases are due to maintenance requirements in support of new security systems, GCT renovations, various infrastructure and facility upgrades funded by the capital program, and the addition of car cleaning personnel and quality control staff.

LIRR's increase is made up of increases of 53 Reimbursable positions and reductions of 5 Non-Reimbursable positions. Position increases are mainly due to the implementation of the Life Cycle Maintenance Program.

The MTA Bus Company Plan, which is not included in the consolidated figures above, has total baseline positions of 3,162 in 2006 and 3,318 in each of the years 2007 through 2010.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Agency**  
(Excludes MTA BUS COMPANY)

<b>Category</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><i>Baseline Total Positions</i></b>	<b>65,171</b>	<b>65,639</b>	<b>65,557</b>	<b>65,554</b>	<b>65,190</b>
NYC Transit	47,995	48,208	47,996	47,945	47,552
Long Island Rail Road	6,476	6,557	6,619	6,606	6,605
Metro-North Railroad	5,925	6,052	6,120	6,181	6,211
Bridges & Tunnels	1,822	1,807	1,807	1,807	1,807
Headquarters	1,423	1,433	1,433	1,433	1,433
Long Island Bus	1,153	1,149	1,149	1,149	1,149
Staten Island Railway	281	283	283	283	283
Capital Construction Company	96	150	150	150	150
<b><i>Non-Reimbursable</i></b>	<b>58,394</b>	<b>58,795</b>	<b>58,910</b>	<b>59,104</b>	<b>58,820</b>
NYC Transit	42,683	42,951	43,003	43,136	42,822
Long Island Rail Road	5,788	5,824	5,819	5,819	5,819
Metro-North Railroad	5,346	5,450	5,518	5,579	5,609
Bridges & Tunnels	1,773	1,758	1,758	1,758	1,758
Headquarters	1,387	1,397	1,397	1,397	1,397
Long Island Bus	1,139	1,135	1,135	1,135	1,135
Staten Island Railway	278	280	280	280	280
Capital Construction Company	-	-	-	-	-
<b><i>Reimbursable</i></b>	<b>6,777</b>	<b>6,844</b>	<b>6,647</b>	<b>6,450</b>	<b>6,370</b>
NYC Transit	5,312	5,257	4,993	4,809	4,730
Long Island Rail Road	688	733	800	787	786
Metro-North Railroad	579	602	602	602	602
Bridges & Tunnels	49	49	49	49	49
Headquarters	36	36	36	36	36
Long Island Bus	14	14	14	14	14
Staten Island Railway	3	3	3	3	3
Capital Construction Company	96	150	150	150	150
<b><i>Total Full-Time</i></b>	<b>64,844</b>	<b>65,317</b>	<b>65,242</b>	<b>65,239</b>	<b>64,876</b>
NYC Transit	47,782	48,000	47,795	47,744	47,352
Long Island Rail Road	6,476	6,557	6,619	6,606	6,605
Metro-North Railroad	5,920	6,047	6,115	6,176	6,206
Bridges & Tunnels	1,822	1,807	1,807	1,807	1,807
Headquarters	1,423	1,433	1,433	1,433	1,433
Long Island Bus	1,044	1,040	1,040	1,040	1,040
Staten Island Railway	281	283	283	283	283
Capital Construction Company	96	150	150	150	150
<b><i>Total Full-Time-Equivalents</i></b>	<b>327</b>	<b>322</b>	<b>315</b>	<b>315</b>	<b>314</b>
NYC Transit	213	208	201	201	200
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	109	109	109	109	109
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Baseline Change Between Plans 2006 Adopted Budget vs. 2006 July Financial Plan**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**  
(Excludes MTA BUS COMPANY)

<b>Function</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><i>Administration</i></b>	<b>4,448</b>	<b>4,496</b>	<b>4,486</b>	<b>4,543</b>	<b>4,529</b>
NYC Transit	2,293	2,310	2,300	2,357	2,344
Long Island Rail Road	656	666	665	665	664
Metro-North Railroad	528	533	534	534	534
Bridges & Tunnels	146	143	143	143	143
Headquarters	668	665	665	665	665
Long Island Bus	96	96	96	96	96
Staten Island Railway	31	31	31	31	31
Capital Construction Company	30	52	52	52	52
<b><i>Operations</i></b>	<b>28,693</b>	<b>28,863</b>	<b>28,745</b>	<b>28,795</b>	<b>28,811</b>
NYC Transit	23,010	23,169	23,024	23,027	23,016
Long Island Rail Road	2,045	2,040	2,040	2,040	2,040
Metro-North Railroad	1,969	1,990	2,017	2,064	2,091
Bridges & Tunnels	798	797	797	797	797
Headquarters	-	-	-	-	-
Long Island Bus	777	773	773	773	773
Staten Island Railway	94	94	94	94	94
Capital Construction Company	-	-	-	-	-
<b><i>Maintenance</i></b>	<b>28,409</b>	<b>28,636</b>	<b>28,685</b>	<b>28,582</b>	<b>28,217</b>
NYC Transit	20,597	20,648	20,593	20,476	20,108
Long Island Rail Road	3,690	3,762	3,826	3,826	3,826
Metro-North Railroad	3,314	3,415	3,455	3,469	3,472
Bridges & Tunnels	391	392	392	392	392
Headquarters	-	-	-	-	-
Long Island Bus	261	261	261	261	261
Staten Island Railway	156	158	158	158	158
Capital Construction Company	-	-	-	-	-
<b><i>Engineering/Capital</i></b>	<b>1,990</b>	<b>2,011</b>	<b>2,010</b>	<b>1,997</b>	<b>1,997</b>
NYC Transit	1,519	1,504	1,504	1,504	1,504
Long Island Rail Road	85	89	88	75	75
Metro-North Railroad	114	114	114	114	114
Bridges & Tunnels	190	190	190	190	190
Headquarters	-	-	-	-	-
Long Island Bus	16	16	16	16	16
Staten Island Railway	-	-	-	-	-
Capital Construction Company	66	98	98	98	98
<b><i>Public Safety</i></b>	<b>1,631</b>	<b>1,633</b>	<b>1,631</b>	<b>1,637</b>	<b>1,636</b>
NYC Transit	576	577	575	581	580
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	297	285	285	285	285
Headquarters	755	768	768	768	768
Long Island Bus	3	3	3	3	3
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-

**Metropolitan Transportation Authority**  
**February Financial Plan 2007 - 2010**  
**Full-time Positions and Full-time Equivalents by Occupational Group and Agency**  
(Excludes MTA BUS COMPANY)

FUNCTION/OCCUPATIONAL GROUP		2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>						
	Managers/Supervisors	1,659	1,651	1,643	1,653	1,649
	Professional, Technical, Clerical	2,756	2,792	2,790	2,812	2,811
	Operational Hourlies	33	53	53	78	69
	Total Administration	4,448	4,496	4,486	4,543	4,529
<b>Operations</b>						
	Managers/Supervisors	2,913	2,956	2,949	2,924	2,922
	Professional, Technical, Clerical	1,162	1,169	1,172	1,169	1,169
	Operational Hourlies	24,618	24,738	24,624	24,702	24,720
	Total Operations	28,693	28,863	28,745	28,795	28,811
<b>Maintenance</b>						
	Managers/Supervisors	4,438	4,567	4,541	4,528	4,480
	Professional, Technical, Clerical	2,602	2,572	2,575	2,545	2,531
	Operational Hourlies	21,369	21,497	21,569	21,509	21,206
	Total Maintenance	28,409	28,636	28,685	28,582	28,217
<b>Engineering/Capital</b>						
	Managers/Supervisors	486	489	486	477	477
	Professional, Technical, Clerical	1,502	1,519	1,522	1,518	1,518
	Operational Hourlies	2	2	2	2	2
	Total Engineering/Capital	1,990	2,011	2,010	1,997	1,997
<b>Public Safety</b>						
	Managers/Supervisors	144	147	146	143	142
	Professional, Technical, Clerical	159	169	168	167	167
	Operational Hourlies	1,328	1,317	1,317	1,327	1,327
	Total Public Safety	1,631	1,633	1,631	1,637	1,636
<b>Baseline Total Positions</b>						
	Managers/Supervisors	9,640	9,810	9,765	9,725	9,670
	Professional, Technical, Clerical	8,181	8,221	8,227	8,211	8,196
	Operational Hourlies	47,350	47,607	47,565	47,618	47,324
	Baseline Total Positions	65,171	65,639	65,557	65,554	65,190

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Baseline Change Between Plans 2006 November Financial Plan vs. 2007 February Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Agency**  
(Excludes MTA BUS COMPANY)

	<b>Favorable/(Unfavorable) Variance</b>				
<b>Category</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><i>Baseline Total Positions</i></b>	<b>15</b>	<b>110</b>	<b>123</b>	<b>116</b>	<b>116</b>
NYC Transit	6	84	97	90	90
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	21	21	21	21
Headquarters	-	-	-	-	-
Long Island Bus	4	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
<b><i>Non-Reimbursable</i></b>	<b>15</b>	<b>123</b>	<b>135</b>	<b>129</b>	<b>129</b>
NYC Transit	6	84	97	90	90
Long Island Rail Road	-	13	12	13	13
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	21	21	21	21
Headquarters	-	-	-	-	-
Long Island Bus	4	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
<b><i>Reimbursable</i></b>	<b>-</b>	<b>(13)</b>	<b>(12)</b>	<b>(13)</b>	<b>(13)</b>
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	(13)	(12)	(13)	(13)
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
<b><i>Total Full-Time</i></b>	<b>15</b>	<b>105</b>	<b>118</b>	<b>111</b>	<b>111</b>
NYC Transit	6	79	92	85	85
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	21	21	21	21
Headquarters	-	-	-	-	-
Long Island Bus	4	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
<b><i>Total Full-Time-Equivalents</i></b>	<b>-</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
NYC Transit	-	5	5	5	5
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Baseline Change Between Plans 2006 November Financial Plan vs. 2007 February Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**  
(Excludes MTA BUS COMPANY)

	<b>Favorable/(Unfavorable) Variance</b>				
<b>Function</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>	<b>3</b>	<b>(11)</b>	<b>(9)</b>	<b>(53)</b>	<b>(42)</b>
NYC Transit	(2)	(19)	(17)	(61)	(50)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	3	3	3	3
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
<b>Operations</b>	<b>12</b>	<b>67</b>	<b>65</b>	<b>63</b>	<b>63</b>
NYC Transit	8	66	64	62	62
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	1	1	1	1
Headquarters	-	-	-	-	-
Long Island Bus	4	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
<b>Maintenance</b>	<b>-</b>	<b>41</b>	<b>54</b>	<b>93</b>	<b>82</b>
NYC Transit	-	42	55	94	83
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	(1)	(1)	(1)	(1)
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
<b>Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
<b>Public Safety</b>	<b>-</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>
NYC Transit	-	(5)	(5)	(5)	(5)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	18	18	18	18
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-

**Metropolitan Transportation Authority**  
**February Financial Plan 2007 - 2010**  
**Baseline Change Between Plans 2006 November Financial Plan vs. 2007 February Financial Plan**  
**Full-time Positions and Full-time Equivalents by Occupational Group and Agency**  
(Excludes MTA BUS COMPANY)

Favorable/(Unfavorable) Variance					
FUNCTION/OCCUPATIONAL GROUP	2006	2007	2008	2009	2010
<b>Administration</b>					
Managers/Supervisors	31	(4)	(4)	(17)	(15)
Professional, Technical, Clerical	(33)	3	5	(1)	(1)
Operational Hourlies	5	(10)	(10)	(35)	(26)
Total Administration	3	(11)	(9)	(53)	(42)
<b>Operations</b>					
Managers/Supervisors	-	4	(3)	(5)	(5)
Professional, Technical, Clerical	1	4	6	6	6
Operational Hourlies	11	59	62	62	62
Total Operations	12	67	65	63	63
<b>Maintenance</b>					
Managers/Supervisors	-	6	(4)	-	-
Professional, Technical, Clerical	-	50	28	29	24
Operational Hourlies	-	(15)	30	64	58
Total Maintenance	-	41	54	93	82
<b>Engineering/Capital</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	1	-	-	-
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	-	1	-	-	-
<b>Public Safety</b>					
Managers/Supervisors	-	(2)	(2)	(2)	(2)
Professional, Technical, Clerical	-	(3)	(3)	(3)	(3)
Operational Hourlies	-	18	18	18	18
Total Public Safety	-	13	13	13	13
<b>Baseline Total Positions</b>					
Managers/Supervisors	31	4	(13)	(24)	(22)
Professional, Technical, Clerical	(32)	55	36	31	26
Operational Hourlies	16	52	100	109	112
Baseline Total Positions	15	111	123	116	116
	-	-	-	-	-



## **2007 Agency PEGs**

## **2007 Agency Program to Eliminate the Gap**

The 2007 PEG Program has been shifted into the baseline. The Program was designed to achieve programmatic administrative and operational efficiencies without adversely impacting customer service, safety and security. In addition, it will produce recurring savings that will address future-year budget gaps and cover Agency spending requirements.

The 2007 Program to Eliminate the Gap (PEG) includes savings of \$18 million in 2006, \$40 million in 2007, \$38 million in 2008, \$39 million in 2009 and \$39 million in 2010. Projected headcount reductions associated with these PEGs are 11 in 2006, 228 in 2007 and 230 in each of the years 2008 through 2010. These PEGs are in addition to the 2006 PEG program approved by the MTA Board in December of 2005 and included in the February 2006 Baseline.

Agencies were encouraged to start savings as soon as possible; therefore, some programs started in 2006 with savings estimated to be \$18 million. NYCT PEGs were estimated to generate \$15 million in 2006, primarily through vacancy savings of \$5 million, increased Transit Adjudication Bureau collections under the "State-Wide Offset Program" of \$4 million and prescription drug benefit cost reductions of \$3 million. These PEGs (that begin in 2006) are expected to yield savings of approximately \$13 million annually. MNR is expected to generate approximately \$1 million in savings per year, starting in 2006, through Administrative initiatives in such areas as data processing and other administrative efficiencies. MTA HQ expects to generate approximately \$1 million in Police overtime savings per year, starting in 2006, while SIR expects savings of \$0.3 million per year from reduced power consumption related to reconfigured cab signal systems.

NYCT's total PEG program is expected to save \$15 million in 2006 and when fully implemented in 2008, the Program will result in cost savings of \$30 million and a reduction of 204 positions.

Administrative efficiencies of \$15 million and 13 position reductions carry through the plan period and include savings resulting from Workers' Compensation Recoveries and the initiatives mentioned in the above section. Various maintenance and customer service efficiencies will save another \$10 million annually. Savings from Service Support PEGs, particularly one that improves employee availability, is also expected to generate savings of \$9 million in 2007 and \$7 million annually thereafter.

MNR's total PEG program is expected to save \$1 million in 2007, and \$2 million in 2008, and the out-years from various Information Technology initiatives.

The LIRR PEG program will achieve \$3 million in savings annually, starting in 2007. Savings are expected in the level of contracted services, vehicle

eliminations, and better follow-up collection of fares from customers that initially do not pay.

B&T's PEG program is expected to achieve savings of \$1 million in 2007 and \$3 million annually, thereafter. Administrative efficiencies include reductions in field supervision overtime, telephone expenses and one position in Human Resources. Security technology improvements (cameras, alarms, intrusion detection devices) will allow the elimination of 18 net positions without any diminishment in security coverage.

MTAHQ is expected to achieve \$1 million in administrative savings from reductions in Police overtime. These savings, as mentioned earlier, begin in 2006 and continue each year of the Plan period.

SIR expects to achieve \$.3 million in savings from reductions in power consumption related to reconfigured cab signal systems. These savings, also mentioned earlier, begin in 2006 and continue each year of the Plan period.

### **2007 Agency PEGs - Positions**

The 2007 Agency PEGs include headcount reductions of 11 in 2006, 228 in 2007, and 230 in each of the years 2008 through 2010.

Agency PEGs are expected to result in position reductions at the end of 2010 of 204 at NYCT, 21 at B&T and 5 at MNR.

METROPOLITAN TRANSPORTATION AUTHORITY  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

	2006		2007		2008		2009		2010	
	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>MTA-Wide</b>										
Long Island Bus	0	0.000	0	0.092	0	0.096	0	0.101	0	0.105
MTA Headquarters	0	0.829	0	0.834	0	0.896	0	0.902	0	0.910
Bridges and Tunnels	0	0.176	21	1.166	21	2.650	21	2.663	21	2.676
Long Island Railroad	0	0.000	0	2.488	0	2.549	0	2.610	0	2.670
Metro North Railroad	5	0.852	5	1.317	5	1.592	5	2.116	5	2.143
New York City Transit	6	15.419	202	34.055	204	29.522	204	30.072	204	30.072
Staten Island Railway	0	0.300	0	0.300	0	0.300	0	0.300	0	0.300
<b>Total MTA-Wide</b>	<b>11</b>	<b>\$ 17.576</b>	<b>228</b>	<b>\$ 40.252</b>	<b>230</b>	<b>\$ 37.605</b>	<b>230</b>	<b>\$ 38.764</b>	<b>230</b>	<b>\$ 38.876</b>
<b>MTA-Wide by Category</b>										
Administration	3	12.404	21	18.359	23	17.529	23	18.615	23	18.657
Cust Convenience & Amenities	0	0.000	0	0.107	0	0.107	0	0.107	0	0.107
Maintenance	0	3.107	78	12.402	78	10.891	78	10.952	78	11.012
Other	0	0.000	18	0.367	18	1.741	18	1.753	18	1.763
Revenue Enhancement	0	0.000	0	0.150	0	0.150	0	0.150	0	0.150
Service	0	0.300	0	0.300	0	0.300	0	0.300	0	0.300
Service Support	8	1.765	111	8.567	111	6.887	111	6.887	111	6.887
<b>Total MTA-Wide by Category</b>	<b>11</b>	<b>\$ 17.576</b>	<b>228</b>	<b>\$ 40.252</b>	<b>230</b>	<b>\$ 37.605</b>	<b>230</b>	<b>\$ 38.764</b>	<b>230</b>	<b>\$ 38.876</b>

METROPOLITAN TRANSPORTATION AUTHORITY  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

	2006		2007		2008		2009		2010	
	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>LIST of AGENCY PROGRAMS</b>										
<b>Administration</b>										
Long Island Bus	0	0.000	0	0.092	0	0.096	0	0.101	0	0.105
MTA Headquarters	0	0.829	0	0.834	0	0.896	0	0.902	0	0.910
Bridges and Tunnels	0	0.176	3	0.799	3	0.909	3	0.910	3	0.913
Metro North Railroad	5	0.852	5	1.317	5	1.592	5	2.116	5	2.143
New York City Transit	(2)	10.547	13	15.317	15	14.036	15	14.586	15	14.586
<b>Sub-Total: Administration</b>	<b>3</b>	<b>\$ 12.404</b>	<b>21</b>	<b>\$ 18.359</b>	<b>23</b>	<b>\$ 17.529</b>	<b>23</b>	<b>\$ 18.615</b>	<b>23</b>	<b>\$ 18.657</b>
<b>Cust Convenience &amp; Amenities</b>										
New York City Transit	0	0.000	0	0.107	0	0.107	0	0.107	0	0.107
<b>Sub-Total: Cust Convenience &amp; Amenities</b>	<b>0</b>	<b>\$ 0.000</b>	<b>0</b>	<b>\$ 0.107</b>	<b>0</b>	<b>\$ 0.107</b>	<b>0</b>	<b>\$ 0.107</b>	<b>0</b>	<b>\$ 0.107</b>
<b>Maintenance</b>										
Long Island Railroad	0	0.000	0	2.338	0	2.399	0	2.460	0	2.520
New York City Transit	0	3.107	78	10.064	78	8.492	78	8.492	78	8.492
<b>Sub-Total: Maintenance</b>	<b>0</b>	<b>\$ 3.107</b>	<b>78</b>	<b>\$ 12.402</b>	<b>78</b>	<b>\$ 10.891</b>	<b>78</b>	<b>\$ 10.952</b>	<b>78</b>	<b>\$ 11.012</b>
<b>Other</b>										
Bridges and Tunnels	0	0.000	18	0.367	18	1.741	18	1.753	18	1.763
<b>Sub-Total: Other</b>	<b>0</b>	<b>\$ 0.000</b>	<b>18</b>	<b>\$ 0.367</b>	<b>18</b>	<b>\$ 1.741</b>	<b>18</b>	<b>\$ 1.753</b>	<b>18</b>	<b>\$ 1.763</b>
<b>Revenue Enhancement</b>										
Long Island Railroad	0	0.000	0	0.150	0	0.150	0	0.150	0	0.150
<b>Sub-Total: Revenue Enhancement</b>	<b>0</b>	<b>\$ 0.000</b>	<b>0</b>	<b>\$ 0.150</b>	<b>0</b>	<b>\$ 0.150</b>	<b>0</b>	<b>\$ 0.150</b>	<b>0</b>	<b>\$ 0.150</b>
<b>Service</b>										
Staten Island Railway	0	0.300	0	0.300	0	0.300	0	0.300	0	0.300

METROPOLITAN TRANSPORTATION AUTHORITY  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

	2006		2007		2008		2009		2010	
LIST of AGENCY PROGRAMS	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Sub-Total: Service	0	\$ 0.300	0	\$ 0.300	0	\$ 0.300	0	\$ 0.300	0	\$ 0.300
Service Support										
New York City Transit	8	1.765	111	8.567	111	6.887	111	6.887	111	6.887
Sub-Total: Service Support	8	\$ 1.765	111	\$ 8.567	111	\$ 6.887	111	\$ 6.887	111	\$ 6.887
Total Agency PEGs	11	\$ 17.576	228	\$ 40.252	230	\$ 37.605	230	\$ 38.764	230	\$ 38.876

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# **Post 2007 Agency PEGs and Other Policy Actions**



## **Post-2007 Agency Program to Eliminate the Gap and Other Policy Actions**

### **PEGs**

Post – 2007 PEGs are expected to achieve savings of \$13 million in 2008, and \$22 million per year thereafter.

NYCT's post – 2007 PEGs are expected to result in savings of \$11 million in 2008 and \$21 million in years 2009 and 2010. All of the savings result from implementation of One Person Train Operation (OPTO), which is assumed to begin on the J, #7, and M lines in May, 2008, and on the N line in September, 2008. NYCT's post-2007 PEG program results in total position reductions of 313.

MTA HQ's PEG program is expected to result in savings in excess of \$1 million in each of the years 2008 through 2010. These savings are expected through productivity efficiencies and resultant attrition-based position reductions of 18.

B&T's PEG achieves a net savings of \$.07 million annually in outside roadway sweeping services through the addition of one maintainer position.

### **Other Policy Actions**

In addition to the Policy Actions discussed previously that are now in MTA baseline projections, the Plan includes savings associated with shared services and reorganization initiatives beginning in 2008.

#### **Shared Services**

In 2005 the MTA had a consultant review the feasibility of implementing a shared services organization (SSO) for finance, human resources and information technology, across the MTA and its operating agencies. In 2006, the MTA Board authorized additional consultant studies to assess options for implementing shared services. Based on consultant assessments of potential savings, the February Plan assumes that implementation of this strategy will begin to yield saving of \$6 million in 2008, \$16 million in 2009 and \$30 million in 2010. As noted above under policy actions, costs are included in 2007 to cover anticipated downsizing expenses over the next few years. It is expected that it will take several years for the benefits derived from a shared services model, i.e., savings, to cover the implementation expenses.

#### **Reorganization Starting in 2008**

MTA has initiated legislation over the past several years requesting statutory changes to enable a reorganization of the MTA. This was highlighted in previous Plans. The intent of these reorganization plans was to reconfigure the existing

organization so that there would be fewer Agencies. The reconfigured Agencies would each specialize in a particular mode of operation covering the entire MTA region, e.g., a bus company, a commuter rail agency and a subway agency. It was anticipated that this re-organization would result in operational and administrative efficiencies. The February Plan continues the November Plan assumption of \$5 million savings in 2008 and \$25 million annually, thereafter. New MTA leadership is re-examining this concept, from which a determination will be made as to what if any course of action should be pursued.

METROPOLITAN TRANSPORTATION AUTHORITY  
February Plan 2007-2010  
Summary of Post 2007 PEGs  
(\$ in millions)

	2006		2007		2008		2009		2010	
	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>MTA-Wide</b>										
MTA Headquarters	0	0.000	0	0.000	18	1.330	18	1.439	18	1.538
Bridges and Tunnels	0	0.000	0	0.000	(1)	0.072	(1)	0.071	(1)	0.071
New York City Transit	0	0.000	0	0.000	313	11.367	313	20.688	313	20.688
<b>Total MTA-Wide</b>	0	\$ 0.000	0	\$ 0.000	330	\$ 12.769	330	\$ 22.198	330	\$ 22.297
<b>MTA-Wide by Category</b>										
Administration	0	0.000	0	0.000	18	1.330	18	1.439	18	1.538
Maintenance	0	0.000	0	0.000	(1)	0.072	(1)	0.071	(1)	0.071
Service Support	0	0.000	0	0.000	313	11.367	313	20.688	313	20.688
<b>Total MTA-Wide by Category</b>	0	\$ 0.000	0	\$ 0.000	330	\$ 12.769	330	\$ 22.198	330	\$ 22.297

METROPOLITAN TRANSPORTATION AUTHORITY  
February Plan 2007-2010  
Summary of Post 2007 PEGs  
(\$ in millions)

	2006		2007		2008		2009		2010	
	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>LIST of AGENCY PROGRAMS</b>										
<b>Administration</b>										
MTA Headquarters	0	0.000	0	0.000	18	1.330	18	1.439	18	1.538
<b>Sub-Total: Administration</b>	0	\$ 0.000	0	\$ 0.000	18	\$ 1.330	18	\$ 1.439	18	\$ 1.538
<b>Maintenance</b>										
Bridges and Tunnels	0	0.000	0	0.000	(1)	0.072	(1)	0.071	(1)	0.071
<b>Sub-Total: Maintenance</b>	0	\$ 0.000	0	\$ 0.000	(1)	\$ 0.072	(1)	\$ 0.071	(1)	\$ 0.071
<b>Service Support</b>										
New York City Transit	0	0.000	0	0.000	313	11.367	313	20.688	313	20.688
<b>Sub-Total: Service Support</b>	0	\$ 0.000	0	\$ 0.000	313	\$ 11.367	313	\$ 20.688	313	\$ 20.688
<b>Total Agency PEGs</b>	0	\$ 0.000	0	\$ 0.000	330	\$ 12.769	330	\$ 22.198	330	\$ 22.297

## **IV. MTA Consolidated 2007 Adopted Budget**

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**MTA Consolidated Statement Of Operations By Category - Excluding MTA Bus Company**  
(\$ in millions)

Line  
Number

7

8

9

**Operating Revenue**

11 Farebox Revenue

12 Toll Revenue

13 Other Revenue

14 Capital and Other Reimbursements

15 **Total Operating Revenue**

16

**Operating Expense**

**Labor Expenses:**

19 Payroll

20 Overtime

21 Health & Welfare

22 Pensions

23 Other-Fringe Benefits

24 Reimbursable Overhead

25 **Sub-total Labor Expenses**

26

**Non-Labor Expenses:**

28 Traction and Propulsion Power

29 Fuel for Buses and Trains

30 Insurance

31 Claims

32 Paratransit Service Contracts

33 Maintenance and Other Operating Contracts

34 Professional Service Contracts

35 Materials & Supplies

36 Other Business Expenses

37 **Sub-total Non-Labor Expenses**

38

**Other Expense Adjustments:**

40 Other

41 General Reserve

42 **Sub-total Other Expense Adjustments**

43

44 **Total Operating Expense Before Depreciation**

45

46 Depreciation

47

48 **Total Operating Expense**

49

50 **Net Operating Deficit Before Subsidies and Debt Service**

51

52 Dedicated Taxes and State/Local Subsidies

53 Debt Service (excludes Service Contract Bonds)

54

55 **Net Deficit After Subsidies and Debt Service**

56

57 Conversion to Cash Basis: Depreciation

58 Conversion to Cash Basis: GASB Account

59 Conversion to Cash Basis: All Other

60 Net Cash Balance from Previous Year

61

62 **Net Cash Surplus/(Deficit)**

2007 Adopted Budget			
	Non-Reimbursable	Reimbursable	Total
<b>Operating Revenue</b>			
Farebox Revenue	\$3,747	\$0	\$3,747
Toll Revenue	1,237	0	1,237
Other Revenue	419	0	419
Capital and Other Reimbursements	0	1,263	1,263
<b>Total Operating Revenue</b>	<b>\$5,404</b>	<b>\$1,263</b>	<b>\$6,666</b>
<b>Operating Expense</b>			
<b>Labor Expenses:</b>			
Payroll	\$3,688	\$478	\$4,166
Overtime	365	80	445
Health & Welfare	888	45	932
Pensions	790	42	832
Other-Fringe Benefits	391	117	508
Reimbursable Overhead	(290)	288	(2)
<b>Sub-total Labor Expenses</b>	<b>\$5,832</b>	<b>\$1,049</b>	<b>\$6,881</b>
<b>Non-Labor Expenses:</b>			
Traction and Propulsion Power	\$309	\$0	\$309
Fuel for Buses and Trains	179	0	179
Insurance	38	5	43
Claims	153	0	153
Paratransit Service Contracts	230	0	230
Maintenance and Other Operating Contracts	565	55	620
Professional Service Contracts	219	48	266
Materials & Supplies	510	101	611
Other Business Expenses	156	6	162
<b>Sub-total Non-Labor Expenses</b>	<b>\$2,358</b>	<b>\$214</b>	<b>\$2,572</b>
<b>Other Expense Adjustments:</b>			
Other	(7)	0	(7)
General Reserve	75	0	75
<b>Sub-total Other Expense Adjustments</b>	<b>\$68</b>	<b>\$0</b>	<b>\$68</b>
<b>Total Operating Expense Before Depreciation</b>	<b>\$8,257</b>	<b>\$1,263</b>	<b>\$9,520</b>
Depreciation	1,691	-	1,691
<b>Total Operating Expense</b>	<b>\$9,948</b>	<b>\$1,263</b>	<b>\$11,211</b>
<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$4,545)</b>	<b>\$0</b>	<b>(\$4,545)</b>
Dedicated Taxes and State/Local Subsidies	\$3,765	-	\$3,765
Debt Service (excludes Service Contract Bonds)	(1,457)	-	(1,457)
<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$2,238)</b>	<b>\$0</b>	<b>(\$2,238)</b>
Conversion to Cash Basis: Depreciation	1,691	-	1,691
Conversion to Cash Basis: GASB Account	(82)	-	(82)
Conversion to Cash Basis: All Other	(43)	-	(43)
Net Cash Balance from Previous Year	941	-	941
<b>Net Cash Surplus/(Deficit)</b>	<b>\$270</b>	<b>\$0</b>	<b>\$270</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category - Excluding MTA Bus Company**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$300.2	\$284.6	\$320.9	\$305.3	\$320.6	\$317.2	\$317.9	\$320.4	\$308.0	\$331.0	\$312.2	\$308.8	\$3,747.2
Toll Revenue	94.8	90.4	102.8	102.4	108.0	108.4	107.7	110.4	103.1	107.2	101.8	100.0	1,236.9
Other Operating Revenue	36.1	34.5	38.6	35.6	38.6	33.6	29.8	28.4	34.4	38.1	36.9	34.8	419.4
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$431.1</b>	<b>\$409.5</b>	<b>\$462.3</b>	<b>\$443.3</b>	<b>\$467.2</b>	<b>\$459.2</b>	<b>\$455.4</b>	<b>\$459.1</b>	<b>\$445.5</b>	<b>\$476.3</b>	<b>\$450.9</b>	<b>\$443.6</b>	<b>\$5,403.5</b>
<b>Operating Expenses</b>													
<u><b>Labor:</b></u>													
Payroll	\$316.0	\$286.4	\$304.9	\$295.4	\$317.5	\$295.7	\$312.9	\$312.5	\$295.7	\$313.4	\$311.9	\$325.5	\$3,687.9
Overtime	31.1	29.5	30.2	29.7	29.5	30.1	30.6	30.6	29.7	30.8	32.5	31.0	365.3
Health and Welfare	73.2	72.0	72.6	72.2	72.7	72.7	75.2	75.7	74.6	75.3	75.3	76.3	887.8
Pensions	30.2	30.0	30.0	29.6	29.8	29.3	451.1	29.9	29.6	30.0	30.0	40.2	789.8
Other Fringe Benefits	35.2	31.5	34.0	32.0	33.6	33.1	34.6	33.5	31.5	31.0	30.9	30.1	390.9
Reimbursable Overhead	(20.6)	(23.1)	(24.9)	(22.4)	(25.7)	(26.3)	(22.1)	(29.0)	(22.0)	(22.4)	(27.9)	(23.8)	(290.1)
<b>Total Labor Expenses</b>	<b>\$465.2</b>	<b>\$426.3</b>	<b>\$446.8</b>	<b>\$436.6</b>	<b>\$457.4</b>	<b>\$434.6</b>	<b>\$882.3</b>	<b>\$453.1</b>	<b>\$439.3</b>	<b>\$458.0</b>	<b>\$452.6</b>	<b>\$479.3</b>	<b>\$5,831.5</b>
<u><b>Non-Labor:</b></u>													
Traction and Propulsion Power	\$25.2	\$26.7	\$26.4	\$24.1	\$23.6	\$25.6	\$27.7	\$27.4	\$27.1	\$25.8	\$23.5	\$25.9	\$309.0
Fuel for Buses and Trains	15.2	13.9	15.5	14.9	15.4	15.1	15.0	15.4	14.2	15.1	14.4	14.5	178.7
Insurance	2.7	2.6	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.4	4.2	37.7
Claims	12.8	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.6	152.8
Paratransit Service Contracts	16.9	16.8	19.1	19.3	19.8	19.3	19.1	19.9	18.5	21.2	20.1	19.4	229.5
Maintenance and Other Operating Contracts	36.6	40.1	42.8	40.6	41.3	47.7	44.7	48.4	53.3	52.6	53.1	64.1	565.4
Professional Service Contracts	17.2	12.9	17.7	16.5	16.5	19.0	19.0	16.3	19.5	17.6	18.4	27.9	218.6
Materials & Supplies	37.7	39.1	40.4	44.0	41.2	42.5	42.6	45.5	42.7	44.0	44.5	45.8	510.1
Other Business Expenses	17.6	17.3	16.9	14.5	11.9	11.8	10.3	10.6	11.6	14.3	6.4	12.9	156.3
<b>Total Non-Labor Expenses</b>	<b>\$182.0</b>	<b>\$182.2</b>	<b>\$194.7</b>	<b>\$189.7</b>	<b>\$185.7</b>	<b>\$196.9</b>	<b>\$194.3</b>	<b>\$199.4</b>	<b>\$202.7</b>	<b>\$206.5</b>	<b>\$196.6</b>	<b>\$227.4</b>	<b>\$2,358.1</b>
<u><b>Other Expenses Adjustments:</b></u>													
Other	(3.5)	(6.0)	(5.1)	(3.2)	(0.4)	0.7	1.6	2.0	1.5	(1.5)	2.8	3.7	(7.4)
General Reserve	-	-	-	-	-	-	-	-	-	-	-	75.0	75.0
<b>Total Other Expense Adjustments</b>	<b>(\$3.5)</b>	<b>(\$6.0)</b>	<b>(\$5.1)</b>	<b>(\$3.2)</b>	<b>(\$0.4)</b>	<b>\$0.7</b>	<b>\$1.6</b>	<b>\$2.0</b>	<b>\$1.5</b>	<b>(\$1.5)</b>	<b>\$2.8</b>	<b>\$78.7</b>	<b>\$67.6</b>
<b>Total Expenses before Depreciation</b>	<b>\$643.7</b>	<b>\$602.5</b>	<b>\$636.4</b>	<b>\$623.1</b>	<b>\$642.7</b>	<b>\$632.1</b>	<b>\$1,078.3</b>	<b>\$654.6</b>	<b>\$643.4</b>	<b>\$663.0</b>	<b>\$652.0</b>	<b>\$785.3</b>	<b>\$8,257.2</b>
Depreciation	135.0	135.5	140.0	138.6	139.1	139.6	140.8	141.8	142.8	144.6	145.6	147.6	1,691.0
<b>Net Operating Expenses</b>	<b>\$778.6</b>	<b>\$738.0</b>	<b>\$776.4</b>	<b>\$761.7</b>	<b>\$781.9</b>	<b>\$771.7</b>	<b>\$1,219.1</b>	<b>\$796.3</b>	<b>\$786.2</b>	<b>\$807.6</b>	<b>\$797.6</b>	<b>\$932.9</b>	<b>\$9,948.2</b>
<b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$347.5)</b>	<b>(\$328.5)</b>	<b>(\$314.1)</b>	<b>(\$318.4)</b>	<b>(\$314.7)</b>	<b>(\$312.5)</b>	<b>(\$763.6)</b>	<b>(\$337.2)</b>	<b>(\$340.7)</b>	<b>(\$331.3)</b>	<b>(\$346.7)</b>	<b>(\$489.4)</b>	<b>(\$4,544.6)</b>
Subsidies	\$193.3	\$154.2	\$155.7	\$1,907.5	\$154.1	\$159.0	\$312.4	\$154.3	\$154.9	\$153.7	\$154.1	\$110.9	\$3,764.4
Debt Service	119.6	121.1	121.5	115.3	116.4	121.7	128.2	127.8	123.4	113.5	119.7	129.3	1,457.5

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category - Excluding MTA Bus Company**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$300.2	\$284.6	\$320.9	\$305.3	\$320.6	\$317.2	\$317.9	\$320.4	\$308.0	\$331.0	\$312.2	\$308.8	\$3,747.2
Toll Revenue	94.8	90.4	102.8	102.4	108.0	108.4	107.7	110.4	103.1	107.2	101.8	100.0	1,236.9
Other Operating Revenue	36.1	34.5	38.6	35.6	38.6	33.6	29.8	28.4	34.4	38.1	36.9	34.8	419.4
Capital and Other Reimbursements	87.8	89.8	104.2	98.4	107.2	114.1	115.0	118.6	104.9	105.7	113.3	103.9	1,262.9
<b>Total Revenue</b>	<b>\$518.9</b>	<b>\$499.2</b>	<b>\$566.5</b>	<b>\$541.7</b>	<b>\$574.4</b>	<b>\$573.4</b>	<b>\$570.4</b>	<b>\$577.8</b>	<b>\$550.4</b>	<b>\$582.0</b>	<b>\$564.2</b>	<b>\$547.5</b>	<b>\$6,666.4</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$352.1	\$321.7	\$346.7	\$334.8	\$358.2	\$339.3	\$352.3	\$356.5	\$334.8	\$352.6	\$353.4	\$363.3	\$4,165.6
Overtime	36.5	34.9	37.2	36.0	36.1	37.7	37.3	38.2	36.5	37.5	39.9	37.2	444.9
Health and Welfare	76.4	75.1	76.1	75.8	76.5	76.6	79.0	79.8	78.5	79.2	79.3	80.2	932.4
Pensions	31.6	31.5	32.1	31.8	32.1	32.0	469.0	32.7	32.0	32.4	32.5	42.3	831.9
Other Fringe Benefits	43.8	40.1	44.4	41.5	43.3	44.0	43.9	44.3	40.8	40.7	41.6	39.2	507.6
Reimbursable Overhead	(0.0)	(0.0)	(0.0)	(0.0)	(0.1)	(0.2)	(0.6)	(0.5)	(0.2)	(0.1)	(0.0)	(0.0)	(1.8)
<b>Total Labor Expenses</b>	<b>\$540.4</b>	<b>\$503.3</b>	<b>\$536.5</b>	<b>\$519.8</b>	<b>\$546.2</b>	<b>\$529.4</b>	<b>\$981.0</b>	<b>\$551.0</b>	<b>\$522.3</b>	<b>\$542.2</b>	<b>\$546.7</b>	<b>\$562.1</b>	<b>\$6,880.7</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$25.2	\$26.7	\$26.4	\$24.1	\$23.6	\$25.6	\$27.7	\$27.4	\$27.1	\$25.8	\$23.5	\$25.9	\$309.0
Fuel for Buses and Trains	15.2	13.9	15.5	14.9	15.4	15.1	15.0	15.4	14.2	15.1	14.4	14.5	178.7
Insurance	2.9	2.8	3.4	3.4	3.5	3.4	3.4	3.5	4.4	3.5	3.7	4.4	42.5
Claims	12.8	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.6	152.8
Paratransit Service Contracts	16.9	16.8	19.1	19.3	19.8	19.3	19.1	19.9	18.5	21.2	20.1	19.4	229.5
Maintenance and Other Operating Contracts	40.4	44.2	46.7	44.6	46.2	52.8	49.1	54.3	58.9	57.3	57.4	68.4	620.4
Professional Service Contracts	18.9	15.3	20.2	19.5	19.1	21.8	22.5	20.3	23.2	24.6	25.2	35.6	266.4
Materials & Supplies	44.1	44.6	47.6	51.3	51.5	53.5	50.2	55.6	53.5	52.9	51.8	54.1	610.7
Other Business Expenses	18.1	17.9	17.5	15.0	12.4	11.9	10.8	11.1	12.0	14.7	6.9	13.4	161.8
<b>Total Non-Labor Expenses</b>	<b>\$194.6</b>	<b>\$195.0</b>	<b>\$209.2</b>	<b>\$204.9</b>	<b>\$204.2</b>	<b>\$216.2</b>	<b>\$210.7</b>	<b>\$220.3</b>	<b>\$224.6</b>	<b>\$228.0</b>	<b>\$215.8</b>	<b>\$248.4</b>	<b>\$2,571.8</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	(3.5)	(6.0)	(5.1)	(3.2)	(0.4)	0.7	1.6	2.0	1.5	(1.5)	2.8	3.7	(7.4)
General Reserve	-	-	-	-	-	-	-	-	-	-	-	75.0	75.0
<b>Total Other Expense Adjustments</b>	<b>(\$3.5)</b>	<b>(\$6.0)</b>	<b>(\$5.1)</b>	<b>(\$3.2)</b>	<b>(\$0.4)</b>	<b>\$0.7</b>	<b>\$1.6</b>	<b>\$2.0</b>	<b>\$1.5</b>	<b>(\$1.5)</b>	<b>\$2.8</b>	<b>\$78.7</b>	<b>\$67.6</b>
<b>Total Expenses before Depreciation</b>	<b>\$731.4</b>	<b>\$692.3</b>	<b>\$740.6</b>	<b>\$721.5</b>	<b>\$750.0</b>	<b>\$746.2</b>	<b>\$1,193.3</b>	<b>\$773.2</b>	<b>\$748.3</b>	<b>\$768.7</b>	<b>\$765.3</b>	<b>\$889.2</b>	<b>\$9,520.0</b>
Depreciation	135.0	135.5	140.0	138.6	139.1	139.6	140.8	141.8	142.8	144.6	145.6	147.6	1,691.0
<b>Net Operating Expenses</b>	<b>\$866.4</b>	<b>\$827.8</b>	<b>\$880.6</b>	<b>\$860.1</b>	<b>\$889.1</b>	<b>\$885.9</b>	<b>\$1,334.0</b>	<b>\$915.0</b>	<b>\$891.1</b>	<b>\$913.3</b>	<b>\$910.9</b>	<b>\$1,036.9</b>	<b>\$11,211.1</b>
<b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$347.5)</b>	<b>(\$328.5)</b>	<b>(\$314.1)</b>	<b>(\$318.4)</b>	<b>(\$314.7)</b>	<b>(\$312.5)</b>	<b>(\$763.6)</b>	<b>(\$337.2)</b>	<b>(\$340.7)</b>	<b>(\$331.3)</b>	<b>(\$346.7)</b>	<b>(\$489.4)</b>	<b>(\$4,544.6)</b>
Subsidies	\$193.3	\$154.2	\$155.7	\$1,907.5	\$154.1	\$159.0	\$312.4	\$154.3	\$154.9	\$153.7	\$154.1	\$110.9	\$3,764.4
Debt Service	119.6	121.1	121.5	115.3	116.4	121.7	128.2	127.8	123.4	113.5	119.7	129.3	1,457.5

**Metropolitan Transportation Authority**  
**February Financial Plan - 2007 Adopted Budget**  
**Consolidated Subsidies - Accrued Basis**  
(\$ in millions)

**Accrued Subsidies:**

***Dedicated Taxes***

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$1,513.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	1,513.8
Petroleum Business Tax	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.8	51.2	598.5
MRT <sup>(b)</sup> 1 (Gross)	43.6	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	29.5	360.8
MRT <sup>(b)</sup> 2 (Gross)	25.3	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.6	221.1
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	(53.2)	(53.2)
Urban Tax	80.6	37.3	37.3	37.3	37.3	37.3	37.3	37.3	37.3	37.3	37.3	46.4	499.8
Investment Income	-	-	2.3	-	-	2.3	-	-	2.3	-	-	2.3	9.2
	<b>\$199.2</b>	<b>\$133.6</b>	<b>\$135.9</b>	<b>\$1,647.5</b>	<b>\$133.6</b>	<b>\$135.9</b>	<b>\$133.6</b>	<b>\$133.6</b>	<b>\$135.9</b>	<b>\$133.6</b>	<b>\$133.6</b>	<b>\$93.7</b>	<b>\$3,150.1</b>

***State and Local Subsidies***

NYS Operating Assistance	-	-	-	190.9	-	-	-	-	-	-	-	-	190.9
NYC and Local 18b:													
New York City	-	-	-	1.9	-	-	158.7	-	-	-	-	-	160.5
Nassau County	-	-	-	11.6	-	-	-	-	-	-	-	-	11.6
Suffolk County	-	-	-	7.5	-	-	-	-	-	-	-	-	7.5
Westchester County	-	-	-	7.3	-	-	-	-	-	-	-	-	7.3
Putnam County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Dutchess County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Orange County	-	-	-	0.1	-	-	-	-	-	-	-	-	0.1
Rockland County	-	-	-	0.0	-	-	-	-	-	-	-	-	0.0
Nassau County Subsidy to LIB	10.5	-	-	-	-	-	-	-	-	-	-	-	10.5
CDOT Subsidies	6.2	5.7	4.9	4.7	5.3	7.9	4.9	5.5	3.8	4.9	5.3	5.4	64.5
Station Maintenance	11.5	11.5	11.5	11.8	11.8	11.8	11.8	11.8	11.8	11.8	11.8	11.8	140.6
AMTAP	-	-	-	20.0	-	-	-	-	-	-	-	-	20.0
	<b>\$28.2</b>	<b>\$17.2</b>	<b>\$16.4</b>	<b>\$256.6</b>	<b>\$17.1</b>	<b>\$19.7</b>	<b>\$175.4</b>	<b>\$17.3</b>	<b>\$15.6</b>	<b>\$16.7</b>	<b>\$17.1</b>	<b>\$17.1</b>	<b>\$614.4</b>

Commuter Operating Capital Transfer - MNR M-7

**Sub-total Dedicated Taxes & State and Local Subsidies**

	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$227.4</b>	<b>\$150.8</b>	<b>\$152.3</b>	<b>\$1,904.1</b>	<b>\$150.7</b>	<b>\$155.6</b>	<b>\$309.0</b>	<b>\$150.9</b>	<b>\$151.5</b>	<b>\$150.3</b>	<b>\$150.7</b>	<b>\$110.9</b>	<b>\$3,764.5</b>

City Subsidy for MTA Bus

	\$27.4	\$20.6	\$18.6	\$21.5	\$22.4	\$18.9	\$23.4	\$18.7	\$19.2	\$22.7	\$21.3	\$22.5	\$257.1
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**Total Dedicated Taxes & State and Local Subsidies**

	<b>\$254.8</b>	<b>\$171.4</b>	<b>\$170.9</b>	<b>\$1,925.6</b>	<b>\$173.2</b>	<b>\$174.5</b>	<b>\$332.4</b>	<b>\$169.6</b>	<b>\$170.7</b>	<b>\$173.0</b>	<b>\$172.0</b>	<b>\$133.3</b>	<b>\$4,021.6</b>
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MTA Subsidy to Subsidiaries

	4.6	7.3	7.0	5.0	2.5	1.8	1.0	0.8	1.5	4.1	(3.6)	0.7	32.5
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B&T Operating Surplus Transfer

	29.8	26.2	33.1	33.6	38.1	33.8	36.4	34.3	22.8	30.8	23.0	(2.7)	339.1
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**Total Subsidies (Excluding City Subsidy to MTA Bus Company)**

	<b>\$261.8</b>	<b>\$184.3</b>	<b>\$192.3</b>	<b>\$1,942.7</b>	<b>\$191.3</b>	<b>\$191.3</b>	<b>\$346.4</b>	<b>\$186.0</b>	<b>\$175.8</b>	<b>\$185.2</b>	<b>\$170.1</b>	<b>\$108.9</b>	<b>\$4,136.0</b>
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**Total Subsidies (Including City Subsidy MTA Bus Company)**

	<b>\$289.2</b>	<b>\$204.9</b>	<b>\$210.9</b>	<b>\$1,964.2</b>	<b>\$213.7</b>	<b>\$210.1</b>	<b>\$369.8</b>	<b>\$204.7</b>	<b>\$195.0</b>	<b>\$207.9</b>	<b>\$191.3</b>	<b>\$131.3</b>	<b>\$4,393.1</b>
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**Notes**

(a) Metropolitan Mass Transportation Operating Assistance

(b) Mortgage Recording Tax

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2007 Adopted Budget**  
**Debt Service**  
**(\$ in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Debt Service:</b>													
MTA Transportation Revenue													
<i>Transit</i>	29.506	29.403	29.300	29.196	29.513	29.409	32.000	31.896	31.793	31.690	32.399	32.271	368.377
<i>Commuter</i>	24.603	24.517	24.431	24.345	24.608	24.522	25.336	25.250	25.164	25.078	25.669	25.562	299.083
	<b>54.417</b>	<b>54.227</b>	<b>54.036</b>	<b>53.846</b>	<b>54.429</b>	<b>54.238</b>	<b>57.641</b>	<b>57.451</b>	<b>57.260</b>	<b>57.070</b>	<b>58.378</b>	<b>58.141</b>	<b>671.132</b>
Commercial Paper													
<i>Transit</i>	0.000	0.758	1.069	1.034	1.069	1.034	1.069	1.069	1.034	1.069	1.034	1.069	11.307
<i>Commuter</i>	0.000	0.758	1.069	1.034	1.069	1.034	1.069	1.069	1.034	1.069	1.034	1.069	11.307
<i>Bus Company</i>	0.000	0.386	0.544	0.527	0.544	0.527	0.544	0.544	0.527	0.544	0.527	0.544	5.760
	<b>0.000</b>	<b>1.903</b>	<b>2.682</b>	<b>2.595</b>	<b>2.682</b>	<b>2.595</b>	<b>2.682</b>	<b>2.682</b>	<b>2.595</b>	<b>2.682</b>	<b>2.595</b>	<b>2.682</b>	<b>28.374</b>
TBTA General Resolution													
<i>Transit</i>	11.800	11.767	11.733	11.700	11.768	11.734	11.736	11.703	11.669	11.636	11.792	11.874	140.912
<i>Commuter</i>	5.282	5.267	5.252	5.237	5.267	5.252	5.253	5.238	5.223	5.208	5.278	5.315	63.072
<i>TBTA</i>	8.495	8.471	8.447	8.422	8.471	8.447	9.091	9.067	9.042	9.018	9.131	9.190	105.292
	<b>25.577</b>	<b>25.504</b>	<b>25.432</b>	<b>25.359</b>	<b>25.506</b>	<b>25.433</b>	<b>26.080</b>	<b>26.007</b>	<b>25.935</b>	<b>25.862</b>	<b>26.202</b>	<b>26.379</b>	<b>309.276</b>
TBTA Subordinate													
<i>Transit</i>	7.110	7.097	7.084	7.070	7.126	7.113	7.100	7.087	7.074	7.060	7.125	7.085	85.128
<i>Commuter</i>	3.124	3.118	3.112	3.106	3.131	3.125	3.119	3.114	3.108	3.102	3.130	3.113	37.402
<i>TBTA</i>	2.808	2.803	2.798	2.793	2.815	2.810	2.804	2.799	2.794	2.789	2.814	2.799	33.627
	<b>13.042</b>	<b>13.018</b>	<b>12.994</b>	<b>12.970</b>	<b>13.071</b>	<b>13.047</b>	<b>13.023</b>	<b>12.999</b>	<b>12.975</b>	<b>12.952</b>	<b>13.070</b>	<b>12.997</b>	<b>156.157</b>
Dedicated Tax Fund													
<i>Transit</i>	20.479	20.413	20.346	15.423	15.576	20.387	21.837	21.771	18.363	10.237	14.044	22.103	220.979
<i>Commuter</i>	3.916	3.904	3.891	2.950	2.979	3.899	4.809	4.796	4.144	2.590	3.318	4.859	46.055
	<b>24.395</b>	<b>24.316</b>	<b>24.238</b>	<b>18.373</b>	<b>18.555</b>	<b>24.286</b>	<b>26.646</b>	<b>26.567</b>	<b>22.507</b>	<b>12.827</b>	<b>17.362</b>	<b>26.962</b>	<b>267.034</b>
2 Broadway COPs													
<i>Transit</i>	1.662	1.662	1.662	1.662	1.662	1.662	1.662	1.662	1.662	1.662	1.662	1.662	19.943
<i>TBTA</i>	0.235	0.235	0.235	0.235	0.235	0.235	0.235	0.235	0.235	0.235	0.235	0.235	2.820
<i>Headquarters</i>	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	2.736
	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>2.125</b>	<b>25.500</b>
<b>Total Debt Service</b>	<b>119.556</b>	<b>121.093</b>	<b>121.506</b>	<b>115.268</b>	<b>116.367</b>	<b>121.724</b>	<b>128.197</b>	<b>127.831</b>	<b>123.398</b>	<b>113.517</b>	<b>119.731</b>	<b>129.286</b>	<b>1,457.473</b>

**Notes:**

- (1) Budgeted debt service is calculated as resolution required funding from available pledged revenues into debt service accounts. Actual Payments to bondholders are made when due and do not conform to this schedule.
- (2) Debt service is allocated between Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects.  
Allocation of 2 Broadway COPs is based on occupancy.
- (3) Totals may not add due to rounding.

**Metropolitan Transportation Authority**  
**February Financial Plan - 2007 Adopted Budget**  
**Consolidated Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$120.5	\$35.1	\$288.8	\$183.5	\$201.6	\$193.6	\$192.4	\$307.0	1,522.4
Petroleum Business Tax	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.8	597.1
MRT <sup>(b)</sup> 1 (Gross)	30.1	43.6	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	361.5
MRT <sup>(b)</sup> 2 (Gross)	18.5	25.3	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	221.9
Other MRT <sup>(b)</sup> Adjustments	(92.2)	-	(5.0)	-	-	(5.0)	-	-	(5.0)	-	-	(35.1)	(142.3)
Urban Tax	41.2	80.6	37.3	37.3	37.3	37.3	37.3	37.3	37.3	37.3	37.3	37.3	494.7
Investment Income	-	-	2.3	-	-	2.3	-	-	2.3	-	-	2.3	9.2
	<b>\$47.4</b>	<b>\$199.2</b>	<b>\$130.9</b>	<b>\$133.6</b>	<b>\$254.1</b>	<b>\$166.0</b>	<b>\$422.4</b>	<b>\$317.1</b>	<b>\$332.5</b>	<b>\$327.2</b>	<b>\$326.0</b>	<b>\$407.9</b>	<b>\$3,064.6</b>

***State and Local Subsidies***

NYS Operating Assistance	-	-	-	-	47.7	-	-	47.7	-	-	47.7	47.7	190.9
NYC and Local 18b:													
New York City	-	-	0.5	-	-	0.5	124.0	-	0.5	-	-	35.1	160.5
Nassau County	-	-	-	2.9	-	-	2.9	-	-	2.9	-	2.9	11.6
Suffolk County	-	-	-	1.9	-	-	1.9	-	-	1.9	-	1.9	7.5
Westchester County	-	-	-	1.8	-	-	1.8	-	-	1.8	-	1.8	7.3
Putnam County	-	-	-	0.1	-	-	0.1	-	-	0.1	-	0.1	0.4
Dutchess County	-	-	-	0.1	-	-	0.1	-	-	0.1	-	0.1	0.4
Orange County	-	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.1
Rockland County	-	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0
Nassau County Subsidy to LIB	-	2.6	-	2.6	-	-	2.6	-	-	2.6	-	-	10.5
CDOT Subsidies	6.1	5.6	4.8	4.6	5.2	7.8	4.8	5.4	3.7	4.8	5.2	6.6	64.5
Station Maintenance	-	-	-	-	-	-	71.0	-	67.9	-	-	-	138.9
AMTAP	-	-	-	-	-	20.0	-	-	-	-	-	-	20.0
	<b>\$6.1</b>	<b>\$8.2</b>	<b>\$5.3</b>	<b>\$14.0</b>	<b>\$52.9</b>	<b>\$28.3</b>	<b>\$209.3</b>	<b>\$53.1</b>	<b>\$72.1</b>	<b>\$14.3</b>	<b>\$52.9</b>	<b>\$96.2</b>	<b>\$612.7</b>

Commuter Operating Capital Transfer - MNR M-7

**Sub-total Dedicated Taxes & State and Local Subsidies**

	<b>\$53.5</b>	<b>\$207.4</b>	<b>\$136.2</b>	<b>\$147.7</b>	<b>\$307.0</b>	<b>\$194.3</b>	<b>\$631.8</b>	<b>\$370.2</b>	<b>\$404.6</b>	<b>\$341.5</b>	<b>\$378.9</b>	<b>\$504.2</b>	<b>\$3,677.3</b>
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City Subsidy for MTA Bus

	\$27.4	\$20.6	\$18.6	\$21.5	\$22.4	\$18.9	\$23.4	\$18.7	\$19.2	\$22.7	\$21.3	\$22.5	\$257.1
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**Total Dedicated Taxes & State and Local Subsidies**

	<b>\$80.9</b>	<b>\$228.0</b>	<b>\$154.8</b>	<b>\$169.2</b>	<b>\$329.5</b>	<b>\$213.2</b>	<b>\$655.1</b>	<b>\$388.9</b>	<b>\$423.8</b>	<b>\$364.2</b>	<b>\$400.2</b>	<b>\$526.6</b>	<b>\$3,934.3</b>
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***Inter-agency Subsidy Transactions***

MTA Subsidy to Subsidiaries	4.6	7.3	7.0	5.0	2.5	1.8	1.0	0.8	1.5	4.1	(3.6)	0.7	32.5
B&T Operating Surplus Transfer	-	66.9	23.6	29.7	30.3	34.3	30.4	32.8	30.9	20.5	27.7	18.2	345.3

**Total Subsidies (Excluding City Subsidy to MTA Bus Company)**

	<b>\$58.1</b>	<b>\$281.7</b>	<b>\$166.8</b>	<b>\$182.4</b>	<b>\$339.7</b>	<b>\$230.4</b>	<b>\$663.2</b>	<b>\$403.8</b>	<b>\$436.9</b>	<b>\$366.1</b>	<b>\$403.0</b>	<b>\$523.1</b>	<b>\$4,055.2</b>
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**Total Subsidies (Including City Subsidy MTA Bus Company)**

	<b>\$85.5</b>	<b>\$302.2</b>	<b>\$185.3</b>	<b>\$203.9</b>	<b>\$362.2</b>	<b>\$249.3</b>	<b>\$686.6</b>	<b>\$422.5</b>	<b>\$456.1</b>	<b>\$388.8</b>	<b>\$424.3</b>	<b>\$545.6</b>	<b>\$4,312.2</b>
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**Notes**

- (a) Metropolitan Mass Transportation Operating Assistance  
(b) Mortgage Recording Tax

**Metropolitan Transportation Authority**  
**February Financial Plan - 2007 Adopted Budget**  
**New York City Transit**  
**Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$35.0	\$160.3	\$109.9	\$133.8	\$146.0	\$146.0	\$243.6	\$974.5
Petroleum Business Tax	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	510.3
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	46.1	46.1
Urban Tax	41.2	80.6	37.3	37.3	37.3	37.3	37.3	37.3	37.3	37.3	37.3	37.3	494.7
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$83.7</b>	<b>\$123.1</b>	<b>\$79.8</b>	<b>\$79.8</b>	<b>\$79.8</b>	<b>\$114.8</b>	<b>\$240.1</b>	<b>\$189.7</b>	<b>\$213.6</b>	<b>\$225.8</b>	<b>\$225.8</b>	<b>\$369.5</b>	<b>\$2,025.6</b>

***State and Local Subsidies***

NYS Operating Assistance	-	-	-	-	39.5	-	-	39.5	-	-	39.5	39.5	158.2
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC and Local 18b:													
New York City	-	-	-	-	-	-	123.7	-	-	-	-	34.5	158.2
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$39.5</b>	<b>\$0.0</b>	<b>\$123.7</b>	<b>\$39.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$39.5</b>	<b>\$74.0</b>	<b>\$316.4</b>

**Total Dedicated Taxes & State and Local Subsidies**

	<b>83.7</b>	<b>123.1</b>	<b>79.8</b>	<b>79.8</b>	<b>119.4</b>	<b>114.8</b>	<b>363.8</b>	<b>229.2</b>	<b>213.6</b>	<b>225.8</b>	<b>265.3</b>	<b>443.6</b>	<b>2,342.0</b>
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***Inter-agency Subsidy Transactions***

MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	-	-	-	-
B&T Operating Surplus Transfer	-	24.6	8.0	11.1	11.3	13.3	11.4	12.6	11.6	6.4	10.0	1.5	121.9

**Total Subsidies**

	<b>\$83.7</b>	<b>\$147.8</b>	<b>\$87.8</b>	<b>\$90.9</b>	<b>\$130.7</b>	<b>\$128.2</b>	<b>\$375.2</b>	<b>\$241.8</b>	<b>\$225.2</b>	<b>\$232.2</b>	<b>\$275.4</b>	<b>\$445.1</b>	<b>2,463.9</b>
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**Notes**

- (a) Metropolitan Mass Transportation Operating Assistance  
(b) Mortgage Recording Tax

**Metropolitan Transportation Authority**  
**February Financial Plan - 2007 Adopted Budget**  
**Commuter Railroads**  
**Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$107.8	\$0.0	\$128.0	\$60.6	\$67.4	\$47.2	\$33.3	\$50.0	\$494.3
Petroleum Business Tax	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	86.8
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	17.8	17.8
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	2.3	-	-	2.3	-	-	2.3	-	-	2.3	9.2
	<b>\$7.2</b>	<b>\$7.2</b>	<b>\$9.5</b>	<b>\$7.2</b>	<b>\$115.0</b>	<b>\$9.5</b>	<b>\$135.3</b>	<b>\$67.9</b>	<b>\$76.9</b>	<b>\$54.4</b>	<b>\$40.5</b>	<b>\$77.3</b>	<b>\$608.1</b>

***State and Local Subsidies***

NYS Operating Assistance	-	-	-	-	7.3	-	-	7.3	-	-	7.3	7.3	29.3
NYC and Local 18b:													
New York City	-	-	0.5	-	-	0.5	-	-	0.5	-	-	0.5	1.9
Nassau County	-	-	-	2.9	-	-	2.9	-	-	2.9	-	2.9	11.6
Suffolk County	-	-	-	1.9	-	-	1.9	-	-	1.9	-	1.9	7.5
Westchester County	-	-	-	1.8	-	-	1.8	-	-	1.8	-	1.8	7.3
Putnam County	-	-	-	0.1	-	-	0.1	-	-	0.1	-	0.1	0.4
Dutchess County	-	-	-	0.1	-	-	0.1	-	-	0.1	-	0.1	0.4
Orange County	-	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.1
Rockland County	-	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	6.1	5.6	4.8	4.6	5.2	7.8	4.8	5.4	3.7	4.8	5.2	6.6	64.5
Station Maintenance	-	-	-	-	-	-	71.0	-	67.9	-	-	-	138.9
AMTAP	-	-	-	-	-	20.0	-	-	-	-	-	-	20.0
	<b>\$6.1</b>	<b>\$5.6</b>	<b>\$5.3</b>	<b>\$11.4</b>	<b>\$12.5</b>	<b>\$28.3</b>	<b>\$82.7</b>	<b>\$12.7</b>	<b>\$72.1</b>	<b>\$11.6</b>	<b>\$12.5</b>	<b>\$21.2</b>	<b>\$281.9</b>

**Total Dedicated Taxes & State and Local Subsidies**

	<b>\$13.3</b>	<b>\$12.8</b>	<b>\$14.8</b>	<b>\$18.7</b>	<b>\$127.6</b>	<b>\$37.8</b>	<b>\$217.9</b>	<b>\$80.6</b>	<b>\$149.0</b>	<b>\$66.0</b>	<b>\$53.0</b>	<b>\$98.6</b>	<b>\$890.1</b>
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***Inter-agency Subsidy Transactions***

MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	-	-	-	-
B&T Operating Surplus Transfer	-	42.3	15.6	18.7	18.9	21.0	19.0	20.2	19.2	14.1	17.7	16.7	223.4

**Total Subsidies**

	<b>\$13.3</b>	<b>\$55.1</b>	<b>\$30.4</b>	<b>\$37.3</b>	<b>\$146.5</b>	<b>\$58.7</b>	<b>\$236.9</b>	<b>\$100.8</b>	<b>\$168.2</b>	<b>\$80.1</b>	<b>\$70.7</b>	<b>\$115.3</b>	<b>\$1,113.5</b>
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**Notes**

(a) Metropolitan Mass Transportation Operating Assistance

(b) Mortgage Recording Tax

**Metropolitan Transportation Authority**  
**February Financial Plan - 2007 Adopted Budget**  
**Long Island Bus**  
**Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$12.7	\$0.0	\$0.0	\$12.7	\$0.0	\$0.0	\$12.7	\$12.7	\$50.6
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.7</b>	<b>\$12.7</b>	<b>\$50.6</b>

***State and Local Subsidies***

NYS Operating Assistance	-	-	-	-	0.7	-	-	0.7	-	-	0.7	0.7	3.0
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC and Local 18b:													
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	2.6	-	2.6	-	-	2.6	-	-	2.6	-	-	10.5
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$2.6</b>	<b>\$0.0</b>	<b>\$2.6</b>	<b>\$0.7</b>	<b>\$0.0</b>	<b>\$2.6</b>	<b>\$0.7</b>	<b>\$0.0</b>	<b>\$2.6</b>	<b>\$0.7</b>	<b>\$0.7</b>	<b>\$13.5</b>

**Total Dedicated Taxes & State and Local Subsidies**

MTA Subsidy to Subsidiaries	3.0	6.0	5.0	3.0	-	-	-	-	-	2.0	(5.0)	-	14.0
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Subsidies</b>	<b>\$3.0</b>	<b>\$8.6</b>	<b>\$5.0</b>	<b>\$5.6</b>	<b>\$13.4</b>	<b>\$0.0</b>	<b>\$2.6</b>	<b>\$13.4</b>	<b>\$0.0</b>	<b>\$4.6</b>	<b>\$8.4</b>	<b>\$13.4</b>	<b>\$78.1</b>

**Notes**

- (a) Metropolitan Mass Transportation Operating Assistance  
(b) Mortgage Recording Tax

**Metropolitan Transportation Authority**  
**February Financial Plan - 2007 Adopted Budget**  
**Staten Island Railway**  
**Subsidies - Cash Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Subsidies:</b>													
<b><i>Dedicated Taxes</i></b>													
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.5	\$0.3	\$0.4	\$0.4	\$0.4	\$0.7	\$2.9
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	0.1	0.1
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.5</b>	<b>\$0.3</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>\$0.9</b>	<b>\$3.1</b>
<b><i>State and Local Subsidies</i></b>													
NYS Operating Assistance	-	-	-	-	0.1	-	-	0.1	-	-	0.1	0.1	0.5
NYC and Local 18b:													
New York City	-	-	-	-	-	-	0.4	-	-	-	-	0.1	0.5
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.4</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.2</b>	<b>\$1.0</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.1</b>	<b>\$0.9</b>	<b>\$0.5</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>\$0.6</b>	<b>\$1.1</b>	<b>\$4.1</b>
MTA Subsidy to Subsidiaries	1.6	1.3	2.0	2.0	2.5	1.8	1.0	0.8	1.5	2.1	1.4	0.7	18.5
<b>Total Subsidies</b>	<b>\$1.6</b>	<b>\$1.3</b>	<b>\$2.0</b>	<b>\$2.0</b>	<b>\$2.6</b>	<b>\$1.9</b>	<b>\$1.8</b>	<b>\$1.3</b>	<b>\$1.9</b>	<b>\$2.5</b>	<b>\$1.9</b>	<b>\$1.8</b>	<b>\$22.6</b>

**Notes**

(a) Metropolitan Mass Transportation Operating Assistance

(b) Mortgage Recording Tax



**Metropolitan Transportation Authority**  
**February Financial Plan - 2007 Adopted Budget**  
**MTA Headquarters**  
**Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 1 (Gross)	30.1	43.6	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	361.5
MRT <sup>(b)</sup> 2 (Gross)	18.5	25.3	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	221.9
Other MRT <sup>(b)</sup> Adjustments	(92.2)	-	(5.0)	-	-	(5.0)	-	-	(5.0)	-	-	(99.1)	(206.3)
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>(\$43.6)</b>	<b>\$68.9</b>	<b>\$41.6</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>\$41.6</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>\$41.6</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>(\$52.5)</b>	<b>\$377.1</b>

***State and Local Subsidies***

NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC and Local 18b:													
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-

**Total Dedicated Taxes & State and Local Subsidies**

	<b>(\$43.6)</b>	<b>\$68.9</b>	<b>\$41.6</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>\$41.6</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>\$41.6</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>(\$52.5)</b>	<b>\$377.1</b>
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	-	-	-	-
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Subsidies</b>	<b>(\$43.6)</b>	<b>\$68.9</b>	<b>\$41.6</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>\$41.6</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>\$41.6</b>	<b>\$46.6</b>	<b>\$46.6</b>	<b>(\$52.5)</b>	<b>\$377.1</b>

**Notes**

- (a) Metropolitan Mass Transportation Operating Assistance  
(b) Mortgage Recording Tax

**Metropolitan Transportation Authority**  
**February Financial Plan - 2007 Adopted Budget**  
**MTA Bus Company**  
**Subsidies - Cash Basis**  
(\$ in millions)

City Subsidy to MTA Bus Company

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$27.4	\$20.6	\$18.6	\$21.5	\$22.4	\$18.9	\$23.4	\$18.7	\$19.2	\$22.7	\$21.3	\$22.5	\$257.1

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Positions by Function/Agency - Excluding MTA Bus Company**

FUNCTION/AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Total Positions</b>	<b>65,036</b>	<b>65,057</b>	<b>65,179</b>	<b>65,377</b>	<b>65,523</b>	<b>65,587</b>	<b>65,630</b>	<b>65,658</b>	<b>65,626</b>	<b>65,512</b>	<b>65,491</b>	<b>65,639</b>
NYC Transit	47,938	47,950	47,983	48,054	48,118	48,136	48,128	48,131	48,162	48,069	48,072	48,208
Long Island Rail Road	6,525	6,533	6,589	6,652	6,631	6,653	6,664	6,671	6,616	6,589	6,559	6,557
Metro-North Railroad	5,927	5,927	5,918	5,969	6,025	6,041	6,048	6,050	6,040	6,041	6,045	6,052
Bridges & Tunnels	1,821	1,821	1,821	1,821	1,821	1,821	1,820	1,819	1,818	1,813	1,810	1,807
Headquarters	1,333	1,334	1,375	1,375	1,406	1,410	1,433	1,433	1,433	1,433	1,433	1,433
Long Island Bus	1,149	1,149	1,149	1,149	1,149	1,149	1,149	1,149	1,149	1,149	1,149	1,149
Staten Island Railway	271	271	271	272	272	274	274	277	278	280	280	283
Capital Construction Company	72	72	73	86	101	103	115	128	130	138	143	150
<b>Non-Reimbursable</b>	<b>58,613</b>	<b>58,570</b>	<b>58,508</b>	<b>58,391</b>	<b>58,449</b>	<b>58,480</b>	<b>58,459</b>	<b>58,488</b>	<b>58,470</b>	<b>58,429</b>	<b>58,469</b>	<b>58,795</b>
NYC Transit	42,732	42,702	42,712	42,762	42,815	42,828	42,811	42,814	42,834	42,754	42,761	42,951
Long Island Rail Road	5,962	5,943	5,897	5,788	5,725	5,728	5,726	5,748	5,727	5,740	5,730	5,824
Metro-North Railroad	5,447	5,452	5,385	5,326	5,363	5,372	5,348	5,350	5,333	5,362	5,408	5,450
Bridges & Tunnels	1,772	1,772	1,772	1,772	1,772	1,772	1,771	1,770	1,769	1,764	1,761	1,758
Headquarters	1,297	1,298	1,339	1,339	1,370	1,374	1,397	1,397	1,397	1,397	1,397	1,397
Long Island Bus	1,135	1,135	1,135	1,135	1,135	1,135	1,135	1,135	1,135	1,135	1,135	1,135
Staten Island Railway	268	268	268	269	269	271	271	274	275	277	277	280
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
<b>Reimbursable</b>	<b>6,422</b>	<b>6,487</b>	<b>6,671</b>	<b>6,987</b>	<b>7,074</b>	<b>7,106</b>	<b>7,171</b>	<b>7,170</b>	<b>7,156</b>	<b>7,083</b>	<b>7,022</b>	<b>6,844</b>
NYC Transit	5,206	5,248	5,271	5,292	5,303	5,308	5,317	5,317	5,328	5,315	5,311	5,257
Long Island Rail Road	562	590	692	864	906	925	938	923	889	848	829	733
Metro-North Railroad	480	475	533	643	662	669	700	700	707	679	637	602
Bridges & Tunnels	49	49	49	49	49	49	49	49	49	49	49	49
Headquarters	36	36	36	36	36	36	36	36	36	36	36	36
Long Island Bus	14	14	14	14	14	14	14	14	14	14	14	14
Staten Island Railway	3	3	3	3	3	3	3	3	3	3	3	3
Capital Construction Company	72	72	73	86	101	103	115	128	130	138	143	150
<b>Total Full-Time</b>	<b>64,717</b>	<b>64,738</b>	<b>64,860</b>	<b>65,058</b>	<b>65,204</b>	<b>65,266</b>	<b>65,310</b>	<b>65,338</b>	<b>65,306</b>	<b>65,192</b>	<b>65,172</b>	<b>65,317</b>
NYC Transit	47,733	47,745	47,778	47,849	47,913	47,930	47,922	47,926	47,957	47,864	47,867	48,000
Long Island Rail Road	6,525	6,533	6,589	6,652	6,631	6,653	6,664	6,671	6,616	6,589	6,559	6,557
Metro-North Railroad	5,922	5,922	5,913	5,964	6,020	6,035	6,042	6,045	6,035	6,036	6,040	6,047
Bridges & Tunnels	1,821	1,821	1,821	1,821	1,821	1,821	1,820	1,819	1,818	1,813	1,810	1,807
Headquarters	1,333	1,334	1,375	1,375	1,406	1,410	1,433	1,433	1,433	1,433	1,433	1,433
Long Island Bus	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040	1,040
Staten Island Railway	271	271	271	272	272	274	274	277	278	280	280	283
Capital Construction Company	72	72	73	86	101	103	115	128	130	138	143	150
<b>Total Full-Time-Equivalents</b>	<b>319</b>	<b>319</b>	<b>319</b>	<b>319</b>	<b>319</b>	<b>320</b>	<b>320</b>	<b>319</b>	<b>319</b>	<b>319</b>	<b>319</b>	<b>322</b>
NYC Transit	205	205	205	205	205	206	206	205	205	205	205	208
Long Island Rail Road	-	-	-	-	-	-	-	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5	5	5	5	5	5	5	5
Bridges & Tunnels	-	-	-	-	-	-	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Long Island Bus	109	109	109	109	109	109	109	109	109	109	109	109
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Positions by Function/Agency - Excluding MTA Bus Company**

FUNCTION/AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>	<b>4,406</b>	<b>4,407</b>	<b>4,445</b>	<b>4,450</b>	<b>4,488</b>	<b>4,493</b>	<b>4,546</b>	<b>4,546</b>	<b>4,547</b>	<b>4,546</b>	<b>4,547</b>	<b>4,496</b>
NYC Transit	2,317	2,317	2,317	2,317	2,317	2,318	2,365	2,363	2,363	2,363	2,363	2,310
Long Island Rail Road	665	665	665	665	666	666	666	666	666	666	666	666
Metro-North Railroad	533	533	533	533	533	533	533	533	533	533	533	533
Bridges & Tunnels	145	145	145	145	145	145	145	145	145	143	143	143
Headquarters	587	588	626	626	657	661	665	665	665	665	665	665
Long Island Bus	96	96	96	96	96	96	96	96	96	96	96	96
Staten Island Railway	29	29	29	29	29	29	29	29	29	29	29	31
Capital Construction Company	34	34	34	39	45	45	47	49	50	51	52	52
<b>Operations</b>	<b>28,758</b>	<b>28,735</b>	<b>28,758</b>	<b>28,882</b>	<b>28,929</b>	<b>28,958</b>	<b>28,934</b>	<b>28,952</b>	<b>28,931</b>	<b>28,868</b>	<b>28,835</b>	<b>28,863</b>
NYC Transit	23,084	23,084	23,107	23,150	23,203	23,206	23,181	23,181	23,211	23,152	23,148	23,169
Long Island Rail Road	2,068	2,046	2,044	2,096	2,079	2,089	2,086	2,103	2,061	2,060	2,033	2,040
Metro-North Railroad	1,943	1,942	1,944	1,973	1,984	1,999	2,003	2,004	1,995	1,992	1,990	1,990
Bridges & Tunnels	797	797	797	797	797	797	797	797	797	797	797	797
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Long Island Bus	773	773	773	773	773	773	773	773	773	773	773	773
Staten Island Railway	93	93	93	93	93	94	94	94	94	94	94	94
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
<b>Maintenance</b>	<b>28,369</b>	<b>28,411</b>	<b>28,463</b>	<b>28,516</b>	<b>28,564</b>	<b>28,584</b>	<b>28,623</b>	<b>28,619</b>	<b>28,603</b>	<b>28,540</b>	<b>28,544</b>	<b>28,636</b>
NYC Transit	20,525	20,537	20,542	20,563	20,573	20,579	20,598	20,598	20,598	20,554	20,554	20,648
Long Island Rail Road	3,705	3,734	3,792	3,801	3,794	3,806	3,823	3,815	3,799	3,774	3,772	3,762
Metro-North Railroad	3,337	3,338	3,327	3,349	3,394	3,395	3,398	3,399	3,398	3,402	3,408	3,415
Bridges & Tunnels	392	392	392	392	392	392	392	392	392	392	392	392
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Long Island Bus	261	261	261	261	261	261	261	261	261	261	261	261
Staten Island Railway	149	149	149	150	150	151	151	154	155	157	157	158
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
<b>Engineering/Capital</b>	<b>1,880</b>	<b>1,881</b>	<b>1,887</b>	<b>1,904</b>	<b>1,916</b>	<b>1,926</b>	<b>1,938</b>	<b>1,952</b>	<b>1,957</b>	<b>1,973</b>	<b>1,983</b>	<b>2,011</b>
NYC Transit	1,435	1,435	1,440	1,447	1,448	1,456	1,461	1,466	1,467	1,477	1,484	1,504
Long Island Rail Road	87	88	88	90	92	92	89	87	90	89	88	89
Metro-North Railroad	114	114	114	114	114	114	114	114	114	114	114	114
Bridges & Tunnels	190	190	190	190	190	190	190	190	190	190	190	190
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Long Island Bus	16	16	16	16	16	16	16	16	16	16	16	16
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	38	38	39	47	56	58	68	79	80	87	91	98
<b>Public Safety</b>	<b>1,623</b>	<b>1,623</b>	<b>1,626</b>	<b>1,626</b>	<b>1,626</b>	<b>1,626</b>	<b>1,590</b>	<b>1,589</b>	<b>1,588</b>	<b>1,585</b>	<b>1,582</b>	<b>1,633</b>
NYC Transit	577	577	577	577	577	577	523	523	523	523	523	577
Long Island Rail Road	-	-	-	-	-	-	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-	-	-	-	-	-	-
Bridges & Tunnels	297	297	297	297	297	297	296	295	294	291	288	285
Headquarters	746	746	749	749	749	749	768	768	768	768	768	768
Long Island Bus	3	3	3	3	3	3	3	3	3	3	3	3
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Positions by Function and Occupational Group - Excluding MTA Bus Company**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>	<b>4,406</b>	<b>4,407</b>	<b>4,445</b>	<b>4,450</b>	<b>4,488</b>	<b>4,493</b>	<b>4,546</b>	<b>4,546</b>	<b>4,547</b>	<b>4,546</b>	<b>4,547</b>	<b>4,496</b>
Managers/Supervisors	1,629	1,630	1,651	1,651	1,668	1,668	1,671	1,671	1,671	1,671	1,671	1,651
Professional, Technical, Clerical	2,744	2,744	2,761	2,766	2,787	2,792	2,794	2,794	2,795	2,794	2,795	2,792
Operational Hourlies	33	33	33	33	33	33	81	81	81	81	81	53
<b>Operations</b>	<b>28,758</b>	<b>28,735</b>	<b>28,758</b>	<b>28,882</b>	<b>28,929</b>	<b>28,958</b>	<b>28,934</b>	<b>28,952</b>	<b>28,931</b>	<b>28,868</b>	<b>28,835</b>	<b>28,863</b>
Managers/Supervisors	2,954	2,954	2,954	2,957	2,957	2,957	2,959	2,959	2,957	2,951	2,951	2,956
Professional, Technical, Clerical	1,170	1,170	1,170	1,171	1,174	1,183	1,183	1,183	1,175	1,170	1,169	1,169
Operational Hourlies	24,634	24,611	24,634	24,754	24,798	24,818	24,792	24,810	24,799	24,747	24,715	24,738
<b>Maintenance</b>	<b>28,369</b>	<b>28,411</b>	<b>28,463</b>	<b>28,516</b>	<b>28,564</b>	<b>28,584</b>	<b>28,623</b>	<b>28,619</b>	<b>28,603</b>	<b>28,540</b>	<b>28,544</b>	<b>28,636</b>
Managers/Supervisors	4,540	4,546	4,548	4,556	4,557	4,560	4,564	4,564	4,563	4,559	4,559	4,567
Professional, Technical, Clerical	2,630	2,631	2,630	2,634	2,634	2,638	2,641	2,641	2,641	2,640	2,640	2,572
Operational Hourlies	21,199	21,234	21,285	21,326	21,373	21,386	21,418	21,414	21,399	21,341	21,345	21,497
<b>Engineering/Capital</b>	<b>1,880</b>	<b>1,881</b>	<b>1,887</b>	<b>1,904</b>	<b>1,916</b>	<b>1,926</b>	<b>1,938</b>	<b>1,952</b>	<b>1,957</b>	<b>1,973</b>	<b>1,983</b>	<b>2,011</b>
Managers/Supervisors	484	485	485	487	489	490	486	485	487	486	486	489
Professional, Technical, Clerical	1,394	1,394	1,400	1,415	1,425	1,434	1,450	1,465	1,468	1,485	1,495	1,520
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
<b>Public Safety</b>	<b>1,623</b>	<b>1,623</b>	<b>1,626</b>	<b>1,626</b>	<b>1,626</b>	<b>1,626</b>	<b>1,590</b>	<b>1,589</b>	<b>1,588</b>	<b>1,585</b>	<b>1,582</b>	<b>1,633</b>
Managers/Supervisors	145	145	146	146	146	146	135	135	135	135	135	147
Professional, Technical, Clerical	162	162	164	164	164	164	137	139	141	141	141	169
Operational Hourlies	1,316	1,316	1,316	1,316	1,316	1,316	1,318	1,315	1,312	1,309	1,306	1,317
<b>Total Positions</b>	<b>65,036</b>	<b>65,057</b>	<b>65,179</b>	<b>65,377</b>	<b>65,523</b>	<b>65,587</b>	<b>65,630</b>	<b>65,658</b>	<b>65,626</b>	<b>65,512</b>	<b>65,491</b>	<b>65,639</b>
Managers/Supervisors	9,752	9,760	9,784	9,796	9,816	9,820	9,815	9,814	9,813	9,802	9,802	9,810
Professional, Technical, Clerical	8,100	8,101	8,125	8,150	8,184	8,211	8,205	8,222	8,220	8,230	8,240	8,222
Operational Hourlies	47,184	47,196	47,270	47,431	47,523	47,555	47,610	47,622	47,593	47,480	47,449	47,607

## **V. Other MTA Consolidated Materials**

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Statement Of Operations By Category - Excluding MTA Bus Company

(\$ in millions)

Line No.						
7	<b>Non-Reimbursable</b>					
8		<b>2005</b>	<b>2006</b>	<b>2007</b>		
9		<b>Actual</b>	<b>Final Estimate</b>	<b>Adopted Budget</b>	<b>2008</b>	<b>2009</b>
10	<b>Operating Revenue</b>					<b>2010</b>
11	Farebox Revenue	\$3,565	\$3,694	\$3,747	\$3,798	\$3,832
12	Toll Revenue	1,205	1,235	1,237	1,240	1,236
13	Other Revenue	410	435	419	440	462
14	Capital and Other Reimbursements	26	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$5,206</b>	<b>\$5,364</b>	<b>\$5,404</b>	<b>\$5,477</b>	<b>\$5,530</b>
16						
17	<b>Operating Expense</b>					
18	<b>Labor Expenses:</b>					
19	Payroll	\$3,362	\$3,523	\$3,688	\$3,850	\$3,965
20	Overtime	385	397	365	374	388
21	Health & Welfare	769	817	888	986	1,094
22	Pensions	642	576	790	828	827
23	Other-Fringe Benefits	386	390	391	409	425
24	Reimbursable Overhead	(240)	(277)	(290)	(289)	(288)
25	<b>Sub-total Labor Expenses</b>	<b>\$5,304</b>	<b>\$5,426</b>	<b>\$5,832</b>	<b>\$6,158</b>	<b>\$6,410</b>
26						
27	<b>Non-Labor Expenses:</b>					
28	Traction and Propulsion Power	253	274	309	314	338
29	Fuel for Buses and Trains	138	167	179	178	175
30	Insurance	62	36	38	43	46
31	Claims	90	138	153	156	160
32	Paratransit Service Contracts	158	190	230	267	306
33	Maintenance and Other Operating Contracts	453	508	565	569	590
34	Professional Service Contracts	216	190	219	217	226
35	Materials & Supplies	388	422	510	507	543
36	Other Business Expenses	156	153	156	166	165
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$1,916</b>	<b>\$2,077</b>	<b>\$2,358</b>	<b>\$2,419</b>	<b>\$2,549</b>
38						
39	<b>Other Expense Adjustments:</b>					
40	Other	(\$11)	(\$2)	(\$7)	(\$16)	(\$9)
41	General Reserve	0	0	75	75	75
42	<b>Sub-total Other Expense Adjustments</b>	<b>(\$11)</b>	<b>(\$2)</b>	<b>\$68</b>	<b>\$59</b>	<b>\$66</b>
43						
44	<b>Total Operating Expense Before Depreciation</b>	<b>\$7,209</b>	<b>\$7,501</b>	<b>\$8,257</b>	<b>\$8,636</b>	<b>\$9,025</b>
45						
46	Depreciation	\$1,469	\$1,581	\$1,691	\$1,754	\$1,848
47						
48	<b>Total Operating Expense</b>	<b>\$8,678</b>	<b>\$9,081</b>	<b>\$9,948</b>	<b>\$10,390</b>	<b>\$10,873</b>
49						
50	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,472)</b>	<b>(\$3,718)</b>	<b>(\$4,545)</b>	<b>(\$4,912)</b>	<b>(\$5,343)</b>
51						
52	Dedicated Taxes and State/Local Subsidies	\$3,422	\$3,911	\$3,765	\$3,690	\$3,775
53	Debt Service (excludes Service Contract Bonds)	(1,018)	(1,321)	(1,457)	(1,598)	(1,749)
54						
55	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$1,067)</b>	<b>(\$1,128)</b>	<b>(\$2,238)</b>	<b>(\$2,820)</b>	<b>(\$3,317)</b>
56						
57	Conversion to Cash Basis: Depreciation	\$1,469	\$1,581	\$1,691	\$1,754	\$1,848
58	Conversion to Cash Basis: GASB Account	0	(234)	(82)	(60)	(64)
59	Conversion to Cash Basis: All Other	(327)	141	(43)	34	14
60	Net Cash Balance from Previous Year	507	582	941	270	0
61						
62	<b>Baseline Net Cash Balance</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$823)</b>	<b>(\$1,518)</b>
63						
64	<b>GAP CLOSING:</b>					
65	Post 2007 Agency Program to Eliminate the Gap	0	0	0	13	22
66	Shared Services / Reorganization	0	0	0	11	41
67						
68	<b>Net Cash Surplus/(Deficit)</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$799)</b>	<b>(\$1,782)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Statement Of Operations By Category - Excluding MTA Bus Company

(\$ in millions)

Line Number						
7	Reimbursable					
8						
9		2005	2006	2007		
		Actual	Final	Adopted	2008	2009
10	<b>Operating Revenue</b>		Estimate	Budget		2010
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	1,095	1,159	1,263	1,236	1,236
15	<b>Total Operating Revenue</b>	<b>\$1,095</b>	<b>\$1,159</b>	<b>\$1,263</b>	<b>\$1,236</b>	<b>\$1,236</b>
16						
17	<b>Operating Expense</b>					
18	<b>Labor Expenses:</b>					
19	Payroll	\$420	\$428	\$478	\$482	\$484
20	Overtime	83	91	80	80	81
21	Health & Welfare	36	39	45	49	54
22	Pensions	27	33	42	46	46
23	Other-Fringe Benefits	103	105	117	117	115
24	Reimbursable Overhead	238	276	288	287	287
25	<b>Sub-total Labor Expenses</b>	<b>\$907</b>	<b>\$972</b>	<b>\$1,049</b>	<b>\$1,061</b>	<b>\$1,066</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	5	5	5	5
31	Claims	0	0	0	0	0
32	Paratransit Service Contracts	0	0	0	0	0
33	Maintenance and Other Operating Contracts	73	58	55	50	50
34	Professional Service Contracts	25	25	48	31	28
35	Materials & Supplies	81	95	101	84	81
36	Other Business Expenses	4	4	6	6	6
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$187</b>	<b>\$187</b>	<b>\$214</b>	<b>\$176</b>	<b>\$170</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 Before Depreciation</b>	<b>\$1,095</b>	<b>\$1,159</b>	<b>\$1,263</b>	<b>\$1,236</b>	<b>\$1,236</b>
44						
45	Depreciation	\$0	\$0	\$0	\$0	\$0
46						
47	<b>Total Operating Expense</b>	<b>\$1,095</b>	<b>\$1,159</b>	<b>\$1,263</b>	<b>\$1,236</b>	<b>\$1,236</b>
48						
49	<b>Baseline Surplus/(Deficit)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



# METROPOLITAN TRANSPORTATION AUTHORITY

February Financial Plan 2007 - 2010

## MTA Consolidated Statement Of Operations By Category - Excluding MTA Bus Company

(\$ in millions)

Line Number	Non-Reimbursable / Reimbursable	2005 Actual	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
7							
8							
9							
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$3,565	\$3,694	\$3,747	\$3,798	\$3,832	\$3,858
12	Toll Revenue	1,205	1,235	1,237	1,240	1,236	1,235
13	Other Revenue	410	435	419	440	462	482
14	Capital and Other Reimbursements	1,120	1,159	1,263	1,236	1,236	1,251
15	<b>Total Operating Revenue</b>	<b>\$6,301</b>	<b>\$6,522</b>	<b>\$6,666</b>	<b>\$6,714</b>	<b>\$6,766</b>	<b>\$6,826</b>
16							
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$3,782	\$3,952	\$4,166	\$4,332	\$4,448	\$4,558
20	Overtime	468	488	445	454	468	486
21	Health & Welfare	806	856	932	1,035	1,148	1,275
22	Pensions	669	609	832	874	873	872
23	Other-Fringe Benefits	489	495	508	526	540	554
24	Pattern Labor Provision	0	0	0	0	0	0
25	Reimbursable Overhead	(2)	(2)	(2)	(2)	(2)	(2)
26	<b>Sub-total Labor Expenses</b>	<b>\$6,212</b>	<b>\$6,397</b>	<b>\$6,881</b>	<b>\$7,218</b>	<b>\$7,476</b>	<b>\$7,743</b>
27							
28	<b>Non-Labor Expenses:</b>						
29	Traction and Propulsion Power	\$254	\$274	\$309	\$314	\$338	\$359
30	Fuel for Buses and Trains	138	167	179	178	175	177
31	Insurance	67	41	43	48	52	58
32	Claims	91	138	153	156	160	164
33	Paratransit Service Contracts	158	190	230	267	306	357
34	Maintenance and Other Operating Contracts	525	566	620	619	640	643
35	Professional Service Contracts	241	215	266	248	254	257
36	Materials & Supplies	469	517	611	591	623	624
37	Other Business Expenses	160	157	162	172	170	174
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,103</b>	<b>\$2,264</b>	<b>\$2,572</b>	<b>\$2,595</b>	<b>\$2,719</b>	<b>\$2,813</b>
39							
40	<b>Other Expense Adjustments:</b>						
41	Other	(\$11)	(\$2)	(\$7)	(\$16)	(\$9)	(\$9)
42	General Reserve	0	0	75	75	75	75
43	<b>Sub-total Other Expense Adjustments</b>	<b>(\$11)</b>	<b>(\$2)</b>	<b>\$68</b>	<b>\$59</b>	<b>\$66</b>	<b>\$66</b>
44							
45	<b>Total Operating Expense Before Depreciation</b>	<b>\$8,304</b>	<b>\$8,660</b>	<b>\$9,520</b>	<b>\$9,873</b>	<b>\$10,261</b>	<b>\$10,621</b>
46							
47	Depreciation	\$1,469	\$1,581	\$1,691	\$1,754	\$1,848	\$1,939
48							
49	<b>Total Operating Expense</b>	<b>\$9,772</b>	<b>\$10,240</b>	<b>\$11,211</b>	<b>\$11,626</b>	<b>\$12,109</b>	<b>\$12,561</b>
50							
51	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,472)</b>	<b>(\$3,718)</b>	<b>(\$4,545)</b>	<b>(\$4,912)</b>	<b>(\$5,343)</b>	<b>(\$5,734)</b>
52							
53	Dedicated Taxes and State/Local Subsidies	\$3,422	\$3,911	\$3,765	\$3,690	\$3,775	\$3,881
54							
55	Debt Service (excludes Service Contract Bonds)	(1,018)	(1,321)	(1,457)	(1,598)	(1,749)	(1,884)
56							
57	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$1,067)</b>	<b>(\$1,128)</b>	<b>(\$2,238)</b>	<b>(\$2,820)</b>	<b>(\$3,317)</b>	<b>(\$3,737)</b>
58							
59	Conversion to Cash Basis: Depreciation	\$1,469	\$1,581	\$1,691	\$1,754	\$1,848	\$1,939
60	Conversion to Cash Basis: GASB Account	0	(234)	(82)	(60)	(64)	(66)
61	Conversion to Cash Basis: All Other	(327)	141	(43)	34	14	5
62	Net Cash Balance from Previous Year	507	582	941	270	0	0
63							
64	<b>Baseline Net Cash Balance</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$823)</b>	<b>(\$1,518)</b>	<b>(\$1,860)</b>
65							
66	<b>GAP CLOSING:</b>						
67	Post-2007 Agency Program to Eliminate the Gap	0	0	0	13	22	22
68	Shared Services / Reorganization	0	0	0	11	41	55
69							
70	<b>Net Cash Surplus/(Deficit)</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$799)</b>	<b>(\$1,455)</b>	<b>(\$1,782)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Cash Receipts and Expenditures - Excluding MTA Bus Company

(\$ in millions)

Line Number	CASH RECEIPTS AND EXPENDITURES	2005	2006	2007			
		Actual	Final Estimate	Adopted Budget	2008	2009	2010
9							
10							
11	<b>Receipts</b>						
12	Farebox Revenue	\$3,638	\$3,732	\$3,792	\$3,843	\$3,874	\$3,898
13	Other Operating Revenue	396	446	464	454	477	497
14	Capital and Other Reimbursements	1,109	1,169	1,274	1,257	1,245	1,258
15	<b>Total Receipts</b>	<b>\$5,144</b>	<b>\$5,348</b>	<b>\$5,530</b>	<b>\$5,554</b>	<b>\$5,597</b>	<b>\$5,653</b>
16							
17	<b>Expenditures</b>						
18	<u><b>Labor:</b></u>						
19	Payroll	\$3,647	\$3,781	\$4,049	\$4,163	\$4,267	\$4,366
20	Overtime	444	458	423	431	445	461
21	Health and Welfare	767	830	914	1,005	1,115	1,238
22	Pensions	464	602	782	846	867	867
23	Other Fringe Benefits	449	464	490	500	512	525
24	Pattern Labor Provision	0	0	0	0	0	0
25	Contribution to GASB Fund	0	234	82	60	64	66
26	Reimbursable Overhead	0	0	0	0	0	0
27	<b>Total Labor Expenditures</b>	<b>\$5,772</b>	<b>\$6,370</b>	<b>\$6,740</b>	<b>\$7,005</b>	<b>\$7,270</b>	<b>\$7,525</b>
28							
29	<u><b>Non-Labor:</b></u>						
30	Traction and Propulsion Power	\$242	\$283	\$309	\$314	\$338	\$359
31	Fuel for Buses and Trains	134	169	179	177	175	177
32	Insurance	46	30	38	44	41	46
33	Claims	83	130	117	121	122	125
34	Paratransit Service Contracts	155	186	230	267	306	357
35	Maintenance and Other Operating Contracts	407	449	476	492	504	505
36	Professional Service Contracts	208	192	245	226	232	234
37	Materials & Supplies	492	543	621	619	642	624
38	Other Business Expenditures	207	157	166	177	176	179
39	<b>Total Non-Labor Expenditures</b>	<b>\$1,974</b>	<b>\$2,138</b>	<b>\$2,381</b>	<b>\$2,438</b>	<b>\$2,536</b>	<b>\$2,606</b>
40							
41	<u><b>Other Expenditure Adjustments:</b></u>						
42	Other	\$57	\$53	\$72	\$75	\$81	\$85
43	General Reserve	0	0	75	75	75	75
44	<b>Total Other Expenditure Adjustments</b>	<b>\$57</b>	<b>\$53</b>	<b>\$147</b>	<b>\$150</b>	<b>\$156</b>	<b>\$160</b>
45							
46	<b>Total Expenditures</b>	<b>\$7,803</b>	<b>\$8,562</b>	<b>\$9,268</b>	<b>\$9,593</b>	<b>\$9,962</b>	<b>\$10,292</b>
47							
48	<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$2,659)</b>	<b>(\$3,214)</b>	<b>(\$3,738)</b>	<b>(\$4,039)</b>	<b>(\$4,365)</b>	<b>(\$4,639)</b>
49							
50	Dedicated Taxes and State/Local Subsidies	\$3,360	\$4,442	\$4,055	\$4,065	\$4,098	\$4,147
51							
52	Debt Service (excludes Service Contract Bonds)	(626)	(868)	(989)	(1,118)	(1,250)	(1,368)
53							
54	Net Cash Balance from Previous Year	507	582	941	270	0	0
55							
56	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$823)</b>	<b>(\$1,518)</b>	<b>(\$1,860)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Cash Conversion Detail - Excluding MTA Bus Company**  
(\$ in millions)

	<b>2005 Actual</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>Depreciation</u></b>						
New York City Transit	\$955	\$1,015	\$1,086	\$1,152	\$1,222	\$1,292
Metro-North Railroad	187	207	222	229	236	236
Long Island Rail Road	247	275	292	279	294	309
MTA Headquarters	23	26	25	22	20	20
Staten Island Railway	7	7	10	10	10	10
Bridges & Tunnels <sup>1</sup>	50	50	57	61	67	72
<i>Sub-Total</i>	<u>1,469</u>	<u>1,581</u>	<u>1,691</u>	<u>1,754</u>	<u>1,848</u>	<u>1,939</u>
<b><u>Operating</u></b>						
New York City Transit	268	(117)	41	30	6	(1)
Metro-North Railroad	9	41	(68)	(24)	(19)	(22)
Long Island Rail Road	46	(15)	11	(6)	(3)	(3)
MTA Headquarters	(49)	(18)	(21)	(17)	(16)	(16)
Long Island Bus	(1)	1	1	0	(2)	1
Staten Island Railway	0	(0)	(0)	(0)	(0)	(0)
First Mutual Transportation Assurance Company	(10)	(7)	(3)	(7)	(11)	(15)
<i>Sub-Total</i>	<u>262</u>	<u>(116)</u>	<u>(40)</u>	<u>(23)</u>	<u>(44)</u>	<u>(56)</u>
<b><u>Subsidies</u></b>						
New York City Transit	(190)	16	(81)	(3)	(5)	(5)
Commuter Railroads	(403)	87	(12)	(1)	(1)	(0)
Headquarters	0	(80)	0	0	0	0
Long Island Bus	4	(1)	9	0	0	0
Staten Island Railway	0	1	0	0	(0)	(0)
<i>Sub-Total</i>	<u>(589)</u>	<u>23</u>	<u>(85)</u>	<u>(3)</u>	<u>(6)</u>	<u>(5)</u>
<b>Total Cash Conversion</b>	<b>\$1,142</b>	<b>\$1,487</b>	<b>\$1,566</b>	<b>\$1,728</b>	<b>\$1,798</b>	<b>\$1,878</b>

1

The *Total Operating Expense* line in the *MTA Consolidated Statement of Operations by Category* table now includes Bridges & Tunnels depreciation. Because B&T only reports on an accrual basis, the offset is now being picked up in the cash conversion.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Changes Year-to-Year By Category - Excluding MTA Bus Company**

Favorable/(Unfavorable)

Line Number	Non-Reimbursable	2006 Final Estimate	Change 2006 - 2005	2007 Adopted Budget	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009
7											
8											
9											
10	<b>Operating Revenue</b>										
11	Farebox Revenue	\$3,694	\$129	\$3,747	\$53	\$3,798	\$51	\$3,832	\$34	\$3,858	\$26
12	Toll Revenue	1,235	30	1,237	2	1,240	3	1,236	(3)	1,235	(1)
13	Other Revenue	435	25	419	(15)	440	20	462	23	482	20
14	Capital and Other Reimbursements	0	(26)	0	0	0	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$5,364</b>	<b>\$158</b>	<b>\$5,404</b>	<b>\$40</b>	<b>\$5,477</b>	<b>\$74</b>	<b>\$5,530</b>	<b>\$53</b>	<b>\$5,575</b>	<b>\$44</b>
16											
17	<b>Operating Expense</b>										
18	<b>Labor Expenses:</b>										
19	Payroll	\$3,523	(\$161)	\$3,688	(\$165)	\$3,850	(\$162)	\$3,965	(\$115)	\$4,066	(\$101)
20	Overtime	397	(11)	365	31	374	(8)	388	(14)	403	(15)
21	Health & Welfare	817	(48)	888	(71)	986	(98)	1,094	(109)	1,216	(122)
22	Pensions	576	66	790	(214)	828	(39)	827	1	826	1
23	Other-Fringe Benefits	390	(4)	391	(1)	409	(18)	425	(15)	436	(12)
24	Reimbursable Overhead	(277)	37	(290)	13	(289)	(1)	(288)	(1)	(293)	5
25	<b>Sub-total Labor Expenses</b>	<b>\$5,426</b>	<b>(\$121)</b>	<b>\$5,832</b>	<b>(\$406)</b>	<b>\$6,158</b>	<b>(\$326)</b>	<b>\$6,410</b>	<b>(\$252)</b>	<b>\$6,654</b>	<b>(\$244)</b>
26											
27	<b>Non-Labor Expenses:</b>										
28	Traction and Propulsion Power	\$274	(\$20)	\$309	(\$35)	\$314	(\$5)	\$338	(\$24)	\$359	(\$21)
29	Fuel for Buses and Trains	167	(29)	179	(11)	178	1	175	2	177	(2)
30	Insurance	36	26	38	(1)	43	(5)	46	(3)	53	(6)
31	Claims	138	(48)	153	(15)	156	(4)	160	(4)	164	(4)
32	Paratransit Service Contracts	190	(32)	230	(40)	267	(38)	306	(39)	357	(50)
33	Maintenance and Other Operating Contracts	508	(55)	565	(58)	569	(4)	590	(21)	601	(11)
34	Professional Service Contracts	190	26	219	(29)	217	1	226	(9)	229	(3)
35	Materials & Supplies	422	(34)	510	(88)	507	3	543	(35)	543	(1)
36	Other Business Expenses	153	4	156	(4)	166	(10)	165	2	168	(4)
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,077</b>	<b>(\$162)</b>	<b>\$2,358</b>	<b>(\$281)</b>	<b>\$2,419</b>	<b>(\$61)</b>	<b>\$2,549</b>	<b>(\$131)</b>	<b>\$2,651</b>	<b>(\$101)</b>
38											
39	<b>Other Expense Adjustments:</b>										
40	Other	(\$2)	9	(\$7)	(5)	(\$16)	(8)	(\$9)	6	(\$9)	(0)
41	General Reserve	0	0	75	(75)	75	0	75	0	75	0
42	<b>Sub-total Other Expense Adjustments</b>	<b>(\$2)</b>	<b>\$9</b>	<b>\$68</b>	<b>(\$80)</b>	<b>\$59</b>	<b>(\$8)</b>	<b>\$66</b>	<b>\$6</b>	<b>\$66</b>	<b>(\$0)</b>
43											
44	<b>Total Operating Expense Before Depreciation</b>	<b>\$7,501</b>	<b>(\$292)</b>	<b>\$8,257</b>	<b>(\$756)</b>	<b>\$8,636</b>	<b>(\$379)</b>	<b>\$9,025</b>	<b>(\$389)</b>	<b>\$9,370</b>	<b>(\$345)</b>
45											
46	Depreciation	1,581	(112)	1,691	(110)	1,754	(63)	1,848	(95)	1,939	(91)
47	<b>Total Operating Expense</b>	<b>\$9,081</b>	<b>(\$453)</b>	<b>\$9,948</b>	<b>(\$867)</b>	<b>\$10,390</b>	<b>(\$442)</b>	<b>\$10,873</b>	<b>(\$484)</b>	<b>\$11,309</b>	<b>(\$436)</b>
48											
49											
50											
51	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,718)</b>	<b>(\$296)</b>	<b>(\$4,545)</b>	<b>(\$827)</b>	<b>(\$4,912)</b>	<b>(\$368)</b>	<b>(\$5,343)</b>	<b>(\$431)</b>	<b>(\$5,734)</b>	<b>(\$391)</b>
52											
53	Dedicated Taxes and State/Local Subsidies	\$3,911	\$489	\$3,765	(\$146)	\$3,690	(\$74)	\$3,775	\$85	\$3,881	\$105
54	Debt Service (excludes Service Contract Bonds)	(1,321)	(303)	(1,457)	(137)	(1,598)	(141)	(1,749)	(150)	(1,884)	(135)
55	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$1,128)</b>	<b>(\$110)</b>	<b>(\$2,238)</b>	<b>(\$1,110)</b>	<b>(\$2,820)</b>	<b>(\$583)</b>	<b>(\$3,317)</b>	<b>(\$496)</b>	<b>(\$3,737)</b>	<b>(\$421)</b>
56											
57	Conversion to Cash Basis: Depreciation	\$1,581	\$112	\$1,691	\$110	\$1,754	\$63	\$1,848	\$95	\$1,939	\$91
58	Conversion to Cash Basis: GASB Account	(234)	(234)	(82)	153	(60)	22	(64)	(3)	(66)	(3)
59	Conversion to Cash Basis: All Other	141	468	(43)	(184)	34	78	14	(21)	5	(9)
60	Net Cash Balance from Previous Year	582	74	941	360	270	(672)	0	(270)	0	0
61	<b>Baseline Net Cash Balance</b>	<b>\$941</b>	<b>\$310</b>	<b>\$270</b>	<b>(\$672)</b>	<b>(\$823)</b>	<b>(\$1,092)</b>	<b>(\$1,518)</b>	<b>(\$695)</b>	<b>(\$1,860)</b>	<b>(\$341)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN 2007-2010**  
**NON-RECURRING REVENUES AND SAVINGS - BASELINE**  
(\$ in millions)

Non-recurring revenues and savings with a value of \$1 million or more in calendar years 2006 through 2010.

Agency	2006 Final Estimate		2007 Adopted Budget		2008 Plan		2009 Plan		2010 Plan			
Bridges & Tunnels												
NYCERS Pension Revision <sup>1</sup>	\$	4.8	New Legislation Revaluation Results in Favorable Up Front Cash Offset in Subsequent Years.	\$	-	None	\$	-	None	\$	-	None
Subtotal	\$	4.8		\$	-		\$	-		\$	-	
Long Island Bus	\$	-	None	\$	-	None	\$	-	None	\$	-	None
Subtotal	\$	-		\$	-		\$	-		\$	-	
Long Island Rail Road	\$	-	None	\$	-	None	\$	-	None	\$	-	None
Subtotal	\$	-		\$	-		\$	-		\$	-	
Metro-North Railroad	\$	3.8	Receipt of Prior Period Ferry Service Payments from NY State	\$	-	None	\$	-	None	\$	-	None
	\$	20.0	Prior Year Pension Prepayment	\$	-	None	\$	-	None	\$	-	None
Subtotal	\$	23.8		\$	-		\$	-		\$	-	
Staten Island Railway	\$	-	None	\$	-	None	\$	-	None	\$	-	None
Subtotal	\$	-		\$	-		\$	-		\$	-	
MTA Capital Construction Company	\$	-	None	\$	-	None	\$	-	None	\$	-	None
Subtotal	\$	-		\$	-		\$	-		\$	-	
MTA Headquarters	\$	-	None	\$	-	None	\$	-	None	\$	-	None
Subtotal	\$	-		\$	-		\$	-		\$	-	

**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  
FEBRUARY FINANCIAL PLAN 2007-2010  
NON-RECURRING REVENUES AND SAVINGS - BASELINE  
(\$ in millions)**

Non-recurring revenues and savings with a value of \$1 million or more in calendar years 2006 through 2010.

Agency	2006 Final Estimate			2007 Adopted Budget			2008 Plan			2009 Plan			2010 Plan		
New York City Transit															
NYCERS Pension Revision <sup>1</sup>	\$	120.1	New Legislation Revaluation Results in Favorable Up Front Cash Offset in Subsequent Years. <sup>1</sup>	\$	26.8	New Legislation Revaluation Results in Favorable Up Front Cash Offset in Subsequent Years. <sup>1</sup>	\$	-	None	\$	-	None	\$	-	None
Subtotal	\$	120.1		\$	26.8		\$	-		\$	-		\$	-	
MTA Transactions <sup>2</sup>	\$	31.3	Unspent 2006 General Reserve	\$	-	None	\$	-	None	\$	-	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	\$	10.0	One-fourth of unspent General Reserve from 2005	\$	10.0	One-fourth of unspent General Reserve from 2005	\$	10.0	One-fourth of unspent General Reserve from 2005
	\$	200.0	Real Estate Tax Stabilization Account distributed at the end of 2006												
Subtotal	\$	316.1		\$	10.0		\$	10.0		\$	10.0		\$	10.0	
Total Non-Recurring Resources (>or = \$1million)	\$	464.9		\$	36.8		\$	10.0		\$	10.0		\$	10.0	

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.

<sup>2</sup> Excludes New York State Funds that need to be appropriated.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN 2007- 2010**  
**MTA OPERATING BUDGET RESERVES - BASELINE**  
(\$ in millions)

	<b>2006 Final Estimate</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>MTA Consolidated:</u></b>					
<i>MTA General Reserve</i>	\$0	\$75	\$75	\$75	\$75
<i>Real Estate Stabilization Reserve <sup>1</sup></i>	200	-	-	-	-
<i>Pension Valuation Provision-MTAHQ</i>	0	40	40	40	40
<i>Contribution to GASB Fund</i>	240	83	61	65	68
<i>Downsizing Costs</i>	-	81	-	-	-

<sup>1</sup> This reserve was established in 2004 to cover potential shortfalls in real estate revenues. This was drawn-down in 2006 and captured in the 2006 Final Estimate as follows. The February Plan reflects allocation of \$80 million to a special GASB account. The remaining \$120 million plus any interest earned was distributed to the NYCT and Commuter Railroad subsidy stabilization accounts at the end of 2006, with 70% allocated to NYCT and 30% to the Commuters.

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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**VI. MTA Consolidated, including  
MTA-Bus Company**

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Statement Of Operations By Category - Including MTA Bus Company

(\$ in millions)

Line Number		2005	2006	2007			
	Non-Reimbursable	Actual	Final Estimate	Adopted Budget	2008	2009	2010
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$3,565	\$3,820	\$3,876	\$3,929	\$3,964	\$3,992
12	Toll Revenue	1,205	1,235	1,237	1,240	1,236	1,235
13	Other Revenue	410	438	423	443	466	486
14	Capital and Other Reimbursements	26	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$5,206</b>	<b>\$5,493</b>	<b>\$5,536</b>	<b>\$5,612</b>	<b>\$5,666</b>	<b>\$5,712</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$3,362	\$3,680	\$3,877	\$4,045	\$4,164	\$4,271
20	Overtime	385	427	384	393	407	423
21	Health & Welfare	769	838	916	1,017	1,129	1,255
22	Pensions	642	586	802	841	840	839
23	Other-Fringe Benefits	386	404	407	426	441	453
24	Reimbursable Overhead	(240)	(277)	(291)	(290)	(289)	(294)
25	<b>Sub-total Labor Expenses</b>	<b>\$5,304</b>	<b>\$5,659</b>	<b>\$6,095</b>	<b>\$6,431</b>	<b>\$6,693</b>	<b>\$6,948</b>
27	<b>Non-Labor Expenses:</b>						
28	Traction and Propulsion Power	253	274	309	314	338	359
29	Fuel for Buses and Trains	138	191	207	206	203	205
30	Insurance	62	50	52	59	64	72
31	Claims	90	140	158	164	168	172
32	Paratransit Service Contracts	158	190	230	267	306	357
33	Maintenance and Other Operating Contracts	453	537	587	591	612	624
34	Professional Service Contracts	216	194	234	233	242	245
35	Materials & Supplies	388	451	543	541	576	578
36	Other Business Expenses	156	156	156	167	165	168
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$1,916</b>	<b>\$2,183</b>	<b>\$2,477</b>	<b>\$2,542</b>	<b>\$2,675</b>	<b>\$2,779</b>
39	<b>Other Expense Adjustments:</b>						
40	Other	(\$11)	(\$2)	(\$7)	(\$16)	(\$9)	(\$9)
41	General Reserve	0	0	75	75	75	75
42	<b>Sub-total Other Expense Adjustments</b>	<b>(\$11)</b>	<b>(\$2)</b>	<b>\$68</b>	<b>\$59</b>	<b>\$66</b>	<b>\$66</b>
44	<b>Total Operating Expense Before Depreciation</b>	<b>\$7,209</b>	<b>\$7,840</b>	<b>\$8,639</b>	<b>\$9,033</b>	<b>\$9,433</b>	<b>\$9,793</b>
46	Depreciation	\$1,469	\$1,594	\$1,721	\$1,790	\$1,887	\$1,981
48	<b>Total Operating Expense</b>	<b>\$8,678</b>	<b>\$9,434</b>	<b>\$10,360</b>	<b>\$10,823</b>	<b>\$11,321</b>	<b>\$11,774</b>
50	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,472)</b>	<b>(\$3,941)</b>	<b>(\$4,824)</b>	<b>(\$5,211)</b>	<b>(\$5,654)</b>	<b>(\$6,061)</b>
52	Dedicated Taxes and State/Local Subsidies	\$3,422	\$4,117	\$4,022	\$3,956	\$4,051	\$4,170
54	Debt Service (excludes Service Contract Bonds)	(1,018)	(1,321)	(1,457)	(1,598)	(1,749)	(1,884)
56	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$1,067)</b>	<b>(\$1,144)</b>	<b>(\$2,260)</b>	<b>(\$2,854)</b>	<b>(\$3,352)</b>	<b>(\$3,775)</b>
58	Conversion to Cash Basis: Depreciation	\$1,469	\$1,594	\$1,721	\$1,790	\$1,887	\$1,981
59	Conversion to Cash Basis: GASB Account	0	(237)	(85)	(63)	(67)	(70)
60	Conversion to Cash Basis: All Other	(327)	146	(48)	34	14	5
61	Net Cash Balance from Previous Year	507	582	941	270	0	0
63	<b>Baseline Net Cash Balance</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$823)</b>	<b>(\$1,518)</b>	<b>(\$1,860)</b>
65	<b>GAP CLOSING:</b>						
66	Post-2007 Agency Program to Eliminate the Gap	0	0	0	13	22	22
67	Shared Services / Reorganization	0	0	0	11	41	55
69	<b>Net Cash Surplus/(Deficit)</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$799)</b>	<b>(\$1,455)</b>	<b>(\$1,782)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Accrued Statement of Operations By Agency - Including MTA Bus Company (\$ in millions)

Line Number	Non-Reimbursable	2005 Actual	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
8							
9	<b><u>Total Operating Revenue</u></b>						
10	New York City Transit	\$2,908	\$3,023	\$3,055	\$3,109	\$3,139	\$3,169
11	Bridges and Tunnels	1,254	1,252	1,244	1,248	1,244	1,243
12	Metro-North Railroad	470	486	495	503	521	529
13	Long Island Rail Road	469	495	501	508	516	522
20	MTA Bus Company	0	130	132	135	136	137
14	MTA Headquarters	48	51	51	52	53	54
15	Long Island Bus	44	43	43	43	43	43
16	Staten Island Railway	5	6	6	6	6	6
17	First Mutual Transportation Assurance Company	8	8	9	9	9	9
18	Capital Construction Company	0	0	0	0	0	0
19	<b>Total</b>	<b>\$5,206</b>	<b>\$5,493</b>	<b>\$5,536</b>	<b>\$5,612</b>	<b>\$5,666</b>	<b>\$5,712</b>
20							
21	<b><u>Total Operating Expenses before Depreciation</u></b> <sup>1</sup>						
22	New York City Transit	\$4,716	\$4,911	\$5,372	\$5,668	\$5,941	\$6,158
23	Bridges and Tunnels	344	370	408	405	427	465
24	Metro-North Railroad	751	794	854	894	947	979
25	Long Island Rail Road	962	1,005	1,097	1,136	1,174	1,220
26	MTA Bus Company	0	339	382	397	408	423
27	MTA Headquarters	314	278	304	310	312	322
28	Long Island Bus	108	117	121	126	130	135
29	Staten Island Railway	27	27	28	36	31	32
30	First Mutual Transportation Assurance Company	(2)	1	6	2	(2)	(6)
31	Capital Construction Company	0	0	0	0	0	0
32	Other	(11)	(2)	68	59	66	66
33	<b>Total</b>	<b>\$7,209</b>	<b>\$7,840</b>	<b>\$8,639</b>	<b>\$9,033</b>	<b>\$9,433</b>	<b>\$9,793</b>
34							
35	<b><u>Depreciation</u></b>						
36	New York City Transit	\$955	\$1,015	\$1,086	\$1,152	\$1,222	\$1,292
37	Bridges and Tunnels	50	50	57	61	67	72
38	Metro-North Railroad	187	207	222	229	236	236
39	Long Island Rail Road	247	275	292	279	294	309
40	MTA Bus Company	0	14	30	36	39	42
41	MTA Headquarters	23	26	25	22	20	20
42	Long Island Bus	0	0	0	0	0	0
43	Staten Island Railway	7	7	10	10	10	10
44	First Mutual Transportation Assurance Company	0	0	0	0	0	0
45	Capital Construction Company	0	0	0	0	0	0
46	<b>Total</b>	<b>\$1,469</b>	<b>\$1,594</b>	<b>\$1,721</b>	<b>\$1,790</b>	<b>\$1,887</b>	<b>\$1,981</b>
47							
48	<b><u>Net Operating Income/(Deficit)</u></b>						
49	New York City Transit	(\$2,763)	(\$2,903)	(\$3,403)	(\$3,710)	(\$4,023)	(\$4,281)
50	Bridges and Tunnels	860	832	780	782	751	706
51	Metro-North Railroad	(468)	(515)	(581)	(620)	(663)	(686)
52	Long Island Rail Road	(740)	(786)	(888)	(907)	(952)	(1,007)
53	MTA Bus Company	0	(223)	(280)	(298)	(311)	(327)
54	MTA Headquarters	(289)	(253)	(277)	(280)	(279)	(287)
55	Long Island Bus	(64)	(73)	(78)	(83)	(87)	(92)
56	Staten Island Railway	(29)	(28)	(33)	(40)	(35)	(36)
57	First Mutual Transportation Assurance Company	10	7	3	7	11	15
58	Capital Construction Company	0	0	0	0	0	0
59	Other	11	2	(68)	(59)	(66)	(66)
60	<b>Total</b>	<b>(\$3,472)</b>	<b>(\$3,941)</b>	<b>(\$4,824)</b>	<b>(\$5,211)</b>	<b>(\$5,654)</b>	<b>(\$6,061)</b>

**Note:** <sup>1</sup> Excludes Debt Service

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Cash Receipts and Expenditures - Including MTA Bus Company

(\$ in millions)

Line Number	CASH RECEIPTS AND EXPENDITURES	2005	2006	2007			
		2005	Final	Adopted			
		Actual	Estimate	Budget	2008	2009	2010
9							
10							
11	<b>Receipts</b>						
12	Farebox Revenue	\$3,638	\$3,858	\$3,921	\$3,974	\$4,007	\$4,031
13	Other Operating Revenue	396	450	468	458	481	501
14	Capital and Other Reimbursements	1,109	1,170	1,299	1,282	1,277	1,282
15	<b>Total Receipts</b>	<b>\$5,144</b>	<b>\$5,478</b>	<b>\$5,687</b>	<b>\$5,714</b>	<b>\$5,765</b>	<b>\$5,814</b>
16							
17	<b>Expenditures</b>						
18	<u><b>Labor:</b></u>						
19	Payroll	\$3,647	\$3,938	\$4,240	\$4,360	\$4,468	\$4,574
20	Overtime	444	488	442	450	464	482
21	Health and Welfare	767	850	942	1,037	1,150	1,277
22	Pensions	464	613	796	859	880	880
23	Other Fringe Benefits	449	478	506	516	529	543
24	Pattern Labor Provision	0	0	0	0	0	0
25	Contribution to GASB Fund	0	237	85	63	67	70
26	Reimbursable Overhead	0	0	0	0	0	0
27	<b>Total Labor Expenditures</b>	<b>\$5,772</b>	<b>\$6,604</b>	<b>\$7,010</b>	<b>\$7,285</b>	<b>\$7,559</b>	<b>\$7,826</b>
28							
29	<u><b>Non-Labor:</b></u>						
30	Traction and Propulsion Power	\$242	\$283	\$309	\$314	\$338	\$359
31	Fuel for Buses and Trains	134	191	209	206	203	205
32	Insurance	46	45	52	60	58	65
33	Claims	83	132	123	129	130	133
34	Paratransit Service Contracts	155	186	230	267	306	357
35	Maintenance and Other Operating Contracts	407	478	512	530	553	545
36	Professional Service Contracts	208	195	266	246	249	252
37	Materials & Supplies	492	572	656	654	678	661
38	Other Business Expenditures	207	160	166	177	176	179
39	<b>Total Non-Labor Expenditures</b>	<b>\$1,974</b>	<b>\$2,242</b>	<b>\$2,524</b>	<b>\$2,583</b>	<b>\$2,691</b>	<b>\$2,756</b>
40							
41	<u><b>Other Expenditure Adjustments:</b></u>						
42	Other	\$57	\$53	\$72	\$75	\$81	\$85
43	General Reserve	0	0	75	75	75	75
44	<b>Total Other Expenditure Adjustments</b>	<b>\$57</b>	<b>\$53</b>	<b>\$147</b>	<b>\$150</b>	<b>\$156</b>	<b>\$160</b>
45							
46	<b>Total Expenditures</b>	<b>\$7,803</b>	<b>\$8,898</b>	<b>\$9,682</b>	<b>\$10,018</b>	<b>\$10,406</b>	<b>\$10,742</b>
47							
48	<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$2,659)</b>	<b>(\$3,421)</b>	<b>(\$3,995)</b>	<b>(\$4,304)</b>	<b>(\$4,641)</b>	<b>(\$4,928)</b>
49							
50	Dedicated Taxes and State/Local Subsidies	\$3,360	\$4,649	\$4,312	\$4,330	\$4,373	\$4,436
51							
52	Debt Service (excludes Service Contract Bonds)	(626)	(868)	(989)	(1,118)	(1,250)	(1,368)
53							
54	Net Cash Balance from Previous Year	507	582	941	270	0	0
55							
56	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$823)</b>	<b>(\$1,518)</b>	<b>(\$1,860)</b>
57							
58	<u><b>GAP CLOSING</b></u>						
59	Post-2007 Agency Program to Eliminate the Gap	0	0	0	13	22	22
60	Shared Services / Reorganization	0	0	0	11	41	55
61							
62	<b>Net Cash Surplus/(Deficit)</b>	<b>\$582</b>	<b>\$941</b>	<b>\$270</b>	<b>(\$799)</b>	<b>(\$1,455)</b>	<b>(\$1,782)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2007 - 2010

### MTA Consolidated Cash Statement of Operations By Agency - Including MTA Bus Company

(\$ in millions)

Line Number		2005 <u>Actual</u>	2006 Final <u>Estimate</u>	2007 Adopted <u>Budget</u>	2008	2009	2010
8							
9	<b><u>Total Receipts</u></b>						
10	New York City Transit	\$3,692	\$3,821	\$3,902	\$3,916	\$3,932	\$3,968
11	Metro-North Railroad	652	659	706	693	716	721
12	Long Island Rail Road	638	687	723	744	745	756
13	MTA Bus Company	0	130	157	160	168	161
14	MTA Headquarters	87	96	101	103	104	106
15	Long Island Bus	49	48	49	48	49	49
16	Staten Island Railway	6	7	7	8	8	8
17	Capital Construction Company	13	21	34	34	35	36
18	First Mutual Transportation Assurance Company	8	8	9	9	9	9
19	<b>Total</b>	<b>\$5,144</b>	<b>\$5,478</b>	<b>\$5,687</b>	<b>\$5,714</b>	<b>\$5,765</b>	<b>\$5,814</b>
20							
21	<b><u>Total Expenditures</u></b>						
22	New York City Transit	\$5,233	\$5,826	\$6,179	\$6,445	\$6,727	\$6,958
23	Metro-North Railroad	924	927	1,133	1,107	1,162	1,193
24	Long Island Rail Road	1,085	1,212	1,309	1,378	1,405	1,457
25	MTA Bus Company	0	337	414	425	444	451
26	MTA Headquarters	402	342	374	377	379	390
27	Long Island Bus	114	121	126	131	138	140
28	Staten Island Railway	28	28	30	38	32	34
29	Capital Construction Company	13	21	34	34	35	36
30	First Mutual Transportation Assurance Company	8	8	9	9	9	9
31	Other	(4)	(3)	75	75	75	75
32	<b>Total</b>	<b>\$7,803</b>	<b>\$8,818</b>	<b>\$9,682</b>	<b>\$10,018</b>	<b>\$10,406</b>	<b>\$10,742</b>
33							
34	<b><u>Net Operating Surplus/(Deficit)</u></b>						
35	New York City Transit	(1,541)	(2,006)	(2,276)	(2,529)	(2,795)	(2,990)
36	Metro-North Railroad	(272)	(267)	(427)	(414)	(446)	(471)
37	Long Island Rail Road	(448)	(525)	(586)	(634)	(661)	(701)
45	MTA Bus Company	0	(206)	(257)	(265)	(276)	(289)
38	MTA Headquarters	(315)	(246)	(273)	(275)	(275)	(283)
39	Long Island Bus	(65)	(73)	(78)	(83)	(89)	(91)
40	Staten Island Railway	(22)	(21)	(23)	(30)	(25)	(26)
41	Capital Construction Company	0	0	0	0	0	0
42	First Mutual Transportation Assurance Company	0	0	0	0	0	0
43	Other	4	3	(75)	(75)	(75)	(75)
44	<b>Total</b>	<b>(\$2,659)</b>	<b>(\$3,341)</b>	<b>(\$3,995)</b>	<b>(\$4,304)</b>	<b>(\$4,641)</b>	<b>(\$4,928)</b>
45							
46	Additional Contribution to GASB Fund	0	(80)	0	0	0	0
47							
48	<b>Total</b>	<b>(\$2,659)</b>	<b>(\$3,421)</b>	<b>(\$3,995)</b>	<b>(\$4,304)</b>	<b>(\$4,641)</b>	<b>(\$4,928)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Changes Year-to-Year By Category - Including MTA Bus Company**  
Favorable/(Unfavorable)

Line Number		2006 Final Estimate	Change 2006 - 2005	2007 Adopted Budget	Change 2007 - 2006	2008	Change 2008 - 2007	2009	Change 2009 - 2008	2010	Change 2010 - 2009
7	<b>Non-Reimbursable</b>										
8											
9											
10	<b><u>Operating Revenue</u></b>										
11	Farebox Revenue	3,820	\$255	\$3,876	\$56	\$3,929	\$53	\$3,964	\$35	\$3,992	\$28
12	Toll Revenue	1,235	30	1,237	2	1,240	3	1,236	(3)	1,235	(1)
13	Other Revenue	438	28	423	(15)	443	20	466	23	486	20
14	Capital and Other Reimbursements	0	(26)	0	0	0	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$5,493</b>	<b>\$287</b>	<b>\$5,536</b>	<b>\$43</b>	<b>\$5,612</b>	<b>\$76</b>	<b>\$5,666</b>	<b>\$54</b>	<b>\$5,712</b>	<b>\$46</b>
16											
17	<b><u>Operating Expense</u></b>										
18	<b>Labor Expenses:</b>										
19	Payroll	\$3,680	(\$318)	\$3,877	(\$197)	\$4,045	(\$168)	\$4,164	(\$120)	\$4,271	(\$107)
20	Overtime	427	(41)	384	43	393	(9)	407	(14)	423	(16)
21	Health & Welfare	838	(69)	916	(78)	1,017	(101)	1,129	(112)	1,255	(126)
22	Pensions	586	55	802	(215)	841	(39)	840	1	839	0
23	Other-Fringe Benefits	404	(18)	407	(2)	426	(19)	441	(16)	453	(12)
24	Reimbursable Overhead	(277)	37	(291)	14	(290)	(1)	(289)	(1)	(294)	5
25	<b>Sub-total Labor Expenses</b>	<b>\$5,659</b>	<b>(\$354)</b>	<b>\$6,095</b>	<b>(\$436)</b>	<b>\$6,431</b>	<b>(\$336)</b>	<b>\$6,693</b>	<b>(\$262)</b>	<b>\$6,948</b>	<b>(\$255)</b>
26											
27	<b>Non-Labor Expenses:</b>										
28	Traction and Propulsion Power	\$274	(\$20)	\$309	(\$35)	\$314	(\$5)	\$338	(\$24)	\$359	(\$21)
29	Fuel for Buses and Trains	191	(53)	207	(16)	206	1	203	3	205	(2)
30	Insurance	50	11	52	(2)	59	(7)	64	(5)	72	(8)
31	Claims	140	(50)	158	(18)	164	(6)	168	(4)	172	(4)
32	Paratransit Service Contracts	190	(32)	230	(40)	267	(38)	306	(39)	357	(50)
33	Maintenance and Other Operating Contracts	537	(85)	587	(50)	591	(4)	612	(21)	624	(11)
34	Professional Service Contracts	194	22	234	(40)	233	1	242	(9)	245	(3)
35	Materials & Supplies	451	(63)	543	(92)	541	2	576	(36)	578	(2)
36	Other Business Expenses	156	1	156	(1)	167	(10)	165	2	168	(4)
37	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,183</b>	<b>(\$268)</b>	<b>\$2,477</b>	<b>(\$293)</b>	<b>\$2,542</b>	<b>(\$66)</b>	<b>\$2,675</b>	<b>(\$133)</b>	<b>\$2,779</b>	<b>(\$104)</b>
38											
39	<b>Other Expense Adjustments:</b>										
40	Other	(\$2)	9	(\$7)	(5)	(\$16)	(8)	(\$9)	6	(\$9)	(0)
41	General Reserve	0	0	75	(75)	75	0	75	0	75	0
42	<b>Sub-total Other Expense Adjustments</b>	<b>(\$2)</b>	<b>\$9</b>	<b>\$68</b>	<b>(\$80)</b>	<b>\$59</b>	<b>(\$8)</b>	<b>\$66</b>	<b>\$6</b>	<b>\$66</b>	<b>(\$0)</b>
43											
44	<b>Total Operating Expense Before Depreciation</b>	<b>\$7,840</b>	<b>(\$630)</b>	<b>\$8,639</b>	<b>(\$800)</b>	<b>\$9,033</b>	<b>(\$394)</b>	<b>\$9,433</b>	<b>(\$400)</b>	<b>\$9,793</b>	<b>(\$359)</b>
45											
46	Depreciation	1,594	(126)	1,721	(127)	1,790	(69)	1,887	(97)	1,981	(94)
47	<b>Total Operating Expense</b>	<b>\$9,434</b>	<b>(\$756)</b>	<b>\$10,360</b>	<b>(\$926)</b>	<b>\$10,823</b>	<b>(\$463)</b>	<b>\$11,321</b>	<b>(\$498)</b>	<b>\$11,774</b>	<b>(\$453)</b>
48											
49											
50											
51	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,941)</b>	<b>(\$469)</b>	<b>(\$4,824)</b>	<b>(\$884)</b>	<b>(\$5,211)</b>	<b>(\$386)</b>	<b>(\$5,654)</b>	<b>(\$443)</b>	<b>(\$6,061)</b>	<b>(\$407)</b>
52											
53	Dedicated Taxes and State/Local Subsidies	\$4,117	\$695	\$4,022	(\$96)	\$3,956	(\$66)	\$4,051	\$96	\$4,170	\$119
54	Debt Service (excludes Service Contract Bonds)	(1,321)	(303)	(1,457)	(137)	(1,598)	(141)	(1,749)	(150)	(1,884)	(135)
55	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$1,144)</b>	<b>(\$77)</b>	<b>(\$2,260)</b>	<b>(\$1,116)</b>	<b>(\$2,854)</b>	<b>(\$593)</b>	<b>(\$3,352)</b>	<b>(\$498)</b>	<b>(\$3,775)</b>	<b>(\$423)</b>
56											
57	Conversion to Cash Basis: Depreciation	\$1,594	\$126	\$1,721	\$127	\$1,790	\$69	\$1,887	\$97	\$1,981	\$94
58	Conversion to Cash Basis: GASB Account	(237)	(237)	(85)	152	(63)	21	(67)	(4)	(70)	(3)
59	Conversion to Cash Basis: All Other	146	473	(48)	(194)	34	82	14	(21)	5	(9)
60	Net Cash Balance from Previous Year	582	74	941	360	270	(672)	0	(270)	0	0
61	<b>Baseline Net Cash Balance</b>	<b>\$941</b>	<b>\$360</b>	<b>\$270</b>	<b>(\$672)</b>	<b>(\$823)</b>	<b>(\$1,092)</b>	<b>(\$1,518)</b>	<b>(\$695)</b>	<b>(\$1,860)</b>	<b>(\$341)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Cash Conversion Detail - Including MTA Bus Company**  
(\$ in millions)

	<u>2005 Actual</u>	<u>2006 Final Estimate</u>	<u>2007 Adopted Budget</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
<b><u>Depreciation</u></b>						
New York City Transit	\$955	\$1,015	\$1,086	\$1,152	\$1,222	\$1,292
Metro-North Railroad	187	207	222	229	236	236
Long Island Rail Road	247	275	292	279	294	309
MTA Headquarters	23	26	25	22	20	20
Staten Island Railway	7	7	10	10	10	10
Bridges & Tunnels <sup>1</sup>	50	50	57	61	67	72
MTA Bus Company	0	14	30	36	39	42
<i>Sub-Total</i>	<i>1,469</i>	<i>1,594</i>	<i>1,721</i>	<i>1,790</i>	<i>1,887</i>	<i>1,981</i>
<b><u>Operating</u></b>						
New York City Transit	268	(117)	41	30	6	(1)
Metro-North Railroad	9	41	(68)	(24)	(19)	(22)
Long Island Rail Road	46	(15)	11	(6)	(3)	(3)
MTA Headquarters	(49)	(18)	(21)	(17)	(16)	(16)
Long Island Bus	(1)	1	1	0	(2)	1
Staten Island Railway	0	(0)	(0)	(0)	(0)	(0)
First Mutual Transportation Assurance Company	(10)	(7)	(3)	(7)	(11)	(15)
MTA Bus Company	0	3	(7)	(3)	(4)	(4)
<i>Sub-Total</i>	<i>261</i>	<i>(114)</i>	<i>(48)</i>	<i>(26)</i>	<i>(47)</i>	<i>(60)</i>
<b><u>Subsidies</u></b>						
New York City Transit	(190)	16	(81)	(3)	(5)	(5)
Commuter Railroads	(403)	87	(12)	(1)	(1)	(0)
Headquarters	0	(80)	0	0	0	0
Long Island Bus	4	(1)	9	0	0	0
Staten Island Railway	0	1	0	0	(0)	(0)
MTA Bus Company	0	0	0	0	0	0
<i>Sub-Total</i>	<i>(589)</i>	<i>23</i>	<i>(85)</i>	<i>(3)</i>	<i>(6)</i>	<i>(5)</i>
<b>Total Cash Conversion with MTABC</b>	<b>\$1,141</b>	<b>\$1,504</b>	<b>\$1,589</b>	<b>\$1,761</b>	<b>\$1,834</b>	<b>\$1,916</b>

1

The *Total Operating Expense* line in the *MTA Consolidated Statement of Operations by Category* table now includes Bridges & Tunnels depreciation. Because B&T only reports on an accrual basis, the offset is now being picked up in the cash conversion.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Agency**  
(Includes MTA BUS COMPANY)

<b>Category</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><i>Baseline Total Positions</i></b>	<b>68,333</b>	<b>68,957</b>	<b>68,875</b>	<b>68,872</b>	<b>68,508</b>
NYC Transit	47,995	48,208	47,996	47,945	47,552
Long Island Rail Road	6,476	6,557	6,619	6,606	6,605
Metro-North Railroad	5,925	6,052	6,120	6,181	6,211
Bridges & Tunnels	1,822	1,807	1,807	1,807	1,807
Headquarters	1,423	1,433	1,433	1,433	1,433
Long Island Bus	1,153	1,149	1,149	1,149	1,149
Staten Island Railway	281	283	283	283	283
Capital Construction Company	96	150	150	150	150
Bus Company	3,162	3,318	3,318	3,318	3,318
<b><i>Non-Reimbursable</i></b>	<b>61,556</b>	<b>62,097</b>	<b>62,212</b>	<b>62,406</b>	<b>62,122</b>
NYC Transit	42,683	42,951	43,003	43,136	42,822
Long Island Rail Road	5,788	5,824	5,819	5,819	5,819
Metro-North Railroad	5,346	5,450	5,518	5,579	5,609
Bridges & Tunnels	1,773	1,758	1,758	1,758	1,758
Headquarters	1,387	1,397	1,397	1,397	1,397
Long Island Bus	1,139	1,135	1,135	1,135	1,135
Staten Island Railway	278	280	280	280	280
Capital Construction Company	-	-	-	-	-
Bus Company	3,162	3,302	3,302	3,302	3,302
<b><i>Reimbursable</i></b>	<b>6,777</b>	<b>6,860</b>	<b>6,663</b>	<b>6,466</b>	<b>6,386</b>
NYC Transit	5,312	5,257	4,993	4,809	4,730
Long Island Rail Road	688	733	800	787	786
Metro-North Railroad	579	602	602	602	602
Bridges & Tunnels	49	49	49	49	49
Headquarters	36	36	36	36	36
Long Island Bus	14	14	14	14	14
Staten Island Railway	3	3	3	3	3
Capital Construction Company	96	150	150	150	150
Bus Company	-	16	16	16	16
<b><i>Total Full-Time</i></b>	<b>68,006</b>	<b>68,635</b>	<b>68,560</b>	<b>68,557</b>	<b>68,194</b>
NYC Transit	47,782	48,000	47,795	47,744	47,352
Long Island Rail Road	6,476	6,557	6,619	6,606	6,605
Metro-North Railroad	5,920	6,047	6,115	6,176	6,206
Bridges & Tunnels	1,822	1,807	1,807	1,807	1,807
Headquarters	1,423	1,433	1,433	1,433	1,433
Long Island Bus	1,044	1,040	1,040	1,040	1,040
Staten Island Railway	281	283	283	283	283
Capital Construction Company	96	150	150	150	150
Bus Company	3,162	3,318	3,318	3,318	3,318
<b><i>Total Full-Time-Equivalents</i></b>	<b>327</b>	<b>322</b>	<b>315</b>	<b>315</b>	<b>314</b>
NYC Transit	213	208	201	201	200
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	109	109	109	109	109
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Baseline Change Between Plans 2006 Adopted Budget vs. 2006 July Financial Plan**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**  
(Includes MTA BUS COMPANY)

<b>Function</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>	<b>4,535</b>	<b>4,621</b>	<b>4,611</b>	<b>4,668</b>	<b>4,654</b>
NYC Transit	2,293	2,310	2,300	2,357	2,344
Long Island Rail Road	656	666	665	665	664
Metro-North Railroad	528	533	534	534	534
Bridges & Tunnels	146	143	143	143	143
Headquarters	668	665	665	665	665
Long Island Bus	96	96	96	96	96
Staten Island Railway	31	31	31	31	31
Capital Construction Company	30	52	52	52	52
Bus Company	87	125	125	125	125
<b>Operations</b>	<b>30,792</b>	<b>31,008</b>	<b>30,890</b>	<b>30,940</b>	<b>30,956</b>
NYC Transit	23,010	23,169	23,024	23,027	23,016
Long Island Rail Road	2,045	2,040	2,040	2,040	2,040
Metro-North Railroad	1,969	1,990	2,017	2,064	2,091
Bridges & Tunnels	798	797	797	797	797
Headquarters	-	-	-	-	-
Long Island Bus	777	773	773	773	773
Staten Island Railway	94	94	94	94	94
Capital Construction Company	-	-	-	-	-
Bus Company	2,099	2,145	2,145	2,145	2,145
<b>Maintenance</b>	<b>29,371</b>	<b>29,651</b>	<b>29,700</b>	<b>29,597</b>	<b>29,232</b>
NYC Transit	20,597	20,648	20,593	20,476	20,108
Long Island Rail Road	3,690	3,762	3,826	3,826	3,826
Metro-North Railroad	3,314	3,415	3,455	3,469	3,472
Bridges & Tunnels	391	392	392	392	392
Headquarters	-	-	-	-	-
Long Island Bus	261	261	261	261	261
Staten Island Railway	156	158	158	158	158
Capital Construction Company	-	-	-	-	-
Bus Company	962	1,015	1,015	1,015	1,015
<b>Engineering/Capital</b>	<b>1,995</b>	<b>2,034</b>	<b>2,033</b>	<b>2,020</b>	<b>2,020</b>
NYC Transit	1,519	1,504	1,504	1,504	1,504
Long Island Rail Road	85	89	88	75	75
Metro-North Railroad	114	114	114	114	114
Bridges & Tunnels	190	190	190	190	190
Headquarters	-	-	-	-	-
Long Island Bus	16	16	16	16	16
Staten Island Railway	-	-	-	-	-
Capital Construction Company	66	98	98	98	98
Bus Company	5	23	23	23	23
<b>Public Safety</b>	<b>1,640</b>	<b>1,643</b>	<b>1,641</b>	<b>1,647</b>	<b>1,646</b>
NYC Transit	576	577	575	581	580
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	297	285	285	285	285
Headquarters	755	768	768	768	768
Long Island Bus	3	3	3	3	3
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	9	10	10	10	10

**Metropolitan Transportation Authority**  
**February Financial Plan 2007 - 2010**  
**Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**  
(Includes MTA BUS COMPANY)

FUNCTION/OCCUPATIONAL GROUP		2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>						
	Managers/Supervisors	1,684	1,688	1,680	1,690	1,686
	Professional, Technical, Clerical	2,818	2,880	2,878	2,900	2,899
	Operational Hourlies	33	53	53	78	69
	Total Administration	4,535	4,621	4,611	4,668	4,654
<b>Operations</b>						
	Managers/Supervisors	3,174	3,227	3,220	3,195	3,193
	Professional, Technical, Clerical	1,210	1,220	1,223	1,220	1,220
	Operational Hourlies	26,408	26,561	26,447	26,525	26,543
	Total Operations	30,792	31,008	30,890	30,940	30,956
<b>Maintenance</b>						
	Managers/Supervisors	4,562	4,717	4,691	4,678	4,630
	Professional, Technical, Clerical	2,614	2,590	2,593	2,563	2,549
	Operational Hourlies	22,195	22,344	22,416	22,356	22,053
	Total Maintenance	29,371	29,651	29,700	29,597	29,232
<b>Engineering/Capital</b>						
	Managers/Supervisors	488	503	500	491	491
	Professional, Technical, Clerical	1,505	1,528	1,531	1,527	1,527
	Operational Hourlies	2	2	2	2	2
	Total Engineering/Capital	1,995	2,034	2,033	2,020	2,020
<b>Public Safety</b>						
	Managers/Supervisors	147	151	150	147	146
	Professional, Technical, Clerical	161	171	170	169	169
	Operational Hourlies	1,332	1,321	1,321	1,331	1,331
	Total Public Safety	1,640	1,643	1,641	1,647	1,646
<b>Baseline Total Positions</b>						
	Managers/Supervisors	10,055	10,286	10,241	10,201	10,146
	Professional, Technical, Clerical	8,308	8,389	8,395	8,379	8,364
	Operational Hourlies	49,970	50,281	50,239	50,292	49,998
	Baseline Total Positions	68,333	68,957	68,875	68,872	68,508

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Baseline Change Between Plans 2006 November Financial Plan vs. 2007 February Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Agency**  
(Includes MTA BUS COMPANY)

Category	Favorable/(Unfavorable) Variance				
	2006	2007	2008	2009	2010
<b>Baseline Total Positions</b>	<b>15</b>	<b>110</b>	<b>123</b>	<b>116</b>	<b>116</b>
NYC Transit	6	84	97	90	90
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	21	21	21	21
Headquarters	-	-	-	-	-
Long Island Bus	4	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Non-Reimbursable</b>	<b>15</b>	<b>123</b>	<b>135</b>	<b>129</b>	<b>129</b>
NYC Transit	6	84	97	90	90
Long Island Rail Road	-	13	12	13	13
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	21	21	21	21
Headquarters	-	-	-	-	-
Long Island Bus	4	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Reimbursable</b>	<b>-</b>	<b>(13)</b>	<b>(12)</b>	<b>(13)</b>	<b>(13)</b>
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	(13)	(12)	(13)	(13)
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Total Full-Time</b>	<b>15</b>	<b>105</b>	<b>118</b>	<b>111</b>	<b>111</b>
NYC Transit	6	79	92	85	85
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	21	21	21	21
Headquarters	-	-	-	-	-
Long Island Bus	4	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Total Full-Time-Equivalents</b>	<b>-</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
NYC Transit	-	5	5	5	5
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2007 - 2010**  
**Baseline Change Between Plans 2006 November Financial Plan vs. 2007 February Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**  
(Includes MTA BUS COMPANY)

	<b>Favorable/(Unfavorable) Variance</b>				
<b>Function</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>	<b>3</b>	<b>(11)</b>	<b>(9)</b>	<b>(53)</b>	<b>(42)</b>
NYC Transit	(2)	(19)	(17)	(61)	(50)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	5	5	5	5	5
Bridges & Tunnels	-	3	3	3	3
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Operations</b>	<b>12</b>	<b>67</b>	<b>65</b>	<b>63</b>	<b>63</b>
NYC Transit	8	66	64	62	62
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	1	1	1	1
Headquarters	-	-	-	-	-
Long Island Bus	4	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Maintenance</b>	<b>-</b>	<b>41</b>	<b>54</b>	<b>93</b>	<b>82</b>
NYC Transit	-	42	55	94	83
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	(1)	(1)	(1)	(1)
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Public Safety</b>	<b>-</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>
NYC Transit	-	(5)	(5)	(5)	(5)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	18	18	18	18
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

**Metropolitan Transportation Authority  
February Financial Plan 2007 - 2010**

**Baseline Change Between Plans 2006 November Financial Plan vs. 2007 February Financial Plan  
Full-time Positions and Full-time Equivalents by Occupational Group and Agency  
(Includes MTA BUS COMPANY)**

<b>Favorable/(Unfavorable) Variance</b>					
<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>					
Managers/Supervisors	31	(4)	(4)	(17)	(15)
Professional, Technical, Clerical	(33)	3	5	(1)	(1)
Operational Hourlies	5	(10)	(10)	(35)	(26)
Total Administration	3	(11)	(9)	(53)	(42)
<b>Operations</b>					
Managers/Supervisors	-	4	(3)	(5)	(5)
Professional, Technical, Clerical	1	4	6	6	6
Operational Hourlies	11	59	62	62	62
Total Operations	12	67	65	63	63
<b>Maintenance</b>					
Managers/Supervisors	-	6	(4)	-	-
Professional, Technical, Clerical	-	50	28	29	24
Operational Hourlies	-	(15)	30	64	58
Total Maintenance	-	41	54	93	82
<b>Engineering/Capital</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	1	-	-	-
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	-	1	-	-	-
<b>Public Safety</b>					
Managers/Supervisors	-	(2)	(2)	(2)	(2)
Professional, Technical, Clerical	-	(3)	(3)	(3)	(3)
Operational Hourlies	-	18	18	18	18
Total Public Safety	-	13	13	13	13
<b>Baseline Total Positions</b>					
Managers/Supervisors	31	4	(13)	(24)	(22)
Professional, Technical, Clerical	(32)	55	36	31	26
Operational Hourlies	16	52	100	109	112
Baseline Total Positions	15	110	123	116	116

## **VII. 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**  
**2007 Commitment Summary**  
**All \$ in Millions**

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>

**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
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**  
**2007 Commitment Summary**  
**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>

**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>

**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**  
**All \$ in Millions**

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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**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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**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 Bus Company**  
**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>
<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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**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>
<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>	<b>\$ -</b>	<b>\$ -</b>
D403AW39	Expansion of Transmit System	0.20	0.20		
	Element Total	<b>0.20</b>	<b>0.20</b>	<b>\$ -</b>	<b>\$ -</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>	<b>\$ -</b>	<b>\$ -</b>
D502BW89	Elevated & On Grade (Bx) Appr.	13.43	13.43		
	Element Total	<b>13.43</b>	<b>13.43</b>	<b>\$ -</b>	<b>\$ -</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>	<b>\$ -</b>	<b>\$ -</b>
D504AW80	Variable Message Signs	0.51	0.51		
	Element Total	<b>0.51</b>	<b>0.51</b>	<b>\$ -</b>	<b>\$ -</b>
D505AW12	Hazardous Material Abatement	0.21	0.21		
	Element Total	<b>0.21</b>	<b>0.21</b>	<b>\$ -</b>	<b>\$ -</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>	<b>\$ -</b>	<b>\$ -</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>	<b>\$ -</b>	<b>\$ -</b>
D501CB08	Deck and Structural Rehab	61.11	61.11		
	Element Total	<b>61.11</b>	<b>61.11</b>	<b>\$ -</b>	<b>\$ -</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>	<b>\$ -</b>	<b>\$ -</b>
D504QM30	Electric Upgrade Vent Bldgs	3.49	3.49		
	Element Total	<b>3.49</b>	<b>3.49</b>	<b>\$ -</b>	<b>\$ -</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>	\$ -	\$ -
D502TN49 D502TN82					
	Suspended Span Deck Repl (Design) & Seismic Study TN Bridge	2.52	2.52		
	Rehab of Orthotropic Deck	1.34	1.34		
	Element Total	<b>3.86</b>	<b>3.86</b>	\$ -	\$ -
D502VN17	Rehabilitation of Approach	0.30	0.30		
	Element Total	<b>0.30</b>	<b>0.30</b>	\$ -	\$ -
D503VN03					
	New Toll Plaza - Design	8.60	8.60		
	Element Total	<b>8.60</b>	<b>8.60</b>	\$ -	\$ -
<b>Bridges and Tunnels 2007 Commitment Total</b>		<b>\$139.87</b>	<b>\$139.87</b>		

**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>
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**

<b>Project ID</b>	<b>Project Description</b>	<b>Complete 07-10</b>	<b>Project Allocation</b>
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**

<b>Project ID</b>	<b>Project Description</b>	<b>Complete 07-10</b>	<b>Project Allocation</b>
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 Sbstdn 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**

<b>Project ID</b>	<b>Project Description</b>	<b>Complete 07-10</b>	<b>Project Allocation</b>
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

**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

**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

**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*



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

<b>Project ID</b>	<b>Project Description</b>	<b>Complete 07-10</b>	<b>Project Allocation</b>
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 Bus Company**  
**2007-2010 Project Completions**

Project ID	Project Description	Complete 07-10	Project Allocation
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

## **OPERATING IMPACTS EXCEEDING \$1 MILLION FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2007 - 2010**

**Note: The following operating impact assumptions for capital projects reaching beneficial use in 2007 through 2010 are all included in the current financial plan.**

### **NEW YORK CITY TRANSIT CAPITAL PROJECTS**

**Project:** Charleston Depot Annex

This is a new bus depot. 72 positions are added, reflecting the fixed overhead of operating a depot. Beginning in 2009, 10 of the positions include security guards, who will provide 24x7 coverage. Initial operating impacts begin in 2008 (\$1.2 million), but full impacts begin in 2009, totaling about \$5.8 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 (\$2.1 million), but full impacts begin in 2009 (\$8.0 million) as all buses enter their major maintenance cycles.

**Project:** Grand Avenue Bus Maintenance Facility

This is a new bus depot and central maintenance facility. 108 new positions are reflected: 83 positions reflect the fixed overhead of operating a depot and central maintenance facility and the additional 25 positions reflect the fixed overhead for Supply Logistics (NYCT's distribution division). The OTPS costs include 24x7 security coverage. Full impacts begin in 2008 (\$11.2 million).

**Project:** Paratransit AVL

Maintain assets associated with Paratransit AVL, includes contract maintenance as well as in-house support. Impacts begin in 2008, with costs reaching \$1.2 million in 2010.

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

Total impacts begin in 2009, reflecting 20 positions (\$2.6 million). Impacts appear in two areas. The TIS area includes vendor software maintenance and resources to support the active directory of the PA/CIS application (\$1.2 million). The Electronics Maintenance Division (EMD) includes \$1.4 million to maintain assets associated with the enhanced public address system.

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

**Project:** M7 Electric Car Procurement (160 Cars)

M7 cars have different maintenance requirements than their predecessors (M1 electric fleet) due to new technology, customer communications, and Life Cycle Maintenance (LCM) program.

Some of these costs should be offset by greater reliability as evident by higher Mean Distance Between Failure (MDBF). Cost associated with larger fleet (increment in 2007 of 30 cars). Impact date: 2/2007. Based on average cost per car, the operating budget impact for the incremental 30 cars is \$5.9 million in 2007, \$6.9 million in 2008, \$7.2 million in 2009, \$7.4 million in 2010, and \$7.6 million in 2011.

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

There are no new capital projects entering beneficial use in 2007 – 2010 that have an impact on the MNR's operating budget over \$1.0 million.

#### **BRIDGES AND TUNNELS CAPITAL PROJECTS**

There are no capital projects entering beneficial use in 2007 – 2010 that have an impact on the B&T's operating budget over \$1.0 million.

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## **VIII. Agency Financial Plans and 12-Month Allocations**

# **Bridges and Tunnels**



**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN FOR 2007-2010**  
**2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents Bridges and Tunnels' 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2007-2010. The adopted budget reflects the inclusion of Policy and Gap Closing Actions for 2007 that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan.

In addition, assumptions were made on an MTA-wide basis concerning Pattern Wages, GASB Contributions and Health & Welfare inflation projections. In the December Plan, these projections were not captured within Agency sections, but instead were captured only within MTA Consolidated Statements. The February Plan now includes these projections within individual Agency sections.

These changes are captured in the Plan to Plan Reconciliation.

On an accrual basis, B&T's Net Income after PEGs in 2006 is \$2.1 million favorable to the December Plan. The primary drivers are the contributions to the GASB account (see explanation below), lower Health & Welfare rates, and incorporation of the \$1.2 million PEG actions into the baseline budget. This was partially offset by a provision for higher labor rates based on a pattern bargaining assumption.

**GASB Contributions**

Health and Welfare contributions resulting from pattern labor settlements and corresponding FICA contributions will be deposited into a special Government Accounting Standards Board account to help fund post-retirement liabilities of other than pension benefits.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Accrual Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
December Plan (December 2006 Board Approved):										
Baseline Net Income/(Deficit)	1,822	\$882.925	1,828	\$837.605	1,828	\$842.961	1,828	\$817.303	1,828	\$777.135
2007 Program to Eliminate the Gap	0	\$0.176	21	\$1.166	21	\$2.650	21	\$2.663	21	\$2.676
December Plan (December 2006 Board Approved):										
Net Income/(Deficit) after PEGs	1,822	\$883.101	1,807	\$838.771	1,807	\$845.611	1,807	\$819.966	1,807	\$779.811
Deductions from Net Income	-	\$21.884	-	\$27.120	-	\$26.607	-	\$27.163	-	\$27.763
<b>December Plan (December 2006 Board Approved):</b>										
<b>Adjusted Net Income after PEGs</b>	<b>1,822</b>	<b>\$861.217</b>	<b>1,807</b>	<b>\$811.651</b>	<b>1,807</b>	<b>\$819.004</b>	<b>1,807</b>	<b>\$792.803</b>	<b>1,807</b>	<b>\$752.048</b>
<b>Adjustments:</b>										
<b>GASB Contribution:</b>										
Health & Welfare (Employee Contrib for Medical)	-	1.111	-	1.516	-	1.697	-	1.886	-	2.099
Other Fringe -Taxes <sup>2</sup>	-	0.085	-	0.104	-	0.117	-	0.130	-	0.145
Pension-NYCERS Refund	-	4.847	-	0.000	-	0.000	-	0.000	-	0.000
<b>Cash Contribution to GASB Reserve Account:</b>										
Health & Welfare	-	(1.111)	-	(1.516)	-	(1.697)	-	(1.886)	-	(2.099)
Other Fringe -Taxes <sup>2</sup>	-	(0.085)	-	(0.104)	-	(0.117)	-	(0.130)	-	(0.145)
Pension-NYCERS	-	(4.847)	-	0.000	-	0.000	-	0.000	-	0.000
<b>Inflation Change:</b>										
Health & Welfare	-	0.000	-	2.127	-	2.362	-	2.612	-	2.888
Pension	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Other Fringe Benefits	-	0.000	-	0.002	-	(0.001)	-	(0.002)	-	(0.002)
<b>Pattern Labor Provision:</b>										
Payroll	-	0.000	-	(1.411)	-	(1.966)	-	(1.999)	-	(2.037)
Overtime	-	0.000	-	(0.283)	-	(0.511)	-	(0.489)	-	(0.464)
Policy Actions	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Total Adjustments:</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>0.435</b>	<b>-</b>	<b>(0.115)</b>	<b>-</b>	<b>0.122</b>	<b>-</b>	<b>0.385</b>
<b>2007 February Financial Plan:</b>										
<b>Adjusted Baseline Income/(Deficit)</b>	<b>1,822</b>	<b>\$861.217</b>	<b>1,807</b>	<b>\$812.086</b>	<b>1,807</b>	<b>\$818.889</b>	<b>1,807</b>	<b>\$792.925</b>	<b>1,807</b>	<b>\$752.433</b>
Deductions from Net Income	-	21.884	-	27.120	-	26.607	-	27.163	-	27.763
GASB Contribution	-	6.044	-	1.620	-	1.814	-	2.016	-	2.243
Subtotal:	-	\$27.928	-	\$28.740	-	\$28.421	-	\$29.179	-	\$30.007
<b>2007 February Financial Plan:</b>										
<b>Baseline Income/(Deficit)</b>	<b>1,822</b>	<b>\$889.145</b>	<b>1,807</b>	<b>\$840.826</b>	<b>1,807</b>	<b>\$847.310</b>	<b>1,807</b>	<b>\$822.104</b>	<b>1,807</b>	<b>\$782.440</b>
Post 2007 Program to Eliminate the Gap	-	-	-	-	(1)	\$0.072	(1)	\$0.071	(1)	\$0.071
<b>2007 February Financial Plan:</b>										
<b>Net Income/(Deficit)</b>	<b>1,822</b>	<b>\$889.145</b>	<b>1,807</b>	<b>\$840.826</b>	<b>1,808</b>	<b>\$847.382</b>	<b>1,808</b>	<b>\$822.175</b>	<b>1,808</b>	<b>\$782.511</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated pre-GASB and post-GASB are the amounts entered on this line.)

(3) Differences may be due to rounding.

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

<b>NON-REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,234.903	1,236.873	1,239.595	1,236.127	1,234.706
Other Operating Revenue	16.627	7.027	7.917	7.999	8.078
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	7.336	4.731	4.400	4.532	4.570
<b>Total Revenue</b>	<b>\$1,258.866</b>	<b>\$1,248.631</b>	<b>\$1,251.912</b>	<b>\$1,248.658</b>	<b>\$1,247.354</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$111.761	\$117.093	\$122.879	\$127.734	\$132.967
Overtime	24.335	21.678	22.358	23.115	23.767
Health and Welfare	29.407	30.352	33.554	37.154	41.110
Pensions	12.653	17.270	17.837	18.344	18.821
Other Fringe Benefits	15.387	14.222	14.932	15.495	16.142
Reimbursable Overhead	(6.750)	(7.850)	(7.290)	(7.329)	(7.358)
<b>Total Labor Expenses</b>	<b>\$186.794</b>	<b>\$192.765</b>	<b>\$204.269</b>	<b>\$214.512</b>	<b>\$225.449</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	9.509	10.535	11.713	12.637	13.846
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	143.805	169.385	152.997	160.103	162.819
Professional Service Contracts	13.169	16.262	16.675	16.917	17.148
Materials & Supplies	14.280	16.548	16.598	20.005	43.245
Other Business Expenses	2.164	2.310	2.351	2.379	2.406
<b>Total Non-Labor Expenses</b>	<b>\$182.928</b>	<b>\$215.040</b>	<b>\$200.334</b>	<b>\$212.042</b>	<b>\$239.465</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$369.721</b>	<b>\$407.805</b>	<b>\$404.602</b>	<b>\$426.554</b>	<b>\$464.914</b>
Add: Depreciation	\$50.200	\$56.500	\$61.200	\$66.700	\$72.000
<b>Total Expenses After Depreciation</b>	<b>\$419.921</b>	<b>\$464.305</b>	<b>\$465.802</b>	<b>\$493.254</b>	<b>\$536.914</b>
Less: Depreciation	\$50.200	\$56.500	\$61.200	\$66.700	\$72.000
<b>Total Expenses</b>	<b>\$369.721</b>	<b>\$407.805</b>	<b>\$404.602</b>	<b>\$426.554</b>	<b>\$464.914</b>
<b>Baseline Income/(Deficit)</b>	<b>\$889.145</b>	<b>\$840.826</b>	<b>\$847.310</b>	<b>\$822.104</b>	<b>\$782.440</b>
Post 2007 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$0.072	\$0.071	\$0.071
<b>Net Income/(Deficit)</b>	<b>\$889.145</b>	<b>\$840.826</b>	<b>\$847.382</b>	<b>\$822.175</b>	<b>\$782.511</b>

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

<b>REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	14.160	16.616	15.230	15.541	16.023
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$14.160</b>	<b>\$16.616</b>	<b>\$15.230</b>	<b>\$15.541</b>	<b>\$16.023</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$4.902	\$5.693	\$5.262	\$5.424	\$5.598
Overtime	\$0.118	\$0.287	\$0.118	\$0.050	\$0.135
Health and Welfare	\$1.281	\$1.491	\$1.367	\$1.513	\$1.675
Pensions	\$0.273	\$0.319	\$0.294	\$0.302	\$0.310
Other Fringe Benefits	\$0.836	\$0.976	\$0.899	\$0.923	\$0.947
Reimbursable Overhead	\$6.750	\$7.850	\$7.290	\$7.329	\$7.358
<b>Total Labor Expenses</b>	<b>\$14.160</b>	<b>\$16.616</b>	<b>\$15.230</b>	<b>\$15.541</b>	<b>\$16.023</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$14.160</b>	<b>\$16.616</b>	<b>\$15.230</b>	<b>\$15.541</b>	<b>\$16.023</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses After Depreciation</b>	<b>\$14.160</b>	<b>\$16.616</b>	<b>\$15.230</b>	<b>\$15.541</b>	<b>\$16.023</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$14.160</b>	<b>\$16.616</b>	<b>\$15.230</b>	<b>\$15.541</b>	<b>\$16.023</b>
<b>Net Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

**NON-REIMBURSABLE / REIMBURSABLE**  
Page 1 of 2

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,234.903	1,236.873	1,239.595	1,236.127	1,234.706
Other Operating Revenue	16.627	7.027	7.917	7.999	8.078
Capital and Other Reimbursements	14.160	16.616	15.230	15.541	16.023
Investment Income	7.336	4.731	4.400	4.532	4.570
<b>Total Revenue</b>	<b>\$1,273.026</b>	<b>\$1,265.247</b>	<b>\$1,267.142</b>	<b>\$1,264.199</b>	<b>\$1,263.377</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$116.663	\$122.786	\$128.141	\$133.158	\$138.565
Overtime	24.453	21.965	22.476	23.165	23.902
Health and Welfare	30.688	31.843	34.921	38.667	42.785
Pensions	12.926	17.589	18.131	18.646	19.131
Other Fringe Benefits	16.223	15.198	15.831	16.418	17.089
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$200.954</b>	<b>\$209.381</b>	<b>\$219.499</b>	<b>\$230.053</b>	<b>\$241.472</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	9.509	10.535	11.713	12.637	13.846
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	143.805	169.385	152.997	160.103	162.819
Professional Service Contracts	13.169	16.262	16.675	16.917	17.148
Materials & Supplies	14.280	16.548	16.598	20.005	43.245
Other Business Expenses	2.164	2.310	2.351	2.379	2.406
<b>Total Non-Labor Expenses</b>	<b>\$182.928</b>	<b>\$215.040</b>	<b>\$200.334</b>	<b>\$212.042</b>	<b>\$239.465</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$383.881</b>	<b>\$424.421</b>	<b>\$419.832</b>	<b>\$442.095</b>	<b>\$480.937</b>
Add: Depreciation	\$50.200	\$56.500	\$61.200	\$66.700	\$72.000
<b>Total Expenses After Depreciation</b>	<b>\$434.081</b>	<b>\$480.921</b>	<b>\$481.032</b>	<b>\$508.795</b>	<b>\$552.937</b>
Less: Depreciation	\$50.200	\$56.500	\$61.200	\$66.700	\$72.000
<b>Total Expenses</b>	<b>\$383.881</b>	<b>\$424.421</b>	<b>\$419.832</b>	<b>\$442.095</b>	<b>\$480.937</b>
<b>Baseline Net Income/(Deficit)</b>	<b>\$889.145</b>	<b>\$840.826</b>	<b>\$847.310</b>	<b>\$822.104</b>	<b>\$782.440</b>
Post 2007 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$0.072	\$0.071	\$0.071
<b>Net Income/(Deficit)</b>	<b>\$889.145</b>	<b>\$840.826</b>	<b>\$847.382</b>	<b>\$822.175</b>	<b>\$782.511</b>

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

NON-REIMBURSABLE / REIMBURSABLE  
Page 2 of 2

	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Baseline Income/(Deficit)</b>	<b>\$889.145</b>	<b>\$840.826</b>	<b>\$847.310</b>	<b>\$822.104</b>	<b>\$782.440</b>
<b><u>Deductions from Income:</u></b>					
Less: Capitalized Assets	\$8.691	\$13.703	\$12.940	\$13.210	\$13.502
Capital Reserves	13.193	13.417	13.667	13.953	14.261
GASB Reserves	6.044	1.620	1.814	2.016	2.244
<b>Adjusted Baseline Income/(Deficit)</b>	<b>\$861.217</b>	<b>\$812.087</b>	<b>\$818.889</b>	<b>\$792.925</b>	<b>\$752.433</b>
Less: Debt Service	\$452.443	\$468.254	\$480.266	\$498.434	\$515.800
<b>Income Available for Distribution</b>	<b>\$408.774</b>	<b>\$343.833</b>	<b>\$338.623</b>	<b>\$294.491</b>	<b>\$236.633</b>
<b><u>Distributable To:</u></b>					
MTA - Investment Income	\$7.336	\$4.731	\$4.400	\$4.532	\$4.570
MTA - Distributable Income	\$250.925	\$220.334	\$217.703	\$195.535	\$166.559
NYCT - Distributable Income	\$150.512	\$118.768	\$116.521	\$94.424	\$65.504
<b>Total Distributable Income:</b>	<b>\$408.774</b>	<b>\$343.832</b>	<b>\$338.623</b>	<b>\$294.491</b>	<b>\$236.633</b>
<b><u>Actual Cash Transfers:</u></b>					
MTA - Investment Income	\$5.358	\$7.336	\$4.731	\$4.400	\$4.532
MTA - Transfers	\$261.309	\$223.393	\$217.966	\$197.752	\$169.457
NYCT - Transfers	\$154.863	\$121.942	\$116.745	\$96.634	\$68.396
<b>Total Cash Transfers:</b>	<b>\$421.531</b>	<b>\$352.671</b>	<b>\$339.442</b>	<b>\$298.786</b>	<b>\$242.385</b>
<b><u>SUPPORT TO MASS TRANSIT:</u></b>					
Total Revenues	\$1,273.026	\$1,265.247	\$1,267.142	\$1,264.199	\$1,263.377
Less: Net Operating Expenses	\$383.881	\$424.421	\$419.832	\$442.095	\$480.937
Post 2007 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$0.072	\$0.071	\$0.071
<b>Net Operating Income:</b>	<b>\$889.145</b>	<b>\$840.826</b>	<b>\$847.382</b>	<b>\$822.175</b>	<b>\$782.511</b>
<b><u>Deductions from Operating Income:</u></b>					
B&T Debt Service	\$128.916	\$141.740	\$154.746	\$173.101	\$190.613
Capitalized Assets	8.691	13.703	12.940	13.210	13.502
Reserves	13.193	13.417	13.667	13.953	14.261
GASB Reserves	6.044	1.620	1.814	2.016	2.244
<b>Total Deductions from Operating Income:</b>	<b>\$156.843</b>	<b>\$170.480</b>	<b>\$183.167</b>	<b>\$202.280</b>	<b>\$220.620</b>
<b>Total Support to Mass Transit:</b>	<b>\$732.301</b>	<b>\$670.347</b>	<b>\$664.215</b>	<b>\$619.895</b>	<b>\$561.891</b>

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN 2007 - 2010**  
**RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)**

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>Baseline Total Toll Revenue</u></b>	<b>\$1,234.903</b>	<b>\$1,236.873</b>	<b>\$1,239.595</b>	<b>\$1,236.127</b>	<b>\$1,234.706</b>
<i>Impact of:</i>					
PEG Program	0.000	0.000	0.000	0.000	0.000
<b>Total Toll Revenue</b>	<b>\$1,234.903</b>	<b>\$1,236.873</b>	<b>\$1,239.595</b>	<b>\$1,236.127</b>	<b>\$1,234.706</b>
<b><u>Baseline</u></b>					
Ridership/Traffic Volume	300.004	300.994	302.171	301.841	302.010
Ridership/Traffic Volume	0.000	0.000	0.000	0.000	0.000
Ridership/Traffic Volume	0.000	0.000	0.000	0.000	0.000
<b>Subtotal</b>	<b>300.004</b>	<b>300.994</b>	<b>302.171</b>	<b>301.841</b>	<b>302.010</b>
Paratransit	0.000	0.000	0.000	0.000	0.000
<b>Total</b>	<b>300.004</b>	<b>300.994</b>	<b>302.171</b>	<b>301.841</b>	<b>302.010</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2007-2010**  
**Non-Reimbursable - Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full Time Equivalents**

FUNCTION/DEPARTMENT	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>					
Executive	3	3	3	3	3
Law	10	10	10	10	10
CFO <sup>(1)</sup>	37	35	35	35	35
Labor Relations	5	5	5	5	5
Procurement & Materials	42	42	42	42	42
Staff Services <sup>(2)</sup>	48	47	47	47	47
EEO	1	1	1	1	1
<b>Total Administration</b>	<b>146</b>	<b>143</b>	<b>143</b>	<b>143</b>	<b>143</b>
<b>Operations</b>					
Revenue Management	46	46	46	46	46
Operations (Non-Security)	752	751	751	751	751
<b>Total Operations</b>	<b>798</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>
<b>Maintenance</b>					
Maintenance	110	113	113	113	113
Operations - Maintainers	173	171	171	171	171
Procurement & Materials	14	14	14	14	14
Technology	58	58	58	58	58
Internal Security - Tech Svcs	36	36	36	36	36
<b>Total Maintenance</b>	<b>391</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>
<b>Engineering/Capital</b>					
Engineering & Construction	171	171	171	171	171
Health & Safety	10	10	10	10	10
Planning & Budget Capital	9	9	9	9	9
<b>Total Engineering/Capital</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>
<b>Public Safety</b>					
Operations (Security)	261	243	243	243	243
Internal Security - Operations	36	42	42	42	42
<b>Total Public Safety</b>	<b>297</b>	<b>285</b>	<b>285</b>	<b>285</b>	<b>285</b>
<b>Total Baseline Positions</b>	<b>1,822</b>	<b>1,807</b>	<b>1,807</b>	<b>1,807</b>	<b>1,807</b>
<i>Non-Reimbursable</i>	1,773	1,758	1,758	1,758	1,758
<i>Reimbursable</i>	49	49	49	49	49
<i>Total Full-Time</i>	1,822	1,807	1,807	1,807	1,807
<i>Total Full-Time Equivalents</i>	-	-	-	-	-
<hr/>					
Impact of:					
Post 2007 Program to Eliminate the Gap	0	0	(1)	(1)	(1)
<b>Total Positions</b>	<b>1,822</b>	<b>1,807</b>	<b>1,808</b>	<b>1,808</b>	<b>1,808</b>
<i>Non-Reimbursable</i>	1,773	1,758	1,759	1,759	1,759
<i>Reimbursable</i>	49	49	49	49	49
<i>Total Full-Time</i>	1,822	1,807	1,808	1,808	1,808
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

<sup>(1)</sup> includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

<sup>(2)</sup> includes Human Resources and Administration staff.



**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2007-2010**  
**Full-time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>						
	Managers/Supervisors	42	42	42	42	42
	Professional, Technical, Clerical	104	101	101	101	101
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	146	143	143	143	143
<b>Operations</b>						
	Managers/Supervisors	55	54	54	54	54
	Professional, Technical, Clerical	56	56	56	56	56
	Operational Hourlies <sup>(1)</sup>	687	687	687	687	687
	<b>Total Operations</b>	798	797	797	797	797
<b>Maintenance</b>						
	Managers/Supervisors	29	30	30	30	30
	Professional, Technical, Clerical	59	59	59	59	59
	Operational Hourlies <sup>(1)</sup>	303	303	303	303	303
	<b>Total Maintenance</b>	391	392	392	392	392
<b>Engineering/Capital</b>						
	Managers/Supervisors	38	38	38	38	38
	Professional, Technical, Clerical	152	152	152	152	152
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	190	190	190	190	190
<b>Public Safety</b>						
	Managers/Supervisors	11	12	12	12	12
	Professional, Technical, Clerical	27	32	32	32	32
	Operational Hourlies <sup>(1)</sup>	259	241	241	241	241
	<b>Total Public Safety</b>	297	285	285	285	285
<b>Total Baseline Positions</b>						
	Managers/Supervisors	175	176	176	176	176
	Professional, Technical, Clerical	398	400	400	400	400
	Operational Hourlies	1,249	1,231	1,231	1,231	1,231
	<b>Total Baseline Positions</b>	1,822	1,807	1,807	1,807	1,807
<b>Impact of:</b>						
<b>Post 2007 Program to Eliminate the Gap</b>		0	0	(1)	(1)	(1)
<b>Total Positions</b>						
	Managers/Supervisors	175	176	176	176	176
	Professional, Technical, Clerical	398	400	400	400	400
	Operational Hourlies	1,249	1,231	1,232	1,232	1,232
	<b>Total Positions</b>	1,822	1,807	1,808	1,808	1,808

MTA BRIDGES AND TUNNELS  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

		2006		2007		2008		2009		2010	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>Administration</b>											
Field Supervision Scheduling Efficiencies		0	0.008	0	0.031	0	0.031	0	0.031	0	0.032
Reduce Field Supervision Overtime		0	0.168	0	0.670	0	0.673	0	0.674	0	0.676
Reduction in Telephone Expenses		0	0.000	0	0.030	0	0.060	0	0.060	0	0.060
Reduction of an administrative position in the Payroll		0	0.000	1	0.011	1	0.045	1	0.045	1	0.045
Reduction of one administrative position in Accounts		0	0.000	1	0.042	1	0.042	1	0.042	1	0.042
Reduction of one administrative position in Human Re		0	0.000	1	0.015	1	0.058	1	0.058	1	0.058
Sub-Total	Administration	0	\$ 0.176	3	\$ 0.799	3	\$ 0.909	3	\$ 0.910	3	\$ 0.913
<b>Other</b>											
Net reduction of headcount in the Operations Departm		0	0.000	18	0.367	18	1.741	18	1.753	18	1.763
Sub-Total	Other	0	\$ 0.000	18	\$ 0.367	18	\$ 1.741	18	\$ 1.753	18	\$ 1.763
Total Programs		0	\$ 0.176	21	\$ 1.166	21	\$ 2.650	21	\$ 2.663	21	\$ 2.676

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

		2006		2007		2008		2009		2010	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>Maintenance</b>											
In-House Roadway Sweeping		0	0.000	0	0.000	(1)	0.072	(1)	0.071	(1)	0.071
Sub-Total	Maintenance	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>(1)</u>	<u>\$ 0.072</u>	<u>(1)</u>	<u>\$ 0.071</u>	<u>(1)</u>	<u>\$ 0.071</u>
Total Programs		<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>(1)</u>	<u>\$ 0.072</u>	<u>(1)</u>	<u>\$ 0.071</u>	<u>(1)</u>	<u>\$ 0.071</u>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
VehicleToll Revenue	94.778	90.360	102.816	102.393	107.994	108.376	107.742	110.357	103.055	107.214	101.783	100.004	1,236.873
Other Operating Revenue	0.597	0.539	0.597	0.578	0.597	0.578	0.597	0.597	0.578	0.597	0.578	0.597	7.027
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.402	0.363	0.402	0.389	0.402	0.389	0.402	0.402	0.389	0.402	0.389	0.402	4.731
<b>Total Revenue</b>	<b>\$95.777</b>	<b>\$91.262</b>	<b>\$103.815</b>	<b>\$103.360</b>	<b>\$108.992</b>	<b>\$109.343</b>	<b>\$108.741</b>	<b>\$111.355</b>	<b>\$104.021</b>	<b>\$108.213</b>	<b>\$102.749</b>	<b>\$101.003</b>	<b>\$1,248.631</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$9.677	\$8.881	\$10.010	\$9.426	\$9.730	\$9.536	\$9.702	\$9.646	\$9.230	\$9.529	\$9.226	\$12.501	\$117.093
Overtime	1.841	1.868	1.798	1.764	1.793	1.778	1.792	1.783	1.809	1.787	1.831	1.833	21.678
Health and Welfare	2.603	2.660	2.674	2.660	2.660	2.674	2.660	2.617	2.660	2.660	2.675	1.148	30.352
Pensions	1.319	1.331	1.331	1.331	1.331	1.331	1.551	1.539	1.551	1.551	1.551	1.556	17.270
Other Fringe Benefits	1.819	0.817	1.636	0.817	0.817	1.646	0.828	0.944	1.492	0.982	1.589	0.837	14.222
Reimbursable Overhead	(0.906)	(0.604)	(0.604)	(0.604)	(0.604)	(0.604)	(0.604)	(0.906)	(0.604)	(0.604)	(0.604)	(0.602)	(7.850)
<b>Total Labor Expenses</b>	<b>\$16.351</b>	<b>\$14.952</b>	<b>\$16.844</b>	<b>\$15.393</b>	<b>\$15.727</b>	<b>\$16.360</b>	<b>\$15.929</b>	<b>\$15.623</b>	<b>\$16.139</b>	<b>\$15.905</b>	<b>\$16.267</b>	<b>\$17.274</b>	<b>\$192.765</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.843	0.761	0.843	0.816	0.843	0.816	0.843	0.843	0.816	0.843	0.816	1.452	10.535
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.570	6.976	9.249	7.874	10.702	14.001	11.642	14.209	19.539	16.835	18.690	33.099	169.385
Professional Service Contracts	0.713	0.714	1.326	0.764	0.766	1.479	0.814	0.722	1.440	0.763	0.920	5.841	16.262
Materials & Supplies	0.857	0.931	1.075	3.575	1.200	0.896	0.966	3.390	0.888	0.999	0.800	0.970	16.547
Other Business Expenses	0.126	0.065	0.143	0.070	0.161	0.093	0.085	0.070	0.086	0.070	0.069	1.273	2.310
<b>Total Non-Labor Expenses</b>	<b>\$9.110</b>	<b>\$9.447</b>	<b>\$12.636</b>	<b>\$13.099</b>	<b>\$13.672</b>	<b>\$17.284</b>	<b>\$14.351</b>	<b>\$19.234</b>	<b>\$22.769</b>	<b>\$19.509</b>	<b>\$21.295</b>	<b>\$42.634</b>	<b>\$215.040</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$25.461</b>	<b>\$24.400</b>	<b>\$29.481</b>	<b>\$28.492</b>	<b>\$29.399</b>	<b>\$33.644</b>	<b>\$30.279</b>	<b>\$34.857</b>	<b>\$38.908</b>	<b>\$35.414</b>	<b>\$37.562</b>	<b>\$59.908</b>	<b>\$407.805</b>
Add: Depreciation	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.712	56.500
<b>Total Expenses after Depreciation</b>	<b>\$30.169</b>	<b>\$29.108</b>	<b>\$34.189</b>	<b>\$33.200</b>	<b>\$34.107</b>	<b>\$38.352</b>	<b>\$34.987</b>	<b>\$39.565</b>	<b>\$43.616</b>	<b>\$40.122</b>	<b>\$42.270</b>	<b>\$64.620</b>	<b>\$464.305</b>
Less: Depreciation	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.712	56.500
<b>Total Expenses</b>	<b>\$25.461</b>	<b>\$24.400</b>	<b>\$29.481</b>	<b>\$28.492</b>	<b>\$29.399</b>	<b>\$33.644</b>	<b>\$30.279</b>	<b>\$34.857</b>	<b>\$38.908</b>	<b>\$35.414</b>	<b>\$37.562</b>	<b>\$59.908</b>	<b>\$407.805</b>
<b>Net Income/(Deficit)</b>	<b>\$70.315</b>	<b>\$66.863</b>	<b>\$74.334</b>	<b>\$74.868</b>	<b>\$79.593</b>	<b>\$75.699</b>	<b>\$78.462</b>	<b>\$76.498</b>	<b>\$65.114</b>	<b>\$72.799</b>	<b>\$65.187</b>	<b>\$41.095</b>	<b>\$840.826</b>

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.723	1.275	1.330	1.301	1.316	1.307	1.315	1.721	1.291	1.306	1.292	1.439	16.616
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$1.723	\$1.275	\$1.330	\$1.301	\$1.316	\$1.307	\$1.315	\$1.721	\$1.291	\$1.306	\$1.292	\$1.439	\$16.616
Expenses													
Labor:													
Payroll	\$0.471	\$0.432	\$0.487	\$0.458	\$0.473	\$0.464	\$0.472	\$0.469	\$0.448	\$0.463	\$0.449	\$0.607	\$5.693
Overtime	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.023	0.287
Health and Welfare	0.172	0.115	0.115	0.115	0.115	0.115	0.115	0.172	0.115	0.115	0.115	0.112	1.491
Pensions	0.037	0.025	0.025	0.025	0.025	0.025	0.025	0.037	0.025	0.025	0.025	0.020	0.319
Other Fringe Benefits	0.113	0.075	0.075	0.075	0.075	0.075	0.075	0.113	0.075	0.075	0.075	0.075	0.976
Reimbursable Overhead	0.906	0.604	0.604	0.604	0.604	0.604	0.604	0.906	0.604	0.604	0.604	0.602	7.850
Total Labor Expenses	\$1.723	\$1.275	\$1.330	\$1.301	\$1.316	\$1.307	\$1.315	\$1.721	\$1.291	\$1.306	\$1.292	\$1.439	\$16.616
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$1.723	\$1.275	\$1.330	\$1.301	\$1.316	\$1.307	\$1.315	\$1.721	\$1.291	\$1.306	\$1.292	\$1.439	\$16.616
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation	\$1.723	\$1.275	\$1.330	\$1.301	\$1.316	\$1.307	\$1.315	\$1.721	\$1.291	\$1.306	\$1.292	\$1.439	\$16.616
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1.723	\$1.275	\$1.330	\$1.301</									

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	94.778	90.360	102.816	102.393	107.994	108.376	107.742	110.357	103.055	107.214	101.783	100.004	1,236.873
Other Operating Revenue	0.597	0.539	0.597	0.578	0.597	0.578	0.597	0.597	0.578	0.597	0.578	0.597	7.027
Capital and Other Reimbursements	1.723	1.275	1.330	1.301	1.316	1.307	1.315	1.721	1.291	1.306	1.292	1.439	16.616
Investment Income	0.402	0.363	0.402	0.389	0.402	0.389	0.402	0.402	0.389	0.402	0.389	0.402	4.731
<b>Total Revenue</b>	<b>\$97.500</b>	<b>\$92.537</b>	<b>\$105.145</b>	<b>\$104.661</b>	<b>\$110.308</b>	<b>\$110.650</b>	<b>\$110.056</b>	<b>\$113.076</b>	<b>\$105.312</b>	<b>\$109.519</b>	<b>\$104.041</b>	<b>\$102.442</b>	<b>\$1,265.247</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$10.148	\$9.313	\$10.497	\$9.884	\$10.203	\$10.000	\$10.174	\$10.115	\$9.678	\$9.992	\$9.675	\$13.108	\$122.786
Overtime	1.865	1.892	1.822	1.788	1.817	1.802	1.816	1.807	1.833	1.811	1.855	1.856	21.965
Health and Welfare	2.775	2.775	2.789	2.775	2.775	2.789	2.775	2.789	2.775	2.775	2.790	1.260	31.843
Pensions	1.356	1.356	1.356	1.356	1.356	1.356	1.576	1.576	1.576	1.576	1.576	1.576	17.589
Other Fringe Benefits	1.932	0.892	1.711	0.892	0.892	1.721	0.903	1.057	1.567	1.057	1.664	0.912	15.198
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$18.074</b>	<b>\$16.227</b>	<b>\$18.174</b>	<b>\$16.694</b>	<b>\$17.043</b>	<b>\$17.667</b>	<b>\$17.244</b>	<b>\$17.344</b>	<b>\$17.430</b>	<b>\$17.211</b>	<b>\$17.559</b>	<b>\$18.713</b>	<b>\$209.381</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.843	0.761	0.843	0.816	0.843	0.816	0.843	0.843	0.816	0.843	0.816	1.452	10.535
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.570	6.976	9.249	7.874	10.702	14.001	11.642	14.209	19.539	16.835	18.690	33.099	169.385
Professional Service Contracts	0.713	0.714	1.326	0.764	0.766	1.479	0.814	0.722	1.440	0.763	0.920	5.841	16.262
Materials & Supplies	0.857	0.931	1.075	3.575	1.200	0.896	0.966	3.390	0.888	0.999	0.800	0.970	16.547
Other Business Expenses	0.126	0.065	0.143	0.070	0.161	0.093	0.085	0.070	0.086	0.070	0.069	1.273	2.310
<b>Total Non-Labor Expenses</b>	<b>\$9.110</b>	<b>\$9.447</b>	<b>\$12.636</b>	<b>\$13.099</b>	<b>\$13.672</b>	<b>\$17.284</b>	<b>\$14.351</b>	<b>\$19.234</b>	<b>\$22.769</b>	<b>\$19.509</b>	<b>\$21.295</b>	<b>\$42.634</b>	<b>\$215.040</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$27.184</b>	<b>\$25.675</b>	<b>\$30.811</b>	<b>\$29.793</b>	<b>\$30.715</b>	<b>\$34.951</b>	<b>\$31.594</b>	<b>\$36.578</b>	<b>\$40.199</b>	<b>\$36.720</b>	<b>\$38.854</b>	<b>\$61.347</b>	<b>\$424.421</b>
Depreciation	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.712	56.500
<b>Total Expenses after Depreciation</b>	<b>\$31.892</b>	<b>\$30.383</b>	<b>\$35.519</b>	<b>\$34.501</b>	<b>\$35.423</b>	<b>\$39.659</b>	<b>\$36.302</b>	<b>\$41.286</b>	<b>\$44.907</b>	<b>\$41.428</b>	<b>\$43.562</b>	<b>\$66.059</b>	<b>\$480.921</b>
Depreciation	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.708	4.712	56.500
<b>Total Expenses</b>	<b>\$27.184</b>	<b>\$25.675</b>	<b>\$30.811</b>	<b>\$29.793</b>	<b>\$30.715</b>	<b>\$34.951</b>	<b>\$31.594</b>	<b>\$36.578</b>	<b>\$40.199</b>	<b>\$36.720</b>	<b>\$38.854</b>	<b>\$61.347</b>	<b>\$424.421</b>
<b>Net Income/(Deficit)</b>	<b>\$70.315</b>	<b>\$66.863</b>	<b>\$74.334</b>	<b>\$74.868</b>	<b>\$79.593</b>	<b>\$75.699</b>	<b>\$78.462</b>	<b>\$76.498</b>	<b>\$65.114</b>	<b>\$72.799</b>	<b>\$65.187</b>	<b>\$41.095</b>	<b>\$840.826</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Baseline Net Income/(Deficit)</b>	<b>\$70.315</b>	<b>\$66.863</b>	<b>\$74.334</b>	<b>\$74.868</b>	<b>\$79.593</b>	<b>\$75.699</b>	<b>\$78.462</b>	<b>\$76.498</b>	<b>\$65.114</b>	<b>\$72.799</b>	<b>\$65.187</b>	<b>\$41.095</b>	<b>\$840.826</b>
<u>Deductions from Income:</u>													
Less: Capitalized Assets	\$0.010	\$0.173	\$0.740	\$0.701	\$0.935	\$1.356	\$1.481	\$1.676	\$1.794	\$1.483	\$1.671	\$1.686	\$13.703
Reserves	1.118	1.118	1.118	1.119	1.118	1.119	1.118	1.119	1.118	1.119	1.118	1.115	13.417
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.620	1.620
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$69.187</b>	<b>\$65.572</b>	<b>\$72.476</b>	<b>\$73.048</b>	<b>\$77.540</b>	<b>\$73.224</b>	<b>\$75.863</b>	<b>\$73.704</b>	<b>\$62.202</b>	<b>\$70.197</b>	<b>\$62.399</b>	<b>\$36.674</b>	<b>\$812.087</b>
Less: Debt Service	39.021	39.021	39.021	39.021	39.021	39.021	39.021	39.021	39.021	39.021	39.021	39.021	468.254
Less: Gain on Escrow	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Income Available for Distribution</b>	<b>\$30.166</b>	<b>\$26.551</b>	<b>\$33.455</b>	<b>\$34.027</b>	<b>\$38.519</b>	<b>\$34.203</b>	<b>\$36.842</b>	<b>\$34.682</b>	<b>\$23.181</b>	<b>\$31.176</b>	<b>\$23.378</b>	<b>(\$2.347)</b>	<b>\$343.833</b>
<b>Distributable To:</b>													
MTA - Investment Income	\$0.402	\$0.363	\$0.402	\$0.389	\$0.402	\$0.389	\$0.402	\$0.402	\$0.389	\$0.402	\$0.389	\$0.402	\$4.731
MTA - Distributable Income	19.114	17.326	20.758	21.051	23.290	21.139	22.452	21.372	15.628	19.619	15.726	2.858	220.334
NYCT - Distributable Income	10.650	8.862	12.295	12.587	14.827	12.675	13.988	12.908	7.164	11.155	7.262	(5.606)	118.768
<b>Total Distributable Income:</b>	<b>\$30.166</b>	<b>\$26.551</b>	<b>\$33.455</b>	<b>\$34.027</b>	<b>\$38.519</b>	<b>\$34.203</b>	<b>\$36.842</b>	<b>\$34.682</b>	<b>\$23.181</b>	<b>\$31.176</b>	<b>\$23.378</b>	<b>(\$2.347)</b>	<b>\$343.832</b>
<b>Cash Transfers:</b>													
MTA - Investment Income	\$0.000	\$7.336	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.336
MTA - Transfers	0.000	42.295	15.593	18.683	18.946	20.961	19.025	20.207	19.235	14.065	17.657	16.726	223.393
NYCT - Transfers	0.000	24.636	7.976	11.065	11.328	13.344	11.407	12.589	11.618	6.448	10.040	1.491	121.942
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$74.268</b>	<b>\$23.569</b>	<b>\$29.748</b>	<b>\$30.274</b>	<b>\$34.305</b>	<b>\$30.432</b>	<b>\$32.796</b>	<b>\$30.852</b>	<b>\$20.513</b>	<b>\$27.697</b>	<b>\$18.216</b>	<b>\$352.671</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenues	\$97.500	\$92.537	\$105.145	\$104.661	\$110.308	\$110.650	\$110.056	\$113.076	\$105.312	\$109.519	\$104.041	\$102.442	\$1,265.247
Less: Net Operating Expenses	27.184	25.675	30.811	29.793	30.715	34.951	31.594	36.578	40.199	36.720	38.854	61.347	424.421
<b>Net Operating Income:</b>	<b>\$70.315</b>	<b>\$66.863</b>	<b>\$74.334</b>	<b>\$74.868</b>	<b>\$79.593</b>	<b>\$75.699</b>	<b>\$78.462</b>	<b>\$76.498</b>	<b>\$65.114</b>	<b>\$72.799</b>	<b>\$65.187</b>	<b>\$41.095</b>	<b>\$840.826</b>
<b>Deductions from Operating Income:</b>													
B&T Debt Service	\$11.812	\$11.812	\$11.812	\$11.812	\$11.812	\$11.812	\$11.812	\$11.812	\$11.812	\$11.812	\$11.812	\$11.812	\$141.740
Capitalized Assets	0.010	0.173	0.740	0.701	0.935	1.356	1.481	1.676	1.794	1.483	1.671	1.686	13.703
Reserves	1.118	1.118	1.118	1.119	1.118	1.119	1.118	1.119	1.118	1.119	1.118	1.115	13.417
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.620	1.620
<b>Total Deductions from Operating Income</b>	<b>\$12.940</b>	<b>\$13.103</b>	<b>\$13.670</b>	<b>\$13.631</b>	<b>\$13.864</b>	<b>\$14.286</b>	<b>\$14.410</b>	<b>\$14.606</b>	<b>\$14.723</b>	<b>\$14.413</b>	<b>\$14.600</b>	<b>\$16.232</b>	<b>\$170.480</b>
<b>Total Support to Mass Transit:</b>	<b>\$57.376</b>	<b>\$53.760</b>	<b>\$60.664</b>	<b>\$61.236</b>	<b>\$65.728</b>	<b>\$61.412</b>	<b>\$64.052</b>	<b>\$61.892</b>	<b>\$50.390</b>	<b>\$58.386</b>	<b>\$50.587</b>	<b>\$24.863</b>	<b>\$670.347</b>

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2007 ADOPTED BUDGET**  
**RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Baseline</u></b>													
Toll Revenue	\$94.778	\$90.360	\$102.816	\$102.393	\$107.994	\$108.376	\$107.742	\$110.357	\$103.055	\$107.214	\$101.783	\$100.004	\$1,236.873
Traffic Volume	23.118	21.955	25.032	24.976	26.237	26.366	26.392	26.669	25.072	26.022	24.825	24.332	300.994



**MTA BRIDGES & TUNNELS**  
**February Financial Plan-2007 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Executive	3	3	3	3	3	3	3	3	3	3	3	3
Law	10	10	10	10	10	10	10	10	10	10	10	10
CFO <sup>(1)</sup>	36	36	36	36	36	36	36	36	36	35	35	35
Labor Relations	5	5	5	5	5	5	5	5	5	5	5	5
Procurement & Materials	42	42	42	42	42	42	42	42	42	42	42	42
Staff Services <sup>(2)</sup>	48	48	48	48	48	48	48	48	48	47	47	47
EEO	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total Administration</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>143</b>	<b>143</b>	<b>143</b>
<b>Operations</b>												
Revenue Management	46	46	46	46	46	46	46	46	46	46	46	46
Operations (Non-Security)	751	751	751	751	751	751	751	751	751	751	751	751
<b>Total Operations</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>
<b>Maintenance</b>												
Maintenance	113	113	113	113	113	113	113	113	113	113	113	113
Operations - Maintainers	171	171	171	171	171	171	171	171	171	171	171	171
Procurement & Materials	14	14	14	14	14	14	14	14	14	14	14	14
Technology	58	58	58	58	58	58	58	58	58	58	58	58
Internal Security - Tech Svcs	36	36	36	36	36	36	36	36	36	36	36	36
<b>Total Maintenance</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>
<b>Engineering/Capital</b>												
Engineering & Construction	171	171	171	171	171	171	171	171	171	171	171	171
Health & Safety	10	10	10	10	10	10	10	10	10	10	10	10
Planning & Budget Capital	9	9	9	9	9	9	9	9	9	9	9	9
<b>Total Engineering/Capital</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>
<b>Public Safety</b>												
Operations (Security)	261	261	261	261	261	261	258	255	252	249	246	243
Internal Security - Operations	36	36	36	36	36	36	38	40	42	42	42	42
<b>Total Public Safety</b>	<b>297</b>	<b>297</b>	<b>297</b>	<b>297</b>	<b>297</b>	<b>297</b>	<b>296</b>	<b>295</b>	<b>294</b>	<b>291</b>	<b>288</b>	<b>285</b>
<b>Total Positions</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,820</b>	<b>1,819</b>	<b>1,818</b>	<b>1,813</b>	<b>1,810</b>	<b>1,807</b>
<i>Non-Reimbursable</i>	1,772	1,772	1,772	1,772	1,772	1,772	1,771	1,770	1,769	1,764	1,761	1,758
<i>Reimbursable</i>	49	49	49	49	49	49	49	49	49	49	49	49
<i>Total Full-Time</i>	1,821	1,821	1,821	1,821	1,821	1,821	1,820	1,819	1,818	1,813	1,810	1,807
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

<sup>(1)</sup> includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

<sup>(2)</sup> includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan-2007 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	42	42	42	42	42	42	42	42	42	42	42	42
Professional, Technical, Clerical	103	103	103	103	103	103	103	103	103	101	101	101
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>143</b>	<b>143</b>	<b>143</b>
<b>Operations</b>												
Managers/Supervisors	54	54	54	54	54	54	54	54	54	54	54	54
Professional, Technical, Clerical	56	56	56	56	56	56	56	56	56	56	56	56
Operational Hourlies	687	687	687	687	687	687	687	687	687	687	687	687
<b>Total Operations</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>	<b>797</b>
<b>Maintenance</b>												
Managers/Supervisors	30	30	30	30	30	30	30	30	30	30	30	30
Professional, Technical, Clerical	59	59	59	59	59	59	59	59	59	59	59	59
Operational Hourlies	303	303	303	303	303	303	303	303	303	303	303	303
<b>Total Maintenance</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>	<b>392</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	38	38	38	38	38	38	38	38	38	38	38	38
Professional, Technical, Clerical	152	152	152	152	152	152	152	152	152	152	152	152
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>
<b>Public Safety</b>												
Managers/Supervisors	11	11	11	11	11	11	12	12	12	12	12	12
Professional, Technical, Clerical	27	27	27	27	27	27	28	30	32	32	32	32
Operational Hourlies	259	259	259	259	259	259	256	253	250	247	244	241
<b>Total Public Safety</b>	<b>297</b>	<b>297</b>	<b>297</b>	<b>297</b>	<b>297</b>	<b>297</b>	<b>296</b>	<b>295</b>	<b>294</b>	<b>291</b>	<b>288</b>	<b>285</b>
<b>Total Positions</b>												
Managers/Supervisors	175	175	175	175	175	175	176	176	176	176	176	176
Professional, Technical, Clerical	397	397	397	397	397	397	398	400	402	400	400	400
Operational Hourlies	1,249	1,249	1,249	1,249	1,249	1,249	1,246	1,243	1,240	1,237	1,234	1,231
<b>Total Positions</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,820</b>	<b>1,819</b>	<b>1,818</b>	<b>1,813</b>	<b>1,810</b>	<b>1,807</b>

# **Capital Construction Company**

**MTA CAPITAL CONSTRUCTION  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents MTA Capital Construction's 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2007-2010. The adopted budget incorporates the Health and Welfare reductions due to lower rates in 2007 to the November Financial Plan.

The attached also includes schedules detailing the monthly allocation of financial and headcount data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2007-2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE					
	2006 Final <u>Estimate</u>	2007 Adopted <u>Budget</u>	2008	2009	2010
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	20.796	34.148	33.724	34.556	35.703
<b>Total Revenue</b>	<b>\$20.796</b>	<b>\$34.148</b>	<b>\$33.724</b>	<b>\$34.556</b>	<b>\$35.703</b>
<b>Expenses</b>					
<u><b>Labor:</b></u>					
Payroll	\$7.453	\$13.307	\$15.390	\$15.626	\$15.913
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.336	2.407	3.060	3.439	3.876
Pensions	1.072	1.897	2.247	2.352	2.472
Other Fringe Benefits	2.974	3.820	4.160	4.289	4.448
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$12.835</b>	<b>\$21.431</b>	<b>\$24.859</b>	<b>\$25.706</b>	<b>\$26.710</b>
<u><b>Non-Labor:</b></u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.912	1.003	1.104	1.214	1.336
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	3.973	9.028	5.095	4.883	4.896
Materials & Supplies	0.084	0.080	0.081	0.083	0.084
Other Business Expenses	2.992	2.605	2.586	2.671	2.679
<b>Total Non-Labor Expenses</b>	<b>\$7.961</b>	<b>\$12.717</b>	<b>\$8.865</b>	<b>\$8.850</b>	<b>\$8.994</b>
<u><b>Other Expense Adjustments:</b></u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$20.796</b>	<b>\$34.148</b>	<b>\$33.724</b>	<b>\$34.556</b>	<b>\$35.703</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$20.796</b>	<b>\$34.148</b>	<b>\$33.724</b>	<b>\$34.556</b>	<b>\$35.703</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2007-2010**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	20.796	34.148	33.724	34.556	35.703
<b>Total Receipts</b>	<b>\$20.796</b>	<b>\$34.148</b>	<b>\$33.724</b>	<b>\$34.556</b>	<b>\$35.703</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.453	\$13.307	\$15.390	\$15.626	\$15.913
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	\$1.336	\$2.407	\$3.060	\$3.439	\$3.876
Pensions	\$1.072	\$1.897	\$2.247	\$2.352	\$2.472
Other Fringe Benefits	\$2.974	\$3.820	\$4.160	\$4.289	\$4.448
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Labor Expenditures</b>	<b>\$12.835</b>	<b>\$21.431</b>	<b>\$24.859</b>	<b>\$25.706</b>	<b>\$26.710</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.912	1.003	1.104	1.214	1.336
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	3.973	9.028	5.095	4.883	4.896
Materials & Supplies	0.084	0.080	0.081	0.083	0.084
Other Business Expenses	2.992	2.605	2.586	2.671	2.679
<b>Total Non-Labor Expenditures</b>	<b>\$7.961</b>	<b>\$12.717</b>	<b>\$8.865</b>	<b>\$8.850</b>	<b>\$8.994</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other - Restricted Cash Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$20.796</b>	<b>\$34.148</b>	<b>\$33.724</b>	<b>\$34.556</b>	<b>\$35.703</b>
<b>Baseline Cash Deficit</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2007-2010**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Depreciation Adjustment	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

FUNCTION/DEPARTMENT	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>					
MTACC	30	52	52	52	52
<b>Engineering/Capital</b>					
MTACC	1	1	1	1	1
East Side Access	32	45	45	45	45
Security	12	17	17	17	17
Second Avenue Subway	5	13	13	13	13
Lower Manhattan Project	16	22	22	22	22
<b>Total Engineering/Capital</b>	<b>66</b>	<b>98</b>	<b>98</b>	<b>98</b>	<b>98</b>
<b>Total Baseline Positions</b>	<b>96</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>150</b>
<i>Non-Reimbursable</i>	-	-	-	-	-
<i>Reimbursable</i>	96	150	150	150	150
<i>Total Full-Time</i>	96	150	150	150	150
<i>Total Full-Time Equivalents</i>	-	-	-	-	-



**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2007-2010**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	30	52	52	52	52
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	30	52	52	52	52
<b>Operations</b>						
	Managers/Supervisors					
	Professional, Technical, Clerical					
	Operational Hourlies <sup>(1)</sup>					
	<b>Total Operations</b>	-	-	-	-	-
<b>Maintenance</b>						
	Managers/Supervisors					
	Professional, Technical, Clerical					
	Operational Hourlies <sup>(1)</sup>					
	<b>Total Maintenance</b>	-	-	-	-	-
<b>Engineering/Capital</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	66	98	98	98	98
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	66	98	98	98	98
<b>Public Safety</b>						
	Managers/Supervisors					
	Professional, Technical, Clerical					
	Operational Hourlies <sup>(1)</sup>					
	<b>Total Public Safety</b>	-	-	-	-	-
<b>Total Baseline Positions</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	96	150	150	150	150
	Operational Hourlies	-	-	-	-	-
	<b>Total Baseline Positions</b>	96	150	150	150	150

[illegible]

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

[illegible]

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

### CASH FLOW ADJUSTMENTS

[illegible]

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Non-Reimbursable - Reimbursable Positions at End-of-Year**  
**Full-Time Positions and Full-Time Equivalents**

[illegible]

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	34	34	34	39	45	45	47	49	50	51	52	52
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>39</b>	<b>45</b>	<b>45</b>	<b>47</b>	<b>49</b>	<b>50</b>	<b>51</b>	<b>52</b>	<b>52</b>
<b>Operations</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Operations</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Maintenance</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Maintenance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	38	38	39	47	56	58	68	79	80	87	91	98
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>38</b>	<b>38</b>	<b>39</b>	<b>47</b>	<b>56</b>	<b>58</b>	<b>68</b>	<b>79</b>	<b>80</b>	<b>87</b>	<b>91</b>	<b>98</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	72	72	73	86	101	103	115	128	130	138	143	150
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Positions</b>	<b>72</b>	<b>72</b>	<b>73</b>	<b>86</b>	<b>101</b>	<b>103</b>	<b>115</b>	<b>128</b>	<b>130</b>	<b>138</b>	<b>143</b>	<b>150</b>

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**Long Island Bus**



**MTA LONG ISLAND BUS  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents Long Island Bus's 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2007-2010. The adopted budget reflects the inclusion of Policy and Gap Closing Actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan.

In addition, assumptions were made on an MTA-wide basis concerning Pattern Wages, GASB Contributions and Health & Welfare inflation projections. In the November Plan, these projections were not captured within Agency sections, but instead were captured only within MTA Consolidated Statements. The February Plan now includes these projections within individual Agency sections.

These changes are captured in the Plan-to-Plan Reconciliation.

The pattern labor provision was layered into the respective payroll accrual budget line items. In addition, assumptions on Health & Welfare contributions from represented employees are also consistent with the pattern. These additional contributions will be deposited in a special Government Accounting Standards Board (GASB) account to help fund post-retirement liabilities of "Other than Pension Benefits. The Health and Welfare inflation assumption for 2007 was adjusted down from 10% in the November 2006 Plan to 7.9% in the February 2007 Plan. The adjusted 2007 base number generated savings in each year of the plan. Lastly, one additional technical adjustment reduced fixed route bus operator headcount by four (4) in 2006.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA LONG ISLAND BUS**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Accrual Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Surplus/(Deficit)</b>	<b>1,157</b>	<b>(\$73.750)</b>	<b>1,149</b>	<b>(\$78.897)</b>	<b>1,149</b>	<b>(\$83.933)</b>	<b>1,149</b>	<b>(\$87.961)</b>	<b>1,149</b>	<b>(\$92.902)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	0.267	0	0.277	0	0.286	0	0.295	0	0.304
<i>Other Fringe -Taxes<sup>2</sup></i>	0	0.020	0	0.021	0	0.022	0	0.023	0	0.023
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.000	0	0.275	0	0.278	0	0.304	0	0.333
Pattern Labor Provision:										
<i>Payroll</i>	0	0.009	0	0.066	0	0.092	0	0.092	0	0.090
<i>Overtime</i>	0	0.002	0	0.006	0	0.009	0	0.008	0	0.008
<i>Other Fringe -Taxes</i>	0	0.001	0	0.016	0	0.022	0	0.023	0	0.022
Policy Actions	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
2007 Program to Eliminate the Gap	0	0.000	0	0.092	0	0.096	0	0.101	0	0.105
Other Agency Technical Adjustments:										
<i>Headcount Correction</i>	4	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>1,153</b>	<b>(\$73.451)</b>	<b>1,149</b>	<b>(\$78.144)</b>	<b>1,149</b>	<b>(\$83.128)</b>	<b>1,149</b>	<b>(\$87.115)</b>	<b>1,149</b>	<b>(\$92.017)</b>
Post 2007 Program to Eliminate the Gap	-	-	0.000	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan: Net Surplus/(Deficit)</b>	<b>1,153</b>	<b>(\$73.451)</b>	<b>1,149</b>	<b>(\$78.144)</b>	<b>1,149</b>	<b>(\$83.128)</b>	<b>1,149</b>	<b>(\$87.115)</b>	<b>1,149</b>	<b>(\$92.017)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

**MTA LONG ISLAND BUS**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Cash Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Cash Surplus/(Deficit)</b>	<b>1,157</b>	<b>(\$72.736)</b>	<b>1,149</b>	<b>(\$78.083)</b>	<b>1,149</b>	<b>(\$83.370)</b>	<b>1,149</b>	<b>(\$89.345)</b>	<b>1,149</b>	<b>(\$92.043)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	0.267	0	0.277	0	0.286	0	0.295	0	0.304
<i>Other Fringe -Taxes<sup>2</sup></i>	0	0.020	0	0.021	0	0.022	0	0.023	0	0.023
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.000	0	0.275	0	0.278	0	0.304	0	0.333
Pattern Labor Provision:										
<i>Payroll</i>	0	0.009	0	0.066	0	0.092	0	0.092	0	0.090
<i>Overtime</i>	0	0.002	0	0.006	0	0.009	0	0.008	0	0.008
<i>Other Fringe -Taxes</i>	0	0.001	0	0.017	0	0.022	0	0.023	0	0.022
Cash Contribution to GASB Account:										
<i>Health &amp; Welfare</i>	0	(0.267)	0	(0.277)	0	(0.286)	0	(0.295)	0	(0.304)
<i>Other Fringe -Taxes<sup>2</sup></i>	0	(0.020)	0	(0.021)	0	(0.022)	0	(0.023)	0	(0.023)
Policy Actions	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
2007 Program to Eliminate the Gap	0	0.000	0	0.092	0	0.096	0	0.101	0	0.105
Other Agency Technical Adjustments:										
<i>Headcount Correction</i>	4	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>1,153</b>	<b>(\$72.724)</b>	<b>1,149</b>	<b>(\$77.628)</b>	<b>1,149</b>	<b>(\$82.873)</b>	<b>1,149</b>	<b>(\$88.817)</b>	<b>1,149</b>	<b>(\$91.485)</b>
Post 2007 Program to Eliminate the Gap	-	-	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>1,153</b>	<b>(\$72.724)</b>	<b>1,149</b>	<b>(\$77.628)</b>	<b>1,149</b>	<b>(\$82.873)</b>	<b>1,149</b>	<b>(\$88.817)</b>	<b>1,149</b>	<b>(\$91.485)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

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

<b>NON-REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$ 39.560	\$ 39.758	\$ 39.957	\$ 40.156	\$ 40.357
Toll Revenue	-	-	-	-	-
Other Operating Revenue	3.699	3.199	2.549	2.454	2.207
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$43.259</b>	<b>\$42.957</b>	<b>\$42.506</b>	<b>\$42.610</b>	<b>\$42.564</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$ 59.667	\$ 62.067	\$ 64.033	\$ 65.958	\$ 68.072
Overtime	5.148	5.330	5.518	5.684	5.864
Health and Welfare	11.459	12.327	13.666	15.152	16.797
Pensions	5.492	5.560	5.746	5.917	6.106
Other Fringe Benefits	7.314	7.141	7.356	7.576	7.818
Pattern Labor Provision	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$89.080</b>	<b>\$92.425</b>	<b>\$96.319</b>	<b>\$100.287</b>	<b>\$104.657</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$ 10.324	\$ 11.246	\$ 11.524	\$ 11.258	\$ 11.266
Insurance	0.843	0.417	0.454	0.497	0.539
Claims	3.845	3.428	3.483	3.537	3.602
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	7.866	8.404	8.534	8.695	8.904
Professional Service Contracts	1.869	1.941	1.973	2.003	2.040
Materials & Supplies	2.488	2.834	2.934	3.029	3.146
Other Business Expenses	0.395	0.406	0.413	0.419	0.427
<b>Total Non-Labor Expenses</b>	<b>\$27.630</b>	<b>\$28.676</b>	<b>\$29.315</b>	<b>\$29.438</b>	<b>\$29.924</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$116.710</b>	<b>\$121.101</b>	<b>\$125.634</b>	<b>\$129.725</b>	<b>\$134.581</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$116.710</b>	<b>\$121.101</b>	<b>\$125.634</b>	<b>\$129.725</b>	<b>\$134.581</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$73.451)</b>	<b>(\$78.144)</b>	<b>(\$83.128)</b>	<b>(\$87.115)</b>	<b>(\$92.017)</b>
Post 2007 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
<b>Net Surplus/(Deficit)</b>	<b>(\$73.451)</b>	<b>(\$78.144)</b>	<b>(\$83.128)</b>	<b>(\$87.115)</b>	<b>(\$92.017)</b>

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

<b>REIMBURSABLE</b>					
	<b>2006 Final <u>Estimate</u></b>	<b>2007 Adopted <u>Budget</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
<b>Revenue</b>					
Farebox Revenue					
Toll Revenue	-	-	-	-	-
Other Operating Revenue					
Capital and Other Reimbursements	5.680	5.910	6.110	6.331	6.524
<b>Total Revenue</b>	<b>\$5.680</b>	<b>\$5.910</b>	<b>\$6.110</b>	<b>\$6.331</b>	<b>\$6.524</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$ 0.853	\$ 0.875	\$ 0.900	\$ 0.928	\$ 0.914
Overtime	-	-	-	-	-
Health and Welfare	1.394	1.600	1.771	1.960	2.169
Pensions	0.071	0.072	0.074	0.076	0.075
Other Fringe Benefits	0.062	0.063	0.065	0.067	0.066
Reimbursable Overhead					
<b>Total Labor Expenses</b>	<b>\$2.380</b>	<b>\$2.610</b>	<b>\$2.810</b>	<b>\$3.031</b>	<b>\$3.224</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts					
Materials & Supplies	3.300	3.300	3.300	3.300	3.300
Other Business Expenses					
<b>Total Non-Labor Expenses</b>	<b>\$3.300</b>	<b>\$3.300</b>	<b>\$3.300</b>	<b>\$3.300</b>	<b>\$3.300</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$5.680</b>	<b>\$5.910</b>	<b>\$6.110</b>	<b>\$6.331</b>	<b>\$6.524</b>
Depreciation					
<b>Total Expenses</b>	<b>\$5.680</b>	<b>\$5.910</b>	<b>\$6.110</b>	<b>\$6.331</b>	<b>\$6.524</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

**NON-REIMBURSABLE / REIMBURSABLE**

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$ 39.560	\$ 39.758	\$ 39.957	\$ 40.156	\$ 40.357
Toll Revenue	-	-	-	-	-
Other Operating Revenue	3.699	3.199	2.549	2.454	2.207
Capital and Other Reimbursements	5.680	5.910	6.110	6.331	6.524
<b>Total Revenue</b>	<b>\$48.939</b>	<b>\$48.867</b>	<b>\$48.616</b>	<b>\$48.941</b>	<b>\$49.088</b>

**Expenses**

**Labor:**

Payroll	\$ 60.520	\$ 62.942	\$ 64.933	\$ 66.886	\$ 68.986
Overtime	5.148	5.330	5.518	5.684	5.864
Health and Welfare	12.853	13.927	15.437	17.112	18.966
Pensions	5.563	5.632	5.820	5.993	6.181
Other Fringe Benefits	7.376	7.204	7.421	7.643	7.884
Pattern Labor Provision	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$91.460</b>	<b>\$95.035</b>	<b>\$99.129</b>	<b>\$103.318</b>	<b>\$107.881</b>

**Non-Labor:**

Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	10.324	11.246	11.524	11.258	11.266
Insurance	0.843	0.417	0.454	0.497	0.539
Claims	3.845	3.428	3.483	3.537	3.602
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	7.866	8.404	8.534	8.695	8.904
Professional Service Contracts	1.869	1.941	1.973	2.003	2.040
Materials & Supplies	5.788	6.134	6.234	6.329	6.446
Other Business Expenses	0.395	0.406	0.413	0.419	0.427
<b>Total Non-Labor Expenses</b>	<b>\$30.930</b>	<b>\$31.976</b>	<b>\$32.615</b>	<b>\$32.738</b>	<b>\$33.224</b>

**Other Expenses Adjustments:**

Other	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

<b>Total Expenses before Depreciation</b>	<b>\$122.390</b>	<b>\$127.011</b>	<b>\$131.744</b>	<b>\$136.056</b>	<b>\$141.105</b>
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Depreciation	-	-	-	-	-
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<b>Total Expenses</b>	<b>\$122.390</b>	<b>\$127.011</b>	<b>\$131.744</b>	<b>\$136.056</b>	<b>\$141.105</b>
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<b>Baseline Surplus/(Deficit)</b>	<b>(\$73.451)</b>	<b>(\$78.144)</b>	<b>(\$83.128)</b>	<b>(\$87.115)</b>	<b>(\$92.017)</b>
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Post 2007 Program to Eliminate the Gap  
(PEGs)

	-	-	-	-	-
<b>Net Surplus/(Deficit)</b>	<b>(\$73.451)</b>	<b>(\$78.144)</b>	<b>(\$83.128)</b>	<b>(\$87.115)</b>	<b>(\$92.017)</b>

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

**CASH RECEIPTS AND EXPENDITURES**

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$ 39.120	\$ 39.658	\$ 39.794	\$ 40.756	\$ 40.247
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	3.748	3.249	2.599	2.504	2.257
Capital and Other Reimbursements	5.576	5.728	5.909	6.106	6.274
<b>Total Receipts</b>	<b>\$48.444</b>	<b>\$48.635</b>	<b>\$48.302</b>	<b>\$49.366</b>	<b>\$48.778</b>

**Expenditures**

**Labor:**

Payroll	\$ 60.250	\$ 62.608	\$ 64.596	\$ 68.998	\$ 68.646
Overtime	5.118	5.300	5.485	5.865	5.828
Health and Welfare	12.812	13.882	15.389	17.055	18.891
Pensions	5.414	5.491	5.655	5.814	5.991
Other Fringe Benefits	7.340	7.167	7.384	7.883	7.846
Pattern Labor Provision					
GASB Account	0.287	0.298	0.308	0.318	0.327
Reimbursable Overhead					
<b>Total Labor Expenditures</b>	<b>\$91.221</b>	<b>\$94.746</b>	<b>\$98.817</b>	<b>\$105.933</b>	<b>\$107.529</b>

**Non-Labor:**

Traction and Propulsion Power					
Fuel for Buses and Trains	10.175	11.096	11.374	11.108	11.116
Insurance	1.199	0.353	0.597	0.415	0.467
Claims	3.000	3.382	3.435	3.486	3.548
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	7.646	8.334	8.464	8.625	8.834
Professional Service Contracts	1.813	1.883	1.914	1.943	1.975
Materials & Supplies	5.739	6.083	6.182	6.275	6.389
Other Business Expenses	0.375	0.386	0.392	0.398	0.405
<b>Total Non-Labor Expenditures</b>	<b>\$29.947</b>	<b>\$31.517</b>	<b>\$32.358</b>	<b>\$32.250</b>	<b>\$32.734</b>

**Other Expenditure Adjustments:**

Other

<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
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<b>Total Expenditures</b>	<b>\$121.168</b>	<b>\$126.263</b>	<b>\$131.175</b>	<b>\$138.183</b>	<b>\$140.263</b>
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<b>Baseline Cash Deficit</b>	<b>(\$72.724)</b>	<b>(\$77.628)</b>	<b>(\$82.873)</b>	<b>(\$88.817)</b>	<b>(\$91.485)</b>
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Post 2007 Program to Eliminate the Gap (PEGs)

- - - -

<b>Net Cash Deficit</b>	<b>(\$72.724)</b>	<b>(\$77.628)</b>	<b>(\$82.873)</b>	<b>(\$88.817)</b>	<b>(\$91.485)</b>
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**MTA LONG ISLAND BUS**  
**February Financial Plan 2007- 2010**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$ (0.440)	\$ (0.100)	\$ (0.163)	\$ 0.600	\$ (0.110)
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.049	0.050	0.050	0.050	0.050
Capital and Other Reimbursements	(0.104)	(0.182)	(0.201)	(0.225)	(0.250)
<b>Total Receipts</b>	<b>(\$0.495)</b>	<b>(\$0.232)</b>	<b>(\$0.314)</b>	<b>\$0.425</b>	<b>(\$0.310)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$ 0.270	\$ 0.334	\$ 0.337	\$ (2.112)	\$ 0.340
Overtime	0.030	0.030	0.033	(0.181)	0.036
Health and Welfare	0.041	0.045	0.048	0.057	0.075
Pensions	0.149	0.141	0.165	0.179	0.190
Other Fringe Benefits	0.036	0.037	0.037	(0.240)	0.038
Pattern Labor Provision	-	-	-	-	-
GASB Account	(0.287)	(0.298)	(0.308)	(0.318)	(0.327)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.239</b>	<b>\$0.289</b>	<b>\$0.312</b>	<b>(\$2.615)</b>	<b>\$0.352</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	0.149	0.150	0.150	0.150	0.150
Insurance	(0.356)	0.064	(0.143)	0.082	0.072
Claims	0.845	0.046	0.048	0.051	0.054
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.220	0.070	0.070	0.070	0.070
Professional Service Contracts	0.056	0.058	0.059	0.060	0.065
Materials & Supplies	0.049	0.051	0.052	0.054	0.057
Other Business Expenditures	0.020	0.020	0.021	0.021	0.022
<b>Total Non-Labor Expenditures</b>	<b>\$0.983</b>	<b>\$0.459</b>	<b>\$0.257</b>	<b>\$0.488</b>	<b>\$0.490</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before</b>	<b>\$0.727</b>	<b>\$0.516</b>	<b>\$0.255</b>	<b>(\$1.702)</b>	<b>\$0.532</b>
Depreciation Adjustment	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustmer</b>	<b>\$0.727</b>	<b>\$0.516</b>	<b>\$0.255</b>	<b>(\$1.702)</b>	<b>\$0.532</b>
Post 2007 Program to Eliminate the Gap (PEG	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$0.727</b>	<b>\$0.516</b>	<b>\$0.255</b>	<b>(\$1.702)</b>	<b>\$0.532</b>



**MTA Long Island Bus**  
**February Financial Plan 2007- 2010**  
**Ridership/Traffic Volume (Utilization)**  
(in millions)

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>RIDERSHIP</u></b>					
Fixed Route	31.501	31.659	31.817	31.976	32.136
Paratransit	0.341	0.343	0.344	0.346	0.348
<b>Baseline Total Ridership</b>	<b>31.842</b>	<b>32.002</b>	<b>32.161</b>	<b>32.322</b>	<b>32.484</b>
<b><i>Impact of:</i></b> Post 2007 PEG Program					
<b>Total Ridership</b>	<b>31.842</b>	<b>32.002</b>	<b>32.161</b>	<b>32.322</b>	<b>32.484</b>
<b><u>FAREBOX REVENUE</u></b>					
Fixed Route	\$ 38.501	\$ 38.693	\$ 38.885	\$ 39.079	\$ 39.274
Paratransit	\$ 1.059	\$ 1.065	\$ 1.072	\$ 1.077	\$ 1.083
<b>Baseline Total Revenue</b>	<b>\$39.560</b>	<b>\$39.758</b>	<b>\$39.957</b>	<b>\$40.156</b>	<b>\$40.357</b>
<b><i>Impact of:</i></b> Post 2007 PEG Program					
	-	-	-	-	-
<b>Total Revenue</b>	<b>\$39.560</b>	<b>\$39.758</b>	<b>\$39.957</b>	<b>\$40.156</b>	<b>\$40.357</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan 2007- 2010**  
**Non-Reimbursable - Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>					
Administration - All Other	33	33	33	33	33
Administration - Safety	11	11	11	11	11
Finance	21	21	21	21	21
Legal	9	9	9	9	9
IT	22	22	22	22	22
<b>Total Administration</b>	<b>96</b>	<b>96</b>	<b>96</b>	<b>96</b>	<b>96</b>
<b>Operations</b>					
Admin (F/R)	24	24	24	24	24
Admin (Para)	4	4	4	4	4
Bus stops	2	2	2	2	2
Scheduling (F/R)	3	3	3	3	3
Scheduling (Para)	13	13	13	13	13
Reservationists (Para)	12	12	12	12	12
TIC	9	9	9	9	9
Dipatchers	43	43	43	43	43
Bus Operators (F/R)	536	532	532	532	532
Bus Operators (Para)	131	131	131	131	131
<b>Total Operations</b>	<b>777</b>	<b>773</b>	<b>773</b>	<b>773</b>	<b>773</b>
<b>Maintenance</b>					
Admin	12	12	12	12	12
Line Supervisors	19	19	19	19	19
Mechanics (F/R)	123	123	123	123	123
Mechanics (Para)	3	3	3	3	3
Mech. Helpers/Cleaners (F/R)	68	68	68	68	68
Cleaners (Para)	7	7	7	7	7
Storeroom	12	12	12	12	12
P & E (F/R)	10	10	10	10	10
P & E ( Para)	1	1	1	1	1
Farebox	6	6	6	6	6
<b>Total Maintenance</b>	<b>261</b>	<b>261</b>	<b>261</b>	<b>261</b>	<b>261</b>
<b>Engineering/Capital</b>					
Engineers	2	2	2	2	2
Capital	14	14	14	14	14
<b>Total Engineering/Capital</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>
<b>Public Safety</b>					
Security	3	3	3	3	3
<b>Total Baseline Positions</b>	<b>1,153</b>	<b>1,149</b>	<b>1,149</b>	<b>1,149</b>	<b>1,149</b>
<i>Non-Reimbursable</i>	1,139	1,135	1,135	1,135	1,135
<i>Reimbursable</i>	14	14	14	14	14
<i>Total Full-Time</i>	1,044	1,040	1,040	1,040	1,040
<i>Total Full-Time Equivalents</i>	109	109	109	109	109

Impact of:					
Post 2007 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
<b>Total Positions</b>	<b>1,153</b>	<b>1,149</b>	<b>1,149</b>	<b>1,149</b>	<b>1,149</b>
<i>Non-Reimbursable</i>	1,139	1,135	1,135	1,135	1,135
<i>Reimbursable</i>	14	14	14	14	14
<i>Total Full-Time</i>	1,044	1,040	1,040	1,040	1,040
<i>Total Full-Time Equivalents</i>	109	109	109	109	109

**MTA LONG ISLAND BUS**  
**February Financial Plan 2007- 2010**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>						
	Managers/Supervisors	42	42	42	42	42
	Professional, Technical, Clerical	54	54	54	54	54
	Operational Hourlies					
	<b>Total Administration</b>	96	96	96	96	96
<b>Operations</b>						
	Managers/Supervisors	64	64	64	64	64
	Professional, Technical, Clerical	44	44	44	44	44
	Operational Hourlies	669	665	665	665	665
	<b>Total Operations</b>	777	773	773	773	773
<b>Maintenance</b>						
	Managers/Supervisors	27	27	27	27	27
	Professional, Technical, Clerical	4	4	4	4	4
	Operational Hourlies	230	230	230	230	230
	<b>Total Maintenance</b>	261	261	261	261	261
<b>Engineering/Capital</b>						
	Managers/Supervisors	7	7	7	7	7
	Professional, Technical, Clerical	9	9	9	9	9
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	16	16	16	16	16
<b>Public Safety</b>						
	Managers/Supervisors	1	1	1	1	1
	Professional, Technical, Clerical	2	2	2	2	2
	Operational Hourlies	-	-	-	-	-
	<b>Total Public Safety</b>	3	3	3	3	3
<b>Total Baseline Positions</b>						
	Managers/Supervisors	141	141	141	141	141
	Professional, Technical, Clerical	113	113	113	113	113
	Operational Hourlies	899	895	895	895	895
	<b>Total Baseline Positions</b>	1,153	1,149	1,149	1,149	1,149

MTA LONG ISLAND BUS  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

		2006		2007		2008		2009		2010	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>Administration</b>											
Improve Employee availability		0	0.000	0	0.092	0	0.096	0	0.101	0	0.105
Sub-Total	Administration	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.092</u>	<u>0</u>	<u>\$ 0.096</u>	<u>0</u>	<u>\$ 0.101</u>	<u>0</u>	<u>\$ 0.105</u>
Total Programs		<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.092</u>	<u>0</u>	<u>\$ 0.096</u>	<u>0</u>	<u>\$ 0.101</u>	<u>0</u>	<u>\$ 0.105</u>

**MTA LONG ISLAND BUS**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$3.143	\$2.873	\$3.407	\$3.214	\$3.458	\$3.324	\$3.356	\$3.504	\$3.287	\$3.650	\$3.365	\$3.178	\$39.758
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	3.199
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$3.409</b>	<b>\$3.140</b>	<b>\$3.674</b>	<b>\$3.481</b>	<b>\$3.725</b>	<b>\$3.590</b>	<b>\$3.622</b>	<b>\$3.770</b>	<b>\$3.554</b>	<b>\$3.916</b>	<b>\$3.632</b>	<b>\$3.444</b>	<b>\$42.957</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$5.212	\$4.679	\$5.365	\$5.131	\$5.328	\$5.173	\$5.173	\$5.498	\$4.950	\$5.509	\$5.088	\$4.960	\$62.067
Overtime	0.466	0.419	0.462	0.419	0.462	0.440	0.440	0.462	0.436	0.431	0.453	0.440	5.330
Health and Welfare	1.001	0.916	1.096	1.024	1.024	1.047	1.001	1.096	1.011	1.036	1.012	1.062	12.327
Pensions	0.449	0.416	0.491	0.464	0.464	0.473	0.454	0.491	0.459	0.468	0.466	0.465	5.560
Other Fringe Benefits	0.580	0.546	0.626	0.596	0.595	0.605	0.585	0.626	0.590	0.601	0.590	0.599	7.141
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$7.709</b>	<b>\$6.976</b>	<b>\$8.040</b>	<b>\$7.634</b>	<b>\$7.873</b>	<b>\$7.739</b>	<b>\$7.654</b>	<b>\$8.173</b>	<b>\$7.446</b>	<b>\$8.045</b>	<b>\$7.609</b>	<b>\$7.527</b>	<b>\$92.425</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.964	0.865	0.958	0.910	0.964	0.952	0.936	0.971	0.937	0.944	0.929	0.917	11.246
Insurance	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.417
Claims	0.293	0.285	0.285	0.285	0.285	0.285	0.285	0.285	0.285	0.285	0.285	0.285	3.428
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.795	0.802	0.714	0.660	0.647	0.643	0.676	0.698	0.677	0.636	0.692	0.763	8.404
Professional Service Contracts	0.144	0.144	0.244	0.145	0.145	0.161	0.145	0.145	0.189	0.145	0.145	0.191	1.941
Materials & Supplies	0.249	0.233	0.261	0.276	0.246	0.227	0.256	0.232	0.196	0.266	0.220	0.174	2.834
Other Business Expenses	0.043	0.043	0.029	0.029	0.045	0.029	0.029	0.029	0.037	0.029	0.029	0.031	0.406
<b>Total Non-Labor Expenses</b>	<b>\$2.524</b>	<b>\$2.408</b>	<b>\$2.526</b>	<b>\$2.339</b>	<b>\$2.366</b>	<b>\$2.332</b>	<b>\$2.361</b>	<b>\$2.394</b>	<b>\$2.356</b>	<b>\$2.340</b>	<b>\$2.334</b>	<b>\$2.395</b>	<b>\$28.676</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$10.232</b>	<b>\$9.383</b>	<b>\$10.567</b>	<b>\$9.973</b>	<b>\$10.239</b>	<b>\$10.070</b>	<b>\$10.015</b>	<b>\$10.568</b>	<b>\$9.802</b>	<b>\$10.385</b>	<b>\$9.944</b>	<b>\$9.922</b>	<b>\$121.100</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$10.232</b>	<b>\$9.383</b>	<b>\$10.567</b>	<b>\$9.973</b>	<b>\$10.239</b>	<b>\$10.070</b>	<b>\$10.015</b>	<b>\$10.568</b>	<b>\$9.802</b>	<b>\$10.385</b>	<b>\$9.944</b>	<b>\$9.922</b>	<b>\$121.100</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$6.823)</b>	<b>(\$6.244)</b>	<b>(\$6.893)</b>	<b>(\$6.492)</b>	<b>(\$6.514)</b>	<b>(\$6.480)</b>	<b>(\$6.393)</b>	<b>(\$6.797)</b>	<b>(\$6.248)</b>	<b>(\$6.469)</b>	<b>(\$6.312)</b>	<b>(\$6.477)</b>	<b>(\$78.144)</b>

[illegible]

**MTA LONG ISLAND BUS**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$3.143	\$2.873	\$3.407	\$3.214	\$3.458	\$3.324	\$3.356	\$3.504	\$3.287	\$3.650	\$3.365	\$3.178	\$39.758
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	0.267	3.199
Capital and Other Reimbursements	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	5.910
<b>Total Revenue</b>	<b>\$3.902</b>	<b>\$3.632</b>	<b>\$4.166</b>	<b>\$3.973</b>	<b>\$4.218</b>	<b>\$4.083</b>	<b>\$4.115</b>	<b>\$4.263</b>	<b>\$4.046</b>	<b>\$4.409</b>	<b>\$4.124</b>	<b>\$3.937</b>	<b>\$48.867</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$5.285	\$4.752	\$5.438	\$5.204	\$5.401	\$5.246	\$5.246	\$5.571	\$5.023	\$5.582	\$5.161	\$5.033	\$62.942
Overtime	0.466	0.419	0.462	0.419	0.462	0.440	0.440	0.462	0.436	0.431	0.453	0.440	5.330
Health and Welfare	1.134	1.050	1.229	1.158	1.158	1.181	1.134	1.229	1.145	1.170	1.145	1.195	13.927
Pensions	0.455	0.422	0.497	0.470	0.470	0.479	0.460	0.497	0.465	0.474	0.472	0.471	5.632
Other Fringe Benefits	0.585	0.551	0.632	0.602	0.600	0.611	0.590	0.632	0.595	0.607	0.596	0.605	7.204
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$7.926</b>	<b>\$7.193</b>	<b>\$8.258</b>	<b>\$7.852</b>	<b>\$8.090</b>	<b>\$7.956</b>	<b>\$7.871</b>	<b>\$8.391</b>	<b>\$7.664</b>	<b>\$8.263</b>	<b>\$7.827</b>	<b>\$7.744</b>	<b>\$95.035</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.964	0.865	0.958	0.910	0.964	0.952	0.936	0.971	0.937	0.944	0.929	0.917	11.246
Insurance	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.417
Claims	0.293	0.285	0.285	0.285	0.285	0.285	0.285	0.285	0.285	0.285	0.285	0.285	3.428
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.795	0.802	0.714	0.660	0.647	0.643	0.676	0.698	0.677	0.636	0.692	0.763	8.404
Professional Service Contracts	0.144	0.144	0.244	0.145	0.145	0.161	0.145	0.145	0.189	0.145	0.145	0.191	1.941
Materials & Supplies	0.524	0.508	0.536	0.551	0.521	0.502	0.531	0.507	0.471	0.541	0.495	0.449	6.134
Other Business Expenses	0.043	0.043	0.029	0.029	0.045	0.029	0.029	0.029	0.037	0.029	0.029	0.031	0.406
<b>Total Non-Labor Expenses</b>	<b>\$2.799</b>	<b>\$2.683</b>	<b>\$2.801</b>	<b>\$2.614</b>	<b>\$2.641</b>	<b>\$2.607</b>	<b>\$2.636</b>	<b>\$2.669</b>	<b>\$2.631</b>	<b>\$2.615</b>	<b>\$2.609</b>	<b>\$2.670</b>	<b>\$31.976</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$10.725</b>	<b>\$9.876</b>	<b>\$11.059</b>	<b>\$10.466</b>	<b>\$10.732</b>	<b>\$10.563</b>	<b>\$10.507</b>	<b>\$11.060</b>	<b>\$10.295</b>	<b>\$10.878</b>	<b>\$10.436</b>	<b>\$10.414</b>	<b>\$127.010</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$10.725</b>	<b>\$9.876</b>	<b>\$11.059</b>	<b>\$10.466</b>	<b>\$10.732</b>	<b>\$10.563</b>	<b>\$10.507</b>	<b>\$11.060</b>	<b>\$10.295</b>	<b>\$10.878</b>	<b>\$10.436</b>	<b>\$10.414</b>	<b>\$127.010</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$6.823)</b>	<b>(\$6.244)</b>	<b>(\$6.893)</b>	<b>(\$6.492)</b>	<b>(\$6.514)</b>	<b>(\$6.480)</b>	<b>(\$6.393)</b>	<b>(\$6.797)</b>	<b>(\$6.248)</b>	<b>(\$6.469)</b>	<b>(\$6.312)</b>	<b>(\$6.477)</b>	<b>(\$78.144)</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$3.043	\$2.873	\$3.407	\$3.214	\$3.458	\$3.324	\$3.356	\$3.504	\$3.287	\$3.650	\$3.365	\$3.178	\$39.658
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.120	0.120	0.550	0.120	0.276	0.306	0.276	0.276	0.550	0.120	0.276	0.254	3.249
Capital and Other Reimbursements	0.114	0.114	1.479	0.114	1.214	0.379	0.114	1.214	0.379	0.114	0.114	0.379	5.728
<b>Total Receipts</b>	<b>\$3.277</b>	<b>\$3.108</b>	<b>\$5.436</b>	<b>\$3.449</b>	<b>\$4.949</b>	<b>\$4.009</b>	<b>\$3.746</b>	<b>\$4.994</b>	<b>\$4.216</b>	<b>\$3.884</b>	<b>\$3.756</b>	<b>\$3.810</b>	<b>\$48.635</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$4.816	\$4.816	\$7.224	\$4.816	\$4.816	\$4.816	\$4.816	\$7.224	\$4.816	\$4.816	\$4.816	\$4.816	\$62.608
Overtime	0.410	0.410	0.600	0.410	0.410	0.410	0.410	0.600	0.410	0.410	0.410	0.410	5.300
Health and Welfare	1.157	1.157	1.157	1.157	1.157	1.157	1.157	1.157	1.157	1.157	1.157	1.157	13.882
Pensions	5.491	-	-	-	-	-	-	-	-	-	-	-	5.491
Other Fringe Benefits	0.553	0.553	0.821	0.553	0.553	0.553	0.553	0.821	0.553	0.553	0.553	0.553	7.167
GASB Account	-	-	-	-	-	-	-	-	-	-	-	0.298	0.298
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$12.426</b>	<b>\$6.935</b>	<b>\$9.802</b>	<b>\$6.935</b>	<b>\$6.935</b>	<b>\$6.935</b>	<b>\$6.935</b>	<b>\$9.802</b>	<b>\$6.935</b>	<b>\$6.935</b>	<b>\$6.935</b>	<b>\$7.233</b>	<b>\$94.746</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.951	0.854	0.945	0.898	0.951	0.939	0.923	0.958	0.924	0.932	0.916	0.905	11.096
Insurance	0.030	0.030	0.029	0.029	0.029	0.029	0.029	0.029	0.029	0.029	0.029	0.029	0.353
Claims	0.289	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	3.382
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.789	0.795	0.709	0.655	0.642	0.637	0.671	0.692	0.671	0.631	0.687	0.757	8.334
Professional Service Contracts	0.139	0.139	0.237	0.140	0.140	0.156	0.140	0.140	0.184	0.140	0.141	0.185	1.883
Materials & Supplies	0.520	0.504	0.532	0.546	0.516	0.498	0.526	0.503	0.467	0.536	0.490	0.445	6.083
Other Business Expenses	0.041	0.041	0.028	0.028	0.043	0.028	0.028	0.028	0.036	0.028	0.028	0.029	0.386
<b>Total Non-Labor Expenditures</b>	<b>\$2.759</b>	<b>\$2.645</b>	<b>\$2.760</b>	<b>\$2.577</b>	<b>\$2.603</b>	<b>\$2.569</b>	<b>\$2.599</b>	<b>\$2.631</b>	<b>\$2.592</b>	<b>\$2.578</b>	<b>\$2.572</b>	<b>\$2.631</b>	<b>\$31.517</b>
<b><u>Other Expenditure Adjustments:</u></b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$15.185</b>	<b>\$9.580</b>	<b>\$12.562</b>	<b>\$9.512</b>	<b>\$9.539</b>	<b>\$9.504</b>	<b>\$9.534</b>	<b>\$12.433</b>	<b>\$9.527</b>	<b>\$9.513</b>	<b>\$9.508</b>	<b>\$9.864</b>	<b>\$126.262</b>
<b>Net Cash Deficit</b>	<b>(\$11.908)</b>	<b>(\$6.472)</b>	<b>(\$7.126)</b>	<b>(\$6.064)</b>	<b>(\$4.589)</b>	<b>(\$5.496)</b>	<b>(\$5.788)</b>	<b>(\$7.439)</b>	<b>(\$5.311)</b>	<b>(\$5.629)</b>	<b>(\$5.752)</b>	<b>(\$6.054)</b>	<b>(\$77.628)</b>



**MTA LONG ISLAND BUS**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	(\$0.100)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.100)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(0.146)	(0.146)	0.284	(0.146)	0.010	0.040	0.010	0.010	0.284	(0.146)	0.010	(0.013)	0.050
Capital and Other Reimbursements	(0.378)	(0.378)	0.986	(0.378)	0.722	(0.114)	(0.378)	0.722	(0.114)	(0.378)	(0.378)	(0.114)	(0.182)
<b>Total Receipts</b>	<b>(\$0.624)</b>	<b>(\$0.524)</b>	<b>\$1.270</b>	<b>(\$0.524)</b>	<b>\$0.732</b>	<b>(\$0.074)</b>	<b>(\$0.368)</b>	<b>\$0.732</b>	<b>\$0.170</b>	<b>(\$0.524)</b>	<b>(\$0.368)</b>	<b>(\$0.127)</b>	<b>(\$0.232)</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$0.469	(\$0.064)	(\$1.786)	\$0.388	\$0.585	\$0.430	\$0.430	(\$1.653)	\$0.207	\$0.766	\$0.345	\$0.217	\$0.334
Overtime	0.056	0.009	(0.138)	0.009	0.052	0.030	0.030	(0.138)	0.026	0.021	0.043	0.030	0.030
Health and Welfare	(0.022)	(0.107)	0.072	0.001	0.001	0.024	(0.023)	0.072	(0.012)	0.013	(0.012)	0.038	0.045
Pensions	(5.036)	0.422	0.497	0.470	0.470	0.479	0.460	0.497	0.465	0.474	0.472	0.471	0.141
Other Fringe Benefits	0.032	(0.001)	(0.189)	0.049	0.047	0.058	0.038	(0.189)	0.043	0.054	0.043	0.052	0.037
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.298)	(0.298)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$4.500)</b>	<b>\$0.258</b>	<b>(\$1.544)</b>	<b>\$0.916</b>	<b>\$1.155</b>	<b>\$1.021</b>	<b>\$0.936</b>	<b>(\$1.411)</b>	<b>\$0.729</b>	<b>\$1.328</b>	<b>\$0.891</b>	<b>\$0.511</b>	<b>\$0.289</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.013	0.012	0.013	0.012	0.013	0.013	0.012	0.013	0.013	0.013	0.012	0.012	0.150
Insurance	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.064
Claims	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.046
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.007	0.007	0.006	0.005	0.005	0.005	0.006	0.006	0.006	0.005	0.006	0.006	0.070
Professional Service Contracts	0.004	0.004	0.007	0.004	0.004	0.005	0.004	0.004	0.006	0.004	0.004	0.006	0.058
Materials & Supplies	0.004	0.004	0.004	0.005	0.004	0.004	0.004	0.004	0.004	0.005	0.004	0.004	0.051
Other Business Expenditures	0.002	0.002	0.001	0.001	0.002	0.001	0.001	0.001	0.002	0.001	0.001	0.002	0.020
<b>Total Non-Labor Expenditures</b>	<b>\$0.040</b>	<b>\$0.038</b>	<b>\$0.041</b>	<b>\$0.037</b>	<b>\$0.038</b>	<b>\$0.038</b>	<b>\$0.037</b>	<b>\$0.038</b>	<b>\$0.039</b>	<b>\$0.037</b>	<b>\$0.037</b>	<b>\$0.039</b>	<b>\$0.459</b>
<b><u>Other Expenditures Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$5.085)</b>	<b>(\$0.229)</b>	<b>(\$0.233)</b>	<b>\$0.429</b>	<b>\$1.925</b>	<b>\$0.985</b>	<b>\$0.605</b>	<b>(\$0.641)</b>	<b>\$0.937</b>	<b>\$0.840</b>	<b>\$0.560</b>	<b>\$0.423</b>	<b>\$0.516</b>
Depreciation Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>(\$5.085)</b>	<b>(\$0.229)</b>	<b>(\$0.233)</b>	<b>\$0.429</b>	<b>\$1.925</b>	<b>\$0.985</b>	<b>\$0.605</b>	<b>(\$0.641)</b>	<b>\$0.937</b>	<b>\$0.840</b>	<b>\$0.560</b>	<b>\$0.423</b>	<b>\$0.516</b>

[illegible]

### Total Full-time Positions and Full-time Equivalents by Function and Occupation

[illegible]

**MTA LONG ISLAND BUS**  
**February Financial Plan - 2007 Adopted Budget**  
**Ridership/Traffic Volume (Utilization)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Baseline</u></b>													
Fixed Route	2.502	2.286	2.715	2.560	2.754	2.647	2.675	2.791	2.618	2.906	2.679	2.526	31.659
Paratransit	0.028	0.025	0.029	0.027	0.030	0.028	0.028	0.030	0.028	0.032	0.029	0.029	0.343
<b>Total</b>	<b>2.530</b>	<b>2.311</b>	<b>2.744</b>	<b>2.587</b>	<b>2.784</b>	<b>2.675</b>	<b>2.703</b>	<b>2.821</b>	<b>2.646</b>	<b>2.938</b>	<b>2.708</b>	<b>2.555</b>	<b>32.002</b>

# **Long Island Rail Road**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents Long Island Rail Road's 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2007-2010. The adopted budget incorporates the inclusion of Policy and Gap Closing Actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan.

In addition, assumptions were made on an MTA-wide basis concerning Pattern Wages, GASB Contributions and Health & Welfare inflation projections. In the November Plan, these projections were not captured within Agency sections, but instead were captured only within MTA Consolidated Statements. The February Plan now includes these projections within individual Agency sections.

These changes are captured in the plan-to-plan Reconciliations.

On an accrual basis, the 2007 Net Operating Deficit in the February Plan is \$11.2 million favorable to the December plan. The primary drivers are the GASB contribution, lower Health & Welfare rates, incorporation of the PEGs into the baseline budget, and lower Railroad Retirement Tax rates, partially offset by a provision for higher represented labor rates. On a cash basis, the 2007 Budget in the February Plan is \$5.0 million favorable. This favorableness is due to lower Health & Welfare rates, incorporation of the PEGs into the baseline budget, and lower Rail Road Retirement rates, partially offset by a provision for higher represented labor rates and environmental reserves. There was also a technical adjustment made to the Full-time Positions by Function and Occupational Group table to reflect the proper categorization of the occupations within the Administration function.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA Long Island Rail Road**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Accrual Basis**  
**(\$ in millions)**

	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Surplus/(Deficit)</b>	<b>6,476</b>	<b>(\$785.7)</b>	<b>6,557</b>	<b>(\$899.0)</b>	<b>6,619</b>	<b>(\$917.6)</b>	<b>6,606</b>	<b>(\$964.9)</b>	<b>6,605</b>	<b>(\$1,021.7)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	\$0.0	0	\$6.7	0	\$7.3	0	\$8.0	0	\$8.9
<i>Other Fringe -Taxes<sup>2</sup></i>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Inflation Change:										
<i>Health &amp; Welfare</i>	0	\$0.0	0	\$6.3	0	\$7.3	0	\$9.4	0	\$10.0
Pattern Labor Provision:										
<i>Payroll</i>	0	\$0.0	0	(\$4.2)	0	(\$7.7)	0	(\$8.5)	0	(\$8.7)
<i>Overtime</i>	0	\$0.0	0	(\$1.2)	0	(\$1.8)	0	(\$1.9)	0	(\$2.0)
<i>Other Fringe -Taxes</i>	0	\$0.0	0	(\$0.5)	0	(\$0.9)	0	(\$0.9)	0	(\$1.0)
<i>Reimbursable Overhead</i>	0	\$0.0	0	\$0.5	0	\$1.0	0	\$1.1	0	\$1.2
Policy Actions	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
2007 Program to Eliminate the Gap	0	\$0.0	0	\$2.5	0	\$2.5	0	\$2.6	0	\$2.7
Other Agency Technical Adjustments:										
AVLM shift from Operating Funded Capital to Operating Expenses.	0	\$0.0	0	(\$0.7)	0	\$0.0	0	\$0.0	0	\$0.0
Pension & Law/Claims Reimbursement - Change in accounting.	0	\$0.0	0	(\$0.2)	0	(\$0.1)	0	(\$0.2)	0	(\$0.1)
Rail Road Retirement updated rates	0	\$0.0	0	\$1.9	0	\$2.7	0	\$3.5	0	\$3.6
<b>2007 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>6,476</b>	<b>(\$785.7)</b>	<b>6,557</b>	<b>(\$887.8)</b>	<b>6,619</b>	<b>(\$907.4)</b>	<b>6,606</b>	<b>(\$951.7)</b>	<b>6,605</b>	<b>(\$1,007.1)</b>
Post 2007 Program to Eliminate the Gap	-	-	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
<b>2007 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,476</b>	<b>(\$785.7)</b>	<b>6,557</b>	<b>(\$887.8)</b>	<b>6,619</b>	<b>(\$907.4)</b>	<b>6,606</b>	<b>(\$951.7)</b>	<b>6,605</b>	<b>(\$1,007.1)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

**MTA Long Island Rail Road**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Cash Basis**  
**(\$ in millions)**

	2006		2007		Favorable/(Unfavorable) 2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Cash Surplus/(Deficit)</b>	<b>6,476</b>	<b>(\$525.3)</b>	<b>6,557</b>	<b>(\$590.5)</b>	<b>6,619</b>	<b>(\$636.5)</b>	<b>6,606</b>	<b>(\$665.8)</b>	<b>6,605</b>	<b>(\$706.6)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	\$0.0	0	\$6.7	0	\$7.3	0	\$8.0	0	\$8.9
<i>Other Fringe -Taxes</i> <sup>2</sup>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Inflation Change:										
<i>Health &amp; Welfare</i>	0	\$0.0	0	\$6.3	0	\$7.3	0	\$9.4	0	\$10.0
Pattern Labor Provision:										
<i>Payroll</i>	0	\$0.0	0	(\$4.2)	0	(\$7.7)	0	(\$8.5)	0	(\$8.7)
<i>Overtime</i>	0	\$0.0	0	(\$1.2)	0	(\$1.8)	0	(\$1.9)	0	(\$2.0)
<i>Other Fringe -Taxes</i>	0	\$0.0	0	(\$0.5)	0	(\$0.9)	0	(\$0.9)	0	(\$1.0)
<i>Reimbursable Overhead</i>	0	\$0.0	0	\$0.5	0	\$1.0	0	\$1.1	0	\$1.2
Cash Contribution to GASB Account:										
<i>Health &amp; Welfare</i>	0	\$0.0	0	(\$6.7)	0	(\$7.3)	0	(\$8.0)	0	(\$8.9)
<i>Other Fringe -Taxes</i> <sup>2</sup>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Policy Actions	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
2007 Program to Eliminate the Gap	0	\$0.0	0	\$2.5	0	\$2.5	0	\$2.6	0	\$2.7
Other Agency Technical Adjustments:										
Environmental Reserve / Misc. adjustments	0	\$0.0	0	(\$0.2)	0	(\$0.2)	0	\$0.0	0	\$0.0
Pension & Law/Claims Reimbursement - Change in accounting.	0	\$0.0	0	(\$0.2)	0	(\$0.1)	0	(\$0.2)	0	(\$0.1)
Rail Road Retirement updated rates	0	\$0.0	0	\$1.9	0	\$2.7	0	\$3.5	0	\$3.6
<b>2007 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>6,476</b>	<b>(\$525.3)</b>	<b>6,557</b>	<b>(\$585.6)</b>	<b>6,619</b>	<b>(\$633.8)</b>	<b>6,606</b>	<b>(\$660.6)</b>	<b>6,605</b>	<b>(\$701.0)</b>
Post 2007 Program to Eliminate the Gap	-	-	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
<b>2007 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>6,476</b>	<b>(\$525.3)</b>	<b>6,557</b>	<b>(\$585.6)</b>	<b>6,619</b>	<b>(\$633.8)</b>	<b>6,606</b>	<b>(\$660.6)</b>	<b>6,605</b>	<b>(\$701.0)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>Non-Reimbursable</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$453.9	\$462.6	\$469.1	\$477.1	\$483.2
Toll Revenue					
Other Operating Revenue	41.3	38.4	38.8	38.7	39.0
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0
<b>Total Revenue</b>	<b>\$495.2</b>	<b>\$501.0</b>	<b>\$507.9</b>	<b>\$515.9</b>	<b>\$522.2</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$367.3	\$387.4	\$408.9	\$418.2	\$431.0
Overtime	77.6	73.8	72.1	74.3	77.9
Health and Welfare	104.3	110.1	125.8	141.8	161.4
Pensions	117.3	116.4	112.0	111.8	112.4
Other Fringe Benefits	78.4	81.4	84.6	86.6	88.7
Reimbursable Overhead	(18.7)	(23.3)	(28.2)	(28.6)	(30.2)
<b>Total Labor Expenses</b>	<b>\$726.3</b>	<b>\$745.8</b>	<b>\$775.1</b>	<b>\$804.0</b>	<b>\$841.1</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$74.7	\$81.7	\$84.8	\$90.0	\$94.5
Fuel for Buses and Trains	16.1	16.9	16.6	16.9	16.9
Insurance	15.6	15.8	17.3	19.0	20.9
Claims	9.6	14.8	15.1	15.4	15.8
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	64.3	72.0	65.3	66.2	67.2
Professional Service Contracts	21.9	26.2	30.1	28.7	29.0
Materials & Supplies	70.9	115.1	124.1	125.8	126.7
Other Business Expenses	6.2	9.1	7.6	7.8	7.9
<b>Total Non-Labor Expenses</b>	<b>\$279.2</b>	<b>\$351.5</b>	<b>\$360.8</b>	<b>\$369.9</b>	<b>\$379.0</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$1,005.4</b>	<b>\$1,097.3</b>	<b>\$1,135.9</b>	<b>\$1,173.9</b>	<b>\$1,220.1</b>
Depreciation	\$275.4	\$291.6	\$279.4	\$293.7	\$309.2
<b>Total Expenses</b>	<b>\$1,280.8</b>	<b>\$1,388.9</b>	<b>\$1,415.3</b>	<b>\$1,467.6</b>	<b>\$1,529.4</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$785.7)</b>	<b>(\$887.8)</b>	<b>(\$907.4)</b>	<b>(\$951.7)</b>	<b>(\$1,007.1)</b>
Post 2007 Program to Eliminate the Gap (PEGs)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Net Surplus/(Deficit)</b>	<b>(\$785.7)</b>	<b>(\$887.8)</b>	<b>(\$907.4)</b>	<b>(\$951.7)</b>	<b>(\$1,007.1)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue					
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	\$131.6	\$154.7	\$166.6	\$167.8	\$173.2
<b>Total Revenue</b>	<b>\$131.6</b>	<b>\$154.7</b>	<b>\$166.6</b>	<b>\$167.8</b>	<b>\$173.2</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$53.3	\$66.6	\$68.4	\$68.9	\$71.1
Overtime	9.6	10.0	10.4	10.7	11.2
Health and Welfare	9.0	11.2	11.6	12.0	12.8
Pensions	17.1	18.2	20.2	20.0	19.9
Other Fringe Benefits	12.0	14.4	15.5	16.1	17.2
Reimbursable Overhead	18.7	23.3	28.2	28.6	30.2
<b>Total Labor Expenses</b>	<b>\$119.6</b>	<b>\$143.7</b>	<b>\$154.3</b>	<b>\$156.4</b>	<b>\$162.5</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0
Insurance	0.4	0.4	0.3	0.3	0.3
Claims	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	6.7	6.2	6.7	6.4	6.1
Professional Service Contracts	0.5	0.3	0.5	0.4	0.3
Materials & Supplies	4.0	3.9	4.1	3.8	3.4
Other Business Expenses	0.4	0.1	0.7	0.6	0.5
<b>Total Non-Labor Expenses</b>	<b>\$12.0</b>	<b>\$10.9</b>	<b>\$12.3</b>	<b>\$11.4</b>	<b>\$10.7</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$131.6</b>	<b>\$154.7</b>	<b>\$166.6</b>	<b>\$167.8</b>	<b>\$173.2</b>
Depreciation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Expenses</b>	<b>\$131.6</b>	<b>\$154.7</b>	<b>\$166.6</b>	<b>\$167.8</b>	<b>\$173.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$453.9	\$462.6	\$469.1	\$477.1	\$483.2
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	41.3	38.4	38.8	38.7	39.0
Capital and Other Reimbursements	131.6	154.7	166.6	167.8	173.2
<b>Total Revenue</b>	<b>\$626.8</b>	<b>\$655.7</b>	<b>\$674.5</b>	<b>\$683.7</b>	<b>\$695.4</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$420.5	\$454.0	\$477.3	\$487.1	\$502.1
Overtime	87.1	83.8	82.5	85.1	89.0
Health and Welfare	113.3	121.3	137.3	153.8	174.2
Pensions	134.4	134.6	132.2	131.8	132.4
Other Fringe Benefits	90.4	95.8	100.1	102.7	105.9
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenses</b>	<b>\$845.9</b>	<b>\$889.6</b>	<b>\$929.4</b>	<b>\$960.4</b>	<b>\$1,003.6</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$74.7	\$81.7	\$84.8	\$90.0	\$94.5
Fuel for Buses and Trains	16.1	16.9	16.6	16.9	16.9
Insurance	16.0	16.1	17.6	19.3	21.2
Claims	9.6	14.8	15.1	15.4	15.8
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	70.9	78.2	72.0	72.6	73.3
Professional Service Contracts	22.5	26.5	30.5	29.1	29.3
Materials & Supplies	74.9	119.0	128.2	129.6	130.1
Other Business Expenses	6.6	9.2	8.3	8.4	8.5
<b>Total Non-Labor Expenses</b>	<b>\$291.2</b>	<b>\$362.4</b>	<b>\$373.0</b>	<b>\$381.3</b>	<b>\$389.7</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$1,137.0</b>	<b>\$1,251.9</b>	<b>\$1,302.5</b>	<b>\$1,341.8</b>	<b>\$1,393.3</b>
Depreciation	\$275.4	\$291.6	\$279.4	\$293.7	\$309.2
<b>Total Expenses</b>	<b>\$1,412.5</b>	<b>\$1,543.5</b>	<b>\$1,581.9</b>	<b>\$1,635.5</b>	<b>\$1,702.5</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$785.7)</b>	<b>(\$887.8)</b>	<b>(\$907.4)</b>	<b>(\$951.7)</b>	<b>(\$1,007.1)</b>
Post 2007 Program to Eliminate the Gap (PEGs)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Net Surplus/(Deficit)</b>	<b>(\$785.7)</b>	<b>(\$887.8)</b>	<b>(\$907.4)</b>	<b>(\$951.7)</b>	<b>(\$1,007.1)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2007 - 2010**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$482.4	\$491.1	\$497.6	\$505.6	\$511.7
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	52.3	41.9	42.4	42.4	42.7
Capital and Other Reimbursements	152.5	190.2	204.2	196.7	201.9
<b>Total Receipts</b>	<b>\$687.2</b>	<b>\$723.2</b>	<b>\$744.2</b>	<b>\$744.7</b>	<b>\$756.4</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$423.0	\$453.1	\$476.4	\$486.2	\$501.3
Overtime	87.1	83.8	82.5	85.1	89.0
Health and Welfare	113.3	121.3	137.3	153.8	174.2
Pensions	134.0	134.2	131.7	131.4	131.9
Other Fringe Benefits	90.7	95.8	100.1	102.7	105.9
GASB Account	0.0	6.7	7.3	8.0	8.9
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>\$848.2</b>	<b>\$895.0</b>	<b>\$935.4</b>	<b>\$967.1</b>	<b>\$1,011.2</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$84.2	\$81.7	\$84.8	\$90.0	\$94.5
Fuel for Buses and Trains	16.1	16.9	16.6	16.9	16.9
Insurance	20.0	20.3	22.6	23.5	25.3
Claims	24.1	13.0	13.3	13.6	14.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	71.7	80.4	74.2	73.6	74.3
Professional Service Contracts	18.8	23.0	27.1	25.1	25.0
Materials & Supplies	100.1	141.5	167.9	159.3	159.7
Other Business Expenses	6.0	8.6	7.7	7.8	7.9
<b>Total Non-Labor Expenditures</b>	<b>\$341.0</b>	<b>\$385.2</b>	<b>\$414.2</b>	<b>\$409.8</b>	<b>\$417.6</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$28.5	\$28.5	\$28.5	\$28.5	\$28.5
<b>Total Other Expenditure Adjustments</b>	<b>\$28.5</b>	<b>\$28.5</b>	<b>\$28.5</b>	<b>\$28.5</b>	<b>\$28.5</b>
<b>Total Expenditures</b>	<b>\$1,217.7</b>	<b>\$1,308.7</b>	<b>\$1,378.1</b>	<b>\$1,405.4</b>	<b>\$1,457.3</b>
Cash Timing and Availability Adjustment	\$5.2	\$0.0	\$0.0	\$0.0	\$0.0
<b>Baseline Cash Deficit</b>	<b>(\$525.3)</b>	<b>(\$585.6)</b>	<b>(\$633.8)</b>	<b>(\$660.6)</b>	<b>(\$701.0)</b>
Post 2007 Program to Eliminate the Gap (PEGs)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Net Cash Deficit</b>	<b>(\$525.3)</b>	<b>(\$585.6)</b>	<b>(\$633.8)</b>	<b>(\$660.6)</b>	<b>(\$701.0)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2007 - 2010**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$28.5	\$28.5	\$28.5	\$28.5	\$28.5
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	11.0	3.5	3.6	3.7	3.7
Capital and Other Reimbursements	20.9	35.5	37.6	28.9	28.8
<b>Total Receipts</b>	<b>\$60.4</b>	<b>\$67.5</b>	<b>\$69.7</b>	<b>\$61.0</b>	<b>\$61.0</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$2.5)	\$0.9	\$0.9	\$0.9	\$0.9
Overtime	0.0	(0.0)	0.0	(0.0)	(0.0)
Health and Welfare	0.0	(0.0)	(0.0)	(0.0)	(0.0)
Pensions	0.4	0.4	0.5	0.5	0.5
Other Fringe Benefits	(0.2)	(0.0)	0.0	(0.0)	(0.0)
GASB Account	0.0	(6.7)	(7.3)	(8.0)	(8.9)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>(\$2.3)</b>	<b>(\$5.4)</b>	<b>(\$6.0)</b>	<b>(\$6.7)</b>	<b>(\$7.6)</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	(\$9.6)	\$0.0	\$0.0	\$0.0	(\$0.0)
Fuel for Buses and Trains	0.0	0.0	(0.0)	0.0	0.0
Insurance	(4.0)	(4.2)	(5.0)	(4.1)	(4.1)
Claims	(14.5)	1.8	1.8	1.8	1.8
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	(0.8)	(2.2)	(2.2)	(1.0)	(1.0)
Professional Service Contracts	3.7	3.5	3.4	4.0	4.3
Materials & Supplies	(25.2)	(22.4)	(39.7)	(29.7)	(29.6)
Other Business Expenditures	0.6	0.6	0.6	0.6	0.6
<b>Total Non-Labor Expenditures</b>	<b>(\$49.8)</b>	<b>(\$22.9)</b>	<b>(\$41.1)</b>	<b>(\$28.4)</b>	<b>(\$27.9)</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	(\$28.5)	(\$28.5)	(\$28.5)	(\$28.5)	(\$28.5)
<b>Total Other Expenditures Adjustments</b>	<b>(\$28.5)</b>	<b>(\$28.5)</b>	<b>(\$28.5)</b>	<b>(\$28.5)</b>	<b>(\$28.5)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$20.2)</b>	<b>\$10.7</b>	<b>(\$5.9)</b>	<b>(\$2.6)</b>	<b>(\$3.1)</b>
Depreciation Adjustment	\$275.4	\$291.6	\$279.4	\$293.7	\$309.2
Cash Timing and Availability Adjustment	\$5.2	\$0.0	\$0.0	\$0.0	\$0.0
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$260.4</b>	<b>\$302.3</b>	<b>\$273.5</b>	<b>\$291.1</b>	<b>\$306.2</b>
Post 2007 Program to Eliminate the Gap (PEGs)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Cash Conversion Adjustments</b>	<b>\$260.4</b>	<b>\$302.3</b>	<b>\$273.5</b>	<b>\$291.1</b>	<b>\$306.2</b>

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN 2007 - 2010**  
**RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)**

	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
Baseline Ridership	81.367	82.993	84.299	85.535	86.567
<b>Total</b>	<b>81.367</b>	<b>82.993</b>	<b>84.299</b>	<b>85.535</b>	<b>86.567</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2007 - 2010**  
**Non-Reimbursable - Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full Time Equivalents**

FUNCTION/DEPARTMENT	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>					
Executive VP	2	2	2	2	2
Labor Relations	11	11	11	11	11
Procurement & Logistics (excl. Stores)	81	86	86	86	86
Human Resources	96	96	95	95	95
Strategic Investments	38	39	39	39	39
Diversity Management	3	3	3	3	3
President	3	3	3	3	3
VP & Chief Financial Officer	110	112	112	112	111
Svc. Planning, Technology (excl. CPM)	173	171	171	171	171
Market Dev. & Public Affairs	61	61	61	61	61
Gen. Counsel & Secretary	30	34	34	34	34
System Safety	22	22	22	22	22
VP Operations/Oper. Support & Analysis	26	26	26	26	26
<b>Total Administration</b>	<b>656</b>	<b>666</b>	<b>665</b>	<b>665</b>	<b>664</b>
<b>Operations</b>					
Transportation	1,862	1,857	1,857	1,857	1,857
Passenger Service (Ticket Clerks & Agents)	183	183	183	183	183
<b>Total Operations</b>	<b>2,045</b>	<b>2,040</b>	<b>2,040</b>	<b>2,040</b>	<b>2,040</b>
<b>Maintenance</b>					
Engineering	1,581	1,592	1,605	1,605	1,605
Equipment	1,822	1,883	1,934	1,934	1,934
Passenger Service (excl. Ticket Selling)	194	194	194	194	194
Procurement (Stores)	93	93	93	93	93
<b>Total Maintenance</b>	<b>3,690</b>	<b>3,762</b>	<b>3,826</b>	<b>3,826</b>	<b>3,826</b>
<b>Engineering/Capital</b>					
Capital Program Management	85	89	88	75	75
<b>Total Baseline Positions</b>	<b>6,476</b>	<b>6,557</b>	<b>6,619</b>	<b>6,606</b>	<b>6,605</b>
<i>Non-Reimbursable</i>	5,788	5,824	5,819	5,819	5,819
<i>Reimbursable</i>	688	733	800	787	786
<i>Total Full-Time</i>	6,476	6,557	6,619	6,606	6,605
<i>Total Full-Time Equivalents</i>	0	0	0	0	0

Impact of:  
Post 2007 Program to Eliminate the Gap

<b>Total Positions</b>	<b>6,476</b>	<b>6,557</b>	<b>6,619</b>	<b>6,606</b>	<b>6,605</b>
<i>Non-Reimbursable</i>	5,788	5,824	5,819	5,819	5,819
<i>Reimbursable</i>	688	733	800	787	786
<i>Total Full-Time</i>	6,476	6,557	6,619	6,606	6,605
<i>Total Full-Time Equivalents</i>					

**MTA LONG ISLAND RAILROAD**  
**February Financial Plan 2007 - 2010**  
**Full-time Positions and Full-time Equivalents by Function and Occupational Group**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>					
Managers/Supervisors	299	299	299	299	299
Professional, Technical, Clerical	357	367	366	366	365
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>656</b>	<b>666</b>	<b>665</b>	<b>665</b>	<b>664</b>
<b>Operations</b>					
Managers/Supervisors	250	257	257	257	257
Professional, Technical, Clerical	175	174	174	174	174
Operational Hourlies	1,620	1,609	1,609	1,609	1,609
<b>Total Operations</b>	<b>2,045</b>	<b>2,040</b>	<b>2,040</b>	<b>2,040</b>	<b>2,040</b>
<b>Maintenance</b>					
Managers/Supervisors	642	724	725	725	725
Professional, Technical, Clerical	277	280	285	285	285
Operational Hourlies	2,771	2,758	2,816	2,816	2,816
<b>Total Maintenance</b>	<b>3,690</b>	<b>3,762</b>	<b>3,826</b>	<b>3,826</b>	<b>3,826</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	70	72	69	60	60
Professional, Technical, Clerical	15	17	19	15	15
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>85</b>	<b>89</b>	<b>88</b>	<b>75</b>	<b>75</b>
<b>Public Safety</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Baseline Positions</b>					
Managers/Supervisors	1,261	1,352	1,350	1,341	1,341
Professional, Technical, Clerical	824	838	844	840	839
Operational Hourlies	4,391	4,367	4,425	4,425	4,425
<b>Total Baseline Positions</b>	<b>6,476</b>	<b>6,557</b>	<b>6,619</b>	<b>6,606</b>	<b>6,605</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2007 - 2010**  
**Summary of 2007 PEGs**  
(\$ in millions)

	Favorable/(Unfavorable)									
	2006 Final Estimate		2007 Adopted Budget		2008		2009		2010	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>LIST of PROGRAMS</b>										
<b>Administration:</b>										
<b>Sub-Total Administration</b>	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
<b>Customer Convenience &amp; Amenities:</b>										
<b>Sub-Total Customer Convenience &amp; Amenities</b>	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
<b>Service:</b>										
<b>Sub-Total Service</b>	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
<b>Maintenance:</b>										
Contracted Services/Materials/Supplies			2.200		2.256		2.314		2.371	
Vehicle Elimination			0.138		0.142		0.146		0.149	
<b>Sub-Total Maintenance</b>	0	\$,000	0	\$2,338	0	\$2,398	0	\$2,460	0	\$2,520
<b>Revenue Enhancements:</b>										
ADL 6009 Fare Collection			0.150		0.150		0.150		0.150	
<b>Sub-Total Revenue Enhancements</b>	0	\$,000	0	\$,150	0	\$,150	0	\$,150	0	\$,150
<b>Other:</b>										
<b>Sub-Total Other</b>	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000
<b>Total 2007 PEGs</b>	0	\$,000	0	\$2,488	0	\$2,548	0	\$2,610	0	\$2,670

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$35.2	\$34.9	\$37.8	\$38.4	\$38.5	\$40.3	\$41.2	\$40.6	\$40.2	\$38.7	\$38.9	\$37.8	\$462.6
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	3.0	3.0	3.4	3.2	3.6	3.3	3.1	3.3	3.2	3.1	3.1	3.1	38.4
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Revenue</b>	<b>\$38.2</b>	<b>\$37.9</b>	<b>\$41.2</b>	<b>\$41.7</b>	<b>\$42.1</b>	<b>\$43.6</b>	<b>\$44.3</b>	<b>\$43.9</b>	<b>\$43.4</b>	<b>\$41.8</b>	<b>\$42.0</b>	<b>\$40.9</b>	<b>\$501.0</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$35.2	\$30.0	\$31.4	\$31.2	\$34.5	\$29.0	\$33.3	\$32.4	\$31.0	\$34.7	\$30.8	\$34.1	\$387.4
Overtime	6.2	6.5	6.0	5.9	5.2	6.4	5.9	6.2	6.1	6.1	7.8	5.5	73.8
Health and Welfare	9.5	9.4	9.2	9.2	9.2	9.0	9.2	9.0	9.1	9.1	9.0	9.2	110.1
Pensions	10.4	10.3	9.7	9.7	9.6	9.2	9.6	9.2	9.6	9.7	9.4	9.9	116.4
Other Fringe Benefits	7.7	7.4	8.3	7.1	7.3	8.0	7.6	7.8	6.0	5.5	5.1	3.7	81.4
Reimbursable Overhead	(1.0)	(1.1)	(1.9)	(1.9)	(2.0)	(2.6)	(2.1)	(2.5)	(2.0)	(2.0)	(2.3)	(1.7)	(23.3)
<b>Total Labor Expenses</b>	<b>\$68.0</b>	<b>\$62.5</b>	<b>\$62.7</b>	<b>\$61.3</b>	<b>\$63.7</b>	<b>\$59.0</b>	<b>\$63.4</b>	<b>\$62.0</b>	<b>\$59.8</b>	<b>\$63.1</b>	<b>\$59.8</b>	<b>\$60.7</b>	<b>\$745.8</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$6.8	\$6.4	\$6.1	\$5.7	\$6.2	\$8.1	\$8.2	\$7.9	\$7.7	\$6.2	\$6.0	\$6.3	\$81.7
Fuel for Buses and Trains	1.3	1.2	1.3	1.3	1.5	1.5	1.5	1.5	1.5	1.5	1.4	1.3	16.9
Insurance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.4	1.4	15.8
Claims	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	14.8
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	5.2	5.6	5.6	5.8	5.5	6.2	6.1	5.5	6.3	6.6	6.4	7.2	72.0
Professional Service Contracts	2.0	2.1	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.6	26.2
Materials & Supplies	8.0	8.4	9.0	9.1	9.2	9.8	9.2	10.0	9.4	10.6	11.1	11.3	115.1
Other Business Expenses	0.7	0.7	0.7	0.7	0.7	0.8	0.7	0.8	0.8	0.7	0.7	0.8	9.1
<b>Total Non-Labor Expenses</b>	<b>\$26.6</b>	<b>\$26.8</b>	<b>\$27.5</b>	<b>\$27.4</b>	<b>\$27.7</b>	<b>\$31.3</b>	<b>\$30.4</b>	<b>\$30.3</b>	<b>\$30.4</b>	<b>\$30.4</b>	<b>\$30.4</b>	<b>\$32.2</b>	<b>\$351.5</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$94.5</b>	<b>\$89.3</b>	<b>\$90.2</b>	<b>\$88.7</b>	<b>\$91.4</b>	<b>\$90.2</b>	<b>\$93.8</b>	<b>\$92.4</b>	<b>\$90.2</b>	<b>\$93.5</b>	<b>\$90.2</b>	<b>\$92.9</b>	<b>\$1,097.3</b>
Depreciation	23.0	23.0	27.0	24.3	24.3	24.3	24.3	24.3	24.3	24.3	24.3	24.3	291.6
<b>Total Expenses</b>	<b>\$117.5</b>	<b>\$112.2</b>	<b>\$117.2</b>	<b>\$113.0</b>	<b>\$115.7</b>	<b>\$114.5</b>	<b>\$118.1</b>	<b>\$116.7</b>	<b>\$114.5</b>	<b>\$117.8</b>	<b>\$114.5</b>	<b>\$117.2</b>	<b>\$1,388.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$79.2)</b>	<b>(\$74.3)</b>	<b>(\$76.0)</b>	<b>(\$71.3)</b>	<b>(\$73.6)</b>	<b>(\$70.9)</b>	<b>(\$73.8)</b>	<b>(\$72.8)</b>	<b>(\$71.1)</b>	<b>(\$76.0)</b>	<b>(\$72.5)</b>	<b>(\$76.3)</b>	<b>(\$887.8)</b>

[illegible]

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$35.2	\$34.9	\$37.8	\$38.4	\$38.5	\$40.3	\$41.2	\$40.6	\$40.2	\$38.7	\$38.9	\$37.8	\$462.6
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	3.0	3.0	3.4	3.2	3.6	3.3	3.1	3.3	3.2	3.1	3.1	3.1	38.4
Capital and Other Reimbursements	7.3	7.9	12.5	12.5	13.5	16.8	14.2	16.6	13.7	13.2	15.0	11.6	154.7
<b>Total Revenue</b>	<b>\$45.6</b>	<b>\$45.9</b>	<b>\$53.6</b>	<b>\$54.2</b>	<b>\$55.6</b>	<b>\$60.4</b>	<b>\$58.4</b>	<b>\$60.5</b>	<b>\$57.1</b>	<b>\$55.0</b>	<b>\$57.0</b>	<b>\$52.5</b>	<b>\$655.7</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$38.8	\$33.8	\$37.0	\$36.6	\$40.1	\$36.1	\$39.1	\$39.5	\$36.5	\$40.0	\$37.3	\$39.1	\$454.0
Overtime	6.4	6.7	6.8	6.7	6.1	7.5	7.0	7.2	7.2	7.2	8.8	6.3	83.8
Health and Welfare	10.0	10.0	10.1	10.2	10.1	10.2	10.2	10.2	10.1	10.1	10.1	10.1	121.3
Pensions	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	134.6
Other Fringe Benefits	8.4	8.1	9.5	8.3	8.5	9.6	8.9	9.3	7.3	6.7	6.5	4.7	95.8
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenses</b>	<b>\$74.8</b>	<b>\$69.9</b>	<b>\$74.5</b>	<b>\$73.0</b>	<b>\$76.1</b>	<b>\$74.6</b>	<b>\$76.4</b>	<b>\$77.4</b>	<b>\$72.4</b>	<b>\$75.2</b>	<b>\$73.9</b>	<b>\$71.4</b>	<b>\$889.6</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$6.8	\$6.4	\$6.1	\$5.7	\$6.2	\$8.1	\$8.2	\$7.9	\$7.7	\$6.2	\$6.0	\$6.3	\$81.7
Fuel for Buses and Trains	1.3	1.2	1.3	1.3	1.5	1.5	1.5	1.5	1.5	1.5	1.4	1.3	16.9
Insurance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.4	1.4	16.1
Claims	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	14.8
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	5.4	5.8	5.8	6.3	6.1	7.0	6.8	6.2	7.0	7.2	6.9	7.7	78.2
Professional Service Contracts	2.0	2.1	2.2	2.2	2.2	2.3	2.2	2.2	2.2	2.2	2.2	2.6	26.5
Materials & Supplies	8.2	8.6	9.3	9.4	9.5	10.2	9.6	10.3	9.8	11.0	11.5	11.7	119.0
Other Business Expenses	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	9.2
<b>Total Non-Labor Expenses</b>	<b>\$27.0</b>	<b>\$27.3</b>	<b>\$28.1</b>	<b>\$28.2</b>	<b>\$28.8</b>	<b>\$32.5</b>	<b>\$31.6</b>	<b>\$31.6</b>	<b>\$31.5</b>	<b>\$31.4</b>	<b>\$31.4</b>	<b>\$33.0</b>	<b>\$362.4</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$101.8</b>	<b>\$97.2</b>	<b>\$102.7</b>	<b>\$101.2</b>	<b>\$104.9</b>	<b>\$107.1</b>	<b>\$107.9</b>	<b>\$108.9</b>	<b>\$103.9</b>	<b>\$106.6</b>	<b>\$105.2</b>	<b>\$104.4</b>	<b>\$1,251.9</b>
Depreciation	23.0	23.0	27.0	24.3	24.3	24.3	24.3	24.3	24.3	24.3	24.3	24.3	291.6
<b>Total Expenses</b>	<b>\$124.8</b>	<b>\$120.2</b>	<b>\$129.7</b>	<b>\$125.5</b>	<b>\$129.2</b>	<b>\$131.4</b>	<b>\$132.2</b>	<b>\$133.2</b>	<b>\$128.2</b>	<b>\$130.9</b>	<b>\$129.5</b>	<b>\$128.7</b>	<b>\$1,543.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$79.2)</b>	<b>(\$74.3)</b>	<b>(\$76.0)</b>	<b>(\$71.3)</b>	<b>(\$73.6)</b>	<b>(\$70.9)</b>	<b>(\$73.8)</b>	<b>(\$72.8)</b>	<b>(\$71.1)</b>	<b>(\$76.0)</b>	<b>(\$72.5)</b>	<b>(\$76.3)</b>	<b>(\$887.8)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$37.6	\$37.3	\$40.2	\$40.8	\$40.9	\$42.7	\$43.6	\$43.0	\$42.6	\$41.1	\$41.3	\$40.2	\$491.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	2.3	2.3	2.7	2.5	2.9	2.6	2.3	2.6	2.4	2.4	2.4	14.4	41.9
Capital and Other Reimbursements	5.4	15.2	12.0	15.4	15.4	16.5	20.8	17.4	20.5	16.9	16.1	18.5	190.2
<b>Total Receipts</b>	<b>\$45.3</b>	<b>\$54.8</b>	<b>\$54.9</b>	<b>\$58.7</b>	<b>\$59.2</b>	<b>\$61.9</b>	<b>\$66.7</b>	<b>\$63.0</b>	<b>\$65.5</b>	<b>\$60.3</b>	<b>\$59.9</b>	<b>\$73.1</b>	<b>\$723.2</b>
<b>Expenditures</b>													
<u><b>Labor:</b></u>													
Payroll	\$35.5	\$33.6	\$41.6	\$34.5	\$40.4	\$37.3	\$35.3	\$43.3	\$35.4	\$35.5	\$42.3	\$38.4	\$453.1
Overtime	6.4	6.7	6.8	6.7	7.6	6.0	7.0	7.2	7.2	7.2	8.8	6.3	83.8
Health and Welfare	10.6	10.6	10.6	10.7	10.7	10.7	10.7	11.0	10.6	10.6	10.6	4.0	121.3
Pensions	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	134.2
Other Fringe Benefits	8.6	8.0	9.5	8.7	8.1	9.6	9.2	9.3	7.0	6.8	6.7	4.5	95.8
GASB Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	6.7
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>\$72.2</b>	<b>\$70.1</b>	<b>\$79.6</b>	<b>\$71.8</b>	<b>\$78.0</b>	<b>\$74.8</b>	<b>\$73.3</b>	<b>\$81.9</b>	<b>\$71.5</b>	<b>\$71.3</b>	<b>\$79.5</b>	<b>\$71.1</b>	<b>\$895.0</b>
<u><b>Non-Labor:</b></u>													
Traction and Propulsion Power	\$5.9	\$6.5	\$6.0	\$5.8	\$5.4	\$5.8	\$6.4	\$6.7	\$6.4	\$6.3	\$5.8	\$14.8	\$81.7
Fuel for Buses and Trains	1.3	1.2	1.3	1.3	1.5	1.5	1.5	1.5	1.5	1.5	1.4	1.3	16.9
Insurance	9.5	1.3	0.0	2.6	0.4	0.0	3.0	0.0	0.1	3.0	0.0	0.4	20.3
Claims	1.2	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.0	1.0	13.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	6.5	6.4	5.9	6.5	6.4	7.3	7.0	6.5	7.1	7.1	6.7	6.9	80.4
Professional Service Contracts	2.6	1.3	1.4	2.3	1.4	1.5	2.3	1.4	2.0	2.8	1.8	2.1	23.0
Materials & Supplies	11.7	11.8	12.1	9.8	14.0	13.5	11.0	14.6	13.4	7.9	10.6	11.1	141.5
Other Business Expenses	0.7	0.7	0.7	0.7	0.7	0.8	0.7	0.8	0.7	0.7	0.7	0.8	8.6
<b>Total Non-Labor Expenditures</b>	<b>\$39.3</b>	<b>\$30.3</b>	<b>\$28.7</b>	<b>\$30.1</b>	<b>\$30.8</b>	<b>\$31.5</b>	<b>\$33.1</b>	<b>\$32.6</b>	<b>\$32.2</b>	<b>\$30.4</b>	<b>\$27.9</b>	<b>\$38.4</b>	<b>\$385.2</b>
<u><b>Other Expenditure Adjustments:</b></u>													
Other	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$28.5
<b>Total Other Expenditure Adjustments</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$2.4</b>	<b>\$28.5</b>
<b>Total Expenditures</b>	<b>\$113.8</b>	<b>\$102.7</b>	<b>\$110.6</b>	<b>\$104.2</b>	<b>\$111.2</b>	<b>\$108.6</b>	<b>\$108.8</b>	<b>\$116.9</b>	<b>\$106.0</b>	<b>\$104.0</b>	<b>\$109.8</b>	<b>\$112.0</b>	<b>\$1,308.7</b>
Cash Timing and Availability Adjustment	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0
<b>Net Cash Deficit</b>	<b>(\$68.5)</b>	<b>(\$47.9)</b>	<b>(\$55.8)</b>	<b>(\$45.6)</b>	<b>(\$52.0)</b>	<b>(\$46.7)</b>	<b>(\$42.1)</b>	<b>(\$53.9)</b>	<b>(\$40.5)</b>	<b>(\$43.7)</b>	<b>(\$49.9)</b>	<b>(\$38.9)</b>	<b>(\$585.6)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$28.5
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	11.3	3.5
Capital and Other Reimbursements	(1.9)	7.3	(0.5)	2.8	2.0	(0.3)	6.6	0.8	6.8	3.7	1.1	6.9	35.5
<b>Total Receipts</b>	<b>(\$0.2)</b>	<b>\$8.9</b>	<b>\$1.3</b>	<b>\$4.5</b>	<b>\$3.6</b>	<b>\$1.4</b>	<b>\$8.3</b>	<b>\$2.5</b>	<b>\$8.4</b>	<b>\$5.3</b>	<b>\$2.9</b>	<b>\$20.6</b>	<b>\$67.5</b>
<b>Expenditures</b>													
<u><b>Labor:</b></u>													
Payroll	\$3.3	\$0.2	(\$4.5)	\$2.1	(\$0.3)	(\$1.2)	\$3.8	(\$3.8)	\$1.1	\$4.5	(\$5.0)	\$0.6	\$0.9
Overtime	0.0	(0.0)	0.0	0.0	(1.5)	1.5	(0.0)	(0.0)	(0.0)	0.0	0.0	(0.0)	(0.0)
Health and Welfare	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.8)	(0.5)	(0.5)	(0.5)	6.1	(0.0)
Pensions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Other Fringe Benefits	(0.2)	0.2	(0.0)	(0.4)	0.4	(0.0)	(0.3)	0.0	0.2	(0.1)	(0.1)	0.3	(0.0)
GASB Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6.7)	(6.7)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>\$2.7</b>	<b>(\$0.1)</b>	<b>(\$5.1)</b>	<b>\$1.2</b>	<b>(\$1.9)</b>	<b>(\$0.2)</b>	<b>\$3.0</b>	<b>(\$4.6)</b>	<b>\$0.9</b>	<b>\$3.9</b>	<b>(\$5.6)</b>	<b>\$0.3</b>	<b>(\$5.4)</b>
<u><b>Non-Labor:</b></u>													
Traction and Propulsion Power	\$0.9	(\$0.1)	\$0.1	(\$0.1)	\$0.8	\$2.4	\$1.8	\$1.2	\$1.4	(\$0.1)	\$0.3	(\$8.5)	\$0.0
Fuel for Buses and Trains	(0.0)	0.0	0.0	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	(0.0)	(0.0)	0.0	0.0
Insurance	(8.2)	(0.0)	1.3	(1.3)	0.9	1.3	(1.7)	1.3	1.3	(1.7)	1.4	1.0	(4.2)
Claims	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	1.8
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	(1.1)	(0.6)	(0.1)	(0.2)	(0.3)	(0.3)	(0.3)	(0.3)	(0.1)	0.1	0.2	0.8	(2.2)
Professional Service Contracts	(0.6)	0.8	0.8	(0.2)	0.8	0.8	(0.2)	0.8	0.3	(0.6)	0.4	0.5	3.5
Materials & Supplies	(3.5)	(3.2)	(2.8)	(0.3)	(4.4)	(3.3)	(1.5)	(4.2)	(3.6)	3.1	1.0	0.5	(22.4)
Other Business Expenditures	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.6
<b>Total Non-Labor Expenditures</b>	<b>(\$12.3)</b>	<b>(\$3.0)</b>	<b>(\$0.5)</b>	<b>(\$1.9)</b>	<b>(\$2.1)</b>	<b>\$1.0</b>	<b>(\$1.6)</b>	<b>(\$1.0)</b>	<b>(\$0.6)</b>	<b>\$1.1</b>	<b>\$3.4</b>	<b>(\$5.4)</b>	<b>(\$22.9)</b>
<u><b>Other Expenditures Adjustments:</b></u>													
Other	(\$2.4)	(\$2.4)	(\$2.4)	(\$2.4)	(\$2.4)	(\$2.4)	(\$2.4)	(\$2.4)	(\$2.4)	(\$2.4)	(\$2.4)	(\$2.4)	(\$28.5)
<b>Total Other Expenditures Adjustments</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$2.4)</b>	<b>(\$28.5)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$12.2)</b>	<b>\$3.5</b>	<b>(\$6.7)</b>	<b>\$1.4</b>	<b>(\$2.7)</b>	<b>(\$0.1)</b>	<b>\$7.4</b>	<b>(\$5.4)</b>	<b>\$6.3</b>	<b>\$8.0</b>	<b>(\$1.7)</b>	<b>\$13.1</b>	<b>\$10.7</b>
Depreciation Adjustment	23.0	23.0	27.0	24.3	24.3	24.3	24.3	24.3	24.3	24.3	24.3	24.3	291.6
<b>Total Cash Conversion Adjustments</b>	<b>\$10.7</b>	<b>\$26.4</b>	<b>\$20.3</b>	<b>\$25.7</b>	<b>\$21.6</b>	<b>\$24.2</b>	<b>\$31.7</b>	<b>\$18.9</b>	<b>\$30.6</b>	<b>\$32.3</b>	<b>\$22.6</b>	<b>\$37.4</b>	<b>\$302.3</b>
Cash Timing and Availability Adjustment	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Net Cash Conversion Adjustments</b>	<b>\$10.7</b>	<b>\$26.4</b>	<b>\$20.3</b>	<b>\$25.7</b>	<b>\$21.6</b>	<b>\$24.2</b>	<b>\$31.7</b>	<b>\$18.9</b>	<b>\$30.6</b>	<b>\$32.3</b>	<b>\$22.6</b>	<b>\$37.4</b>	<b>\$302.3</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Ridership/Traffic Volume (Utilization)**  
**(in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Baseline</u></b>													
Monthly	3.950	3.497	4.142	3.899	4.101	3.992	3.721	4.019	3.696	4.333	3.865	3.714	<b>46.930</b>
Weekly	0.141	0.146	0.142	0.192	0.163	0.186	0.247	0.225	0.197	0.174	0.138	0.131	<b>2.083</b>
<b>Commutation</b>	<b>4.092</b>	<b>3.643</b>	<b>4.284</b>	<b>4.091</b>	<b>4.264</b>	<b>4.177</b>	<b>3.969</b>	<b>4.244</b>	<b>3.893</b>	<b>4.507</b>	<b>4.003</b>	<b>3.845</b>	<b>49.013</b>
Peak One Way	0.538	0.519	0.629	0.589	0.625	0.686	0.690	0.732	0.666	0.619	0.605	0.604	<b>7.502</b>
Off Peak One Way	1.338	1.211	1.380	1.535	1.481	1.537	1.755	1.685	1.562	1.446	1.511	1.477	<b>17.920</b>
Other	0.564	0.614	0.667	0.733	0.730	0.761	0.811	0.776	0.736	0.703	0.729	0.734	<b>8.558</b>
<b>Non-commutation</b>	<b>2.440</b>	<b>2.344</b>	<b>2.676</b>	<b>2.856</b>	<b>2.837</b>	<b>2.984</b>	<b>3.257</b>	<b>3.192</b>	<b>2.965</b>	<b>2.768</b>	<b>2.845</b>	<b>2.815</b>	<b>33.980</b>
<b>Total Ridership</b>	<b>6.532</b>	<b>5.988</b>	<b>6.960</b>	<b>6.948</b>	<b>7.101</b>	<b>7.161</b>	<b>7.226</b>	<b>7.436</b>	<b>6.858</b>	<b>7.275</b>	<b>6.848</b>	<b>6.660</b>	<b>82.993</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Non-Reimbursable - Reimbursable Positions at End-of-Year**  
**Full-Time Positions and Full Time Equivalents**

[illegible]



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	299	299	299	299	299	299	299	299	299	299	299	299
Professional, Technical, Clerical	366	366	366	366	367	367	367	367	367	367	367	367
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>665</b>	<b>665</b>	<b>665</b>	<b>665</b>	<b>666</b>	<b>666</b>	<b>666</b>	<b>666</b>	<b>666</b>	<b>666</b>	<b>666</b>	<b>666</b>
<b>Operations</b>												
Managers/Supervisors	257	257	257	257	257	258	258	258	257	257	257	257
Professional, Technical, Clerical	175	175	175	176	179	188	188	188	180	175	174	174
Operational Hourlies	1,636	1,614	1,612	1,663	1,643	1,643	1,640	1,657	1,624	1,628	1,602	1,609
<b>Total Operations</b>	<b>2,068</b>	<b>2,046</b>	<b>2,044</b>	<b>2,096</b>	<b>2,079</b>	<b>2,089</b>	<b>2,086</b>	<b>2,103</b>	<b>2,061</b>	<b>2,060</b>	<b>2,033</b>	<b>2,040</b>
<b>Maintenance</b>												
Managers/Supervisors	717	717	718	722	724	726	726	726	725	725	725	724
Professional, Technical, Clerical	275	275	275	275	275	280	280	280	280	280	280	280
Operational Hourlies	2,713	2,742	2,799	2,804	2,795	2,800	2,817	2,809	2,794	2,769	2,767	2,758
<b>Total Maintenance</b>	<b>3,705</b>	<b>3,734</b>	<b>3,792</b>	<b>3,801</b>	<b>3,794</b>	<b>3,806</b>	<b>3,823</b>	<b>3,815</b>	<b>3,799</b>	<b>3,774</b>	<b>3,772</b>	<b>3,762</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	72	73	73	75	77	78	74	72	73	72	72	72
Professional, Technical, Clerical	15	15	15	15	15	14	15	15	17	17	16	17
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>87</b>	<b>88</b>	<b>88</b>	<b>90</b>	<b>92</b>	<b>92</b>	<b>89</b>	<b>87</b>	<b>90</b>	<b>89</b>	<b>88</b>	<b>89</b>
<b>Public Safety</b>												
Managers/Supervisors												
Professional, Technical, Clerical												
Operational Hourlies												
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	1,345	1,346	1,347	1,352	1,356	1,360	1,357	1,355	1,354	1,353	1,353	1,352
Professional, Technical, Clerical	831	831	831	832	836	849	850	850	844	839	837	838
Operational Hourlies	4,349	4,356	4,411	4,467	4,438	4,443	4,457	4,466	4,418	4,397	4,369	4,367
<b>Total Positions</b>	<b>6,525</b>	<b>6,533</b>	<b>6,589</b>	<b>6,652</b>	<b>6,631</b>	<b>6,653</b>	<b>6,664</b>	<b>6,671</b>	<b>6,616</b>	<b>6,589</b>	<b>6,559</b>	<b>6,557</b>

# **Metro-North Railroad**

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents MTA Metro-North's 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2008-2010. The adopted budget incorporates the inclusion of Policy and Gap Closing Actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan.

In addition, assumptions were made on an MTA-wide basis concerning Pattern Wages, GASB Contributions and Health & Welfare inflation projections. In the November Plan, these projections were not captured within Agency sections, but instead were captured only within MTA Consolidated Statements. The February Plan now includes these projections within individual Agency sections.

These changes are captured in the plan-to-plan Reconciliations.

On an accrued basis, they include increased labor costs in the amount of \$5.8 million for 2007 to reflect the current MTA-wide pattern labor provision, reduced costs for Health & Welfare that reflect lower premium increases for 2007 in the amount of \$4.8 million and anticipated employee Health & Welfare contributions of \$5.6 million (GASB), incorporation within the baseline of 2007 Program to Eliminate the Gap totaling \$1.3 million, and other technical adjustments reducing the 2007 operating deficit costs by \$.6 million. These other technical adjustments primarily reflect lower railroad retirement salary caps and tax rate announced in December that are partially offset by lower overhead recovery projections resulting from the salary and fringe rate changes described above.

On a cash basis, in addition to the changes listed above, the 2007 February Plan includes a contribution to a special GASB (Government Accounting Standards Board) account earmarked for post-retirement liabilities of "Other than Pension Benefits" totaling \$5.6 million in 2007, and a further technical cash adjustment (reduction) totaling \$.5 million associated with the impact of changes in labor and fringe component assumptions on capital projects disbursements and receipts during 2007.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA Metro North Railroad**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Accrual Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Surplus/(Deficit)</b>	<b>5,930</b>	<b>(\$516.0)</b>	<b>6,057</b>	<b>(\$587.8)</b>	<b>6,125</b>	<b>(\$623.1)</b>	<b>6,186</b>	<b>(\$668.1)</b>	<b>6,216</b>	<b>(\$692.3)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	N/A	0	5.0	0	5.2	0	5.5	0	5.9
<i>Other Fringe - Taxes<sup>2</sup></i>	0	N/A	0	0.6	0	0.6	0	0.7	0	0.7
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.0	0	4.8	0	6.3	0	7.3	0	8.3
Pattern Labor Provision:										
<i>Payroll</i>	0	0.0	0	(4.4)	0	(8.7)	0	(9.0)	0	(9.3)
<i>Overtime</i>	0	0.0	0	(0.7)	0	(1.2)	0	(1.2)	0	(1.3)
<i>Other Fringe - Taxes</i>	0	0.0	0	(0.7)	0	(1.4)	0	(1.4)	0	(1.4)
Policy Actions	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2007 Program to Eliminate the Gap	5	0.9	5	1.3	5	1.6	5	2.1	5	2.1
Other Agency Technical Adjustments:										
<i>Change in Tier II Tax Rate for Employer and lower Salary Cutoffs</i>	0	0.0	0	1.8	0	2.0	0	2.0	0	2.0
<i>Change in OH recovery</i>	0	0.0	0	(1.2)	0	(1.2)	0	(0.5)	0	(0.5)
<i>Pension</i>	0	0.0	0	0.0	0	(0.1)	0	(0.1)	0	(0.1)
<i>All Others</i>	0	0.0	0	(0.0)	0	(0.1)	0	(0.1)	0	(0.1)
<b>2007 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>5,925</b>	<b>(\$515.2)</b>	<b>6,052</b>	<b>(\$581.2)</b>	<b>6,120</b>	<b>(\$620.1)</b>	<b>6,181</b>	<b>(\$663.1)</b>	<b>6,211</b>	<b>(\$686.1)</b>
Post 2007 Program to Eliminate the Gap	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
<b>2007 February Financial Plan: Net Surplus/(Deficit)</b>	<b>5,925</b>	<b>(\$515.2)</b>	<b>6,052</b>	<b>(\$581.2)</b>	<b>6,120</b>	<b>(\$620.1)</b>	<b>6,181</b>	<b>(\$663.1)</b>	<b>6,211</b>	<b>(\$686.1)</b>

NOTE:

**MTA Metro North Railroad**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Cash Basis**  
**(\$ in millions)**

	<b>2006</b>		<b>2007</b>		<b>Favorable/(Unfavorable)</b> <b>2008</b>		<b>2009</b>		<b>2010</b>	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Cash Surplus/(Deficit)</b>	<b>0</b>	<b>(\$268.1)</b>	<b>0</b>	<b>(\$428.5)</b>	<b>0</b>	<b>(\$411.4)</b>	<b>0</b>	<b>(\$444.9)</b>	<b>0</b>	<b>(\$471.1)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	0.0	0	5.0	0	5.2	0	5.5	0	5.9
<i>Other Fringe -Taxes<sup>2</sup></i>	0	0.0	0	0.6	0	0.6	0	0.7	0	0.7
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.0	0	4.8	0	6.3	0	7.3	0	8.3
Pattern Labor Provision:										
<i>Payroll</i>	0	0.0	0	(4.4)	0	(8.7)	0	(9.0)	0	(9.3)
<i>Overtime</i>	0	0.0	0	(0.7)	0	(1.2)	0	(1.2)	0	(1.3)
<i>Other Fringe -Taxes</i>	0	0.0	0	(0.7)	0	(1.4)	0	(1.4)	0	(1.4)
Cash Contribution to GASB Account:										
<i>Health &amp; Welfare</i>	0	0.0	0	(5.0)	0	(5.2)	0	(5.5)	0	(5.9)
<i>Other Fringe -Taxes<sup>2</sup></i>	0	0.0	0	(0.6)	0	(0.6)	0	(0.7)	0	(0.7)
Policy Actions	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2007 Program to Eliminate the Gap	0	0.9	0	1.3	0	1.6	0	2.1	0	2.1
Other Agency Technical Adjustments:										
<i>Change in Tier II Tax Rate for Employer and lower</i>										
<i>Salary Cutoffs</i>	0	0.0	0	1.8	0	2.0	0	2.0	0	2.0
<i>Change in OH recovery</i>	0	0.0	0	(1.2)	0	(1.2)	0	(0.5)	0	(0.5)
<i>Pension</i>	0	0.0	0	0.0	0	(0.1)	0	(0.1)	0	(0.1)
<i>Operating Capital</i>	0	0.0	0	0.1	0	0.0	0	0.0	0	0.0
<i>Force Account Lag</i>	0	0.0	0	0.4	0	(0.1)	0	(0.1)	0	(0.0)
<i>All Others</i>	0	0.0	0	(0.0)	0	(0.1)	0	(0.1)	0	(0.1)
2007 February Financial Plan: Baseline Surplus/(Deficit)										
<b>2007 February Financial Plan:</b>										
<b>Baseline Surplus/(Deficit)</b>	<b>0</b>	<b>(\$267.2)</b>	<b>0</b>	<b>(\$427.1)</b>	<b>0</b>	<b>(\$414.3)</b>	<b>0</b>	<b>(\$446.1)</b>	<b>0</b>	<b>(\$471.4)</b>
Post 2007 Program to Eliminate the Gap	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
<b>2007 February Financial Plan:</b>										
<b>Net Cash Surplus/(Deficit)</b>	<b>0</b>	<b>(\$267.2)</b>	<b>0</b>	<b>(\$427.1)</b>	<b>0</b>	<b>(\$414.3)</b>	<b>0</b>	<b>(\$446.1)</b>	<b>0</b>	<b>(\$471.4)</b>

**NOTE:**

**MTA Metro-North Railroad**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

<b>NON-REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$451.6	\$463.1	\$473.1	\$484.3	\$491.6
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	34.5	32.0	30.1	36.5	37.4
MNR - MTA	0.0	0.0	0.0	0.0	0.0
MNR - CDOT	0.0	0.0	0.0	0.0	0.0
MNR - Other	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0
<b>Total Revenue</b>	<b>\$486.1</b>	<b>\$495.1</b>	<b>\$503.2</b>	<b>\$520.7</b>	<b>\$529.1</b>
<b>Operating Expenses</b>					
<b>Labor:</b>					
Payroll	\$342.9	\$362.8	\$379.6	\$395.1	\$406.4
Overtime	45.6	45.5	47.7	49.2	50.9
Health and Welfare	68.9	69.6	77.9	87.1	97.1
Pensions	32.0	43.1	43.5	45.0	46.5
Other Fringe Benefits	69.7	71.0	74.1	77.1	79.3
Reimbursable Overhead	(37.5)	(37.9)	(38.4)	(39.3)	(39.7)
<b>Total Labor</b>	<b>\$521.7</b>	<b>\$554.1</b>	<b>\$584.4</b>	<b>\$614.2</b>	<b>\$640.4</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	\$50.0	\$61.0	\$62.6	\$72.1	\$79.7
Fuel for Buses and Trains	14.4	15.6	15.2	14.6	14.7
Insurance	12.0	13.5	15.1	16.9	18.9
Claims	15.5	14.9	14.9	14.9	14.9
Paratransit Service Contracts					
Maintenance and Other					
Operating Contracts	79.0	90.4	95.1	99.0	102.1
Professional Service Contracts	21.6	23.3	24.8	26.8	27.4
Materials & Supplies	64.0	70.9	69.7	75.3	66.9
Other Business Expenses	16.3	10.1	12.1	13.6	13.7
<b>Total Non-Labor</b>	<b>\$272.8</b>	<b>\$299.8</b>	<b>\$309.5</b>	<b>\$333.2</b>	<b>\$338.3</b>
<b>Other Expenses Adjustments:</b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$794.5</b>	<b>\$853.9</b>	<b>\$893.9</b>	<b>\$947.4</b>	<b>\$978.7</b>
Depreciation	206.8	222.4	229.4	236.4	236.4
<b>Total Expenses</b>	<b>\$1,001.3</b>	<b>\$1,076.3</b>	<b>\$1,123.3</b>	<b>\$1,183.8</b>	<b>\$1,215.1</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$515.2)</b>	<b>(\$581.2)</b>	<b>(\$620.1)</b>	<b>(\$663.1)</b>	<b>(\$686.1)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$206.8	\$222.4	\$229.4	\$236.4	\$236.4
Operating/Capital	(15.6)	(14.6)	(18.9)	(16.9)	(17.0)
Other Cash Adjustments	56.7	(53.7)	(4.7)	(2.6)	(4.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$247.9</b>	<b>\$154.1</b>	<b>\$205.9</b>	<b>\$216.9</b>	<b>\$214.6</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$267.2)</b>	<b>(\$427.1)</b>	<b>(\$414.3)</b>	<b>(\$446.1)</b>	<b>(\$471.4)</b>
Post-2007 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
<b>Net Surplus/(Deficit)</b>	<b>(\$267.2)</b>	<b>(\$427.1)</b>	<b>(\$414.3)</b>	<b>(\$446.1)</b>	<b>(\$471.4)</b>

Totals may not add due to rounding

**MTA Metro-North Railroad**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

REIMBURSABLE						
	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010	
<b>Revenue</b>						
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
Toll Revenue	0.0	0.0	0.0	0.0	0.0	
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0	
MNR - MTA	85.4	97.0	99.4	102.5	106.1	
MNR - CDOT	31.8	65.4	43.2	44.4	45.8	
MNR - Other	25.3	23.2	22.4	23.0	12.9	
Capital and Other Reimbursements	142.5	185.6	165.0	170.0	164.9	
<b>Total Revenue</b>	<b>\$142.5</b>	<b>\$185.6</b>	<b>\$165.0</b>	<b>\$170.0</b>	<b>\$164.9</b>	
<b>Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$33.2	\$38.9	\$39.4	\$40.6	\$40.8	
Overtime	10.7	8.7	8.8	9.0	9.3	
Health and Welfare	7.2	7.7	8.3	9.2	10.0	
Pensions	3.8	5.2	5.1	5.2	5.3	
Other Fringe Benefits	7.5	7.9	8.0	8.3	8.3	
Reimbursable Overhead	35.9	36.1	36.5	37.6	37.9	
<b>Total Labor</b>	<b>\$98.2</b>	<b>\$104.5</b>	<b>\$106.0</b>	<b>\$109.9</b>	<b>\$111.7</b>	
<b><u>Non-Labor:</u></b>						
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0	
Insurance	3.5	3.4	3.5	3.7	3.7	
Claims	0.0	0.0	0.0	0.0	0.0	
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	
Maintenance and Other						
Operating Contracts	15.9	15.3	14.0	14.2	6.7	
Professional Service Contracts	2.6	18.6	5.4	5.5	5.5	
Materials & Supplies	23.1	43.7	36.0	36.6	37.2	
Other Business Expenses	(0.8)	(0.0)	(0.0)	(0.0)	(0.0)	
<b>Total Non-Labor</b>	<b>\$44.3</b>	<b>\$81.1</b>	<b>\$59.0</b>	<b>\$60.0</b>	<b>\$53.2</b>	
<b><u>Other Expenses Adjustments:</u></b>						
Other						
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	
<b>Total Expenses before Depreciation</b>	<b>\$142.5</b>	<b>\$185.6</b>	<b>\$165.0</b>	<b>\$170.0</b>	<b>\$164.9</b>	
Depreciation						
<b>Total Expenses</b>	<b>\$142.5</b>	<b>\$185.6</b>	<b>\$165.0</b>	<b>\$170.0</b>	<b>\$164.9</b>	
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	
<b>Cash Conversion Adjustments:</b>						
Depreciation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
Operating/Capital						
Other Cash Adjustments						
<b>Total Cash Conversion Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	
<b>Baseline Cash Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	
Post-2007 Agency Program to Eliminate the Gap						
<b>Net Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	

Totals may not add due to rounding

**MTA Metro-North Railroad**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

NON-REIMBURSABLE / REIMBURSABLE					
	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Revenue</b>					
Farebox Revenue	\$451.6	\$463.1	\$473.1	\$484.3	\$491.6
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	34.5	32.0	30.1	36.5	37.4
MNR - MTA	85.4	97.0	99.4	102.5	106.1
MNR - CDOT	31.8	65.4	43.2	44.4	45.8
MNR - Other	25.3	23.2	22.4	23.0	12.9
Capital and Other Reimbursements	142.5	185.6	165.0	170.0	164.9
<b>Total Revenue</b>	<b>\$628.6</b>	<b>\$680.7</b>	<b>\$668.1</b>	<b>\$690.7</b>	<b>\$693.9</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	\$376.1	\$401.8	\$419.1	\$435.7	\$447.2
Overtime	56.3	54.2	56.4	58.3	60.2
Health and Welfare	76.2	77.3	86.1	96.3	107.0
Pensions	35.8	48.3	48.6	50.2	51.8
Other Fringe Benefits	77.2	78.9	82.1	85.3	87.6
Reimbursable Overhead	(1.6)	(1.8)	(1.9)	(1.7)	(1.8)
<b>Total Labor</b>	<b>\$619.9</b>	<b>\$658.7</b>	<b>\$690.4</b>	<b>\$724.1</b>	<b>\$752.0</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	\$50.0	\$61.0	\$62.6	\$72.1	\$79.7
Fuel for Buses and Trains	14.4	15.6	15.2	14.6	14.7
Insurance	15.4	16.9	18.7	20.6	22.6
Claims	15.5	14.9	14.9	14.9	14.9
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other					
Operating Contracts	95.0	105.7	109.1	113.2	108.9
Professional Service Contracts	24.1	41.9	30.2	32.2	32.9
Materials & Supplies	87.1	114.7	105.7	112.0	104.2
Other Business Expenses	15.5	10.1	12.1	13.6	13.7
<b>Total Non-Labor</b>	<b>\$317.1</b>	<b>\$380.9</b>	<b>\$368.5</b>	<b>\$393.2</b>	<b>\$391.5</b>
<b>Other Adjustments:</b>	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$937.0</b>	<b>\$1,039.5</b>	<b>\$1,058.9</b>	<b>\$1,117.3</b>	<b>\$1,143.6</b>
Depreciation	206.8	222.4	229.4	236.4	236.4
<b>Total Expenses</b>	<b>\$1,143.8</b>	<b>\$1,261.9</b>	<b>\$1,288.3</b>	<b>\$1,353.7</b>	<b>\$1,380.0</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$515.2)</b>	<b>(\$581.2)</b>	<b>(\$620.1)</b>	<b>(\$663.1)</b>	<b>(\$686.1)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$206.8	\$222.4	\$229.4	\$236.4	\$236.4
Operating/Capital	(15.6)	(14.6)	(18.9)	(16.9)	(17.0)
Other Cash Adjustments	56.7	(53.7)	(4.7)	(2.6)	(4.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$247.9</b>	<b>\$154.1</b>	<b>\$205.9</b>	<b>\$216.9</b>	<b>\$214.6</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$267.2)</b>	<b>(\$427.1)</b>	<b>(\$414.3)</b>	<b>(\$446.1)</b>	<b>(\$471.4)</b>
Post-2007 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
<b>Net Surplus/(Deficit)</b>	<b>(\$267.2)</b>	<b>(\$427.1)</b>	<b>(\$414.3)</b>	<b>(\$446.1)</b>	<b>(\$471.4)</b>

Totals may not add due to rounding



**MTA Metro-North Railroad  
February Financial Plan 2007 - 2010  
Cash Receipts & Expenditures  
(\$ in millions)**

CASH RECEIPTS AND EXPENDITURES					
	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Receipts</b>					
Farebox Revenue	\$459.1	\$470.8	\$480.8	\$492.3	\$499.7
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	51.6	47.3	47.0	53.6	54.6
MNR - MTA	87.2	97.8	99.1	102.1	105.6
MNR - CDOT	31.2	67.2	43.3	44.6	46.0
MNR - Other	30.3	22.9	22.6	22.8	15.4
Capital and Other Reimbursements	148.7	187.9	165.0	169.6	167.1
<b>Total Receipts</b>	<b>\$659.4</b>	<b>\$706.0</b>	<b>\$692.8</b>	<b>\$715.5</b>	<b>\$721.4</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$356.3	\$426.7	\$405.5	\$414.3	\$424.9
Overtime	53.6	54.8	57.0	58.8	60.8
Health and Welfare	78.8	85.4	94.7	105.3	116.6
Pensions	17.9	61.8	60.2	62.2	64.2
Other Fringe Benefits	74.1	87.4	83.4	85.0	87.2
GASB Account	0.0	6.1	6.4	6.8	7.3
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor</b>	<b>\$580.7</b>	<b>\$722.2</b>	<b>\$707.2</b>	<b>\$732.4</b>	<b>\$760.9</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	\$50.0	\$61.0	\$62.6	\$72.1	\$79.7
Fuel for Buses and Trains	14.4	15.6	15.2	14.6	14.7
Insurance	15.7	16.9	19.5	20.4	22.4
Claims	12.2	12.0	12.0	12.0	12.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	110.6	120.2	124.0	128.5	124.2
Professional Service Contracts	24.2	44.1	32.5	34.5	35.3
Materials & Supplies	98.7	121.6	112.3	123.3	119.8
Other Business Expenses	20.1	19.4	21.8	23.6	23.7
<b>Total Non-Labor</b>	<b>\$346.0</b>	<b>\$410.9</b>	<b>\$399.9</b>	<b>\$429.2</b>	<b>\$431.9</b>
<b>Other Adjustments:</b>					
Other					
Cash Timing and Availability Adjustment					
<b>Total Other Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenditures</b>	<b>\$926.7</b>	<b>\$1,133.1</b>	<b>\$1,107.1</b>	<b>\$1,161.6</b>	<b>\$1,192.8</b>
<b>Baseline Cash Deficit</b>	<b>(\$267.2)</b>	<b>(\$427.1)</b>	<b>(\$414.3)</b>	<b>(\$446.1)</b>	<b>(\$471.4)</b>
<b>Subsidies</b>					
MTA	(\$217.1)	(\$362.6)	(\$341.4)	(\$359.1)	(\$370.7)
CDOT	(\$50.2)	(\$64.5)	(\$72.9)	(\$87.0)	(\$100.7)
<b>Total Subsidies</b>	<b>(\$267.2)</b>	<b>(\$427.1)</b>	<b>(\$414.3)</b>	<b>(\$446.1)</b>	<b>(\$471.4)</b>
Post-2007 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
<b>Net Surplus/Deficit</b>	<b>(\$267.2)</b>	<b>(\$427.1)</b>	<b>(\$414.3)</b>	<b>(\$446.1)</b>	<b>(\$471.4)</b>
<b>MTA share of PEGS</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>CDOT share of PEGS</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total PEGS</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Subsidies</b>					
MTA	(\$217.1)	(\$362.6)	(\$341.4)	(\$359.1)	(\$370.7)
CDOT	(\$50.2)	(\$64.5)	(\$72.9)	(\$87.0)	(\$100.7)
<b>Total Subsidies</b>	<b>(\$267.2)</b>	<b>(\$427.1)</b>	<b>(\$414.3)</b>	<b>(\$446.1)</b>	<b>(\$471.4)</b>

Totals may not add due to rounding

**MTA Metro-North Railroad**  
**February Financial Plan 2007 - 2010**  
**Cash Conversion (Cash Flow Adjustments)**  
**(\$ in millions)**

CASH FLOW ADJUSTMENTS					
	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Receipts</b>					
Farebox Revenue	\$7.5	\$7.6	\$7.8	\$8.1	\$8.1
Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	17.1	15.4	16.9	17.2	17.2
MNR - MTA	1.9	0.8	(0.3)	(0.4)	(0.5)
MNR - CDOT	(0.6)	1.8	0.2	0.2	0.2
MNR - Other	5.0	(0.3)	0.2	(0.2)	2.5
Capital and Other Reimbursements	6.2	2.3	0.0	(0.4)	2.2
<b>Total Receipts</b>	<b>\$30.8</b>	<b>\$25.3</b>	<b>\$24.7</b>	<b>\$24.8</b>	<b>\$27.5</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$19.8	(\$24.9)	\$13.5	\$21.4	\$22.3
Overtime	2.6	(0.5)	(0.5)	(0.6)	(0.6)
Health and Welfare	(2.6)	(8.1)	(8.6)	(9.0)	(9.6)
Pensions	17.9	(13.5)	(11.5)	(12.0)	(12.4)
Other Fringe Benefits	3.0	(8.5)	(1.4)	0.3	0.3
GASB Account	0.0	(6.1)	(6.4)	(6.8)	(7.3)
Reimbursable Overhead	(1.6)	(1.8)	(1.9)	(1.7)	(1.8)
<b>Total Labor</b>	<b>\$39.2</b>	<b>(\$63.6)</b>	<b>(\$16.8)</b>	<b>(\$8.3)</b>	<b>(\$8.9)</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0
Insurance	(0.3)	(0.0)	(0.8)	0.1	0.1
Claims	3.4	2.9	2.9	2.9	2.9
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	(15.7)	(14.5)	(14.9)	(15.3)	(15.4)
Professional Service Contracts	(0.1)	(2.2)	(2.3)	(2.3)	(2.3)
Materials & Supplies	(11.6)	(6.9)	(6.6)	(11.4)	(15.6)
Other Business Expenditures	(4.5)	(9.3)	(9.7)	(10.1)	(10.0)
<b>Total Non-Labor</b>	<b>(\$28.9)</b>	<b>(\$30.0)</b>	<b>(\$31.4)</b>	<b>(\$36.1)</b>	<b>(\$40.4)</b>
<b>Other Adjustments:</b>					
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$41.1</b>	<b>(\$68.3)</b>	<b>(\$23.6)</b>	<b>(\$19.5)</b>	<b>(\$21.8)</b>
Depreciation Adjustment	\$206.8	\$222.4	\$229.4	\$236.4	\$236.4
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$247.9</b>	<b>\$154.1</b>	<b>\$205.9</b>	<b>\$216.9</b>	<b>\$214.6</b>
Post-2007 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Cash Conversion Adjustments</b>	<b>\$247.9</b>	<b>\$154.1</b>	<b>\$205.9</b>	<b>\$216.9</b>	<b>\$214.6</b>

Totals may not add due to rounding

**MTA Metro-North Railroad**  
**February Financial Plan 2007 - 2010**  
**Ridership (Utilization)**  
(in millions)

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<hr/>					
<b><u>Farebox Revenue</u></b>					
Harlem Line	\$131.353	\$135.087	\$138.249	\$141.985	\$144.593
Hudson Line	\$93.760	\$97.613	\$100.411	\$103.088	\$105.273
New Haven Line	\$225.720	\$229.614	\$233.536	\$238.251	\$240.797
West of Hudson Mail & Ride	\$0.772	\$0.818	\$0.880	\$0.942	\$0.978
<b>Total Farebox Revenue</b>	<b>\$451.605</b>	<b>\$463.132</b>	<b>\$473.076</b>	<b>\$484.266</b>	<b>\$491.641</b>
<b><u>Ridership</u></b>					
Harlem Line	25.401	25.947	26.515	27.092	27.527
Hudson Line	14.755	15.248	15.659	16.001	16.324
New Haven Line	34.835	35.271	35.879	36.475	36.868
<b>Baseline Total Ridership</b>	<b>74.991</b>	<b>76.466</b>	<b>78.053</b>	<b>79.568</b>	<b>80.719</b>
<i>Impact of:</i>					
Post 2007 PEG Program	0	0	0	0	0
<b>Total Ridership</b>	<b>74.991</b>	<b>76.466</b>	<b>78.053</b>	<b>79.568</b>	<b>80.719</b>
Totals may not add due to rounding					

**MTA Metro-North Railroad**  
**February Financial Plan 2007 - 2010**  
**Total Non-Reimbursable - Reimbursable Positions at End-of-Year**  
**Full-Time Positions and Full Time Equivalents**  
**(\$ in millions)**

<b>FUNCTION/DEPARTMENT</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>					
President	6	6	6	6	6
Labor Relations	13	13	13	13	13
Safety	14	15	15	15	15
Corporate & Media Relations	15	15	15	15	15
Legal	16	16	16	16	16
Claims Services	20	22	22	22	22
Environmental Compliance & Serv	6	6	6	6	6
VP Human Resources	3	3	3	3	3
Human Resources	47	47	47	47	47
Training	29	31	31	31	31
Workforce Diversity	4	4	4	4	4
VP Planning & Development	3	3	3	3	3
Operations Planning	13	13	13	13	13
Capital Planning	14	14	14	14	14
Business Development & Facilities	14	14	14	14	14
Marketing	10	10	10	10	10
Industrial Engineering	11	11	11	11	11
Executive Vice President	1	1	1	1	1
Controller	124	124	124	124	124
Information Technology	124	128	128	128	128
Budget	16	16	16	16	16
Customer Service	65	66	67	67	67
Corporate *	(40)	(45)	(45)	(45)	(45)
<b>Total Administration</b>	<b>528</b>	<b>533</b>	<b>534</b>	<b>534</b>	<b>534</b>
<b>Operations</b>					
VP Operations	54	54	67	67	67
Operations Services	1,888	1,909	1,923	1,970	1,997
Metro-North West	27	27	27	27	27
<b>Total Operations</b>	<b>1,969</b>	<b>1,990</b>	<b>2,017</b>	<b>2,064</b>	<b>2,091</b>
<b>Maintenance</b>					
GCT	360	359	385	405	405
Maintenance of Equipment	1,267	1,309	1,309	1,286	1,286
Maintenance of Way	1,515	1,573	1,587	1,604	1,607
Procurement & Material Mgmt	172	174	174	174	174
<b>Total Maintenance</b>	<b>3,314</b>	<b>3,415</b>	<b>3,455</b>	<b>3,469</b>	<b>3,472</b>
<b>Engineering/Capital</b>					
Project Budget	13	13	13	13	13
Construction Management	39	39	39	39	39
Engineering & Design	62	62	62	62	62
<b>Total Engineering/Capital</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>
<b>Baseline Total Positions</b>	<b>5,925</b>	<b>6,052</b>	<b>6,120</b>	<b>6,181</b>	<b>6,211</b>
<i>Non-Reimbursable</i>	5,346	5,450	5,518	5,579	5,609
<i>Reimbursable</i>	579	602	602	602	602
<i>Total Full-Time</i>	5,920	6,047	6,115	6,176	6,206
<i>Total Full-Time-Equivalents</i>	5	5	5	5	5
Impact of:					
Post 2007 Program to Eliminate the Gap	-	-	-	-	-
<b>Total Positions</b>	<b>5,925</b>	<b>6,052</b>	<b>6,120</b>	<b>6,181</b>	<b>6,211</b>
<i>Non-Reimbursable</i>	5,346	5,450	5,518	5,579	5,609
<i>Reimbursable</i>	579	602	602	602	602
<i>Total Full-Time</i>	5920	6047	6115	6176	6206
<i>Total Full-Time-Equivalents</i>	5	5	5	5	5

\* Reflects turnover vacancies in December not included in department totals.

**MTA Metro-North Railroad**  
**February Financial Plan 2007 - 2010**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Administration					
Managers/Supervisors	40	41	41	41	41
Professional, Technical, Clerical	488	492	493	493	493
Operational Hourlies	-	-	-	-	-
Total Administration	528	533	534	534	534
Operations					
Managers/Supervisors	28	28	39	40	40
Professional, Technical, Clerical	481	488	488	488	488
Operational Hourlies	1,460	1,474	1,490	1,536	1,563
Total Operations	1,969	1,990	2,017	2,064	2,091
Maintenance					
Managers/Supervisors	39	40	51	53	53
Professional, Technical, Clerical	1,050	1,058	1,058	1,058	1,058
Operational Hourlies	2,225	2,317	2,346	2,358	2,361
Total Maintenance	3,314	3,415	3,455	3,469	3,472
Engineering/Capital					
Managers/Supervisors	27	28	28	28	28
Professional, Technical, Clerical	87	86	86	86	86
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	114	114	114	114	114
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
MTA Metro-North Consolidated					
Managers/Supervisors	134	137	159	162	162
Professional, Technical, Clerical	2,106	2,124	2,125	2,125	2,125
Operational Hourlies	3,685	3,791	3,836	3,894	3,924
Total MTA Metro-North Consolidated	5,925	6,052	6,120	6,181	6,211
<b>Baseline Total Positions</b>	<b>5,925</b>	<b>6,052</b>	<b>6,120</b>	<b>6,181</b>	<b>6,211</b>

METRO-NORTH RAILROAD  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

		2006		2007		2008		2009		2010	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>Administration</b>											
IT - Evaluation Equipment & Technology		0	0.000	0	0.104	0	0.107	0	0.109	0	0.112
PeopleSoft Implementation - Controller Savings		5	0.252	5	0.354	5	0.364	5	0.376	5	0.388
PeopleSoft Implementation - Data Processing Impact		0	0.600	0	0.609	0	0.621	0	0.631	0	0.643
Process Review for Productivity Savings		0	0.000	0	0.250	0	0.500	0	1.000	0	1.000
Sub-Total	Administration	5	\$ 0.852	5	\$ 1.317	5	\$ 1.592	5	\$ 2.116	5	\$ 2.143
Total Programs		5	\$ 0.852	5	\$ 1.317	5	\$ 1.592	5	\$ 2.116	5	\$ 2.143

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$36.2	\$34.9	\$37.4	\$38.0	\$39.0	\$39.8	\$39.7	\$39.2	\$38.7	\$39.7	\$40.3	\$40.2	\$463.1
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.0	2.4	2.5	2.9	2.4	2.6	2.8	2.4	2.5	2.9	3.1	2.6	32.0
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$39.2</b>	<b>\$37.2</b>	<b>\$39.9</b>	<b>\$40.9</b>	<b>\$41.3</b>	<b>\$42.3</b>	<b>\$42.5</b>	<b>\$41.6</b>	<b>\$41.3</b>	<b>\$42.6</b>	<b>\$43.4</b>	<b>\$42.8</b>	<b>\$495.1</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$31.9	\$27.9	\$30.2	\$29.1	\$31.8	\$29.2	\$31.0	\$31.9	\$28.1	\$31.3	\$30.6	\$29.9	\$362.8
Overtime	4.1	3.7	3.6	3.6	3.5	3.3	4.3	3.5	3.5	3.4	4.2	4.7	45.5
Health and Welfare	6.2	5.4	5.8	5.5	6.0	5.5	6.0	6.0	5.4	5.9	5.9	5.9	69.6
Pensions	3.8	3.3	3.6	3.5	3.8	3.4	3.7	3.8	3.3	3.7	3.7	3.6	43.1
Other Fringe Benefits	6.3	5.5	5.9	5.7	6.2	5.7	6.1	6.2	5.5	6.1	6.0	6.0	71.0
Reimbursable Overhead	(2.4)	(2.1)	(2.7)	(3.2)	(3.5)	(3.5)	(3.7)	(3.9)	(3.4)	(3.8)	(3.1)	(2.6)	(37.9)
<b>Total Labor Expenses</b>	<b>\$49.8</b>	<b>\$43.6</b>	<b>\$46.4</b>	<b>\$44.1</b>	<b>\$47.8</b>	<b>\$43.7</b>	<b>\$47.3</b>	<b>\$47.6</b>	<b>\$42.4</b>	<b>\$46.6</b>	<b>\$47.3</b>	<b>\$47.4</b>	<b>\$554.1</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$5.5	\$5.5	\$5.5	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$5.5	\$61.0
Fuel for Buses and Trains	1.4	1.4	1.4	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.4	15.6
Insurance	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	13.5
Claims	1.3	1.3	1.3	1.2	1.3	1.2	1.3	1.2	1.3	1.3	1.2	1.1	14.9
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.4	7.6	6.8	7.7	6.5	8.3	7.1	8.6	7.5	9.0	7.3	7.7	90.4
Professional Service Contracts	1.8	1.8	2.0	2.1	1.9	2.1	1.9	1.9	2.0	1.9	1.9	2.0	23.3
Materials & Supplies	5.9	5.6	5.7	6.0	5.9	6.1	6.0	5.9	6.0	5.8	6.2	6.0	70.9
Other Business Expenses	0.9	1.4	0.9	0.9	0.8	0.9	0.8	0.8	0.2	0.8	0.8	0.9	10.1
<b>Total Non-Labor</b>	<b>\$24.4</b>	<b>\$25.6</b>	<b>\$24.8</b>	<b>\$25.2</b>	<b>\$23.6</b>	<b>\$25.9</b>	<b>\$24.2</b>	<b>\$25.6</b>	<b>\$24.1</b>	<b>\$26.0</b>	<b>\$24.7</b>	<b>\$25.8</b>	<b>\$299.8</b>
<b>Other Expenses Adjustments:</b>													
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$74.1</b>	<b>\$69.2</b>	<b>\$71.1</b>	<b>\$69.4</b>	<b>\$71.4</b>	<b>\$69.6</b>	<b>\$71.5</b>	<b>\$73.2</b>	<b>\$66.5</b>	<b>\$72.6</b>	<b>\$72.0</b>	<b>\$73.2</b>	<b>\$853.9</b>
Depreciation	17.4	17.4	17.4	18.2	18.2	18.2	18.8	18.8	18.8	19.7	19.7	19.7	222.4
<b>Total Expenses</b>	<b>\$91.6</b>	<b>\$86.6</b>	<b>\$88.5</b>	<b>\$87.6</b>	<b>\$89.6</b>	<b>\$87.8</b>	<b>\$90.3</b>	<b>\$92.0</b>	<b>\$85.3</b>	<b>\$92.3</b>	<b>\$91.7</b>	<b>\$92.9</b>	<b>\$1,076.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$52.4)</b>	<b>(\$49.4)</b>	<b>(\$48.6)</b>	<b>(\$46.7)</b>	<b>(\$48.3)</b>	<b>(\$45.5)</b>	<b>(\$47.8)</b>	<b>(\$50.4)</b>	<b>(\$44.1)</b>	<b>(\$49.7)</b>	<b>(\$48.2)</b>	<b>(\$50.1)</b>	<b>(\$581.2)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	17.4	17.4	17.4	18.2	18.2	18.2	18.8	18.8	18.8	19.7	19.7	19.7	222.4
Operating Capital	(0.0)	(0.1)	(0.3)	(1.0)	(0.9)	(1.5)	(3.6)	(2.5)	(1.7)	(1.7)	(1.0)	(0.2)	(14.6)
Other Cash Adjustments	0.7	3.7	(9.3)	5.1	(0.1)	(1.5)	8.9	2.9	0.7	(67.3)	(0.9)	3.2	(53.7)
<b>Total Cash Conversion Adjustments</b>	<b>18.1</b>	<b>21.0</b>	<b>7.8</b>	<b>22.4</b>	<b>17.2</b>	<b>15.3</b>	<b>24.1</b>	<b>19.3</b>	<b>17.8</b>	<b>(49.4)</b>	<b>17.8</b>	<b>22.7</b>	<b>154.1</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$34.3)</b>	<b>(\$28.3)</b>	<b>(\$40.8)</b>	<b>(\$24.3)</b>	<b>(\$31.0)</b>	<b>(\$30.3)</b>	<b>(\$23.6)</b>	<b>(\$31.1)</b>	<b>(\$26.3)</b>	<b>(\$99.1)</b>	<b>(\$30.4)</b>	<b>(\$27.5)</b>	<b>(\$427.1)</b>

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements													0.0
MNR - MTA	7.7	6.0	7.3	8.0	8.5	8.0	8.1	8.3	8.3	10.4	8.8	7.7	97.0
MNR - CDOT	1.7	1.6	2.2	2.9	7.1	6.7	3.7	8.1	7.8	8.9	7.7	6.8	65.4
MNR - Other	1.5	1.5	1.9	1.8	1.6	1.7	2.3	2.4	2.3	2.5	1.7	2.0	23.2
<b>Total Revenue</b>	<b>\$10.9</b>	<b>\$9.2</b>	<b>\$11.3</b>	<b>\$12.7</b>	<b>\$17.3</b>	<b>\$16.5</b>	<b>\$14.0</b>	<b>\$18.8</b>	<b>\$18.4</b>	<b>\$21.8</b>	<b>\$18.1</b>	<b>\$16.5</b>	<b>\$185.6</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$2.8	\$2.5	\$3.1	\$3.3	\$3.6	\$3.4	\$3.3	\$3.5	\$3.3	\$3.9	\$3.3	\$2.9	\$38.9
Overtime	0.5	0.5	0.6	0.8	0.8	0.8	0.8	0.8	0.8	0.9	0.8	0.7	8.7
Health and Welfare	0.5	0.5	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.8	0.6	0.6	7.7
Pensions	0.4	0.3	0.4	0.4	0.5	0.5	0.4	0.5	0.4	0.5	0.4	0.4	5.2
Other Fringe Benefits	0.6	0.5	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.8	0.7	0.5	7.9
Reimbursable Overhead	2.4	2.1	2.7	3.2	3.4	3.2	3.1	3.4	3.2	3.7	3.1	2.6	36.1
<b>Total Labor</b>	<b>\$7.2</b>	<b>\$6.4</b>	<b>\$8.0</b>	<b>\$9.1</b>	<b>\$9.8</b>	<b>\$9.3</b>	<b>\$9.0</b>	<b>\$9.6</b>	<b>\$9.0</b>	<b>\$10.5</b>	<b>\$8.9</b>	<b>\$7.6</b>	<b>\$104.5</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Insurance	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.2	3.4
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.9	1.0	0.9	0.8	1.4	1.6	0.9	2.3	2.2	1.4	1.0	1.1	15.3
Professional Service Contracts	0.1	0.1	0.1	0.2	0.1	0.3	1.0	1.4	1.5	4.6	4.5	4.5	18.6
Materials & Supplies	2.4	1.4	2.0	2.3	5.6	5.3	2.8	5.2	5.3	4.9	3.4	3.1	43.7
Other Business Expenses	0.0	0.0	0.0	0.0	0.0	(0.4)	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)
<b>Total Non-Labor</b>	<b>\$3.7</b>	<b>\$2.8</b>	<b>\$3.3</b>	<b>\$3.6</b>	<b>\$7.4</b>	<b>\$7.2</b>	<b>\$5.1</b>	<b>\$9.3</b>	<b>\$9.4</b>	<b>\$11.3</b>	<b>\$9.2</b>	<b>\$8.9</b>	<b>\$81.1</b>
<b><u>Other Adjustments:</u></b>													
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Other Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$10.9</b>	<b>\$9.2</b>	<b>\$11.3</b>	<b>\$12.7</b>	<b>\$17.3</b>	<b>\$16.5</b>	<b>\$14.0</b>	<b>\$18.8</b>	<b>\$18.4</b>	<b>\$21.8</b>	<b>\$18.1</b>	<b>\$16.5</b>	<b>\$185.6</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$10.9</b>	<b>\$9.2</b>	<b>\$11.3</b>	<b>\$12.7</b>	<b>\$17.3</b>	<b>\$16.5</b>	<b>\$14.0</b>	<b>\$18.8&lt;/</b>					



**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$36.2	\$34.9	\$37.4	\$38.0	\$39.0	\$39.8	\$39.7	\$39.2	\$38.7	\$39.7	\$40.3	\$40.2	\$463.1
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.0	2.4	2.5	2.9	2.4	2.6	2.8	2.4	2.5	2.9	3.1	2.6	32.0
Capital and Other Reimbursements													
MNR - MTA	7.7	6.0	7.3	8.0	8.5	8.0	8.1	8.3	8.3	10.4	8.8	7.7	97.0
MNR - CDOT	1.7	1.6	2.2	2.9	7.1	6.7	3.7	8.1	7.8	8.9	7.7	6.8	65.4
MNR - Other	1.5	1.5	1.9	1.8	1.6	1.7	2.3	2.4	2.3	2.5	1.7	2.0	23.2
<b>Total Revenue</b>	<b>\$50.1</b>	<b>\$46.4</b>	<b>\$51.2</b>	<b>\$53.6</b>	<b>\$58.6</b>	<b>\$58.8</b>	<b>\$56.6</b>	<b>\$60.5</b>	<b>\$59.7</b>	<b>\$64.4</b>	<b>\$61.5</b>	<b>\$59.3</b>	<b>\$680.7</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$34.7	\$30.4	\$33.3	\$32.4	\$35.5	\$32.6	\$34.2	\$35.5	\$31.4	\$35.1	\$33.9	\$32.8	\$401.8
Overtime	4.6	4.1	4.2	4.4	4.3	4.1	5.1	4.3	4.4	4.3	5.0	5.4	54.2
Health and Welfare	6.7	5.9	6.4	6.2	6.8	6.2	6.6	6.7	6.0	6.7	6.6	6.4	77.3
Pensions	4.2	3.7	4.0	3.9	4.2	3.9	4.1	4.2	3.8	4.2	4.1	4.0	48.3
Other Fringe Benefits	6.8	6.0	6.5	6.4	6.9	6.4	6.8	6.9	6.2	6.9	6.7	6.5	78.9
Reimbursable Overhead	(0.0)	(0.0)	(0.0)	(0.0)	(0.1)	(0.2)	(0.6)	(0.5)	(0.2)	(0.1)	(0.0)	(0.0)	(1.8)
<b>Total Labor</b>	<b>\$57.0</b>	<b>\$50.1</b>	<b>\$54.4</b>	<b>\$53.2</b>	<b>\$57.6</b>	<b>\$53.0</b>	<b>\$56.3</b>	<b>\$57.2</b>	<b>\$51.4</b>	<b>\$57.1</b>	<b>\$56.2</b>	<b>\$55.1</b>	<b>\$658.7</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$5.5	\$5.5	\$5.5	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$5.5	\$61.0
Fuel for Buses and Trains	1.4	1.4	1.4	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.4	15.6
Insurance	1.3	1.3	1.4	1.4	1.5	1.4	1.4	1.5	1.4	1.5	1.5	1.4	16.9
Claims	1.3	1.3	1.3	1.2	1.3	1.2	1.3	1.2	1.3	1.3	1.2	1.1	14.9
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	7.3	8.6	7.7	8.6	7.8	9.9	8.0	10.9	9.7	10.4	8.2	8.7	105.7
Professional Service Contracts	1.9	1.9	2.2	2.3	2.0	2.4	2.9	3.3	3.5	6.5	6.4	6.5	41.9
Materials & Supplies	8.4	7.0	7.7	8.3	11.5	11.4	8.7	11.0	11.3	10.7	9.6	9.0	114.7
Other Business Expenses	0.9	1.5	1.0	0.9	0.9	0.6	0.8	0.8	0.2	0.8	0.8	1.0	10.1
<b>Total Non-Labor</b>	<b>\$28.0</b>	<b>\$28.4</b>	<b>\$28.0</b>	<b>\$28.9</b>	<b>\$31.0</b>	<b>\$33.1</b>	<b>\$29.3</b>	<b>\$34.9</b>	<b>\$33.5</b>	<b>\$37.3</b>	<b>\$33.9</b>	<b>\$34.7</b>	<b>\$380.9</b>
<b><u>Other Adjustments:</u></b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$85.0</b>	<b>\$78.4</b>	<b>\$82.4</b>	<b>\$82.1</b>	<b>\$88.7</b>	<b>\$86.1</b>	<b>\$85.5</b>	<b>\$92.0</b>	<b>\$84.9</b>	<b>\$94.4</b>	<b>\$90.1</b>	<b>\$89.8</b>	<b>\$1,039.5</b>
<b>Depreciation</b>	<b>17.4</b>	<b>17.4</b>	<b>17.4</b>	<b>18.2</b>	<b>18.2</b>	<b>18.2</b>	<b>18.8</b>	<b>18.8</b>	<b>18.8</b>	<b>19.7</b>	<b>19.7</b>	<b>19.7</b>	<b>222.4</b>
<b>Total Expenses</b>	<b>\$102.5</b>	<b>\$95.8</b>	<b>\$99.9</b>	<b>\$100.3</b>	<b>\$106.9</b>	<b>\$104.3</b>	<b>\$104.4</b>	<b>\$110.9</b>	<b>\$103.8</b>	<b>\$114.1</b>	<b>\$109.8</b>	<b>\$109.4</b>	<b>\$1,261.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$52.4)</b>	<b>(\$49.4)</b>	<b>(\$48.6)</b>	<b>(\$46.7)</b>	<b>(\$48.3)</b>	<b>(\$45.5)</b>	<b>(\$47.8)</b>	<b>(\$50.4)</b>	<b>(\$44.1)</b>	<b>(\$49.7)</b>	<b>(\$48.2)</b>	<b>(\$50.1)</b>	<b>(\$581.2)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	17.4	17.4	17.4	18.2	18.2	18.2	18.8	18.8	18.8	19.7	19.7	19.7	222.4
Operating Capital	(0.0)	(0.1)	(0.3)	(1.0)	(0.9)	(1.5)	(3.6)	(2.5)	(1.7)	(1.7)	(1.0)	(0.2)	(14.6)
Other Cash Adjustments	0.7	3.7	(9.3)	5.1	(0.1)	(1.5)	8.9	2.9	0.7	(67.3)	(0.9)	3.2	(53.7)
<b>Total Cash Conversion Adjustments</b>	<b>18.1</b>	<b>21.0</b>	<b>7.8</b>	<b>22.4</b>	<b>17.2</b>	<b>15.3</b>	<b>24.1</b>	<b>19.3</b>	<b>17.8</b>	<b>(49.4)</b>	<b>17.8</b>	<b>22.7</b>	<b>154.1</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$34.3)</b>	<b>(\$28.3)</b>	<b>(\$40.8)</b>	<b>(\$24.3)</b>	<b>(\$31.0)</b>	<b>(\$30.3)</b>	<b>(\$23.6)</b>	<b>(\$31.1)</b>	<b>(\$26.3)</b>	<b>(\$99.1)</b>	<b>(\$30.4)</b>	<b>(\$27.5)</b>	<b>(\$427.1)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$36.6	\$35.4	\$38.0	\$38.6	\$39.6	\$40.4	\$40.5	\$39.9	\$39.4	\$40.4	\$41.0	\$40.9	\$470.8
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	4.2	3.6	3.9	4.1	3.6	3.7	4.0	3.6	4.6	4.0	4.4	3.8	47.3
Capital and Other Reimbursements													-
MNR - MTA	8.1	9.0	7.3	7.0	7.5	6.5	7.4	9.9	7.3	7.4	9.6	11.0	97.8
MNR - CDOT	1.7	1.8	2.1	2.9	7.3	6.7	3.6	8.2	7.7	10.4	7.8	7.0	67.2
MNR - Other	1.3	1.4	1.7	1.7	1.5	1.7	2.0	2.3	2.3	2.3	1.7	2.9	22.9
<b>Total Receipts</b>	<b>\$51.9</b>	<b>\$51.2</b>	<b>\$53.0</b>	<b>\$54.2</b>	<b>\$59.4</b>	<b>\$59.0</b>	<b>\$57.4</b>	<b>\$64.0</b>	<b>\$61.3</b>	<b>\$64.6</b>	<b>\$64.4</b>	<b>\$65.6</b>	<b>\$706.0</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$30.2	\$27.2	\$34.8	\$28.3	\$35.9	\$28.4	\$28.5	\$35.7	\$28.4	\$83.4	\$37.0	\$28.7	\$426.7
Overtime	4.7	3.6	4.9	4.0	4.5	3.8	4.0	4.5	3.9	7.1	5.2	4.5	54.8
Health and Welfare	7.1	7.1	7.2	7.1	7.1	7.2	7.1	7.1	7.2	7.1	7.1	7.2	85.4
Pensions	4.1	4.1	4.6	4.1	4.6	4.1	4.1	4.6	4.1	13.1	5.1	4.9	61.8
Other Fringe Benefits	7.6	6.1	7.7	6.8	7.0	7.4	6.9	7.4	5.5	15.6	6.0	3.4	87.4
GASB Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	6.1
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Labor</b>	<b>\$53.8</b>	<b>\$48.1</b>	<b>\$59.3</b>	<b>\$50.4</b>	<b>\$59.1</b>	<b>\$50.9</b>	<b>\$50.6</b>	<b>\$59.3</b>	<b>\$49.2</b>	<b>\$126.3</b>	<b>\$60.4</b>	<b>\$54.8</b>	<b>\$722.2</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$5.5	\$5.5	\$5.5	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$5.5	\$61.0
Fuel for Buses and Trains	1.4	1.4	1.4	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.4	15.6
Insurance	3.0	4.3	4.0	0.0	1.3	1.0	0.0	1.3	0.9	0.0	1.3	0.0	16.9
Claims	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	12.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	10.7	9.0	8.7	9.0	8.3	12.3	9.8	11.7	10.6	10.8	8.6	10.6	120.2
Professional Service Contracts	0.8	0.9	4.5	1.8	1.1	4.9	2.0	2.4	6.0	5.6	5.5	8.5	44.1
Materials & Supplies	8.5	7.2	7.9	8.6	12.0	11.8	9.6	11.8	12.2	11.9	10.4	9.6	121.6
Other Business Expenditures	1.4	2.1	1.6	1.6	1.6	1.2	1.8	1.6	1.6	1.8	1.5	1.7	19.4
<b>Total Non-Labor</b>	<b>\$32.4</b>	<b>\$31.4</b>	<b>\$34.5</b>	<b>\$28.1</b>	<b>\$31.3</b>	<b>\$38.3</b>	<b>\$30.4</b>	<b>\$35.8</b>	<b>\$38.4</b>	<b>\$37.3</b>	<b>\$34.5</b>	<b>\$38.3</b>	<b>\$410.9</b>
<b><u>Other Adjustments:</u></b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenditures</b>	<b>\$86.2</b>	<b>\$79.5</b>	<b>\$93.8</b>	<b>\$78.5</b>	<b>\$90.5</b>	<b>\$89.3</b>	<b>\$81.0</b>	<b>\$95.1</b>	<b>\$87.6</b>	<b>\$163.6</b>	<b>\$94.9</b>	<b>\$93.1</b>	<b>\$1,133.1</b>
<b>Net Cash Deficit</b>	<b>(\$34.3)</b>	<b>(\$28.3)</b>	<b>(\$40.8)</b>	<b>(\$24.3)</b>	<b>(\$31.0)</b>	<b>(\$30.3)</b>	<b>(\$23.6)</b>	<b>(\$31.1)</b>	<b>(\$26.3)</b>	<b>(\$99.1)</b>	<b>(\$30.4)</b>	<b>(\$27.5)</b>	<b>(\$427.1)</b>
<b>MTA Subsidy</b>	<b>28.2</b>	<b>22.8</b>	<b>36.0</b>	<b>19.7</b>	<b>25.8</b>	<b>22.5</b>	<b>18.8</b>	<b>25.8</b>	<b>22.6</b>	<b>94.3</b>	<b>25.2</b>	<b>20.9</b>	<b>362.6</b>
<b>CDOT Subsidy</b>	<b>6.1</b>	<b>5.6</b>	<b>4.8</b>	<b>4.6</b>	<b>5.2</b>	<b>7.8</b>	<b>4.8</b>	<b>5.4</b>	<b>3.7</b>	<b>4.8</b>	<b>5.2</b>	<b>6.6</b>	<b>64.5</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.4	\$0.6	\$0.6	\$0.6	\$0.6	\$0.7	\$0.7	\$0.7	\$0.6	\$0.6	\$0.6	\$0.8	\$7.6
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.2	1.2	1.4	1.1	1.2	1.1	1.2	1.2	2.1	1.1	1.3	1.2	15.4
Capital and Other Reimbursements													
MNR - MTA	0.4	3.0	0.1	(1.1)	(1.1)	(1.4)	(0.7)	1.6	(1.0)	(3.0)	0.8	3.3	0.8
MNR - CDOT	(0.1)	0.1	(0.1)	(0.1)	0.1	(0.1)	(0.1)	0.1	(0.1)	1.5	0.1	0.2	1.8
MNR - Other	(0.2)	(0.1)	(0.2)	(0.1)	(0.1)	(0.1)	(0.3)	(0.1)	0.0	(0.1)	0.0	0.9	(0.3)
<b>Total Receipts</b>	<b>\$1.8</b>	<b>\$4.7</b>	<b>\$1.8</b>	<b>\$0.6</b>	<b>\$0.8</b>	<b>\$0.2</b>	<b>\$0.8</b>	<b>\$3.5</b>	<b>\$1.7</b>	<b>\$0.2</b>	<b>\$2.9</b>	<b>\$6.3</b>	<b>\$25.3</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$4.5	\$3.2	(\$1.5)	\$4.1	(\$0.4)	\$4.2	\$5.7	(\$0.2)	\$2.9	(\$48.3)	(\$3.2)	\$4.1	(\$24.9)
Overtime	(0.1)	0.5	(0.7)	0.4	(0.2)	0.3	1.1	(0.2)	0.4	(2.8)	(0.2)	0.9	(0.5)
Health and Welfare	(0.4)	(1.2)	(0.8)	(0.9)	(0.3)	(1.0)	(0.5)	(0.3)	(1.2)	(0.4)	(0.5)	(0.8)	(8.1)
Pensions	0.0	(0.5)	(0.7)	(0.2)	(0.4)	(0.2)	0.0	(0.4)	(0.4)	(8.9)	(1.0)	(0.9)	(13.5)
Other Fringe Benefits	(0.8)	(0.1)	(1.2)	(0.5)	(0.1)	(1.0)	(0.1)	(0.4)	0.6	(8.7)	0.7	3.1	(8.5)
GASB Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6.1)	(6.1)
Reimbursable Overhead	(0.0)	(0.0)	(0.0)	(0.0)	(0.1)	(0.2)	(0.6)	(0.5)	(0.2)	(0.1)	(0.0)	(0.0)	(1.8)
<b>Total Labor</b>	<b>\$3.2</b>	<b>\$1.9</b>	<b>(\$4.9)</b>	<b>\$2.9</b>	<b>(\$1.5)</b>	<b>\$2.1</b>	<b>\$5.6</b>	<b>(\$2.1)</b>	<b>\$2.2</b>	<b>(\$69.2)</b>	<b>(\$4.2)</b>	<b>\$0.3</b>	<b>(\$63.6)</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.0	\$0.0	(\$0.0)	\$0.0	\$0.0	\$0.0	(\$0.0)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	0.0
Insurance	(1.7)	(3.1)	(2.6)	1.4	0.2	0.5	1.4	0.2	0.5	1.5	0.2	1.4	(0.0)
Claims	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	2.9
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.4)	(0.5)	(0.9)	(0.4)	(0.5)	(2.4)	(1.9)	(0.8)	(1.0)	(0.5)	(0.4)	(1.9)	(14.5)
Professional Service Contracts	1.1	1.1	(2.4)	0.5	0.9	(2.5)	0.9	0.9	(2.5)	0.9	0.9	(2.0)	(2.2)
Materials & Supplies	(0.2)	(0.2)	(0.2)	(0.3)	(0.5)	(0.4)	(0.9)	(0.7)	(0.9)	(1.3)	(0.9)	(0.6)	(6.9)
Other Business Expenditures	(0.5)	(0.6)	(0.6)	(0.7)	(0.7)	(0.6)	(1.0)	(0.8)	(1.4)	(1.0)	(0.7)	(0.7)	(9.3)
<b>Total Non-Labor</b>	<b>(\$4.3)</b>	<b>(\$3.0)</b>	<b>(\$6.5)</b>	<b>\$0.8</b>	<b>(\$0.3)</b>	<b>(\$5.3)</b>	<b>(\$1.2)</b>	<b>(\$1.0)</b>	<b>(\$4.9)</b>	<b>(\$0.1)</b>	<b>(\$0.6)</b>	<b>(\$3.6)</b>	<b>(\$30.0)</b>
<b><u>Other Adjustments:</u></b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expenditures Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$0.7</b>	<b>\$3.6</b>	<b>(\$9.6)</b>	<b>\$4.2</b>	<b>(\$1.0)</b>	<b>(\$3.0)</b>	<b>\$5.3</b>	<b>\$0.4</b>	<b>(\$1.0)</b>	<b>(\$69.1)</b>	<b>(\$1.9)</b>	<b>\$3.0</b>	<b>(\$68.3)</b>
Depreciation Adjustment	17.4	17.4	17.4	18.2	18.2	18.2	18.8	18.8	18.8	19.7	19.7	19.7	222.4
<b>Total Cash Conversion Adjustments</b>	<b>\$18.1</b>	<b>\$21.0</b>	<b>\$7.8</b>	<b>\$22.4</b>	<b>\$17.2</b>	<b>\$15.3</b>	<b>\$24.1</b>	<b>\$19.3</b>	<b>\$17.8</b>	<b>(\$49.4)</b>	<b>\$17.8</b>	<b>\$22.7</b>	<b>\$154.1</b>

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2007 ADOPTED BUDGET**  
**RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Farebox Revenue</b>													
<b><u>Baseline</u></b>													
HARLEM LINE	\$10.7	\$10.2	\$11.0	\$11.1	\$11.4	\$11.6	\$11.5	\$11.4	\$11.3	\$11.6	\$11.7	\$11.7	\$135.1
HUDSON LINE	7.7	7.3	7.9	8.0	8.2	8.2	8.4	8.2	8.1	8.5	8.6	8.5	97.6
NEW HAVEN LINE	17.8	17.3	18.4	18.8	19.3	19.9	19.8	19.5	19.2	19.6	20.0	19.9	229.6
WEST OF HUDSON MAIL & RIDE	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.8</u>
<b>Subtotal</b>	<b>\$36.3</b>	<b>\$34.9</b>	<b>\$37.4</b>	<b>\$38.0</b>	<b>\$39.0</b>	<b>\$39.8</b>	<b>\$39.8</b>	<b>\$39.2</b>	<b>\$38.7</b>	<b>\$39.8</b>	<b>\$40.4</b>	<b>\$40.2</b>	<b>\$463.1</b>
Paratransit	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<b>Total Farebox Revenue</b>	<b>\$36.3</b>	<b>\$34.9</b>	<b>\$37.4</b>	<b>\$38.0</b>	<b>\$39.0</b>	<b>\$39.8</b>	<b>\$39.8</b>	<b>\$39.2</b>	<b>\$38.7</b>	<b>\$39.8</b>	<b>\$40.4</b>	<b>\$40.2</b>	<b>\$463.1</b>
<b>Ridership</b>													
<b><u>Baseline</u></b>													
HARLEM LINE	2.0	1.9	2.2	2.1	2.2	2.2	2.2	2.2	2.1	2.4	2.2	2.3	25.9
HUDSON LINE	1.2	1.1	1.3	1.3	1.3	1.3	1.3	1.3	1.2	1.4	1.3	1.4	15.2
NEW HAVEN LINE	<u>2.7</u>	<u>2.5</u>	<u>2.9</u>	<u>2.9</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>3.1</u>	<u>2.8</u>	<u>3.2</u>	<u>3.0</u>	<u>3.0</u>	<u>35.3</u>
<b>Subtotal</b>	<b>5.9</b>	<b>5.5</b>	<b>6.4</b>	<b>6.3</b>	<b>6.5</b>	<b>6.5</b>	<b>6.5</b>	<b>6.6</b>	<b>6.1</b>	<b>7.0</b>	<b>6.5</b>	<b>6.7</b>	<b>76.5</b>
Paratransit	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<b>Baseline Total Ridership</b>	<b>5.9</b>	<b>5.5</b>	<b>6.4</b>	<b>6.3</b>	<b>6.5</b>	<b>6.5</b>	<b>6.5</b>	<b>6.6</b>	<b>6.1</b>	<b>7.0</b>	<b>6.5</b>	<b>6.7</b>	<b>76.5</b>
Impact of: Post 2007 PEG Program	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Ridership</b>	<b>5.9</b>	<b>5.5</b>	<b>6.4</b>	<b>6.3</b>	<b>6.5</b>	<b>6.5</b>	<b>6.5</b>	<b>6.6</b>	<b>6.1</b>	<b>7.0</b>	<b>6.5</b>	<b>6.7</b>	<b>76.5</b>

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	6	6	6	6	6	6	6	6	6	6	6	6
Labor Relations	13	13	13	13	13	13	13	13	13	13	13	13
Safety	15	15	15	15	15	15	15	15	15	15	15	15
Corporate & Media Relations	15	15	15	15	15	15	15	15	15	15	15	15
Legal	16	16	16	16	16	16	16	16	16	16	16	16
Claims Services	22	22	22	22	22	22	22	22	22	22	22	22
Environmental Compliance & Service	6	6	6	6	6	6	6	6	6	6	6	6
VP Human Resources	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources	47	47	47	47	47	47	47	47	47	47	47	47
Training	31	31	31	31	31	31	31	31	31	31	31	31
Workforce Diversity	4	4	4	4	4	4	4	4	4	4	4	4
VP Planning & Development	3	3	3	3	3	3	3	3	3	3	3	3
Operations Planning	13	13	13	13	13	13	13	13	13	13	13	13
Capital Planning	14	14	14	14	14	14	14	14	14	14	14	14
Business Development & Facilities	14	14	14	14	14	14	14	14	14	14	14	14
Marketing	10	10	10	10	10	10	10	10	10	10	10	10
Industrial Engineering	11	11	11	11	11	11	11	11	11	11	11	11
Executive Vice President	1	1	1	1	1	1	1	1	1	1	1	1
Controller	124	124	124	124	124	124	124	124	124	124	124	124
Information Technology	128	128	128	128	128	128	128	128	128	128	128	128
Budget	16	16	16	16	16	16	16	16	16	16	16	16
Customer Service	66	66	66	66	66	66	66	66	66	66	66	66
Corporate	(45)	(45)	(45)	(45)	(45)	(45)	(45)	(45)	(45)	(45)	(45)	(45)
Total Administration	533	533	533	533	533	533	533	533	533	533	533	533
Operations												
VP Operations	54	54	54	54	54	54	54	54	54	54	54	54
Operations Services	1,862	1,861	1,863	1,892	1,903	1,918	1,922	1,923	1,914	1,911	1,909	1,909
Metro-North West	27	27	27	27	27	27	27	27	27	27	27	27
Total Operations	1,943	1,942	1,944	1,973	1,984	1,999	2,003	2,004	1,995	1,992	1,990	1,990
Maintenance												
GCT	359	359	358	358	359	359	358	359	359	359	359	359
Maintenance of Equipment	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309	1,309
Maintenance of Way	1,495	1,496	1,486	1,508	1,552	1,553	1,557	1,557	1,556	1,560	1,566	1,573
Procurement & Material Mgmt	174	174	174	174	174	174	174	174	174	174	174	174
Total Maintenance	3,337	3,338	3,327	3,349	3,394	3,395	3,398	3,399	3,398	3,402	3,408	3,415
Engineering/Capital												
Project Budget	13	13	13	13	13	13	13	13	13	13	13	13
Construction Management	39	39	39	39	39	39	39	39	39	39	39	39
Engineering & Design	62	62	62	62	62	62	62	62	62	62	62	62
Total Engineering/Capital	114	114	114	114	114	114	114	114	114	114	114	114
Total Positions	5,927	5,927	5,918	5,969	6,025	6,041	6,048	6,050	6,040	6,041	6,045	6,052
Non-Reimbursable	5,447	5,452	5,385	5,326	5,363	5,372	5,348	5,350	5,333			

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	41	41	41	41	41	41	41	41	41	41	41	41
Professional, Technical, Clerical	492	492	492	492	492	492	492	492	492	492	492	492
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>533</b>	<b>533</b>	<b>533</b>	<b>533</b>	<b>533</b>	<b>533</b>	<b>533</b>	<b>533</b>	<b>533</b>	<b>533</b>	<b>533</b>	<b>533</b>
<b>Operations</b>												
Managers/Supervisors	28	28	28	28	28	28	28	28	28	28	28	28
Professional, Technical, Clerical	488	488	488	488	488	488	488	488	488	488	488	488
Operational Hourlies	1,427	1,426	1,428	1,457	1,468	1,483	1,487	1,488	1,479	1,476	1,474	1,474
<b>Total Operations</b>	<b>1,943</b>	<b>1,942</b>	<b>1,944</b>	<b>1,973</b>	<b>1,984</b>	<b>1,999</b>	<b>2,003</b>	<b>2,004</b>	<b>1,995</b>	<b>1,992</b>	<b>1,990</b>	<b>1,990</b>
<b>Maintenance</b>												
Managers/Supervisors	40	40	40	40	40	40	40	40	40	40	40	40
Professional, Technical, Clerical	1,056	1,057	1,056	1,057	1,058	1,057	1,058	1,058	1,058	1,058	1,058	1,058
Operational Hourlies	2,241	2,241	2,231	2,252	2,296	2,298	2,300	2,301	2,300	2,304	2,310	2,317
<b>Total Maintenance</b>	<b>3,337</b>	<b>3,338</b>	<b>3,327</b>	<b>3,349</b>	<b>3,394</b>	<b>3,395</b>	<b>3,398</b>	<b>3,399</b>	<b>3,398</b>	<b>3,402</b>	<b>3,408</b>	<b>3,415</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	28	28	28	28	28	28	28	28	28	28	28	28
Professional, Technical, Clerical	86	86	86	86	86	86	86	86	86	86	86	86
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	137	137	137	137	137	137	137	137	137	137	137	137
Professional, Technical, Clerical	2,122	2,123	2,122	2,123	2,124	2,123	2,124	2,124	2,124	2,124	2,124	2,124
Operational Hourlies	3,668	3,667	3,659	3,709	3,764	3,781	3,787	3,789	3,779	3,780	3,784	3,791
<b>Total Positions</b>	<b>5,927</b>	<b>5,927</b>	<b>5,918</b>	<b>5,969</b>	<b>6,025</b>	<b>6,041</b>	<b>6,048</b>	<b>6,050</b>	<b>6,040</b>	<b>6,041</b>	<b>6,045</b>	<b>6,052</b>

## **MTA Headquarters**

**MTA HEADQUARTERS  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents MTA Headquarters' 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2007-2010. The adopted budget reflects the inclusion of Policy and Gap Closing Actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan.

In addition, assumptions were made on an MTA-wide basis concerning Pattern Wages, GASB Contributions and Health & Welfare inflation projections. In the November Plan, these projections were not captured within Agency sections, but instead were captured only within MTA Consolidated Statements. The February Plan now includes these projections within individual Agency sections.

These changes are captured in the Plan to Plan Reconciliation.

The February Plan includes adjustments to represented MTA Police salaries and overtime projections in accordance with pattern labor assumptions. Beginning in 2006, this results in an increase of \$0.140 million in combined payroll and fringe costs. By the end of the plan period, this adjustment results in \$2.151 million in higher payroll and fringe costs.

Lower Health & Welfare inflator assumptions result in lower expenses when compared to the December Plan. Savings in 2007 are estimated at \$1.372 million, growing to \$2.706 million by 2010.

Health & Welfare contributions resulting from pattern labor assumptions of \$0.386 in 2006 and \$0.934 million in 2007, increasing to \$1.040 million in 2010, will be deposited into a special Government Accounting Standards Board (GASB) account to help fund post-retirement liabilities of "Other than Pension Benefits."

Other technical Adjustments from the December Plan have no impact on the Net Surplus or the Cash Deficit. These adjustments include re-aligning forecasted departmental headcounts to account for personnel shifts since the December Plan as well as re-budgeting the Cross Bay Toll support to MTA B&T to reflect actual accounting entries.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.



**MTA Headquarters**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Accrual Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved):</b>										
<b>Baseline Surplus/(Deficit)</b>	<b>1,423</b>	<b>(\$254.478)</b>	<b>1,433</b>	<b>(\$278.857)</b>	<b>1,433</b>	<b>(\$281.693)</b>	<b>1,433</b>	<b>(\$280.977)</b>	<b>1,433</b>	<b>(\$290.135)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	0.386	0	0.934	0	0.978	0	1.009	0	1.040
<i>Other Fringe -Taxes<sup>2</sup></i>	0	0.030	0	0.071	0	0.075	0	0.077	0	0.080
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.000	0	1.372	0	1.715	0	2.154	0	2.706
Pattern Labor Provision:										
<i>Payroll</i>	0	(0.095)	0	(0.963)	0	(1.303)	0	(1.343)	0	(1.386)
<i>Overtime</i>	0	(0.013)	0	(0.187)	0	(0.253)	0	(0.261)	0	(0.269)
<i>Other Fringe -Taxes</i>	0	(0.032)	0	(0.340)	0	(0.455)	0	(0.475)	0	(0.496)
Policy Actions	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
2007 Program to Eliminate the Gap	0	0.829	0	0.834	0	0.896	0	0.902	0	0.910
Other Agency Technical Adjustments:										
<i>Lower Expense Recovery (resulting from H&amp;W Inflation)</i>	0	0.000	0	(0.018)	0	(0.021)	0	(0.027)	0	(0.035)
<i>Reduced Internal Subsidy</i>	0	0.301	0	0.235	0	0.103	0	0.142	0	0.154
<b>2007 February Financial Plan:</b>										
<b>Baseline Surplus/(Deficit)</b>	<b>1,423</b>	<b>(\$253.072)</b>	<b>1,433</b>	<b>(\$276.918)</b>	<b>1,433</b>	<b>(\$279.959)</b>	<b>1,433</b>	<b>(\$278.798)</b>	<b>1,433</b>	<b>(\$287.430)</b>
Post 2007 Program to Eliminate the Gap	-	-	-	-	18	1.330	18	1.438	18	1.537
<b>2007 February Financial Plan:</b>										
<b>Net Surplus/(Deficit)</b>	<b>1,423</b>	<b>(\$253.072)</b>	<b>1,433</b>	<b>(\$276.918)</b>	<b>1,415</b>	<b>(\$278.629)</b>	<b>1,415</b>	<b>(\$277.360)</b>	<b>1,415</b>	<b>(\$285.893)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

(3) Differences may be due to rounding.

**MTA Headquarters**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Cash Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved):</b>										
<b>Baseline Cash Surplus/(Deficit)</b>	<b>1,423</b>	<b>(\$246.804)</b>	<b>1,433</b>	<b>(\$274.316)</b>	<b>1,433</b>	<b>(\$275.432)</b>	<b>1,433</b>	<b>(\$276.075)</b>	<b>1,433</b>	<b>(\$285.063)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	0.386	0	0.934	0	0.978	0	1.009	0	1.040
<i>Other Fringe -Taxes<sup>2</sup></i>	0	0.030	0	0.071	0	0.075	0	0.077	0	0.080
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.000	0	1.372	0	1.715	0	2.154	0	2.706
Pattern Labor Provision:										
<i>Payroll</i>	0	(0.095)	0	(0.963)	0	(1.303)	0	(1.343)	0	(1.386)
<i>Overtime</i>	0	(0.013)	0	(0.187)	0	(0.253)	0	(0.261)	0	(0.269)
<i>Other Fringe -Taxes</i>	0	(0.032)	0	(0.340)	0	(0.455)	0	(0.475)	0	(0.496)
Cash Contribution to GASB Account:										
<i>Health &amp; Welfare</i>	0	(0.386)	0	(0.934)	0	(0.978)	0	(1.009)	0	(1.040)
<i>Other Fringe -Taxes<sup>2</sup></i>	0	(0.030)	0	(0.071)	0	(0.074)	0	(0.077)	0	(0.080)
Policy Actions	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
2007 Program to Eliminate the Gap	0	0.829	0	0.834	0	0.896	0	0.902	0	0.910
Other Agency Technical Adjustments:										
<i>Lower Expense Recovery (resulting from H&amp;W Inflation)</i>	0	0.000	0	(0.018)	0	(0.021)	0	(0.027)	0	(0.035)
<i>Reduced Internal Subsidy</i>	0	0.301	0	0.235	0	0.104	0	0.142	0	0.154
<b>2007 February Financial Plan:</b>										
<b>Baseline Surplus/(Deficit)</b>	<b>1,423</b>	<b>(\$245.814)</b>	<b>1,433</b>	<b>(\$273.383)</b>	<b>1,433</b>	<b>(\$274.747)</b>	<b>1,433</b>	<b>(\$274.982)</b>	<b>1,433</b>	<b>(\$283.478)</b>
Post 2007 Program to Eliminate the Gap	-	-	-	-	18	1.330	18	1.438	18	1.537
<b>2007 February Financial Plan:</b>										
<b>Net Cash Surplus/(Deficit)</b>	<b>1,423</b>	<b>(\$245.814)</b>	<b>1,433</b>	<b>(\$273.383)</b>	<b>1,415</b>	<b>(\$273.417)</b>	<b>1,415</b>	<b>(\$273.544)</b>	<b>1,415</b>	<b>(\$281.941)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

(3) Differences may be due to rounding.

**MTA HEADQUARTERS**  
**February Financial Plan 2007-2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Operating Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue</u>					
Rental Income	46.906	47.104	47.867	48.599	49.494
Other	4.169	4.290	4.360	4.427	4.508
Total Other Operating Revenue	51.075	51.394	52.227	53.026	54.002
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$51.075</b>	<b>\$51.394</b>	<b>\$52.227</b>	<b>\$53.026</b>	<b>\$54.002</b>
<b>Operating Expenses</b>					
<u>Labor:</u>					
Payroll	\$118.535	\$119.410	\$123.258	\$126.276	\$129.340
Overtime	7.237	9.657	9.961	10.353	10.706
Health and Welfare	18.811	17.616	19.820	22.386	25.251
Pensions	13.974	32.313	30.517	31.286	32.101
Other Fringe Benefits	12.910	10.608	11.195	11.778	12.376
Reimbursable Overhead	(43.827)	(45.726)	(46.421)	(47.102)	(47.938)
<b>Total Labor Expenses</b>	<b>\$127.640</b>	<b>\$143.878</b>	<b>\$148.330</b>	<b>\$154.977</b>	<b>\$161.836</b>
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	8.406	3.930	4.366	4.755	5.229
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.848	14.211	14.442	14.497	14.766
Professional Service Contracts	42.248	48.978	42.083	41.487	41.257
Materials & Supplies	0.929	1.096	1.114	1.131	1.152
<u>Other Business Expenses</u>					
MTA Internal Subsidy	30.239	36.086	43.957	38.358	39.504
Other	54.161	55.472	56.148	57.077	58.145
Total Other Business Expenses	84.400	91.558	100.106	95.435	97.650
<b>Total Non-Labor Expenses</b>	<b>\$150.831</b>	<b>\$159.773</b>	<b>\$162.111</b>	<b>\$157.305</b>	<b>\$160.054</b>
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$278.471</b>	<b>\$303.651</b>	<b>\$310.441</b>	<b>\$312.282</b>	<b>\$321.890</b>
Depreciation	25.675	24.662	21.745	19.542	19.542
<b>Total Expenses</b>	<b>\$304.146</b>	<b>\$328.312</b>	<b>\$332.186</b>	<b>\$331.824</b>	<b>\$341.432</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$253.072)</b>	<b>(\$276.918)</b>	<b>(\$279.959)</b>	<b>(\$278.798)</b>	<b>(\$287.430)</b>
Post 2007 Program to Eliminate the Gap (PEGs)	0.000	0.000	1.330	1.438	1.537
<b>Net Surplus/(Deficit)</b>	<b>(\$253.072)</b>	<b>(\$276.918)</b>	<b>(\$278.629)</b>	<b>(\$277.360)</b>	<b>(\$285.893)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2007-2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	46.951	49.851	50.683	51.460	52.406
<b>Total Revenue</b>	<b>\$46.951</b>	<b>\$49.851</b>	<b>\$50.683</b>	<b>\$51.460</b>	<b>\$52.406</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$1.203	\$1.673	\$1.722	\$1.748	\$1.780
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.154	0.250	0.275	0.301	0.330
Pensions	0.180	0.232	0.238	0.248	0.258
Other Fringe Benefits	0.110	0.142	0.146	0.151	0.155
Reimbursable Overhead	43.827	45.726	46.421	47.102	47.938
<b>Total Labor Expenses</b>	<b>\$45.474</b>	<b>\$48.023</b>	<b>\$48.802</b>	<b>\$49.550</b>	<b>\$50.461</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	1.384	1.756	1.807	1.834	1.868
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
<b><u>Other Business Expenses:</u></b>					
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000
Other	0.093	0.072	0.074	0.076	0.077
Total Other Business Expenses	0.093	0.072	0.074	0.076	0.077
<b>Total Non-Labor Expenses</b>	<b>\$1.477</b>	<b>\$1.829</b>	<b>\$1.881</b>	<b>\$1.910</b>	<b>\$1.945</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$46.951</b>	<b>\$49.851</b>	<b>\$50.683</b>	<b>\$51.460</b>	<b>\$52.406</b>
Depreciation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$46.951</b>	<b>\$49.851</b>	<b>\$50.683</b>	<b>\$51.460</b>	<b>\$52.406</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2007-2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue</u>					
Rental Income	46.906	47.104	47.867	48.599	49.494
Data Center Billings	0.000	0.000	0.000	0.000	0.000
Other	4.169	4.290	4.360	4.427	4.508
Total Other Operating Revenue	51.075	51.394	52.227	53.026	54.002
Capital and Other Reimbursements	46.951	49.851	50.683	51.460	52.406
<b>Total Revenue</b>	<b>\$98.026</b>	<b>\$101.245</b>	<b>\$102.910</b>	<b>\$104.486</b>	<b>\$106.408</b>
<b>Expenses</b>					
<u>Labor:</u>					
Payroll	\$119.738	\$121.083	\$124.980	\$128.024	\$131.120
Overtime	7.237	9.657	9.961	10.353	10.706
Health and Welfare	18.965	17.866	20.095	22.687	25.581
Pensions	14.154	32.544	30.755	31.534	32.359
Other Fringe Benefits	13.020	10.750	11.341	11.929	12.531
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor expenses</b>	<b>\$173.114</b>	<b>\$191.900</b>	<b>\$197.132</b>	<b>\$204.527</b>	<b>\$212.297</b>
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	8.406	3.930	4.366	4.755	5.229
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.848	14.211	14.442	14.497	14.766
Professional Service Contracts	43.632	50.734	43.890	43.321	43.125
Materials & Supplies	0.929	1.096	1.114	1.131	1.152
<u>Other Business Expenses</u>					
MTA Internal Subsidy	30.239	36.086	43.957	38.358	39.504
Other Business Expenses	54.254	55.545	56.222	57.153	58.222
Total Other Business Expenses	84.493	91.631	100.180	95.511	97.727
<b>Total Non-Labor expenses</b>	<b>\$152.308</b>	<b>\$161.601</b>	<b>\$163.992</b>	<b>\$159.215</b>	<b>\$161.999</b>
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$325.422</b>	<b>\$353.502</b>	<b>\$361.124</b>	<b>\$363.742</b>	<b>\$374.296</b>
Depreciation	25.675	24.662	21.745	19.542	19.542
<b>Total Expenses</b>	<b>\$351.097</b>	<b>\$378.164</b>	<b>\$382.869</b>	<b>\$383.284</b>	<b>\$393.838</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$253.072)</b>	<b>(\$276.918)</b>	<b>(\$279.959)</b>	<b>(\$278.798)</b>	<b>(\$287.430)</b>
Post 2007 Program to Eliminate the Gap (PEGs)	0.000	0.000	1.330	1.438	1.537
<b>Net Surplus/(Deficit)</b>	<b>(\$253.072)</b>	<b>(\$276.918)</b>	<b>(\$278.629)</b>	<b>(\$277.360)</b>	<b>(\$285.893)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2007-2010**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue</u>					
Rental Income	46.906	47.104	47.867	48.599	49.494
Data Center Billings	0.000	0.000	0.000	0.000	0.000
Other	4.169	4.290	4.360	4.427	4.508
Total Other Operating Revenue	51.075	51.394	52.227	53.026	54.002
Capital and Other Reimbursements	44.698	49.121	50.474	51.264	52.168
<b>Total Receipts</b>	<b>\$95.773</b>	<b>\$100.515</b>	<b>\$102.701</b>	<b>\$104.290</b>	<b>\$106.170</b>
<b>Expenditures</b>					
<u>Labor:</u>					
Payroll	\$116.738	\$118.009	\$121.844	\$124.840	\$127.878
Overtime	7.237	9.657	9.961	10.353	10.706
Health and Welfare	18.425	17.798	19.878	22.432	25.291
Pensions	13.419	32.377	30.670	31.341	32.154
Other Fringe Benefits	13.128	10.943	11.295	11.880	12.481
GASB Account	0.416	1.005	1.050	1.086	1.120
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$169.363</b>	<b>\$189.789</b>	<b>\$194.698</b>	<b>\$201.932</b>	<b>\$209.630</b>
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	10.179	7.014	3.727	4.051	4.456
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.848	14.211	14.442	14.497	14.766
Professional Service Contracts	41.632	50.734	43.890	43.321	43.125
Materials & Supplies	0.929	1.096	1.114	1.131	1.152
<u>Other Business Expenses</u>					
MTA Internal Subsidy	30.710	36.086	43.957	38.358	39.504
Other Business Expenses	52.407	53.630	54.282	55.182	56.214
Total Other Business Expenses	83.118	89.716	98.239	93.540	95.718
<b>Total Non-Labor Expenditures</b>	<b>\$150.706</b>	<b>\$162.771</b>	<b>\$161.412</b>	<b>\$156.540</b>	<b>\$159.217</b>
<u>Other Expenditure Adjustments:</u>					
Capital	\$21.518	\$21.339	\$21.339	\$20.800	\$20.800
Unallocated Service Enhancement Policy Action	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$21.518</b>	<b>\$21.339</b>	<b>\$21.339</b>	<b>\$20.800</b>	<b>\$20.800</b>
<b>Total Expenditures</b>	<b>\$341.587</b>	<b>\$373.899</b>	<b>\$377.448</b>	<b>\$379.272</b>	<b>\$389.647</b>
<b>Baseline Cash Deficit</b>	<b>(\$245.814)</b>	<b>(\$273.383)</b>	<b>(\$274.747)</b>	<b>(\$274.982)</b>	<b>(\$283.478)</b>
Post-2007 Program to Eliminate the Gap (PEGs)	0.000	0.000	1.330	1.438	1.537
<b>Net Cash Deficit</b>	<b>(\$245.814)</b>	<b>(\$273.383)</b>	<b>(\$273.417)</b>	<b>(\$273.544)</b>	<b>(\$281.941)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2007-2010**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(2.253)	(0.730)	(0.209)	(0.196)	(0.238)
<b>Total Receipts</b>	<b>(\$2.253)</b>	<b>(\$0.730)</b>	<b>(\$0.209)</b>	<b>(\$0.196)</b>	<b>(\$0.238)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$3.000	\$3.074	\$3.136	\$3.184	\$3.242
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.540	0.068	0.218	0.255	0.290
Pensions	0.735	0.168	0.085	0.193	0.205
Other Fringe Benefits	(0.108)	(0.193)	0.046	0.049	0.050
GASB Account	(0.416)	(1.005)	(1.050)	(1.086)	(1.120)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$3.751</b>	<b>\$2.112</b>	<b>\$2.435</b>	<b>\$2.595</b>	<b>\$2.667</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	(1.773)	(3.084)	0.639	0.704	0.773
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	2.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
<b><u>Other Business Expenses</u></b>					
MTA Internal Subsidy	(0.471)	0.000	0.000	0.000	0.000
Other Business Expenses	1.847	1.914	1.941	1.971	2.008
Total Other Business Expenses	1.376	1.914	1.941	1.971	2.008
<b>Total Non-Labor Expenditures</b>	<b>\$1.603</b>	<b>(\$1.171)</b>	<b>\$2.580</b>	<b>\$2.675</b>	<b>\$2.781</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Capital	(\$21.518)	(\$21.339)	(\$21.339)	(\$20.800)	(\$20.800)
Unallocated Service Enhancement Policy Action	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>(\$21.518)</b>	<b>(\$21.339)</b>	<b>(\$21.339)</b>	<b>(\$20.800)</b>	<b>(\$20.800)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$18.417)</b>	<b>(\$21.127)</b>	<b>(\$16.534)</b>	<b>(\$15.726)</b>	<b>(\$15.590)</b>
Depreciation Adjustment	25.675	24.662	21.745	19.542	19.542
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$7.258</b>	<b>\$3.535</b>	<b>\$5.211</b>	<b>\$3.816</b>	<b>\$3.952</b>
Post 2007 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$7.258</b>	<b>\$3.535</b>	<b>\$5.211</b>	<b>\$3.816</b>	<b>\$3.952</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2007-2010**  
**Non-Reimbursable - Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full-Time Equivalents**

FUNCTION/DEPARTMENT	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>					
Executive	12	12	12	12	12
Administration	224	224	224	224	224
Audit	98	98	98	98	98
Budget and Financial Mana	127	126	126	126	126
DED Corporate Affiars	51	51	51	51	51
Dir. of Communications/Pr	4	4	4	4	4
DED General Counsel	79	79	79	79	79
Chief of Staff/Senior Pol	6	6	6	6	6
Spec. Project Develop/Pla	9	9	9	9	9
Labor Relations	39	39	39	39	39
PCAC	1	1	1	1	1
Safety Programs	0	0	0	0	0
Vending Fare Media	7	6	6	6	6
Corporate Account	11	10	10	10	10
<b>Total Administration</b>	<b>668</b>	<b>665</b>	<b>665</b>	<b>665</b>	<b>665</b>
<b>Public Safety</b>	755	768	768	768	768
<b>Baseline Total Positions</b>	<b>1,423</b>	<b>1,433</b>	<b>1,433</b>	<b>1,433</b>	<b>1,433</b>
<i>Non-Reimbursable</i>	1,387	1,397	1,397	1,397	1,397
<i>Reimbursable</i>	36	36	36	36	36
<i>Full-Time</i>	1,423	1,433	1,433	1,433	1,433
<i>Full-Time Equivalents</i>	-	-	-	-	-
<hr/>					
Impact of:					
Post 2007 Program to Eliminate the Gap	0	0	(18)	(18)	(18)
<b>Total Positions</b>	<b>1,423</b>	<b>1,433</b>	<b>1,415</b>	<b>1,415</b>	<b>1,415</b>
<i>Non-Reimbursable</i>	1,387	1,397	1,379	1,379	1,379
<i>Reimbursable</i>	36	36	36	36	36
<i>Total Full-Time</i>	1,423	1,433	1,415	1,415	1,415
<i>Total Full-Time Equivalents</i>	-	-	-	-	-



**MTA HEADQUARTERS**  
**February Financial Plan 2007-2010**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>						
	Managers/Supervisors	402	402	402	402	402
	Professional, Technical, Clerical	266	263	263	263	263
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	668	665	665	665	665
<b>Operations</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Operations</b>	-	-	-	-	-
<b>Maintenance</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Maintenance</b>	-	-	-	-	-
<b>Engineering/Capital</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	-	-	-	-	-
<b>Public Safety</b>						
	Managers/Supervisors	29	29	29	29	29
	Professional, Technical, Clerical	51	53	53	53	53
	Operational Hourlies (Uniformed)	675	686	686	686	686
	<b>Total Public Safety</b>	755	768	768	768	768
<b>Total Baseline Positions</b>						
	Managers/Supervisors	431	431	431	431	431
	Professional, Technical, Clerical	317	316	316	316	316
	Operational Hourlies	675	686	686	686	686
	<b>Total Baseline Positions</b>	1,423	1,433	1,433	1,433	1,433

MTA Headquarters  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

		2006		2007		2008		2009		2010	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>Administration</b>											
MTA Police Overtime		0	0.829	0	0.834	0	0.896	0	0.902	0	0.910
Sub-Total	Administration	<u>0</u>	<u>\$ 0.829</u>	<u>0</u>	<u>\$ 0.834</u>	<u>0</u>	<u>\$ 0.896</u>	<u>0</u>	<u>\$ 0.902</u>	<u>0</u>	<u>\$ 0.910</u>
Total Programs		<u>0</u>	<u>\$ 0.829</u>	<u>0</u>	<u>\$ 0.834</u>	<u>0</u>	<u>\$ 0.896</u>	<u>0</u>	<u>\$ 0.902</u>	<u>0</u>	<u>\$ 0.910</u>

MTA Headquarters  
February Plan 2007-2010  
Summary of Post 2007 PEGs  
(\$ in millions)

		2006		2007		2008		2009		2010	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>Administration</b>											
Headcount Reduction Program		0	0.000	0	0.000	18	1.330	18	1.439	18	1.538
Sub-Total	Administration	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>18</u>	<u>\$ 1.330</u>	<u>18</u>	<u>\$ 1.439</u>	<u>18</u>	<u>\$ 1.538</u>
Total Programs		<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>18</u>	<u>\$ 1.330</u>	<u>18</u>	<u>\$ 1.439</u>	<u>18</u>	<u>\$ 1.538</u>

**MTA HEADQUARTERS**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Operating Revenue</u>													
Rental Income	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	47.104
Data Center Billings	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	4.290
Total Other Operating Revenue	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	51.394
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$4.283</b>	<b>\$51.394</b>
<b>Operating Expenses</b>													
<u>Labor:</u>													
Payroll	\$8.856	\$9.426	\$9.394	\$9.515	\$10.460	\$9.953	\$9.944	\$9.982	\$9.960	\$10.892	\$10.421	\$10.607	\$119.410
Overtime	0.660	0.544	0.762	0.769	0.772	0.778	1.029	1.229	0.810	0.920	0.778	0.606	9.657
Health and Welfare	1.173	1.476	1.670	1.478	1.495	1.658	1.480	1.673	1.505	1.481	1.674	0.853	17.616
Pensions	1.432	1.802	2.043	1.806	1.826	2.029	1.813	2.048	1.839	1.810	2.048	11.818	32.313
Other Fringe Benefits	0.675	0.849	0.962	0.850	0.860	0.955	0.854	0.964	0.866	0.852	0.964	0.958	10.608
Reimbursable Overhead	(2.588)	(5.459)	(2.780)	(2.574)	(5.445)	(2.526)	(2.574)	(5.445)	(2.780)	(2.574)	(5.445)	(5.538)	(45.726)
<b>Total Labor Expenses</b>	<b>\$10.208</b>	<b>\$8.639</b>	<b>\$12.050</b>	<b>\$11.845</b>	<b>\$9.968</b>	<b>\$12.846</b>	<b>\$12.546</b>	<b>\$10.453</b>	<b>\$12.200</b>	<b>\$13.381</b>	<b>\$10.439</b>	<b>\$19.304</b>	<b>\$143.878</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.383	0.421	3.930
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.155	1.157	1.158	1.157	1.318	1.160	1.155	1.157	1.158	1.157	1.320	1.159	14.211
Professional Service Contracts	3.626	3.628	4.190	3.649	3.714	4.244	6.176	3.663	4.228	3.676	3.773	4.412	48.978
Materials & Supplies	0.087	0.085	0.097	0.092	0.088	0.093	0.087	0.096	0.098	0.086	0.086	0.100	1.096
<u>Other Business Expenses</u>													
MTA Internal Subsidy	8.169	7.301	6.958	4.974	2.452	1.818	0.969	0.801	1.457	4.099	(3.643)	0.731	36.086
Other	4.315	4.268	4.382	4.217	4.147	4.525	4.208	4.536	5.484	4.871	4.876	5.644	55.472
Total Other Business Expenses	12.484	11.569	11.340	9.191	6.599	6.343	5.177	5.337	6.941	8.970	1.233	6.375	91.558
<b>Total Non-Labor Expenses</b>	<b>\$17.664</b>	<b>\$16.751</b>	<b>\$17.097</b>	<b>\$14.402</b>	<b>\$12.031</b>	<b>\$12.152</b>	<b>\$12.907</b>	<b>\$10.566</b>	<b>\$12.738</b>	<b>\$14.202</b>	<b>\$6.795</b>	<b>\$12.467</b>	<b>\$159.773</b>
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$27.872</b>	<b>\$25.390</b>	<b>\$29.148</b>	<b>\$26.247</b>	<b>\$21.999</b>	<b>\$24.998</b>	<b>\$25.453</b>	<b>\$21.019</b>	<b>\$24.938</b>	<b>\$27.583</b>	<b>\$17.234</b>	<b>\$31.771</b>	<b>\$303.651</b>
Depreciation	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	24.662
<b>Total Expenses</b>	<b>\$29.927</b>	<b>\$27.445</b>	<b>\$31.203</b>	<b>\$28.302</b>	<b>\$24.054</b>	<b>\$27.053</b>	<b>\$27.508</b>	<b>\$23.074</b>	<b>\$26.993</b>	<b>\$29.638</b>	<b>\$19.289</b>	<b>\$33.826</b>	<b>\$328.312</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$25.644)</b>	<b>(\$23.162)</b>	<b>(\$26.920)</b>	<b>(\$24.019)</b>	<b>(\$19.771)</b>	<b>(\$22.770)</b>	<b>(\$23.225)</b>	<b>(\$18.791)</b>	<b>(\$22.710)</b>	<b>(\$25.355)</b>	<b>(\$15.007)</b>	<b>(\$29.543)</b>	<b>(\$276.918)</b>

## (\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	2.919	5.790	3.125	2.919	5.790	2.875	2.919	5.790	3.125	2.919	5.790	5.886	49.851
Total Revenue	\$2.919	\$5.790	\$3.125	\$2.919	\$5.790	\$2.875	\$2.919	\$5.790	\$3.125	\$2.919	\$5.790	\$5.886	\$49.851
Expenses													
Labor:													
Payroll	\$0.129	\$0.129	\$0.142	\$0.142	\$0.142	\$0.142	\$0.142	\$0.142	\$0.142	\$0.142	\$0.142	\$0.142	1.673
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.250
Pensions	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.232
Other Fringe Benefits	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.142
Reimbursable Overhead	2.588	5.459	2.780	2.574	5.445	2.526	2.574	5.445	2.780	2.574	5.445	5.538	45.726
Total Labor Expenses	\$2.768	\$5.639	\$2.973	\$2.767	\$5.638	\$2.720	\$2.767	\$5.638	\$2.973	\$2.767	\$5.638	\$5.732	\$48.023
Non-Labor:													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.147	1.756
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses													
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	0.005	0.005	0.006	0.006	0.006	0.009	0.006	0.006	0.006	0.006	0.006	0.007	0.072
Total Other Business Expenses	0.005	0.005	0.006	0.006	0.006	0.009	0.006	0.006	0.006	0.006	0.006	0.007	0.072
Total Non-Labor Expenses	\$0.151	\$0.151	\$0.152	\$0.152	\$0.152	\$0.155	\$0.152	\$0.152	\$0.152	\$0.152	\$0.152	\$0.154	\$1.829
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$2.919	\$5.790	\$3.125	\$2.919	\$5.790	\$2.875	\$2.919	\$5.790	\$3.125	\$2.919	\$5.790	\$5.886	\$49.851
Depreciation													
	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$2.919	\$5.790	\$3.125	\$2.919	\$5.790	\$2.875	\$2.919	\$5.790	\$3.125	\$2.919	\$5.790	\$5.886	\$49.851
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

**MTA HEADQUARTERS**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Operating Revenue</u>													
Rental Income	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	47.104
Data Center Billings	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	4.290
Total Other Operating Revenue	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	51.394
Capital and Other Reimbursements	2.919	5.790	3.125	2.919	5.790	2.875	2.919	5.790	3.125	2.919	5.790	5.886	49.851
<b>Total Revenue</b>	<b>\$7.202</b>	<b>\$10.073</b>	<b>\$7.408</b>	<b>\$7.202</b>	<b>\$10.073</b>	<b>\$7.158</b>	<b>\$7.202</b>	<b>\$10.073</b>	<b>\$7.408</b>	<b>\$7.202</b>	<b>\$10.073</b>	<b>\$10.169</b>	<b>\$101.245</b>
<b>Expenses</b>													
<u>Labor:</u>													
Payroll	\$8.984	\$9.554	\$9.536	\$9.657	\$10.602	\$10.095	\$10.085	\$10.124	\$10.102	\$11.034	\$10.562	\$10.749	\$121.083
Overtime	0.660	0.544	0.762	0.769	0.772	0.778	1.029	1.229	0.810	0.920	0.778	0.606	9.657
Health and Welfare	1.194	1.497	1.691	1.499	1.515	1.679	1.501	1.694	1.526	1.502	1.694	0.874	17.866
Pensions	1.451	1.822	2.062	1.825	1.845	2.048	1.833	2.068	1.858	1.829	2.067	11.837	32.544
Other Fringe Benefits	0.686	0.861	0.974	0.862	0.872	0.967	0.865	0.976	0.878	0.864	0.976	0.970	10.750
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor expenses</b>	<b>\$12.976</b>	<b>\$14.278</b>	<b>\$15.024</b>	<b>\$14.612</b>	<b>\$15.606</b>	<b>\$15.566</b>	<b>\$15.314</b>	<b>\$16.091</b>	<b>\$15.173</b>	<b>\$16.148</b>	<b>\$16.077</b>	<b>\$25.036</b>	<b>\$191.900</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.383	0.421	3.930
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.155	1.157	1.158	1.157	1.318	1.160	1.155	1.157	1.158	1.157	1.320	1.159	14.211
Professional Service Contracts	3.772	3.774	4.336	3.795	3.860	4.390	6.322	3.809	4.375	3.823	3.919	4.559	50.734
Materials & Supplies	0.087	0.085	0.097	0.092	0.088	0.093	0.087	0.096	0.098	0.086	0.086	0.100	1.096
<u>Other Business Expenses</u>													
MTA Internal Subsidy	8.169	7.301	6.958	4.974	2.452	1.818	0.969	0.801	1.457	4.099	(3.643)	0.731	36.086
Other Business Expenses	4.320	4.273	4.388	4.223	4.153	4.534	4.213	4.542	5.489	4.877	4.882	5.651	55.545
Total Other Business Expenses	12.489	11.574	11.346	9.197	6.605	6.352	5.182	5.343	6.946	8.976	1.239	6.382	91.631
<b>Total Non-Labor expenses</b>	<b>\$17.815</b>	<b>\$16.903</b>	<b>\$17.249</b>	<b>\$14.554</b>	<b>\$12.183</b>	<b>\$12.307</b>	<b>\$13.059</b>	<b>\$10.719</b>	<b>\$12.890</b>	<b>\$14.354</b>	<b>\$6.947</b>	<b>\$12.621</b>	<b>\$161.601</b>
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$30.791</b>	<b>\$31.180</b>	<b>\$32.273</b>	<b>\$29.166</b>	<b>\$27.789</b>	<b>\$27.873</b>	<b>\$28.372</b>	<b>\$26.809</b>	<b>\$28.064</b>	<b>\$30.502</b>	<b>\$23.025</b>	<b>\$37.657</b>	<b>\$353.502</b>
Depreciation	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	24.662
<b>Total Expenses</b>	<b>\$32.846</b>	<b>\$33.236</b>	<b>\$34.328</b>	<b>\$31.221</b>	<b>\$29.845</b>	<b>\$29.928</b>	<b>\$30.428</b>	<b>\$28.864</b>	<b>\$30.119</b>	<b>\$32.557</b>	<b>\$25.080</b>	<b>\$39.712</b>	<b>\$378.164</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$25.644)</b>	<b>(\$23.162)</b>	<b>(\$26.920)</b>	<b>(\$24.019)</b>	<b>(\$19.771)</b>	<b>(\$22.770)</b>	<b>(\$23.225)</b>	<b>(\$18.791)</b>	<b>(\$22.710)</b>	<b>(\$25.355)</b>	<b>(\$15.007)</b>	<b>(\$29.543)</b>	<b>(\$276.918)</b>

**MTA HEADQUARTERS**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Operating Revenue</u>													
Rental Income	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	3.925	47.104
Data Center Billings	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	4.290
Total Other Operating Revenue	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	4.283	51.394
Capital and Other Reimbursements	2.189	5.790	3.125	2.919	5.790	2.875	2.919	5.790	3.125	2.919	5.790	5.886	49.121
<b>Total Receipts</b>	<b>\$6.472</b>	<b>\$10.073</b>	<b>\$7.408</b>	<b>\$7.202</b>	<b>\$10.073</b>	<b>\$7.158</b>	<b>\$7.202</b>	<b>\$10.073</b>	<b>\$7.408</b>	<b>\$7.202</b>	<b>\$10.073</b>	<b>\$10.169</b>	<b>\$100.515</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	\$8.584	\$9.154	\$9.136	\$9.307	\$10.252	\$9.745	\$9.735	\$9.850	\$10.002	\$10.934	\$10.562	\$10.749	\$118.009
Overtime	0.660	0.544	0.762	0.769	0.772	0.778	1.029	1.229	0.810	0.920	0.778	0.606	9.657
Health and Welfare	1.160	1.463	1.691	1.499	1.515	1.679	1.501	1.694	1.526	1.502	1.694	0.874	17.798
Pensions	1.283	1.822	2.062	1.825	1.845	2.048	1.833	2.068	1.858	1.829	2.067	11.837	32.377
Other Fringe Benefits	0.879	0.861	0.974	0.862	0.872	0.967	0.865	0.976	0.878	0.864	0.976	0.970	10.943
GASB Account	-	-	-	-	-	-	-	-	-	-	-	1.005	1.005
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$12.567</b>	<b>\$13.844</b>	<b>\$14.624</b>	<b>\$14.262</b>	<b>\$15.256</b>	<b>\$15.216</b>	<b>\$14.964</b>	<b>\$15.817</b>	<b>\$15.073</b>	<b>\$16.048</b>	<b>\$16.077</b>	<b>\$26.041</b>	<b>\$189.789</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.313	0.383	3.505	7.014
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.155	1.157	1.158	1.157	1.318	1.160	1.155	1.157	1.158	1.157	1.320	1.159	14.211
Professional Service Contracts	3.772	3.774	4.336	3.795	3.860	4.390	6.322	3.809	4.375	3.823	3.919	4.559	50.734
Materials & Supplies	0.087	0.085	0.097	0.092	0.088	0.093	0.087	0.096	0.098	0.086	0.086	0.100	1.096
<u>Other Business Expenses</u>													
MTA Internal Subsidy	8.169	7.301	6.958	4.974	2.452	1.818	0.969	0.801	1.457	4.099	(3.643)	0.731	36.086
Other Business Expenses	3.820	3.773	3.888	3.808	4.153	4.534	4.213	4.542	5.489	4.877	4.882	5.652	53.630
Total Other Business Expenses	11.989	11.074	10.846	8.782	6.605	6.352	5.182	5.343	6.946	8.976	1.239	6.383	89.716
<b>Total Non-Labor Expenditures</b>	<b>\$17.315</b>	<b>\$16.403</b>	<b>\$16.749</b>	<b>\$14.139</b>	<b>\$12.183</b>	<b>\$12.307</b>	<b>\$13.059</b>	<b>\$10.719</b>	<b>\$12.890</b>	<b>\$14.354</b>	<b>\$6.947</b>	<b>\$15.706</b>	<b>\$162.771</b>
<u>Other Expenditure Adjustments:</u>													
Capital	\$1.778	\$1.778	\$1.778	\$1.778	\$1.778	\$1.778	\$1.778	\$1.778	\$1.778	\$1.778	\$1.778	\$1.778	\$21.339
<b>Total Other Expenditure Adjustments</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$1.778</b>	<b>\$21.339</b>
<b>Total Expenditures</b>	<b>\$31.661</b>	<b>\$32.025</b>	<b>\$33.151</b>	<b>\$30.179</b>	<b>\$29.218</b>	<b>\$29.301</b>	<b>\$29.801</b>	<b>\$28.313</b>	<b>\$29.742</b>	<b>\$32.180</b>	<b>\$24.803</b>	<b>\$43.525</b>	<b>\$373.899</b>
<b>Net Cash Deficit</b>	<b>(\$25.188)</b>	<b>(\$21.951)</b>	<b>(\$25.743)</b>	<b>(\$22.977)</b>	<b>(\$19.144)</b>	<b>(\$22.143)</b>	<b>(\$22.598)</b>	<b>(\$18.240)</b>	<b>(\$22.333)</b>	<b>(\$24.978)</b>	<b>(\$14.730)</b>	<b>(\$33.356)</b>	<b>(\$273.383)</b>

**MTA HEADQUARTERS**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.730)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.730)
<b>Total Receipts</b>	<b>(\$0.730)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.730)</b>
<b>Expenditures</b>													
<u><b>Labor:</b></u>													
Payroll	\$0.400	\$0.400	\$0.400	\$0.350	\$0.350	\$0.350	\$0.350	\$0.274	\$0.100	\$0.100	\$0.000	\$0.000	\$3.074
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.034	0.034	(0.000)	0.000	0.000	0.000	(0.000)	0.000	0.000	0.000	0.000	(0.000)	0.068
Pensions	0.168	(0.000)	(0.000)	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)	0.000	0.168
Other Fringe Benefits	(0.193)	0.000	(0.000)	0.000	0.000	0.000	(0.000)	(0.000)	0.000	(0.000)	0.000	0.000	(0.193)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(1.005)	(1.005)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$0.409</b>	<b>\$0.434</b>	<b>\$0.400</b>	<b>\$0.350</b>	<b>\$0.350</b>	<b>\$0.350</b>	<b>\$0.350</b>	<b>\$0.274</b>	<b>\$0.100</b>	<b>\$0.100</b>	<b>(\$0.000)</b>	<b>(\$1.005)</b>	<b>\$2.112</b>
<u><b>Non-Labor:</b></u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(3.084)	(3.084)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	(0.000)	(0.000)	0.000	(0.000)	(0.000)	0.000	0.000	0.000	0.000	(0.000)	0.000	0.000	(0.000)
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u><b>Other Business Expenses</b></u>													
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.500	0.500	0.500	0.415	0.000	(0.000)	0.000	0.000	0.000	(0.000)	0.000	(0.001)	1.914
Total Other Business Expenses	0.500	0.500	0.500	0.415	0.000	(0.000)	0.000	0.000	0.000	(0.000)	0.000	(0.001)	1.914
<b>Total Non-Labor Expenditures</b>	<b>\$0.500</b>	<b>\$0.500</b>	<b>\$0.500</b>	<b>\$0.415</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>(\$3.085)</b>	<b>(\$1.170)</b>
<u><b>Other Expenditure Adjustments:</b></u>													
Capital	(\$1.778)	(\$1.778)	(\$1.778)	(\$1.778)	(\$1.778)	(\$1.778)	(\$1.778)	(\$1.778)	(\$1.778)	(\$1.778)	(\$1.778)	(\$1.778)	(\$21.339)
Unallocated Service Enhancement Policy	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$1.778)</b>	<b>(\$21.339)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$1.599)</b>	<b>(\$0.844)</b>	<b>(\$0.878)</b>	<b>(\$1.013)</b>	<b>(\$1.428)</b>	<b>(\$1.428)</b>	<b>(\$1.428)</b>	<b>(\$1.504)</b>	<b>(\$1.678)</b>	<b>(\$1.678)</b>	<b>(\$1.778)</b>	<b>(\$5.868)</b>	<b>(\$21.127)</b>
Depreciation Adjustment	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	2.055	24.662
<b>Total Cash Conversion Adjustments</b>	<b>\$0.456</b>	<b>\$1.211</b>	<b>\$1.177</b>	<b>\$1.042</b>	<b>\$0.627</b>	<b>\$0.627</b>	<b>\$0.627</b>	<b>\$0.551</b>	<b>\$0.377</b>	<b>\$0.377</b>	<b>\$0.277</b>	<b>(\$3.813)</b>	<b>\$3.535</b>



**MTA HEADQUARTERS**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Non-Reimbursable - Reimbursable Positions at End-of-Year**  
**Full-Time Positions and Full-Time Equivalents**

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## MTA HEADQUARTERS

### February Financial Plan - 2007 Adopted Budget

**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	359	360	381	381	398	398	402	402	402	402	402	402
Professional, Technical, Clerical	228	228	245	245	259	263	263	263	263	263	263	263
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>587</b>	<b>588</b>	<b>626</b>	<b>626</b>	<b>657</b>	<b>661</b>	<b>665</b>	<b>665</b>	<b>665</b>	<b>665</b>	<b>665</b>	<b>665</b>
<b>Operations</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Operations</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Maintenance</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Maintenance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>												
Managers/Supervisors	28	28	29	29	29	29	29	29	29	29	29	29
Professional, Technical, Clerical	51	51	53	53	53	53	53	53	53	53	53	53
Operational Hourlies	667	667	667	667	667	667	686	686	686	686	686	686
<b>Total Public Safety</b>	<b>746</b>	<b>746</b>	<b>749</b>	<b>749</b>	<b>749</b>	<b>749</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>
<b>Total Positions</b>												
Managers/Supervisors	387	388	410	410	427	427	431	431	431	431	431	431
Professional, Technical, Clerical	279	279	298	298	312	316	316	316	316	316	316	316
Operational Hourlies	667	667	667	667	667	667	686	686	686	686	686	686
<b>Total Positions</b>	<b>1,333</b>	<b>1,334</b>	<b>1,375</b>	<b>1,375</b>	<b>1,406</b>	<b>1,410</b>	<b>1,433</b>	<b>1,433</b>	<b>1,433</b>	<b>1,433</b>	<b>1,433</b>	<b>1,433</b>

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**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents MTA First Mutual Transportation Assurance Company's (FMTAC), 2006 Final Estimate, 2007 Adopted Budget and the November Financial Plan for 2007-2010. The Adopted Budget does not reflect any technical adjustments as the adjustments do not pertain to FMTAC.

The attached also includes schedules detailing the monthly allocation of financial data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**

**February Financial Plan 2007-2010**

**Accrual Statement of Operations by Category**

(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	7.928	8.159	8.291	8.418	8.573
Investment Income - Unrealized Gain/Loss	0.396	0.408	0.415	0.421	0.429
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$8.324</b>	<b>\$8.567</b>	<b>\$8.706</b>	<b>\$8.839</b>	<b>\$9.002</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(45.369)	(49.906)	(54.896)	(60.386)	(66.425)
Claims	37.675	46.378	47.545	48.750	50.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	8.601	9.031	9.483	9.957	10.455
<b>Total Non-Labor Expenses</b>	<b>\$0.907</b>	<b>\$5.503</b>	<b>\$2.132</b>	<b>(\$1.679)</b>	<b>(\$5.970)</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$0.907</b>	<b>\$5.503</b>	<b>\$2.132</b>	<b>(\$1.679)</b>	<b>(\$5.970)</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$0.907</b>	<b>\$5.503</b>	<b>\$2.132</b>	<b>(\$1.679)</b>	<b>(\$5.970)</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$7.417</b>	<b>\$3.064</b>	<b>\$6.574</b>	<b>\$10.518</b>	<b>\$14.972</b>

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2007-2010**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	7.928	8.159	8.291	8.418	8.573
Investment Income	0.396	0.408	0.415	0.421	0.429
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipts</b>	<b>\$8.324</b>	<b>\$8.567</b>	<b>\$8.706</b>	<b>\$8.839</b>	<b>\$9.002</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(45.369)	(49.906)	(54.896)	(60.386)	(66.425)
Claims	33.315	26.868	28.478	27.461	29.084
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	8.601	9.031	9.483	9.957	10.455
<b>Total Non-Labor Expenditures</b>	<b>(\$3.453)</b>	<b>(\$14.007)</b>	<b>(\$16.935)</b>	<b>(\$22.968)</b>	<b>(\$26.886)</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other - Restricted Cash Adjustment	\$11.777	\$22.574	\$25.641	\$31.807	\$35.888
<b>Total Other Expenditure Adjustments</b>	<b>\$11.777</b>	<b>\$22.574</b>	<b>\$25.641</b>	<b>\$31.807</b>	<b>\$35.888</b>
<b>Total Expenditures</b>	<b>\$8.324</b>	<b>\$8.567</b>	<b>\$8.706</b>	<b>\$8.839</b>	<b>\$9.002</b>
<b>Baseline Cash Deficit</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2007-2010**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	4.360	19.510	19.067	21.289	20.916
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$4.360</b>	<b>\$19.510</b>	<b>\$19.067</b>	<b>\$21.289</b>	<b>\$20.916</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	(\$11.777)	(\$22.574)	(\$25.641)	(\$31.807)	(\$35.888)
<b>Total Other Expenditures Adjustments</b>	<b>(\$11.777)</b>	<b>(\$22.574)</b>	<b>(\$25.641)</b>	<b>(\$31.807)</b>	<b>(\$35.888)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$7.417)</b>	<b>(\$3.064)</b>	<b>(\$6.574)</b>	<b>(\$10.518)</b>	<b>(\$14.972)</b>
Depreciation Adjustment	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>(\$7.417)</b>	<b>(\$3.064)</b>	<b>(\$6.574)</b>	<b>(\$10.518)</b>	<b>(\$14.972)</b>

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

Non-Reimbursable													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.680	0.680	0.680	0.680	0.680	0.680	0.680	0.680	0.680	0.680	0.680	0.679	8.159
Investment Income	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.408
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.714</b>	<b>\$0.713</b>	<b>\$8.567</b>
<b>Operating Expenses</b>													
<u><b>Labor:</b></u>													
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<u><b>Non-Labor:</b></u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	(4.159)	(4.159)	(4.159)	(4.159)	(4.159)	(4.159)	(4.159)	(4.159)	(4.159)	(4.159)	(4.158)	(4.158)	(49.906)
Claims	3.865	3.865	3.865	3.865	3.865	3.865	3.865	3.865	3.865	3.865	3.864	3.864	46.378
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses	0.753	0.753	0.752	0.752	0.753	0.752	0.753	0.753	0.752	0.753	0.753	0.752	9.031
<b>Total Non-Labor Expenses</b>	<b>\$0.459</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$0.458</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$0.459</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$0.459</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$5.503</b>
<u><b>Other Expenses Adjustments:</b></u>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$0.459</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$0.458</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$0.459</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$0.459</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$5.503</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$0.459</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$0.458</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$0.459</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$0.459</b>	<b>\$0.459</b>	<b>\$0.458</b>	<b>\$5.503</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.255</b>	<b>\$0.255</b>	<b>\$0.256</b>	<b>\$0.256</b>	<b>\$0.255</b>	<b>\$0.256</b>	<b>\$0.255</b>	<b>\$0.255</b>	<b>\$0.256</b>	<b>\$0.255</b>	<b>\$0.255</b>	<b>\$0.255</b>	<b>\$3.064</b>



CASH RECEIPTS AND EXPENDITURES	
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**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	1.626	1.626	1.626	1.626	1.626	1.626	1.626	1.626	1.626	1.626	1.625	1.625	19.510
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$1.626</b>	<b>\$1.626</b>	<b>\$1.626</b>	<b>\$1.626</b>	<b>\$1.626</b>	<b>\$1.626</b>	<b>\$1.626</b>	<b>\$1.626</b>	<b>\$1.626</b>	<b>\$1.626</b>	<b>\$1.625</b>	<b>\$1.625</b>	<b>\$19.510</b>
<b><u>Other Expenditures Adjustments:</u></b>													
Other	(1.881)	(1.881)	(1.882)	(1.882)	(1.881)	(1.882)	(1.881)	(1.881)	(1.882)	(1.881)	(1.880)	(1.880)	(22.574)
<b>Total Other Expenditures Adjustments</b>	<b>(\$1.881)</b>	<b>(\$1.881)</b>	<b>(\$1.882)</b>	<b>(\$1.882)</b>	<b>(\$1.881)</b>	<b>(\$1.882)</b>	<b>(\$1.881)</b>	<b>(\$1.881)</b>	<b>(\$1.882)</b>	<b>(\$1.881)</b>	<b>(\$1.880)</b>	<b>(\$1.880)</b>	<b>(\$22.574)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$0.255)</b>	<b>(\$0.255)</b>	<b>(\$0.256)</b>	<b>(\$0.256)</b>	<b>(\$0.255)</b>	<b>(\$0.256)</b>	<b>(\$0.255)</b>	<b>(\$0.255)</b>	<b>(\$0.256)</b>	<b>(\$0.255)</b>	<b>(\$0.255)</b>	<b>(\$0.255)</b>	<b>(\$3.064)</b>
Depreciation Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>(\$0.255)</b>	<b>(\$0.255)</b>	<b>(\$0.256)</b>	<b>(\$0.256)</b>	<b>(\$0.255)</b>	<b>(\$0.256)</b>	<b>(\$0.255)</b>	<b>(\$0.255)</b>	<b>(\$0.256)</b>	<b>(\$0.255)</b>	<b>(\$0.255)</b>	<b>(\$0.255)</b>	<b>(\$3.064)</b>

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**MTA OFFICE OF THE INSPECTOR GENERAL  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents The Office of the Inspector General's 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2007-2010.

The only change to the Plan is from the lower Health & Welfare inflator assumptions, which result in lower expenses when compared to the December Plan. Savings in 2007 are estimated at \$0.079 million, growing to \$0.158 million by 2010.

The attached also includes schedules detailing the monthly allocation of headcount data based on the 2007 Adopted Budget for informational purposes.

**INSPECTOR GENERAL**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	12.544	12.875	13.545	13.934	14.388
<b>Total Revenue</b>	<b>\$12.544</b>	<b>\$12.875</b>	<b>\$13.545</b>	<b>\$13.934</b>	<b>\$14.388</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.076	\$7.181	\$7.612	\$7.728	\$7.870
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.991	1.078	1.216	1.376	1.556
Pensions	0.913	1.005	1.035	1.074	1.116
Other Fringe Benefits	0.587	0.610	0.643	0.678	0.723
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$9.567</b>	<b>\$9.874</b>	<b>\$10.506</b>	<b>\$10.856</b>	<b>\$11.265</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.025	0.047	0.048	0.049	0.050
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.104	0.120	0.121	0.123	0.126
Professional Service Contracts	0.015	0.015	0.015	0.016	0.016
Materials & Supplies	0.026	0.043	0.044	0.045	0.045
Other Business Expenses	2.198	2.167	2.202	2.236	2.277
<b>Total Non-Labor Expenses</b>	<b>\$2.368</b>	<b>\$2.392</b>	<b>\$2.430</b>	<b>\$2.469</b>	<b>\$2.514</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$11.935</b>	<b>\$12.266</b>	<b>\$12.936</b>	<b>\$13.325</b>	<b>\$13.779</b>
Depreciation	0.609	0.609	0.609	0.609	0.609
<b>Total Expenses</b>	<b>\$12.544</b>	<b>\$12.875</b>	<b>\$13.545</b>	<b>\$13.934</b>	<b>\$14.388</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**INSPECTOR GENERAL**  
**February Financial Plan 2007 - 2010**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	11.183	11.694	12.364	12.753	13.207
<b>Total Receipts</b>	<b>\$11.183</b>	<b>\$11.694</b>	<b>\$12.364</b>	<b>\$12.753</b>	<b>\$13.207</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.076	\$7.181	\$7.612	\$7.728	\$7.870
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.991	1.078	1.216	1.376	1.556
Pensions	0.913	1.005	1.035	1.074	1.116
Other Fringe Benefits	0.587	0.610	0.643	0.678	0.723
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$9.567</b>	<b>\$9.874</b>	<b>\$10.506</b>	<b>\$10.856</b>	<b>\$11.265</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.025	0.047	0.048	0.049	0.050
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.104	0.120	0.121	0.123	0.126
Professional Service Contracts	0.015	0.015	0.015	0.016	0.016
Materials & Supplies	0.026	0.043	0.044	0.045	0.045
Other Business Expenses	2.198	2.167	2.202	2.236	2.277
<b>Total Non-Labor Expenditures</b>	<b>\$2.368</b>	<b>\$2.392</b>	<b>\$2.430</b>	<b>\$2.469</b>	<b>\$2.514</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other - Restricted Cash Adjustment	(\$0.752)	(\$0.572)	(\$0.572)	(\$0.572)	(\$0.572)
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.752)</b>	<b>(\$0.572)</b>	<b>(\$0.572)</b>	<b>(\$0.572)</b>	<b>(\$0.572)</b>
<b>Total Expenditures</b>	<b>\$11.183</b>	<b>\$11.694</b>	<b>\$12.364</b>	<b>\$12.753</b>	<b>\$13.207</b>
<b>Net Cash Deficit</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**INSPECTOR GENERAL**  
**February Financial Plan 2007 - 2010**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(1.361)	(1.181)	(1.181)	(1.181)	(1.181)
<b>Total Receipts</b>	<b>(\$1.361)</b>	<b>(\$1.181)</b>	<b>(\$1.181)</b>	<b>(\$1.181)</b>	<b>(\$1.181)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	\$0.752	\$0.572	\$0.572	\$0.572	\$0.572
<b>Total Other Expenditures Adjustments</b>	<b>\$0.752</b>	<b>\$0.572</b>	<b>\$0.572</b>	<b>\$0.572</b>	<b>\$0.572</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$0.609)</b>	<b>(\$0.609)</b>	<b>(\$0.609)</b>	<b>(\$0.609)</b>	<b>(\$0.609)</b>
Depreciation Adjustment	0.609	0.609	0.609	0.609	0.609
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**INSPECTOR GENERAL**  
**February Financial Plan 2007 - 2010**  
**Non-Reimbursable - Reimbursable Positions at End-of-Year**  
**Full-Time Positions and Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>					
Office of the Inspector General	93	93	91	91	91
<b>Total Administration</b>	<b>93</b>	<b>93</b>	<b>91</b>	<b>91</b>	<b>91</b>
 <b>Baseline Total Positions</b>	 <b>93</b>	 <b>93</b>	 <b>91</b>	 <b>91</b>	 <b>91</b>
 <b>Non-Reimbursable</b>	 -	 -	 -	 -	 -
<b>Reimbursable</b>	93	93	91	91	91
<b>Total</b>	<b>93</b>	<b>93</b>	<b>91</b>	<b>91</b>	<b>91</b>
 <b>Total Full-Time</b>	 93	 93	 91	 91	 91
<b>Total Full-Time Equivalents</b>	-	-	-	-	-



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**New York City Transit**

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents New York City Transit's 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2007-2010. The Adopted Budget reflects the inclusion of Policy and Gap Closing Actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan.

In addition, assumptions were made on an MTA-wide basis concerning Pattern Wages, GASB Contributions and Health & Welfare inflation projections. In the November Plan, these projections were not captured within Agency sections, but instead were captured only within MTA Consolidated Statements. The February Plan now includes these projections within individual Agency sections.

These changes are presented in the Plan-to-Plan Reconciliation.

Policy actions include expanded station painting coverage with a 2007 expense increase of \$8.9 million and an anti-scratchitti campaign with a 2007 expense increase of \$5.2 million and a position increase of 25. The expanded station painting coverage will enable all 468 stations to be painted over a ten year period. The anti-scratchitti campaign plans to achieve scratch-free window glass on all subway car fleets by 2009.

Pattern wage assumptions are based upon the TWU contract settlement reached in December which increases expenses by \$66.0 million in 2007. Additionally, health & welfare contributions amount to \$40.5 million. Included in the contract settlement is the recognition of Martin Luther King, Jr. Day as a holiday for TWU members. Based upon this additional holiday, employee availability analysis indicates that an additional 93 positions will be needed to meet operational coverage requirements. Health & Welfare contributions resulting from pattern labor settlements of \$40.5 million will be deposited in a special Government Accounting Standards Board (GASB) account to help fund post-retirement liabilities of "Other than Pension Benefits."

GASB fund contributions from non-recurring NYCERS pension savings of \$120.1 million in 2006 and \$26.8 million in 2007 were captured on an accrual basis in the December Plan and have been reclassified to a cash basis in the February Plan.

Other changes include a decrease in Health & Welfare expenses in 2007 of \$7.1 million due to revised inflation assumptions and a technical adjustment relating to a farebox revenue Tariff change which allows for free transfers for Westchester bus riders resulting in a 2007 revenue reduction of \$2.3 million.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA New York City Transit**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Accrual Basis**  
**(\$ in millions)**

	<b>2006</b>		<b>2007</b>		<b>Favorable/(Unfavorable)</b>		<b>2009</b>		<b>2010</b>	
					<b>2008</b>					
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Surplus/(Deficit)</b>	<b>(48,001)</b>	<b>(\$3,059.0)</b>	<b>(48,292)</b>	<b>(\$3,428.6)</b>	<b>(48,093)</b>	<b>(\$3,696.6)</b>	<b>(48,035)</b>	<b>(\$4,010.0)</b>	<b>(47,642)</b>	<b>(\$4,269.1)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	\$31.5	0	\$37.9	0	\$42.0	0	\$44.2	0	\$45.3
<i>Other Fringe -Taxes<sup>2</sup></i>	0	\$2.2	0	\$2.6	0	\$2.9	0	\$3.0	0	\$3.1
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	\$120.1	0	\$26.8	0	\$0.0	0	\$0.0	0	\$0.0
Inflation Change:										
<i>Health &amp; Welfare</i>	0	\$0.0	0	\$7.1	0	\$8.0	0	\$9.0	0	\$10.2
Pattern Labor Provision:										
<i>Payroll</i>	0	(\$5.6)	(93)	(\$38.7)	(93)	(\$49.7)	(93)	(\$49.4)	(93)	(\$48.0)
<i>Pension</i>	0	\$0.0	0	(\$2.7)	0	(\$3.5)	0	(\$3.5)	0	(\$3.4)
<i>Other Fringe -Taxes</i>	0	(\$0.4)	0	(\$2.9)	0	(\$3.8)	0	(\$3.7)	0	(\$3.6)
<i>Health &amp; Welfare</i>	0	(\$10.1)	0	(\$21.0)	0	(\$22.9)	0	(\$25.0)	0	(\$27.3)
<i>Other Business Expense</i>	0	(\$0.6)	0	(\$0.6)	0	(\$0.6)	0	(\$0.6)	0	(\$0.6)
Policy Actions	0	\$0.0	(25)	(\$14.1)	(14)	(\$12.3)	(21)	(\$13.9)	(21)	(\$14.5)
2007 Program to Eliminate the Gap	6	\$15.4	202	\$34.1	204	\$29.5	204	\$30.1	204	\$30.1
Other Agency Technical Adjustments:										
<i>Farebox Revenue Tariff Change-</i>										
<i>Westchester Bus Free Transfer</i>	0	\$0.0	0	(\$2.3)	0	(\$3.0)	0	(\$3.0)	0	(\$3.0)
<i>Paratransit Urban Tax Revision</i>	0	\$3.2	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Other (offset by cash adjustments)	0	(\$0.1)	0	(\$0.5)	0	(\$0.4)	0	(\$0.4)	0	(\$0.3)
<b>2007 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>(47,995)</b>	<b>(\$2,903.3)</b>	<b>(48,208)</b>	<b>(\$3,402.9)</b>	<b>(47,996)</b>	<b>(\$3,710.4)</b>	<b>(47,945)</b>	<b>(\$4,023.3)</b>	<b>(47,552)</b>	<b>(\$4,281.3)</b>
Post 2007 Program to Eliminate the Gap	-	-	0	\$0.0	313	\$11.4	313	\$20.7	313	\$20.7
<b>2007 February Financial Plan: Net Surplus/(Deficit)</b>	<b>(47,995)</b>	<b>(\$2,903.3)</b>	<b>(48,208)</b>	<b>(\$3,402.9)</b>	<b>(47,683)</b>	<b>(\$3,699.0)</b>	<b>(47,632)</b>	<b>(\$4,002.6)</b>	<b>(47,239)</b>	<b>(\$4,260.6)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

**MTA New York City Transit**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Cash Basis**  
**(\$ in millions)**

	<b>2006</b>		<b>2007</b>		<b>Favorable/(Unfavorable)</b> <b>2008</b>		<b>2009</b>		<b>2010</b>	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Cash Surplus/(Deficit)</b>	<b>(48,001)</b>	<b>(\$2,014.9)</b>	<b>(48,292)</b>	<b>(\$2,226.5)</b>	<b>(48,093)</b>	<b>(\$2,469.7)</b>	<b>(48,035)</b>	<b>(\$2,735.1)</b>	<b>(47,642)</b>	<b>(\$2,930.2)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	\$31.5	0	\$37.9	0	\$42.0	0	\$44.2	0	\$45.3
<i>Other Fringe -Taxes<sup>2</sup></i>	0	\$2.2	0	\$2.6	0	\$2.9	0	\$3.0	0	\$3.1
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Inflation Change:										
<i>Health &amp; Welfare</i>	0	\$0.0	0	\$7.1	0	\$8.0	0	\$9.0	0	\$10.2
Pattern Labor Provision:										
<i>Payroll</i>	0	(\$5.6)	(93)	(\$38.7)	(93)	(\$49.7)	(93)	(\$49.4)	(93)	(\$48.0)
<i>Pension</i>	0	\$0.0	0	(\$2.7)	0	(\$3.5)	0	(\$3.5)	0	(\$3.4)
<i>Other Fringe -Taxes</i>	0	(\$0.4)	0	(\$2.9)	0	(\$3.8)	0	(\$3.7)	0	(\$3.6)
<i>Health &amp; Welfare</i>	0	(\$2.7)	0	(\$28.4)	0	(\$22.9)	0	(\$25.0)	0	(\$27.3)
<i>Other Business Expense</i>	0	(\$0.6)	0	(\$0.6)	0	(\$0.6)	0	(\$0.6)	0	(\$0.6)
<i>Capital Reimbursement Lag</i>	0	\$0.0	0	(\$1.1)	0	(\$0.7)	0	(\$0.1)	0	(\$0.1)
Cash Contribution to GASB Account:										
<i>Health &amp; Welfare</i>	0	(\$31.5)	0	(\$37.9)	0	(\$42.0)	0	(\$44.2)	0	(\$45.3)
<i>Other Fringe -Taxes<sup>2</sup></i>	0	(\$2.2)	0	(\$2.6)	0	(\$2.9)	0	(\$3.0)	0	(\$3.1)
Policy Actions	0	\$0.0	(25)	(\$14.1)	(14)	(\$12.3)	(21)	(\$13.9)	(21)	(\$14.5)
2007 Program to Eliminate the Gap	6	\$15.4	202	\$34.1	204	\$29.5	204	\$30.1	204	\$30.1
Other Agency Technical Adjustments:										
<i>Farebox Revenue Tariff Change-</i>										
<i>Westchester Bus Free Transfer</i>	0	\$0.0	0	(\$2.3)	0	(\$3.0)	0	(\$3.0)	0	(\$3.0)
<i>Paratransit Urban Tax Revision</i>	0	\$3.2	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
<b>2007 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>(47,995)</b>	<b>(\$2,005.5)</b>	<b>(48,208)</b>	<b>(\$2,276.3)</b>	<b>(47,996)</b>	<b>(\$2,528.7)</b>	<b>(47,945)</b>	<b>(\$2,795.2)</b>	<b>(47,552)</b>	<b>(\$2,990.5)</b>
Post 2007 Program to Eliminate the Gap	-	-	0	\$0.0	313	\$11.4	313	\$20.7	313	\$20.7
<b>2007 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>(47,995)</b>	<b>(\$2,005.5)</b>	<b>(48,208)</b>	<b>(\$2,276.3)</b>	<b>(47,683)</b>	<b>(\$2,517.3)</b>	<b>(47,632)</b>	<b>(\$2,774.5)</b>	<b>(47,239)</b>	<b>(\$2,969.8)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>Revenue</u></b>					
Farebox Revenue:					
Subway	\$1,937.9	\$1,960.0	\$1,983.3	\$1,991.9	\$1,999.4
Bus	778.1	786.7	795.7	799.1	802.4
Paratransit	8.4	9.7	11.1	12.8	14.7
Fare Media Liability	20.9	21.7	21.9	22.2	22.2
<b>Total Farebox Revenue</b>	<b>\$2,745.3</b>	<b>\$2,778.1</b>	<b>\$2,812.0</b>	<b>\$2,826.1</b>	<b>\$2,838.7</b>
Vehicle Toll Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Operating Revenue:					
Fare Reimbursement	\$103.8	\$103.8	\$103.8	\$103.8	\$103.8
Paratransit Reimbursement	80.0	76.0	88.5	101.2	115.3
Other	93.6	97.0	105.0	108.0	111.2
<b>Total Other Operating Revenue</b>	<b>\$277.4</b>	<b>\$276.8</b>	<b>\$297.3</b>	<b>\$313.0</b>	<b>\$330.3</b>
Capital and Other Reimbursements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Revenue</b>	<b>\$3,022.7</b>	<b>\$3,055.0</b>	<b>\$3,109.2</b>	<b>\$3,139.0</b>	<b>\$3,168.9</b>
<b><u>Expenses</u></b>					
Labor:					
Payroll	\$2,509.0	\$2,623.9	\$2,735.6	\$2,815.2	\$2,881.2
Overtime	236.3	208.6	215.4	224.2	232.8
Total Salaries & Wages	2,745.2	2,832.5	2,951.0	3,039.4	3,114.0
Health and Welfare	581.3	644.9	711.7	787.2	871.0
Pensions	392.3	573.4	616.9	612.6	608.2
Other Fringe Benefits	205.2	205.2	215.9	224.9	230.6
Total Fringe Benefits	1,178.9	1,423.5	1,544.5	1,624.7	1,709.8
Reimbursable Overhead	(170.5)	(175.3)	(168.8)	(166.0)	(168.2)
<b>Total Labor Expenses</b>	<b>\$3,753.6</b>	<b>\$4,080.7</b>	<b>\$4,326.6</b>	<b>\$4,498.1</b>	<b>\$4,655.6</b>
Non-Labor:					
Traction and Propulsion Power	\$147.2	\$164.2	\$164.7	\$173.8	\$182.5
Fuel for Buses and Trains	126.6	135.0	134.3	132.5	134.3
Insurance	35.0	43.1	48.5	52.6	59.5
Claims	71.1	73.0	75.0	77.1	79.1
Paratransit Service Contracts	189.8	229.5	267.3	306.3	356.7
Mtce. and Other Operating Contracts	196.0	208.9	224.0	239.3	242.6
Professional Service Contracts	89.0	101.6	101.2	109.8	111.5
Materials & Supplies	268.2	302.6	291.8	316.2	301.2
Other Business Expenses	34.5	33.8	34.4	35.0	35.6
<b>Total Non-Labor Expenses</b>	<b>\$1,157.2</b>	<b>\$1,291.7</b>	<b>\$1,341.3</b>	<b>\$1,442.5</b>	<b>\$1,502.9</b>
Other Expense Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$4,910.8</b>	<b>\$5,372.4</b>	<b>\$5,667.9</b>	<b>\$5,940.6</b>	<b>\$6,158.5</b>
Depreciation	1,015.2	1,085.5	1,151.7	1,221.7	1,291.7
<b>Total Expenses</b>	<b>\$5,926.0</b>	<b>\$6,457.9</b>	<b>\$6,819.6</b>	<b>\$7,162.3</b>	<b>\$7,450.2</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$2,903.3)</b>	<b>(\$3,402.9)</b>	<b>(\$3,710.4)</b>	<b>(\$4,023.3)</b>	<b>(\$4,281.3)</b>
Post-2007 Program to Eliminate the GAP	0.0	0.0	11.4	20.7	20.7
<b>Net Surplus/(Deficit)</b>	<b>(\$2,903.3)</b>	<b>(\$3,402.9)</b>	<b>(\$3,699.0)</b>	<b>(\$4,002.6)</b>	<b>(\$4,260.6)</b>

MTA New York City Transit  
February Financial Plan 2007 - 2010  
Accrual Statement of Operations by Category  
(\$ in millions)

REIMBURSABLE	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b><u>Revenue</u></b>					
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	795.8	814.7	797.8	788.5	801.1
<b>Total Revenue</b>	<b>\$795.8</b>	<b>\$814.7</b>	<b>\$797.8</b>	<b>\$788.5</b>	<b>\$801.1</b>
<b><u>Expenses</u></b>					
Labor:					
Payroll	\$327.2	\$350.5	\$350.7	\$350.2	\$355.6
Overtime	70.2	60.0	60.1	60.1	61.9
Total Salaries & Wages	397.3	410.5	410.8	410.3	417.5
Health and Welfare	18.3	19.7	22.3	24.7	27.3
Pensions	10.7	16.1	17.6	17.7	17.7
Other Fringe Benefits	81.0	89.3	87.7	85.4	86.0
Total Fringe Benefits	110.0	125.1	127.6	127.8	131.0
Reimbursable Overhead	170.5	175.3	168.8	166.0	168.2
<b>Total Labor Expenses</b>	<b>\$677.8</b>	<b>\$710.9</b>	<b>\$707.3</b>	<b>\$704.1</b>	<b>\$716.7</b>
Non-Labor:					
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0
Insurance	0.0	0.0	0.0	0.0	0.0
Claims	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Mtce. and Other Operating Contracts	35.4	33.4	29.3	29.3	29.3
Professional Service Contracts	16.8	18.1	18.1	15.6	15.6
Materials & Supplies	64.5	49.6	40.6	36.9	36.9
Other Business Expenses	1.4	2.7	2.6	2.6	2.6
<b>Total Non-Labor Expenses</b>	<b>\$118.0</b>	<b>\$103.9</b>	<b>\$90.5</b>	<b>\$84.3</b>	<b>\$84.3</b>
Other Expense Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$795.8</b>	<b>\$814.7</b>	<b>\$797.8</b>	<b>\$788.5</b>	<b>\$801.1</b>
Depreciation	0.0	0.0	0.0	0.0	0.0
<b>Total Expenses</b>	<b>\$795.8</b>	<b>\$814.7</b>	<b>\$797.8</b>	<b>\$788.5</b>	<b>\$801.1</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
Post-2007 Program to Eliminate the GAP	0.0	0.0	0.0	0.0	0.0
<b>Net Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>



**MTA New York City Transit**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE and REIMBURSABLE</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>Revenue</u></b>					
Farebox Revenue:					
Subway	\$1,937.9	\$1,960.0	\$1,983.3	\$1,991.9	\$1,999.4
Bus	778.1	786.7	795.7	799.1	802.4
Paratransit	8.4	9.7	11.1	12.8	14.7
Fare Media Liability	20.9	21.7	21.9	22.2	22.2
<b>Total Farebox Revenue</b>	<b>\$2,745.3</b>	<b>\$2,778.1</b>	<b>\$2,812.0</b>	<b>\$2,826.1</b>	<b>\$2,838.7</b>
Vehicle Toll Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Operating Revenue:					
Fare Reimbursement	103.8	103.8	103.8	103.8	103.8
Paratransit Reimbursement	80.0	76.0	88.5	101.2	115.3
Other	93.6	97.0	105.0	108.0	111.2
Total Other Operating Revenue	277.4	276.8	297.3	313.0	330.3
Capital and Other Reimbursements	795.8	814.7	797.8	788.5	801.1
<b>Total Revenue</b>	<b>\$3,818.4</b>	<b>\$3,869.7</b>	<b>\$3,907.0</b>	<b>\$3,927.5</b>	<b>\$3,970.0</b>
<b><u>Expenses</u></b>					
Labor:					
Payroll	\$2,836.1	\$2,974.4	\$3,086.3	\$3,165.5	\$3,236.8
Overtime	306.4	268.6	275.5	284.3	294.7
Total Salaries & Wages	3,142.6	3,243.0	3,361.8	3,449.8	3,531.5
Health and Welfare	599.6	664.6	734.0	811.9	898.3
Pensions	403.0	589.4	634.5	630.3	625.9
Other Fringe Benefits	286.2	294.5	303.6	310.3	316.6
Total Fringe Benefits	1,288.8	1,548.6	1,672.0	1,752.4	1,840.8
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenses</b>	<b>\$4,431.4</b>	<b>\$4,791.6</b>	<b>\$5,033.9</b>	<b>\$5,202.2</b>	<b>\$5,372.3</b>
Non-Labor:					
Traction and Propulsion Power	\$147.2	\$164.2	\$164.7	\$173.8	\$182.5
Fuel for Buses and Trains	126.6	135.0	134.3	132.5	134.3
Insurance	35.0	43.1	48.5	52.6	59.5
Claims	71.1	73.0	75.0	77.1	79.1
Paratransit Service Contracts	189.8	229.5	267.3	306.3	356.7
Mtce. and Other Operating Contracts	231.3	242.3	253.3	268.5	271.9
Professional Service Contracts	105.8	119.7	119.3	125.4	127.1
Materials & Supplies	332.6	352.1	332.3	353.1	338.1
Other Business Expenses	35.9	36.5	37.0	37.5	38.1
<b>Total Non-Labor Expenses</b>	<b>\$1,275.2</b>	<b>\$1,395.5</b>	<b>\$1,431.8</b>	<b>\$1,526.8</b>	<b>\$1,587.2</b>
Other Expense Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$5,706.6</b>	<b>\$6,187.1</b>	<b>\$6,465.7</b>	<b>\$6,729.1</b>	<b>\$6,959.6</b>
Depreciation	1,015.2	1,085.5	1,151.7	1,221.7	1,291.7
<b>Total Expenses</b>	<b>\$6,721.8</b>	<b>\$7,272.6</b>	<b>\$7,617.4</b>	<b>\$7,950.8</b>	<b>\$8,251.3</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$2,903.3)</b>	<b>(\$3,402.9)</b>	<b>(\$3,710.4)</b>	<b>(\$4,023.3)</b>	<b>(\$4,281.3)</b>
Post-2007 Program to Eliminate the GAP	\$0.0	\$0.0	\$11.4	\$20.7	\$20.7
<b>Net Surplus/(Deficit)</b>	<b>(\$2,903.3)</b>	<b>(\$3,402.9)</b>	<b>(\$3,699.0)</b>	<b>(\$4,002.6)</b>	<b>(\$4,260.6)</b>

**MTA New York City Transit**  
**February Financial Plan 2007 - 2010**  
**Cash Receipts & Expenditures**  
**(\$ in millions)**

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>Receipts</u></b>					
Farebox Revenue	\$2,747.7	\$2,787.2	\$2,820.8	\$2,831.6	\$2,842.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	103.8	103.8	103.8	103.8	103.8
Paratransit Reimbursement	79.5	75.7	88.3	101.0	115.1
Other	94.0	129.8	107.1	110.1	113.3
<b>Total Other Operating Revenue</b>	<b>\$277.2</b>	<b>\$309.3</b>	<b>\$299.1</b>	<b>\$314.9</b>	<b>\$332.2</b>
Capital and Other Reimbursements	\$795.9	\$805.8	\$796.3	\$785.4	\$793.4
<b>Total Receipts</b>	<b>\$3,820.8</b>	<b>\$3,902.3</b>	<b>\$3,916.2</b>	<b>\$3,931.9</b>	<b>\$3,967.7</b>
<b><u>Expenditures</u></b>					
Labor:					
Payroll	\$2,802.5	\$2,959.9	\$3,063.7	\$3,140.3	\$3,210.8
Overtime	304.1	268.4	274.7	283.2	293.6
Total Salaries & Wages	3,106.6	3,228.3	3,338.3	3,423.5	3,504.3
Health and Welfare	602.5	669.6	731.4	809.1	895.3
Pensions	428.6	544.8	613.6	632.4	628.3
Other Fringe Benefits	274.5	282.9	291.9	299.1	306.0
Total Fringe Benefits	1,305.6	1,497.3	1,636.9	1,740.5	1,829.5
GASB Account	153.8	67.3	44.9	47.2	48.4
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>\$4,566.0</b>	<b>\$4,792.9</b>	<b>\$5,020.2</b>	<b>\$5,211.2</b>	<b>\$5,382.2</b>
Non-Labor:					
Traction and Propulsion Power	\$147.2	\$164.2	\$164.7	\$173.8	\$182.5
Fuel for Buses and Trains	128.0	135.0	134.3	132.5	134.3
Insurance	27.4	42.0	50.6	51.3	58.3
Claims	57.4	61.8	63.4	64.9	66.6
Paratransit Service Contracts	185.6	229.5	267.3	306.3	356.7
Mtce. and Other Operating Contracts	241.9	250.8	261.7	277.0	280.4
Professional Service Contracts	101.0	115.7	115.3	121.4	123.1
Materials & Supplies	336.1	350.1	330.3	351.1	336.1
Other Business Expenditures	35.9	36.5	37.0	37.5	38.1
<b>Total Non-Labor Expenditures</b>	<b>\$1,260.4</b>	<b>\$1,385.6</b>	<b>\$1,424.7</b>	<b>\$1,515.9</b>	<b>\$1,576.0</b>
Other Expenditure Adjustments:					
Depreciation	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenditures</b>	<b>\$5,826.4</b>	<b>\$6,178.6</b>	<b>\$6,444.9</b>	<b>\$6,727.1</b>	<b>\$6,958.2</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$2,005.5)</b>	<b>(\$2,276.3)</b>	<b>(\$2,528.6)</b>	<b>(\$2,795.2)</b>	<b>(\$2,990.5)</b>
Post-2007 Program to Eliminate the GAP	0.0	0.0	11.4	20.7	20.7
<b>Net Cash Deficit</b>	<b>(\$2,005.5)</b>	<b>(\$2,276.3)</b>	<b>(\$2,517.3)</b>	<b>(\$2,774.5)</b>	<b>(\$2,969.8)</b>

**MTA New York City Transit**  
**February Financial Plan 2007 - 2010**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>Receipts</u></b>					
Farebox Revenue	2.3	9.1	8.8	5.5	3.4
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	0.0	0.0	0.0	0.0	0.0
Paratransit Reimbursement	(0.5)	(0.3)	(0.2)	(0.2)	(0.2)
Other	0.4	32.8	2.1	2.1	2.1
<b>Total Other Operating Revenue</b>	<b>(0.1)</b>	<b>32.5</b>	<b>1.9</b>	<b>2.0</b>	<b>2.0</b>
Capital and Other Reimbursements	0.2	(9.0)	(1.5)	(3.1)	(7.6)
<b>Total Receipt Adjustments</b>	<b>2.4</b>	<b>32.6</b>	<b>9.2</b>	<b>4.4</b>	<b>(2.3)</b>
<b><u>Expenditures</u></b>					
Labor:					
Payroll	33.6	14.5	22.7	25.2	26.1
Overtime	2.3	0.2	0.9	1.1	1.1
Total Salaries & Wages	35.9	14.7	23.5	26.3	27.2
Health and Welfare	(2.9)	(4.9)	2.7	2.8	3.0
Pensions	(25.6)	44.7	20.8	(2.1)	(2.4)
Other Fringe Benefits	11.7	11.6	11.7	11.2	10.6
Total Fringe Benefits	(16.8)	51.3	35.1	11.9	11.3
GASB Account	(153.8)	(67.3)	(44.9)	(47.2)	(48.4)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>(134.7)</b>	<b>(1.3)</b>	<b>13.7</b>	<b>(9.0)</b>	<b>(9.9)</b>
Non-Labor:					
Traction and Propulsion Power	0.0	0.0	0.0	0.0	0.0
Fuel for Buses and Trains	(1.5)	0.0	0.0	0.0	0.0
Insurance	7.5	1.1	(2.2)	1.2	1.2
Claims	13.7	11.2	11.7	12.2	12.5
Paratransit Service Contracts	4.2	0.0	0.0	0.0	0.0
Mtce. and Other Operating Contracts	(10.5)	(8.5)	(8.5)	(8.5)	(8.5)
Professional Service Contracts	4.8	4.0	4.0	4.0	4.0
Materials & Supplies	(3.4)	2.0	2.0	2.0	2.0
Other Business Expenditures	0.0	0.0	0.0	0.0	0.0
<b>Total Non-Labor Expenditures</b>	<b>14.9</b>	<b>9.9</b>	<b>7.1</b>	<b>10.9</b>	<b>11.2</b>
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Expenditure Adjustments</b>	<b>(119.8)</b>	<b>8.6</b>	<b>20.8</b>	<b>1.9</b>	<b>1.3</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(117.4)</b>	<b>41.1</b>	<b>30.0</b>	<b>6.3</b>	<b>(0.9)</b>
Depreciation Adjustment	1,015.2	1,085.5	1,151.7	1,221.7	1,291.7
<b>Baseline Total Cash Conversion Adj.</b>	<b>897.8</b>	<b>1,126.6</b>	<b>1,181.7</b>	<b>1,228.0</b>	<b>1,290.8</b>
Post-2007 Program to Eliminate the GAP	0.0	0.0	0.0	0.0	0.0
<b>Total Cash Conversion Adjustments</b>	<b>897.8</b>	<b>1,126.6</b>	<b>1,181.7</b>	<b>1,228.0</b>	<b>1,290.8</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2007-2010**  
**Ridership/Traffic Volume (Utilization)**  
(in millions)

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Subway	1,491.1	1,509.9	1,529.1	1,537.2	1,544.5
Bus	743.8	752.9	762.8	767.6	772.2
Paratransit*	5.3	6.1	7.0	8.1	9.3
<b>Baseline Total Ridership</b>	<b>2,240.2</b>	<b>2,268.8</b>	<b>2,298.8</b>	<b>2,312.8</b>	<b>2,326.0</b>
Post 2007 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0
<b>Total Ridership</b>	<b>2,240.2</b>	<b>2,268.8</b>	<b>2,298.8</b>	<b>2,312.8</b>	<b>2,326.0</b>

\* Paratransit ridership includes guests and personal care attendants.

**MTA New York City Transit**  
**February Financial Plan 2007-2010**  
**Total Full-Time Positions and Full-Time Equivalents by Function and Department**  
**Non-Reimbursable and Reimbursable**

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>					
Office of the EVP	28	27	26	26	24
Human Resources	487	476	474	474	474
Office of Management and Budget	34	34	34	34	34
Technology & Information Services	524	544	544	535	535
Materiel	270	269	266	266	266
Controller	235	235	235	235	235
Office of the President	5	5	5	5	5
Law	301	301	301	301	301
Corporate Communications	298	297	295	295	295
Non-Departmental	5	16	16	82	71
Labor Relations	106	106	104	104	104
<b>Total Administration</b>	<b>2,293</b>	<b>2,310</b>	<b>2,300</b>	<b>2,357</b>	<b>2,344</b>
<b>Operations</b>					
Subways Service Delivery	11,468	11,591	11,360	11,344	11,333
Buses	10,541	10,572	10,658	10,678	10,678
Paratransit	122	127	134	133	133
Operations Planning	408	409	402	402	402
Revenue Control	471	470	470	470	470
<b>Total Operations</b>	<b>23,010</b>	<b>23,169</b>	<b>23,024</b>	<b>23,027</b>	<b>23,016</b>
<b>Maintenance</b>					
Subways Service Delivery	2,870	2,802	2,806	2,744	2,756
Maintenance of Way & Rolling Stock	13,070	13,201	12,992	12,972	12,657
Buses	3,879	3,860	3,985	3,950	3,885
Revenue Control	133	137	137	137	137
Supply Logistics	555	557	582	582	582
System Safety	90	91	91	91	91
Non-Departmental	-	-	-	-	-
<b>Total Maintenance</b>	<b>20,597</b>	<b>20,648</b>	<b>20,593</b>	<b>20,476</b>	<b>20,108</b>
<b>Engineering/Capital</b>					
Capital Program Management	1,519	1,504	1,504	1,504	1,504
<b>Total Engineering/Capital</b>	<b>1,519</b>	<b>1,504</b>	<b>1,504</b>	<b>1,504</b>	<b>1,504</b>
<b>Public Safety</b>					
Subways Senior VP	576	577	575	581	580
<b>Total Public Safety</b>	<b>576</b>	<b>577</b>	<b>575</b>	<b>581</b>	<b>580</b>
<b>Baseline Total Positions</b>	<b>47,995</b>	<b>48,208</b>	<b>47,996</b>	<b>47,945</b>	<b>47,552</b>
Non-Reimbursable	42,683	42,951	43,003	43,136	42,822
Reimbursable	5,312	5,257	4,993	4,809	4,730
<b>Total Full-Time</b>	<b>47,782</b>	<b>48,000</b>	<b>47,795</b>	<b>47,744</b>	<b>47,352</b>
<b>Total Full-Time Equivalents</b>	<b>213</b>	<b>208</b>	<b>201</b>	<b>201</b>	<b>200</b>
<b>Impact of:</b>					
Post 2007 Program to Eliminate the Gap	-	-	(313)	(313)	(313)
<b>Total Positions</b>	<b>47,995</b>	<b>48,208</b>	<b>47,683</b>	<b>47,632</b>	<b>47,239</b>
Non-Reimbursable	42,683	42,951	42,690	42,823	42,509
Reimbursable	5,312	5,257	4,993	4,809	4,730
<b>Total Full-Time</b>	<b>47,782</b>	<b>48,000</b>	<b>47,482</b>	<b>47,431</b>	<b>47,039</b>
<b>Total Full-Time Equivalents</b>	<b>213</b>	<b>208</b>	<b>201</b>	<b>201</b>	<b>200</b>

**MTA New York City Transit**  
**February Financial Plan 2007-2010**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Administration					
Managers/Supervisors	820	811	803	813	809
Professional, Technical, Clerical	1,440	1,446	1,444	1,466	1,466
Operational Hourlies	33	53	53	78	69
Total Administration	2,293	2,310	2,300	2,357	2,344
Operations					
Managers/Supervisors	2,509	2,546	2,528	2,502	2,500
Professional, Technical, Clerical	402	403	406	403	403
Operational Hourlies	20,099	20,220	20,090	20,122	20,113
Total Operations	23,010	23,169	23,024	23,027	23,016
Maintenance					
Managers/Supervisors	3,690	3,735	3,697	3,682	3,634
Professional, Technical, Clerical	1,209	1,168	1,166	1,136	1,122
Operational Hourlies	15,698	15,745	15,730	15,658	15,352
Total Maintenance	20,597	20,648	20,593	20,476	20,108
Engineering/Capital					
Managers/Supervisors	344	344	344	344	344
Professional, Technical, Clerical	1,173	1,158	1,158	1,158	1,158
Operational Hourlies	2	2	2	2	2
Total Engineering/Capital	1,519	1,504	1,504	1,504	1,504
Public Safety					
Managers/Supervisors	103	105	104	101	100
Professional, Technical, Clerical	79	82	81	80	80
Operational Hourlies	394	390	390	400	400
Total Public Safety	576	577	575	581	580
Total Baseline Positions					
Managers/Supervisors	7,466	7,541	7,476	7,442	7,387
Professional, Technical, Clerical	4,303	4,257	4,255	4,243	4,229
Operational Hourlies	36,226	36,410	36,265	36,260	35,936
<b>Total Baseline Positions</b>	<b>47,995</b>	<b>48,208</b>	<b>47,996</b>	<b>47,945</b>	<b>47,552</b>
Non-Reimbursable	42,683	42,951	43,003	43,136	42,822
Reimbursable	5,312	5,257	4,993	4,809	4,730
Total Full-Time	47,782	48,000	47,795	47,744	47,352
Total Full-Time Equivalents	213	208	201	201	200
Impact of:					
2007 Program to Eliminate the Gap	-	-	-	-	-
Post 2007 Programs to Eliminate the Gap		-	(313)	(313)	(313)
<b>Total Positions</b>	<b>47,995</b>	<b>48,208</b>	<b>47,683</b>	<b>47,632</b>	<b>47,239</b>
Non-Reimbursable	42,683	42,951	42,690	42,823	42,509
Reimbursable	5,312	5,257	4,993	4,809	4,730
Total Full-Time	47,782	48,000	47,482	47,431	47,039
Total Full-Time Equivalents	213	208	201	201	200

MTA NEW YORK CITY TRANSIT  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

	2006		2007		2008		2009		2010	
	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>Administration</b>										
Asset Recovery Increase	(2)	1.074	(2)	0.379	(2)	0.479	(2)	1.029	(2)	1.029
Corporate Communications Administrative Reduction	0	0.000	0	0.175	2	0.294	2	0.294	2	0.294
EMD/Electrical Managerial/Supervisory Efficiencies	0	0.000	3	0.345	3	0.345	3	0.345	3	0.345
Health & Welfare Management - Drug Cost Reductior	0	3.438	0	4.602	0	4.602	0	4.602	0	4.602
Operations Planning Position Reductions	0	0.000	2	0.208	2	0.208	2	0.208	2	0.208
PC Normal Replacement Reduction	0	1.500	0	1.500	0	0.000	0	0.000	0	0.000
Subways Administrative Reduction	0	0.000	10	0.978	10	0.978	10	0.978	10	0.978
TAB Revenue Collection - StateWide Offset Program	0	3.735	0	1.960	0	1.960	0	1.960	0	1.960
Workers' Compensation Recoveries	0	0.800	0	5.170	0	5.170	0	5.170	0	5.170
Sub-Total Administration	(2)	\$ 10.547	13	\$ 15.317	15	\$ 14.036	15	\$ 14.586	15	\$ 14.586
<b>Cust Convenience &amp; Amenities</b>										
Reduce Bus Map Printing	0	0.000	0	0.107	0	0.107	0	0.107	0	0.107
Sub-Total Cust Convenience & Amenities	0	\$ 0.000	0	\$ 0.107	0	\$ 0.107	0	\$ 0.107	0	\$ 0.107
<b>Maintenance</b>										
AFC Back Office Tool Repair Savings	0	0.000	1	0.084	1	0.084	1	0.084	1	0.084
CCTV Preventive Maintenance Interval Extensions	0	0.000	7	0.553	7	0.553	7	0.553	7	0.553
Central Electronics Shop Delivery Staff Reduction	0	0.000	2	0.158	2	0.158	2	0.158	2	0.158
Depot Maintenance Staff Reduction	0	0.000	18	1.338	18	1.338	18	1.338	18	1.338
Electronics Maintenance Division Materials and Supp	0	0.000	0	0.250	0	0.250	0	0.250	0	0.250
Improve Availability by 1 Day - Mtce/Other Divisions	0	0.000	43	2.377	43	2.377	43	2.377	43	2.377
Keene Equipment Maintenance Coverage	0	0.000	1	0.078	1	0.078	1	0.078	1	0.078
MetroCard Vending Machine SMS Cycle Savings	0	0.000	2	0.158	2	0.158	2	0.158	2	0.158
Substation Preventative Maintenance Interval Extens	0	0.000	4	0.275	4	0.275	4	0.275	4	0.275
Subways MOW/Rolling Stock Vacancy Savings	0	3.107	0	3.582	0	0.000	0	0.000	0	0.000

MTA NEW YORK CITY TRANSIT  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

		2006		2007		2008		2009		2010	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Tiffany Warehouse Rent Savings		0	0.000	0	1.211	0	3.221	0	3.221	0	3.221
Sub-Total	Maintenance	0	\$ 3.107	78	\$ 10.064	78	\$ 8.492	78	\$ 8.492	78	\$ 8.492
<b>Service Support</b>											
Improve Availability by 1 Day - Service Divisions		0	0.000	89	4.879	89	4.879	89	4.879	89	4.879
Reduce RTO Non-Road Positions		0	0.000	12	0.907	12	0.907	12	0.907	12	0.907
Revenue Processing and Collections Efficiencies		8	0.230	10	1.101	10	1.101	10	1.101	10	1.101
Subways Service Delivery Vacancy Savings		0	1.535	0	1.680	0	0.000	0	0.000	0	0.000
Sub-Total	Service Support	8	\$ 1.765	111	\$ 8.567	111	\$ 6.887	111	\$ 6.887	111	\$ 6.887
Total Programs		6	\$ 15.419	202	\$ 34.055	204	\$ 29.522	204	\$ 30.072	204	\$ 30.072



MTA NEW YORK CITY TRANSIT  
February Plan 2007-2010  
Summary of Post 2007 PEGs  
(\$ in millions)

		2006		2007		2008		2009		2010	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>Service Support</b>											
OPTO #7 Line - May 08		0	0.000	0	0.000	89	3.921	89	5.882	89	5.882
OPTO J Line - Spring 08		0	0.000	0	0.000	70	3.084	70	4.627	70	4.627
OPTO M Line - Weekdays, Spring 2008		0	0.000	0	0.000	44	1.938	44	2.908	44	2.908
OPTO N Line - Fall 08		0	0.000	0	0.000	110	2.424	110	7.271	110	7.271
Sub-Total	Service Support	0	\$ 0.000	0	\$ 0.000	313	\$ 11.367	313	\$ 20.688	313	\$ 20.688
Total Programs		0	\$ 0.000	0	\$ 0.000	313	\$ 11.367	313	\$ 20.688	313	\$ 20.688

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
<u>Farebox Revenue:</u>													
Subway	\$160.2	\$149.2	\$170.0	\$158.8	\$168.5	\$164.5	\$163.5	\$166.1	\$158.3	\$175.4	\$162.4	\$163.0	\$1,960.0
Bus	62.6	60.0	69.4	64.0	68.2	66.4	67.2	67.9	64.6	70.5	64.2	61.8	786.7
Paratransit	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.9	0.8	0.8	9.7
Fare Media Liability	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	21.7
Farebox Revenue	\$225.4	\$211.7	\$242.0	\$225.4	\$239.3	\$233.5	\$233.3	\$236.7	\$225.5	\$248.6	\$229.2	\$227.4	\$2,778.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<u>Other Operating Revenue:</u>													
Fare Reimbursement	9.9	8.4	11.7	8.6	11.8	7.3	3.8	2.5	8.5	12.0	10.3	8.9	103.8
Paratransit Reimbursement	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	76.0
Other	7.8	8.4	8.6	8.5	8.5	8.1	7.8	7.9	7.8	7.6	8.1	7.8	97.0
Other Operating Revenue	\$24.0	\$23.1	\$26.7	\$23.5	\$26.6	\$21.8	\$17.9	\$16.8	\$22.7	\$26.0	\$24.7	\$23.1	\$276.8
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$249.4	\$234.9	\$268.7	\$248.9	\$265.9	\$255.3	\$251.3	\$253.5	\$248.2	\$274.6	\$253.9	\$250.4	\$3,055.0
Operating Expenses													
<u>Labor:</u>													
Payroll	\$224.0	\$204.3	\$217.2	\$209.9	\$224.3	\$211.6	\$222.7	\$221.8	\$211.3	\$220.3	\$224.5	\$232.1	\$2,623.9
Overtime	17.8	16.5	17.5	17.1	17.8	17.3	17.1	17.3	17.0	18.1	17.4	17.8	208.6
Total Salaries & Wages	\$241.8	\$220.7	\$234.7	\$227.0	\$242.1	\$228.9	\$239.8	\$239.1	\$228.3	\$238.3	\$241.9	\$249.9	\$2,832.5
Health and Welfare	52.6	51.9	51.9	52.0	52.1	52.5	54.7	55.0	54.7	54.8	54.8	57.9	644.9
Pensions	12.7	12.7	12.7	12.7	12.7	12.7	433.9	12.7	12.7	12.7	12.7	12.7	573.4
Other Fringe Benefits	18.0	16.3	16.5	16.8	17.8	16.1	18.5	16.9	17.0	16.9	16.4	18.0	205.2
Total Fringe Benefits	\$83.3	\$80.9	\$81.2	\$81.5	\$82.6	\$81.3	\$507.1	\$84.6	\$84.4	\$84.3	\$83.9	\$88.6	\$1,423.5
Reimbursable Overhead	(13.7)	(13.8)	(16.9)	(14.1)	(14.1)	(17.1)	(13.1)	(16.3)	(13.1)	(13.5)	(16.5)	(13.3)	(175.3)
Total Labor Expenses	\$311.3	\$287.9	\$298.9	\$294.5	\$310.5	\$293.1	\$733.8	\$307.4	\$299.5	\$309.2	\$309.3	\$325.2	\$4,080.7
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$12.7	\$14.7	\$14.7	\$13.3	\$12.4	\$12.4	\$14.4	\$14.4	\$14.3	\$14.5	\$12.4	\$14.0	\$164.2
Fuel for Buses and Trains	11.5	10.5	11.8	11.4	11.7	11.4	11.3	11.7	10.5	11.4	10.9	10.9	135.0
Insurance	3.2	3.2	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.8	3.8	43.1
Claims	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	73.0
Paratransit Service Contracts	16.9	16.8	19.1	19.3	19.8	19.3	19.1	19.9	18.5	21.2	20.1	19.4	229.5
Maintenance and Other Operating Contracts	16.3	17.8	19.1	17.2	16.5	17.2	17.9	18.1	18.0	18.2	18.5	14.0	208.9
Professional Service Contracts	8.9	4.5	7.7	7.7	7.8	8.8	7.8	7.8	9.4	8.9	9.5	12.9	101.6
Materials & Supplies	22.5	23.8	24.2	24.8	24.5	25.3	26.1	25.9	26.1	26.1	26.0	27.1	302.6
Other Business Expenses	2.6	2.7	3.0	2.8	2.8	2.9	2.8	2.8	2.8	2.9	2.8	2.8	33.8
Total Non-Labor Expenses	\$100.8	\$100.2	\$109.2	\$106.2	\$105.3	\$107.0	\$109.1	\$110.4	\$109.4	\$113.0	\$110.1	\$111.0	\$1,291.7
<u>Other Expenses Adjustments:</u>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation	\$412.1	\$388.1	\$408.2	\$400.7	\$415.9	\$400.1	\$843.0	\$417.8	\$408.8	\$422.3	\$419.4	\$436.1	\$5,372.4
Depreciation	87.0	87.5	88.0	88.5	89.0	89.5	90.0	91.0	92.0	93.0	94.0	96.0	1,085.5
Total Expenses	\$499.1	\$475.6	\$496.2	\$489.2	\$504.9	\$489.6	\$933.0	\$508.8	\$500.8	\$515.3	\$513.4	\$532.1	\$6,457.9
Net Surplus/(Deficit)	(\$249.7)	(\$240.7)	(\$227.5)	(\$240.3)	(\$239.0)	(\$234.3)	(\$681.7)	(\$255.3)	(\$252.6)	(\$240.7)	(\$259.5)	(\$281.7)	(\$3,402.9)

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**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
<u>Farebox Revenue:</u>													
Subway	\$160.2	\$149.2	\$170.0	\$158.8	\$168.5	\$164.5	\$163.5	\$166.1	\$158.3	\$175.4	\$162.4	\$163.0	\$1,960.0
Bus	62.6	60.0	69.4	64.0	68.2	66.4	67.2	67.9	64.6	70.5	64.2	61.8	786.7
Paratransit	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.9	0.8	0.8	9.7
Fare Media Liability	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	21.7
<b>Total Farebox Revenue</b>	<b>\$225.4</b>	<b>\$211.7</b>	<b>\$242.0</b>	<b>\$225.4</b>	<b>\$239.3</b>	<b>\$233.5</b>	<b>\$233.3</b>	<b>\$236.7</b>	<b>\$225.5</b>	<b>\$248.6</b>	<b>\$229.2</b>	<b>\$227.4</b>	<b>\$2,778.1</b>
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<u>Other Operating Revenue:</u>													
Fare Reimbursement	9.9	8.4	11.7	8.6	11.8	7.3	3.8	2.5	8.5	12.0	10.3	8.9	103.8
Paratransit Reimbursement	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	76.0
Other	7.8	8.4	8.6	8.5	8.5	8.1	7.8	7.9	7.8	7.6	8.1	7.8	97.0
<b>Total Other Operating Revenue</b>	<b>\$24.0</b>	<b>\$23.1</b>	<b>\$26.7</b>	<b>\$23.5</b>	<b>\$26.6</b>	<b>\$21.8</b>	<b>\$17.9</b>	<b>\$16.8</b>	<b>\$22.7</b>	<b>\$26.0</b>	<b>\$24.7</b>	<b>\$23.1</b>	<b>\$276.8</b>
Capital and Other Reimbursements	62.5	62.7	73.2	65.9	66.3	73.5	79.0	72.1	64.1	62.7	69.1	63.7	814.7
<b>Total Revenue</b>	<b>\$311.9</b>	<b>\$297.6</b>	<b>\$341.8</b>	<b>\$314.8</b>	<b>\$332.2</b>	<b>\$328.8</b>	<b>\$330.2</b>	<b>\$325.6</b>	<b>\$312.3</b>	<b>\$337.3</b>	<b>\$323.1</b>	<b>\$314.1</b>	<b>\$3,869.7</b>
<b>Expenses</b>													
<u>Labor:</u>													
Payroll	\$252.3	\$232.0	\$248.9	\$239.0	\$254.2	\$243.0	\$251.1	\$253.2	\$239.6	\$248.1	\$253.9	\$259.1	\$2,974.4
Overtime	22.4	21.1	23.1	21.8	22.5	23.0	21.9	23.1	21.7	22.7	22.9	22.4	268.6
Total Salaries & Wages	\$274.7	\$253.0	\$272.0	\$260.8	\$276.7	\$266.0	\$273.0	\$276.3	\$261.3	\$270.8	\$276.9	\$281.6	\$3,243.0
Health and Welfare	54.2	53.5	53.5	53.6	53.7	54.2	56.4	56.7	56.4	56.4	56.4	59.6	664.6
Pensions	12.7	12.7	12.7	12.7	12.7	12.7	44.4	12.7	12.7	12.7	12.7	12.7	589.4
Other Fringe Benefits	24.9	23.3	24.7	24.0	25.1	24.3	25.5	25.0	23.9	24.2	24.6	25.0	294.5
Total Fringe Benefits	\$91.9	\$89.5	\$91.0	\$90.3	\$91.5	\$91.2	\$531.2	\$94.4	\$93.0	\$93.3	\$93.8	\$97.4	\$1,548.6
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$366.5</b>	<b>\$342.6</b>	<b>\$363.0</b>	<b>\$351.2</b>	<b>\$368.2</b>	<b>\$357.1</b>	<b>\$804.2</b>	<b>\$370.7</b>	<b>\$354.3</b>	<b>\$364.1</b>	<b>\$370.6</b>	<b>\$379.0</b>	<b>\$4,791.6</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$12.7	\$14.7	\$14.7	\$13.3	\$12.4	\$12.4	\$14.4	\$14.4	\$14.3	\$14.5	\$12.4	\$14.0	\$164.2
Fuel for Buses and Trains	11.5	10.5	11.8	11.4	11.7	11.4	11.3	11.7	10.5	11.4	10.9	10.9	135.0
Insurance	3.2	3.2	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.8	3.8	43.1
Claims	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	73.0
Paratransit Service Contracts	16.9	16.8	19.1	19.3	19.8	19.3	19.1	19.9	18.5	21.2	20.1	19.4	229.5
Maintenance and Other Operating Contracts	19.0	20.7	21.8	19.9	19.4	20.0	20.7	21.0	20.8	20.9	21.4	16.8	242.3
Professional Service Contracts	9.8	5.9	9.2	9.6	9.3	10.3	9.2	9.2	10.9	10.4	10.9	15.1	119.7
Materials & Supplies	26.0	27.4	28.8	29.2	28.6	30.3	30.3	30.2	30.9	29.5	29.2	31.8	352.1
Other Business Expenses	2.9	2.9	3.2	3.1	3.0	3.1	3.0	3.1	3.1	3.1	3.1	3.0	36.5
<b>Total Non-Labor Expenses</b>	<b>\$108.1</b>	<b>\$108.2</b>	<b>\$118.3</b>	<b>\$115.4</b>	<b>\$113.9</b>	<b>\$116.5</b>	<b>\$117.7</b>	<b>\$119.2</b>	<b>\$118.6</b>	<b>\$120.9</b>	<b>\$117.9</b>	<b>\$120.8</b>	<b>\$1,395.5</b>
<u>Other Expense Adjustments:</u>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses Before Depreciation</b>	<b>\$474.6</b>	<b>\$450.8</b>	<b>\$481.3</b>	<b>\$466.6</b>	<b>\$482.2</b>	<b>\$473.6</b>	<b>\$921.9</b>	<b>\$489.9</b>	<b>\$472.9</b>	<b>\$485.0</b>	<b>\$488.5</b>	<b>\$499.8</b>	<b>\$6,187.1</b>
Depreciation	87.0	87.5	88.0	88.5	89.0	89.5	90.0	91.0	92.0	93.0	94.0	96.0	1,085.5
<b>Total Expenses</b>	<b>\$561.6</b>	<b>\$538.3</b>	<b>\$569.3</b>	<b>\$555.1</b>	<b>\$571.2</b>	<b>\$563.1</b>	<b>\$1,011.9</b>	<b>\$580.9</b>	<b>\$564.9</b>	<b>\$578.0</b>	<b>\$582.5</b>	<b>\$595.8</b>	<b>\$7,272.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$249.7)</b>	<b>(\$240.7)</b>	<b>(\$227.5)</b>	<b>(\$240.3)</b>	<b>(\$239.0)</b>	<b>(\$234.3)</b>	<b>(\$681.7)</b>	<b>(\$255.3)</b>	<b>(\$252.6)</b>	<b>(\$240.7)</b>	<b>(\$259.5)</b>	<b>(\$281.7)</b>	<b>(\$3,402.9)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Fare Revenue	\$224.9	\$212.0	\$243.8	\$223.8	\$242.1	\$234.6	\$231.9	\$238.7	\$226.0	\$247.7	\$230.9	\$230.8	\$2,787.2
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.0	0.0	45.0	0.0	0.0	30.0	13.8	0.0	0.0	0.0	0.0	15.0	103.8
Paratransit Reimbursement	4.6	19.8	2.6	2.6	20.6	2.6	2.6	10.1	2.6	2.6	2.6	2.6	75.7
Other	54.5	3.8	3.8	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	40.3	129.8
<b>Other Operating Revenue</b>	<b>\$59.1</b>	<b>\$23.5</b>	<b>\$51.4</b>	<b>\$6.0</b>	<b>\$24.0</b>	<b>\$36.0</b>	<b>\$19.8</b>	<b>\$13.5</b>	<b>\$6.0</b>	<b>\$6.0</b>	<b>\$6.0</b>	<b>\$57.9</b>	<b>\$309.3</b>
Capital and Other Reimbursements	61.8	62.0	72.4	65.1	65.5	72.8	78.2	71.3	63.3	62.0	68.4	62.9	805.8
<b>Total Receipts</b>	<b>\$345.7</b>	<b>\$297.6</b>	<b>\$367.6</b>	<b>\$294.9</b>	<b>\$331.6</b>	<b>\$343.4</b>	<b>\$329.9</b>	<b>\$323.6</b>	<b>\$295.4</b>	<b>\$315.7</b>	<b>\$305.3</b>	<b>\$351.6</b>	<b>\$3,902.3</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	\$226.0	\$230.0	\$243.2	\$221.2	\$335.1	\$227.7	\$225.9	\$237.5	\$222.5	\$235.1	\$327.6	\$228.1	\$2,959.9
Overtime	20.1	21.0	22.6	20.3	29.7	21.6	19.8	21.7	20.3	21.6	29.7	19.9	268.4
Total Salaries & Wages	\$246.1	\$251.0	\$265.8	\$241.5	\$364.8	\$249.3	\$245.7	\$259.2	\$242.8	\$256.7	\$357.3	\$248.0	\$3,228.3
Health and Welfare	54.2	53.5	53.5	53.6	61.1	54.2	56.4	56.7	56.4	56.4	56.4	57.2	669.6
Pensions	12.9	12.9	12.9	12.9	12.9	178.7	23.7	12.9	12.9	12.9	12.9	226.3	544.8
Other Fringe Benefits	21.9	22.3	23.4	21.7	30.9	22.2	22.5	22.9	21.6	22.2	29.8	21.6	282.9
Total Fringe Benefits	\$89.0	\$88.6	\$89.8	\$88.2	\$104.9	\$255.0	\$102.6	\$92.4	\$90.9	\$91.5	\$99.1	\$305.1	\$1,497.3
GASB Account	3.4	3.4	3.4	3.4	3.4	30.2	3.4	3.4	3.4	3.4	3.4	3.4	67.3
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>\$338.5</b>	<b>\$343.0</b>	<b>\$359.0</b>	<b>\$333.1</b>	<b>\$473.1</b>	<b>\$534.6</b>	<b>\$351.7</b>	<b>\$355.1</b>	<b>\$337.1</b>	<b>\$351.7</b>	<b>\$459.8</b>	<b>\$556.5</b>	<b>\$4,792.9</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$12.7	\$14.7	\$14.7	\$13.3	\$12.4	\$12.4	\$14.4	\$14.4	\$14.3	\$14.5	\$12.4	\$14.0	\$164.2
Fuel for Buses and Trains	11.5	10.5	11.8	11.4	11.7	11.4	11.3	11.7	10.5	11.4	10.9	10.9	135.0
Insurance	20.8	0.1	8.0	(0.0)	0.2	4.3	(0.0)	(0.0)	4.3	(0.0)	0.0	4.3	42.0
Claims	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.2	61.8
Paratransit Service Contracts	16.9	16.8	19.1	19.3	19.8	19.3	19.1	19.9	18.5	21.2	20.1	19.4	229.5
Maintenance and Other Operating Contracts	19.0	20.7	21.8	19.9	19.4	20.0	20.7	21.0	20.8	20.9	21.4	25.2	250.8
Professional Service Contracts	9.8	5.9	8.2	9.6	8.3	10.3	9.2	8.2	10.9	10.4	9.9	15.1	115.7
Materials & Supplies	20.7	22.1	23.6	28.9	28.3	30.0	32.5	32.4	33.1	31.7	32.9	34.0	350.1
Other Business Expenditures	2.9	2.9	3.2	3.1	3.0	3.1	3.0	3.1	3.1	3.1	3.1	3.0	36.5
<b>Total Non-Labor Expenditures</b>	<b>\$119.5</b>	<b>\$98.9</b>	<b>\$115.5</b>	<b>\$110.6</b>	<b>\$108.3</b>	<b>\$115.9</b>	<b>\$115.4</b>	<b>\$115.8</b>	<b>\$120.5</b>	<b>\$118.5</b>	<b>\$115.9</b>	<b>\$131.0</b>	<b>\$1,385.6</b>
<u>Other Expenditure Adjustments:</u>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expenditure Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenditures</b>	<b>\$457.9</b>	<b>\$441.9</b>	<b>\$474.5</b>	<b>\$443.6</b>	<b>\$581.3</b>	<b>\$650.5</b>	<b>\$467.0</b>	<b>\$470.9</b>	<b>\$457.6</b>	<b>\$470.2</b>	<b>\$575.6</b>	<b>\$687.6</b>	<b>\$6,178.6</b>
<b>Net Cash Deficit</b>	<b>(\$112.2)</b>	<b>(\$144.3)</b>	<b>(\$106.9)</b>	<b>(\$148.7)</b>	<b>(\$249.7)</b>	<b>(\$307.1)</b>	<b>(\$137.1)</b>	<b>(\$147.3)</b>	<b>(\$162.3)</b>	<b>(\$154.4)</b>	<b>(\$270.3)</b>	<b>(\$336.0)</b>	<b>(\$2,276.3)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Fare Revenue	(\$0.5)	\$0.3	\$1.8	(\$1.6)	\$2.7	\$1.1	(\$1.4)	\$2.0	\$0.4	(\$0.9)	\$1.7	\$3.5	\$9.1
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Operating Revenue:</u>													
Fare Reimbursement	(9.9)	(8.4)	33.3	(8.6)	(11.8)	22.7	10.0	(2.5)	(8.5)	(12.0)	(10.3)	6.1	0.0
Paratransit Reimbursement	(1.7)	13.4	(3.8)	(3.8)	14.2	(3.8)	(3.8)	3.8	(3.8)	(3.8)	(3.8)	(3.8)	(0.3)
Other	46.7	(4.6)	(4.8)	(5.1)	(5.1)	(4.7)	(4.4)	(4.5)	(4.4)	(4.2)	(4.7)	32.5	32.8
<b>Total Other Operating Revenue</b>	35.1	0.4	24.7	(17.5)	(2.6)	14.2	1.8	(3.3)	(16.7)	(20.0)	(18.7)	34.8	32.5
Capital and Other Reimbursements	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(9.0)
<b>Total Receipt Adjustments</b>	<b>\$33.8</b>	<b>(\$0.0)</b>	<b>\$25.7</b>	<b>(\$19.8)</b>	<b>(\$0.6)</b>	<b>\$14.6</b>	<b>(\$0.3)</b>	<b>(\$2.0)</b>	<b>(\$17.0)</b>	<b>(\$21.6)</b>	<b>(\$17.8)</b>	<b>\$37.5</b>	<b>\$32.6</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	\$26.3	\$1.9	\$5.8	\$17.8	(\$80.8)	\$15.3	\$25.1	\$15.7	\$17.1	\$13.0	(\$73.6)	\$31.0	\$14.5
Overtime	2.2	0.1	0.4	1.5	(7.2)	1.3	2.1	1.3	1.5	1.1	(6.7)	2.5	0.2
Total Salaries & Wages	28.6	2.0	6.2	19.3	(88.1)	16.6	27.2	17.0	18.5	14.1	(80.4)	33.6	14.7
Health and Welfare	0.0	(0.0)	(0.0)	0.0	(7.4)	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	2.5	(4.9)
Pensions	(0.2)	(0.2)	(0.2)	(0.2)	(0.2)	(166.0)	425.7	(0.2)	(0.2)	(0.2)	(0.2)	(213.6)	44.7
Other Fringe Benefits	3.0	1.0	1.4	2.3	(5.8)	2.1	2.9	2.2	2.3	1.9	(5.2)	3.4	11.6
Total Fringe Benefits	2.9	0.9	1.2	2.2	(13.4)	(163.9)	428.7	2.0	2.1	1.8	(5.4)	(207.7)	51.3
GASB Account	(3.4)	(3.4)	(3.4)	(3.4)	(3.4)	(30.2)	(3.4)	(3.4)	(3.4)	(3.4)	(3.4)	(3.4)	(67.3)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$28.1</b>	<b>(\$0.5)</b>	<b>\$4.0</b>	<b>\$18.1</b>	<b>(\$104.8)</b>	<b>(\$177.5)</b>	<b>\$452.5</b>	<b>\$15.6</b>	<b>\$17.2</b>	<b>\$12.5</b>	<b>(\$89.1)</b>	<b>(\$177.6)</b>	<b>(\$1.3)</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	(17.6)	3.2	(4.4)	3.6	3.4	(0.6)	3.6	3.6	(0.6)	3.6	3.8	(0.5)	1.1
Claims	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	11.2
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	0.0	0.0	(0.0)	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	(0.0)	(8.5)	(8.5)
Professional Service Contracts	(0.0)	0.0	1.0	0.0	1.0	(0.0)	0.0	1.0	0.0	0.0	1.0	0.0	4.0
Materials & Supplies	5.3	5.3	5.3	0.3	0.3	0.3	(2.2)	(2.2)	(2.2)	(2.2)	(3.7)	(2.2)	2.0
Other Business Expenditures	0.0	0.0	0.0	0.0	0.0	(0.0)	(0.0)	0.0	(0.0)	(0.0)	0.0	0.0	(0.0)
<b>Total Non-Labor Expenditures</b>	<b>(\$11.4)</b>	<b>\$9.4</b>	<b>\$2.8</b>	<b>\$4.9</b>	<b>\$5.7</b>	<b>\$0.6</b>	<b>\$2.4</b>	<b>\$3.4</b>	<b>(\$1.9)</b>	<b>\$2.4</b>	<b>\$2.0</b>	<b>(\$10.2)</b>	<b>\$9.9</b>
<u>Other Expenditures Adjustments:</u>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expenditures Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$16.7</b>	<b>\$8.9</b>	<b>\$6.9</b>	<b>\$22.9</b>	<b>(\$99.2)</b>	<b>(\$176.9)</b>	<b>\$454.9</b>	<b>\$19.0</b>	<b>\$15.3</b>	<b>\$14.8</b>	<b>(\$87.1)</b>	<b>(\$187.8)</b>	<b>\$8.6</b>
Depreciation Adjustment	87.0	87.5	88.0	88.5	89.0	89.5	90.0	91.0	92.0	93.0	94.0	96.0	1,085.5
<b>Total Cash Conversion Adjustments</b>	<b>\$137.5</b>	<b>\$96.4</b>	<b>\$120.6</b>	<b>\$91.6</b>	<b>(\$10.7)</b>	<b>(\$72.8)</b>	<b>\$544.6</b>	<b>\$108.0</b>	<b>\$90.3</b>	<b>\$86.2</b>	<b>(\$10.9)</b>	<b>(\$54.2)</b>	<b>\$1,126.6</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2007 ADOPTED BUDGET**  
**ALLOCATED RIDERSHIP in MILLIONS**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Subway	123.4	115.0	132.9	123.2	132.9	126.0	122.0	123.0	122.2	137.7	126.6	124.8	1,509.9
Bus	60.4	57.4	68.3	61.6	67.9	62.5	60.1	59.6	62.3	70.0	63.1	59.6	752.9
<b>Subtotal</b>	<b>183.9</b>	<b>172.4</b>	<b>201.2</b>	<b>184.7</b>	<b>200.9</b>	<b>188.5</b>	<b>182.1</b>	<b>182.6</b>	<b>184.6</b>	<b>207.7</b>	<b>189.8</b>	<b>184.4</b>	<b>2,262.7</b>
Paratransit*	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	6.1
<b>Total</b>	<b>184.3</b>	<b>172.8</b>	<b>201.7</b>	<b>185.2</b>	<b>201.4</b>	<b>189.0</b>	<b>182.7</b>	<b>183.1</b>	<b>185.1</b>	<b>208.2</b>	<b>190.3</b>	<b>184.9</b>	<b>2,268.8</b>

\* Paratransit ridership includes guests and personal care attendants.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2007 Adopted Budget**  
**Non-Reimbursable - Reimbursable Positions at End-of-Year**  
**Full-Time Positions and Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Office of the EVP	27	27	27	27	27	27	27	27	27	27	27	27
Human Resources	496	496	496	496	496	496	496	496	496	496	496	476
Office of Management and Budget	34	34	34	34	34	34	33	33	33	33	33	34
Technology & Information Services	546	546	546	546	546	546	546	546	546	546	546	544
Materiel	270	270	270	270	270	270	269	269	269	269	269	269
Controller	236	236	236	236	236	236	237	237	237	237	237	235
Office of the President	5	5	5	5	5	5	5	5	5	5	5	5
Law	299	299	299	299	299	300	300	299	299	299	299	301
Corporate Communications	298	298	298	298	298	298	298	297	297	297	297	297
Non-Departmental	0	0	0	0	0	0	48	48	48	48	48	16
Labor Relations	106	106	106	106	106	106	106	106	106	106	106	106
<b>Total Administration</b>	<b>2,317</b>	<b>2,317</b>	<b>2,317</b>	<b>2,317</b>	<b>2,317</b>	<b>2,318</b>	<b>2,365</b>	<b>2,363</b>	<b>2,363</b>	<b>2,363</b>	<b>2,363</b>	<b>2,310</b>
<b>Operations</b>												
Subways Service Delivery	11,535	11,535	11,558	11,566	11,584	11,587	11,596	11,596	11,596	11,582	11,578	11,591
Buses	10,542	10,542	10,542	10,577	10,612	10,612	10,578	10,578	10,608	10,563	10,563	10,572
Paratransit	127	127	127	127	127	127	127	127	127	127	127	127
Operations Planning	410	410	410	410	410	410	410	410	410	410	410	409
Revenue Control	470	470	470	470	470	470	470	470	470	470	470	470
<b>Total Operations</b>	<b>23,084</b>	<b>23,084</b>	<b>23,107</b>	<b>23,150</b>	<b>23,203</b>	<b>23,206</b>	<b>23,181</b>	<b>23,181</b>	<b>23,211</b>	<b>23,152</b>	<b>23,148</b>	<b>23,169</b>
<b>Maintenance</b>												
Subways Service Delivery	2,816	2,816	2,816	2,816	2,828	2,828	2,828	2,828	2,828	2,816	2,816	2,802
Maintenance of Way & Rolling Stock	13,056	13,068	13,073	13,094	13,092	13,098	13,117	13,117	13,117	13,085	13,085	13,201
Buses	3,868	3,868	3,868	3,868	3,868	3,868	3,868	3,868	3,868	3,868	3,868	3,860
Revenue Control	137	137	137	137	137	137	137	137	137	137	137	137
Supply Logistics	557	557	557	557	557	557	557	557	557	557	557	557
System Safety	91	91	91	91	91	91	91	91	91	91	91	91
<b>Total Maintenance</b>	<b>20,525</b>	<b>20,537</b>	<b>20,542</b>	<b>20,563</b>	<b>20,573</b>	<b>20,579</b>	<b>20,598</b>	<b>20,598</b>	<b>20,598</b>	<b>20,554</b>	<b>20,554</b>	<b>20,648</b>
<b>Engineering/Capital</b>												
Capital Program Management	1,435	1,435	1,440	1,447	1,448	1,456	1,461	1,466	1,467	1,477	1,484	1,504
<b>Public Safety</b>												
Subways Senior VP	577	577	577	577	577	577	523	523	523	523	523	577
<b>Total Positions</b>	<b>47,938</b>	<b>47,950</b>	<b>47,983</b>	<b>48,054</b>	<b>48,118</b>	<b>48,136</b>	<b>48,128</b>	<b>48,131</b>	<b>48,162</b>	<b>48,069</b>	<b>48,072</b>	<b>48,208</b>
<b>Non-Reimbursable</b>	<b>42,732</b>	<b>42,702</b>	<b>42,712</b>	<b>42,762</b>	<b>42,815</b>	<b>42,828</b>	<b>42,811</b>	<b>42,814</b>	<b>42,834</b>	<b>42,754</b>	<b>42,761</b>	<b>42,951</b>
<b>Reimbursable</b>	<b>5,206</b>	<b>5,248</b>	<b>5,271</b>	<b>5,292</b>	<b>5,303</b>	<b>5,308</b>	<b>5,317</b>	<b>5,317</b>	<b>5,328</b>	<b>5,315</b>	<b>5,311</b>	<b>5,257</b>
<b>Total Full-Time</b>	<b>47,733</b>	<b>47,745</b>	<b>47,778</b>	<b>47,849</b>	<b>47,913</b>	<b>47,930</b>	<b>47,922</b>	<b>47,926</b>	<b>47,957</b>	<b>47,864</b>	<b>47,867</b>	<b>48,000</b>
<b>Total Full-Time Equivalents</b>	<b>205</b>	<b>205</b>	<b>205</b>	<b>205</b>	<b>205</b>	<b>206</b>	<b>206</b>	<b>205</b>	<b>205</b>	<b>205</b>	<b>205</b>	<b>208</b>



**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration:</b>												
Managers/Supervisors	833	833	833	833	833	833	832	832	832	832	832	811
Professional, Technical, Clerical	1,451	1,451	1,451	1,451	1,451	1,452	1,452	1,450	1,450	1,450	1,450	1,446
Operational Hourlies	33	33	33	33	33	33	81	81	81	81	81	53
<b>Total Administration</b>	<b>2,317</b>	<b>2,317</b>	<b>2,317</b>	<b>2,317</b>	<b>2,317</b>	<b>2,318</b>	<b>2,365</b>	<b>2,363</b>	<b>2,363</b>	<b>2,363</b>	<b>2,363</b>	<b>2,310</b>
<b>Operations</b>												
Managers/Supervisors	2,544	2,544	2,544	2,547	2,547	2,546	2,548	2,548	2,547	2,541	2,541	2,546
Professional, Technical, Clerical	403	403	403	403	403	403	403	403	403	403	403	403
Operational Hourlies	20,137	20,137	20,160	20,200	20,253	20,257	20,230	20,230	20,261	20,208	20,204	20,220
<b>Total Operations</b>	<b>23,084</b>	<b>23,084</b>	<b>23,107</b>	<b>23,150</b>	<b>23,203</b>	<b>23,206</b>	<b>23,181</b>	<b>23,181</b>	<b>23,211</b>	<b>23,152</b>	<b>23,148</b>	<b>23,169</b>
<b>Maintenance</b>												
Managers/Supervisors	3,715	3,721	3,722	3,726	3,725	3,726	3,730	3,730	3,730	3,726	3,726	3,735
Professional, Technical, Clerical	1,233	1,233	1,233	1,236	1,235	1,235	1,237	1,237	1,237	1,236	1,236	1,168
Operational Hourlies	15,577	15,583	15,587	15,601	15,613	15,618	15,631	15,631	15,631	15,592	15,592	15,745
<b>Total Maintenance</b>	<b>20,525</b>	<b>20,537</b>	<b>20,542</b>	<b>20,563</b>	<b>20,573</b>	<b>20,579</b>	<b>20,598</b>	<b>20,598</b>	<b>20,598</b>	<b>20,554</b>	<b>20,554</b>	<b>20,648</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	339	339	339	339	339	339	339	340	341	341	341	344
Professional, Technical, Clerical	1,094	1,094	1,099	1,106	1,107	1,115	1,120	1,124	1,124	1,134	1,141	1,158
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,435</b>	<b>1,435</b>	<b>1,440</b>	<b>1,447</b>	<b>1,448</b>	<b>1,456</b>	<b>1,461</b>	<b>1,466</b>	<b>1,467</b>	<b>1,477</b>	<b>1,484</b>	<b>1,504</b>
<b>Public Safety</b>												
Managers/Supervisors	105	105	105	105	105	105	93	93	93	93	93	105
Professional, Technical, Clerical	82	82	82	82	82	82	54	54	54	54	54	82
Operational Hourlies (other than uniforme	390	390	390	390	390	390	376	376	376	376	376	390
<b>Total Public Safety</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>577</b>	<b>523</b>	<b>523</b>	<b>523</b>	<b>523</b>	<b>523</b>	<b>577</b>
<b>Total Positions</b>												
Managers/Supervisors	7,536	7,542	7,543	7,550	7,549	7,549	7,542	7,543	7,543	7,533	7,533	7,541
Professional, Technical, Clerical	4,263	4,263	4,268	4,278	4,278	4,287	4,266	4,268	4,268	4,277	4,284	4,257
Operational Hourlies	36,139	36,145	36,172	36,226	36,291	36,300	36,320	36,320	36,351	36,259	36,255	36,410
<b>Total Positions</b>	<b>47,938</b>	<b>47,950</b>	<b>47,983</b>	<b>48,054</b>	<b>48,118</b>	<b>48,136</b>	<b>48,128</b>	<b>48,131</b>	<b>48,162</b>	<b>48,069</b>	<b>48,072</b>	<b>48,208</b>

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**MTA Bus Company**

**MTA BUS COMPANY  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents the MTA Bus Company's 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2007-2010. The adopted budget reflects the inclusion of Policy actions that were presented "below-the-line" as well as Other Technical Adjustments to the November Financial Plan.

In addition, assumptions were made on the MTA-wide basis concerning Pattern Wages, GASB Contributions and Health & Welfare inflation projections. In the November Plan, these projections were not captured with Agency sections, but instead were captured only with MTA Consolidated Statements. The February Plan now includes these projections within individual Agency sections.

The changes are captured in the Plan-to-Plan Reconciliation.

The pattern labor provision was layered into the respective payroll accrual budget line items. In addition, assumptions on Health & Welfare contributions from represented employees are also consistent with the pattern. These additional contributions will be deposited in a special Government Accounting Standards Board (GASB) account to help fund post-retirement liabilities of "Other than Pension Benefits." The Health and Welfare inflation assumption for 2007 was adjusted down from 10% in the November 2006 Plan in 7.9% in the February 2007 Plan. The adjusted 2007 base number generated savings in each year of the plan.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA Bus Company**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Accrual Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Surplus/(Deficit)</b>	<b>0</b>	<b>(\$223.696)</b>	<b>0</b>	<b>(\$280.035)</b>	<b>0</b>	<b>(\$300.448)</b>	<b>0</b>	<b>(\$314.876)</b>	<b>0</b>	<b>(\$331.250)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	2.289	0	2.657	0	2.948	0	3.270	0	3.628
<i>Other Fringe -Taxes<sup>2</sup></i>	0	0.163	0	0.189	0	0.209	0	0.232	0	0.258
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.000	0	0.213	0	0.230	0	0.247	0	0.266
Pattern Labor Provision:										
<i>Payroll</i>	0	(0.656)	0	(2.226)	0	(1.142)	0	0.000	0	0.000
<i>Overtime</i>	0	(0.125)	0	(0.218)	0	(0.112)	0	0.000	0	0.000
<i>Other Fringe -Taxes</i>	0	(0.885)	0	(0.187)	0	(0.096)	0	0.000	0	0.000
<i>Pension</i>	0	(0.060)	0	(0.079)		0.019		0.096		0.095
Policy Actions	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
2007 Program to Eliminate the Gap	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Other Agency Technical Adjustments:										
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan:</b>	<b>0</b>	<b>(\$222.970)</b>	<b>0</b>	<b>(\$279.686)</b>	<b>0</b>	<b>(\$298.393)</b>	<b>0</b>	<b>(\$311.031)</b>	<b>0</b>	<b>(\$327.003)</b>
Post 2007 Program to Eliminate the Gap	-	-	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan:</b>	<b>0</b>	<b>(\$222.970)</b>	<b>0</b>	<b>(\$279.686)</b>	<b>0</b>	<b>(\$298.393)</b>	<b>0</b>	<b>(\$311.031)</b>	<b>0</b>	<b>(\$327.003)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated.

The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

**MTA Bus Company**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Cash Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Cash Surplus/(Deficit)</b>	<b>0</b>	<b>(\$204.746)</b>	<b>0</b>	<b>(\$254.560)</b>	<b>0</b>	<b>(\$264.158)</b>	<b>0</b>	<b>(\$276.046)</b>	<b>0</b>	<b>(\$289.701)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	2.289	0	2.657	0	2.948	0	3.270	0	3.628
<i>Other Fringe -Taxes</i> <sup>2</sup>	0	0.163	0	0.189	0	0.209	0	0.232	0	0.258
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.000	0	0.213	0	0.230	0	0.247	0	0.266
Pattern Labor Provision:										
<i>Payroll</i>	0	(0.656)	0	(2.226)	0	(1.142)	0	0.000	0	0.000
<i>Overtime</i>	0	(0.125)	0	(0.218)	0	(0.112)	0	0.000	0	0.000
<i>Other Fringe -Taxes</i>	0	(0.885)	0	(0.187)	0	(0.096)	0	0.000	0	0.000
<i>Pension</i>	0	(0.060)	0	(0.079)	0	0.019	0	0.096	0	0.095
Cash Contribution to GASB Account:										
<i>Health &amp; Welfare</i>	0	(2.289)	0	(2.657)	0	(2.948)	0	(3.270)	0	(3.628)
<i>Other Fringe -Taxes</i> <sup>2</sup>	0	(0.163)	0	(0.189)	0	(0.209)	0	(0.232)	0	(0.258)
Policy Actions	0									
2007 Program to Eliminate the Gap	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Other Agency Technical Adjustments:										
<i>Labor - Wage Settlement</i>	0	0.000		0.000		0.000		0.000		0.000
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>(List)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>0</b>	<b>(\$206.472)</b>	<b>0</b>	<b>(\$257.057)</b>	<b>0</b>	<b>(\$265.260)</b>	<b>0</b>	<b>(\$275.703)</b>	<b>0</b>	<b>(\$289.340)</b>
Post 2007 Program to Eliminate the Gap	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>0</b>	<b>(\$206.472)</b>	<b>0</b>	<b>(\$257.057)</b>	<b>0</b>	<b>(\$265.260)</b>	<b>0</b>	<b>(\$275.703)</b>	<b>0</b>	<b>(\$289.340)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre GASB and Post-GASB are the amounts entered on this line.)

**MTA BUS COMPANY**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>Non-Reimbursable</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$126.001	\$128.647	\$131.040	\$132.298	\$133.568
Toll Revenue	-	-	-	-	-
Other Operating Revenue	\$3.591	\$3.780	\$3.780	\$3.780	\$3.780
Capital and Other Reimbursements					
<b>Total Revenue</b>	<b>\$129.592</b>	<b>\$132.427</b>	<b>\$134.820</b>	<b>\$136.078</b>	<b>\$137.348</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$156.733	\$189.247	\$194.777	\$199.627	\$205.842
Overtime	\$29.866	\$18.557	\$19.116	\$19.593	\$20.200
Health and Welfare	\$21.224	\$28.548	\$31.596	\$34.970	\$38.704
Pensions	\$10.946	\$12.190	\$12.547	\$12.860	\$13.260
Other Fringe Benefits	\$14.111	\$15.740	\$16.221	\$16.608	\$17.107
Pattern Labor Provision	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	(\$0.923)	(\$0.923)	(\$0.923)	(\$0.923)
<b>Total Labor Expenses</b>	<b>\$232.880</b>	<b>\$263.359</b>	<b>\$273.335</b>	<b>\$282.734</b>	<b>\$294.190</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power					
Fuel for Buses and Trains	23.966	28.693	28.529	27.816	27.816
Insurance	14.197	14.356	15.791	17.370	19.107
Claims	2.000	5.500	8.001	8.001	8.001
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	29.340	21.640	21.990	22.327	22.737
Professional Service Contracts	3.885	15.499	15.750	15.991	16.285
Materials & Supplies	29.399	32.842	33.374	33.885	34.508
Other Business Expenses	3.146	0.150	0.152	0.155	0.158
<b>Total Non-Labor Expenses</b>	<b>\$105.933</b>	<b>\$118.679</b>	<b>\$123.588</b>	<b>\$125.544</b>	<b>\$128.613</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$338.812</b>	<b>\$382.038</b>	<b>\$396.923</b>	<b>\$408.278</b>	<b>\$422.802</b>
Depreciation	13.750	30.075	36.290	38.830	41.548
<b>Total Expenses</b>	<b>\$352.562</b>	<b>\$412.113</b>	<b>\$433.213</b>	<b>\$447.108</b>	<b>\$464.351</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$222.970)</b>	<b>(\$279.686)</b>	<b>(\$298.393)</b>	<b>(\$311.031)</b>	<b>(\$327.003)</b>
2007 Program to Eliminate the Gap (PEGs)					
Post 2007 Program to Eliminate the Gap (PEGs)					
<b>Net Surplus/(Deficit)</b>	<b>(\$222.970)</b>	<b>(\$279.686)</b>	<b>(\$298.393)</b>	<b>(\$311.031)</b>	<b>(\$327.003)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	0.600	24.351	24.695	32.339	23.815
<b>Total Revenue</b>	<b>\$0.600</b>	<b>\$24.351</b>	<b>\$24.695</b>	<b>\$32.339</b>	<b>\$23.815</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$1.269	\$1.306	\$1.346	\$1.389
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$0.000	\$0.082	\$0.084	\$0.087	\$0.089
Other Fringe Benefits	\$0.000	\$0.378	\$0.389	\$0.401	\$0.413
Reimbursable Overhead	\$0.000	\$0.923	\$0.923	\$0.923	\$0.923
<b>Total Labor Expenses</b>	<b>\$0.000</b>	<b>\$2.651</b>	<b>\$2.702</b>	<b>\$2.756</b>	<b>\$2.815</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Claims	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.600	\$14.500	\$15.793	\$25.883	\$17.300
Professional Service Contracts	\$0.000	\$5.000	\$4.000	\$1.500	\$1.500
Materials & Supplies	\$0.000	\$2.200	\$2.200	\$2.200	\$2.200
Other Business Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.600</b>	<b>\$21.700</b>	<b>\$21.993</b>	<b>\$29.583</b>	<b>\$21.000</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$0.600</b>	<b>\$24.351</b>	<b>\$24.695</b>	<b>\$32.339</b>	<b>\$23.815</b>
Depreciation					
<b>Total Expenses</b>	<b>\$0.600</b>	<b>\$24.351</b>	<b>\$24.695</b>	<b>\$32.339</b>	<b>\$23.815</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>



**MTA BUS COMPANY**  
**February Financial Plan 2007 - 2010**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$126.001	\$128.647	\$131.040	\$132.298	\$133.568
Toll Revenue	-	-	-	-	-
Other Operating Revenue	3.591	3.780	3.780	3.780	3.780
Capital and Other Reimbursements	0.600	24.351	24.695	32.339	23.815
<b>Total Revenue</b>	<b>\$130.192</b>	<b>\$156.779</b>	<b>\$159.515</b>	<b>\$168.417</b>	<b>\$161.163</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$156.733	\$190.516	\$196.083	\$200.973	\$207.232
Overtime	29.866	18.557	19.116	19.593	20.200
Health and Welfare	21.224	28.548	31.596	34.970	38.704
Pensions	10.946	12.272	12.631	12.946	13.349
Other Fringe Benefits	14.111	16.118	16.610	17.008	17.520
Pattern Labor Provision	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$232.880</b>	<b>\$266.010</b>	<b>\$276.036</b>	<b>\$285.490</b>	<b>\$297.005</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	23.966	28.693	28.529	27.816	27.816
Insurance	14.197	14.356	15.791	17.370	19.107
Claims	2.000	5.500	8.001	8.001	8.001
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	29.940	36.140	37.783	48.210	40.037
Professional Service Contracts	3.885	20.499	19.750	17.491	17.785
Materials & Supplies	29.399	35.042	35.574	36.085	36.708
Other Business Expenses	3.146	0.150	0.152	0.155	0.158
<b>Total Non-Labor Expenses</b>	<b>\$106.533</b>	<b>\$140.379</b>	<b>\$145.581</b>	<b>\$155.127</b>	<b>\$149.613</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$339.412</b>	<b>\$406.390</b>	<b>\$421.618</b>	<b>\$440.618</b>	<b>\$446.617</b>
Depreciation	13.750	30.075	36.290	38.830	41.548
<b>Total Expenses</b>	<b>\$353.162</b>	<b>\$436.465</b>	<b>\$457.908</b>	<b>\$479.448</b>	<b>\$488.166</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$222.970)</b>	<b>(\$279.686)</b>	<b>(\$298.393)</b>	<b>(\$311.031)</b>	<b>(\$327.003)</b>
2007 Program to Eliminate the Gap (PEGs)	0.000	0.000	0.000	0.000	0.000
Post 2007 Program to Eliminate the Gap (PEGs)	-	-	-	-	-
<b>Net Surplus/(Deficit)</b>	<b>(\$222.970)</b>	<b>(\$279.686)</b>	<b>(\$298.393)</b>	<b>(\$311.031)</b>	<b>(\$327.003)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2007 - 2010**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$126.001	\$128.647	\$131.040	\$132.298	\$133.568
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	3.591	3.780	3.780	3.780	3.780
Capital and Other Reimbursements	0.600	24.351	24.695	32.339	23.815
<b>Total Receipts</b>	<b>\$130.192</b>	<b>\$156.778</b>	<b>\$159.515</b>	<b>\$168.417</b>	<b>\$161.163</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$156.733	\$190.517	\$196.083	\$200.973	\$207.232
Overtime	\$29.866	\$18.557	\$19.116	\$19.593	\$20.200
Health and Welfare	\$19.384	\$28.548	\$31.596	\$34.970	\$38.704
Pensions	\$10.946	\$14.112	\$12.631	\$12.946	\$13.349
Other Fringe Benefits	\$14.111	\$16.118	\$16.610	\$17.008	\$17.520
Pattern Labor Provision					
GASB Account	\$2.451	\$2.846	\$3.157	\$3.503	\$3.886
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$233.491</b>	<b>\$270.696</b>	<b>\$279.194</b>	<b>\$288.993</b>	<b>\$300.890</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power					
Fuel for Buses and Trains	22.126	30.533	28.529	27.816	27.816
Insurance	14.197	14.356	15.791	17.370	19.107
Claims	2.000	5.500	8.001	8.001	8.001
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	29.340	36.140	37.783	48.210	40.037
Professional Service Contracts	2.965	21.419	19.750	17.491	17.785
Materials & Supplies	29.399	35.042	35.574	36.085	36.708
Other Business Expenses	3.146	0.150	0.152	0.155	0.158
<b>Total Non-Labor Expenditures</b>	<b>\$103.173</b>	<b>\$143.139</b>	<b>\$145.581</b>	<b>\$155.127</b>	<b>\$149.613</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other					
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$336.664</b>	<b>\$413.835</b>	<b>\$424.775</b>	<b>\$444.120</b>	<b>\$450.503</b>
<b>Baseline Cash Deficit</b>	<b>(\$206.472)</b>	<b>(\$257.057)</b>	<b>(\$265.260)</b>	<b>(\$275.703)</b>	<b>(\$289.340)</b>
2007 Program to Eliminate the Gap (PEGs) Post 2007 Program to Eliminate the Gap (PEGs)					
<b>Net Cash Deficit</b>	<b>(\$206.472)</b>	<b>(\$257.057)</b>	<b>(\$265.260)</b>	<b>(\$275.703)</b>	<b>(\$289.340)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2007 - 2010**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	-	(0.000)	-	-	-
Overtime	-	-	-	-	-
Health and Welfare	1.840	-	-	-	-
Pensions	-	(1.840)	-	-	-
Other Fringe Benefits	-	-	-	-	-
Pattern Labor Provision	-	-	-	-	-
GASB Account	(2.451)	(2.846)	(3.157)	(3.503)	(3.886)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$0.611)</b>	<b>(\$4.686)</b>	<b>(\$3.157)</b>	<b>(\$3.503)</b>	<b>(\$3.886)</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	1.840	(1.840)	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.600	-	-	-	-
Professional Service Contracts	0.920	(0.920)	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$3.360</b>	<b>(\$2.760)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$2.749</b>	<b>(\$7.446)</b>	<b>(\$3.157)</b>	<b>(\$3.503)</b>	<b>(\$3.886)</b>
Depreciation Adjustment	13.750	30.075	36.290	38.830	41.548
<b>Total Cash Conversion Adjustments</b>	<b>\$16.499</b>	<b>\$22.629</b>	<b>\$33.133</b>	<b>\$35.328</b>	<b>\$37.663</b>

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2007 - 2010**  
**RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)**  
(\$ in millions)

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><u>Baseline</u></b>					
Fixed Route	99.120	99.159	101.004	101.973	102.952
<b>Baseline Total Ridership</b>	<b>99.120</b>	<b>99.159</b>	<b>101.004</b>	<b>101.973</b>	<b>102.952</b>
<b><u>Farebox Revenue</u></b>					
Fixed Route	126.001	128.647	131.040	132.298	133.568
<b>Baseline Total Revenue</b>	<b>126.001</b>	<b>128.647</b>	<b>131.040</b>	<b>132.298</b>	<b>133.568</b>

**MTA BUS COMPANY**  
**February Financial Plan 2007 - 2010**  
**Non-Reimbursable - Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>					
Office of the EVP	2	2	2	2	2
Human Resources	2	3	3	3	3
Office of Management and Budget	2	8	8	8	8
Technology & Information Services	10	12	12	12	12
Materiel	8	22	22	22	22
Controller	37	47	47	47	47
Office of the President	2	2	2	2	2
System Safety Administration	2	3	3	3	3
Law	14	17	17	17	17
Corporate Communications	7	7	7	7	7
Labor Relations	1	2	2	2	2
<b>Total Administration</b>	<b>87</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>
<b>Operations</b>					
Buses	2,090	2,127	2,127	2,127	2,127
Operations Planning	3	11	11	11	11
Revenue Control	6	7	7	7	7
<b>Total Operations</b>	<b>2,099</b>	<b>2,145</b>	<b>2,145</b>	<b>2,145</b>	<b>2,145</b>
<b>Maintenance</b>					
Buses	920	951	951	951	951
Supply Logistics	42	64	64	64	64
<b>Total Maintenance</b>	<b>962</b>	<b>1,015</b>	<b>1,015</b>	<b>1,015</b>	<b>1,015</b>
<b>Engineering/Capital</b>					
Capital Program Management	5	23	23	23	23
<b>Public Safety</b>					
Office of the Senior Vice President	9	10	10	10	10
<b>Total Positions</b>	<b>3,162</b>	<b>3,318</b>	<b>3,318</b>	<b>3,318</b>	<b>3,318</b>
Non-Reimbursable	<b>3,162</b>	<b>3,302</b>	<b>3,302</b>	<b>3,302</b>	<b>3,302</b>
Reimbursable		<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>
Total Full-Time	<b>3,162</b>	<b>3,318</b>	<b>3,318</b>	<b>3,318</b>	<b>3,318</b>
Total Full-Time Equivalents					

**MTA BUS COMPANY**  
**February Financial Plan 2007 - 2010**  
**Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Administration</b>						
	Managers/Supervisors	25	37	37	37	37
	Professional, Technical, Clerical	62	88	88	88	88
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	87	125	125	125	125
<b>Operations</b>						
	Managers/Supervisors	261	271	271	271	271
	Professional, Technical, Clerical	48	51	51	51	51
	Operational Hourlies	1,790	1,823	1,823	1,823	1,823
	<b>Total Operations</b>	2,099	2,145	2,145	2,145	2,145
<b>Maintenance</b>						
	Managers/Supervisors	124	150	150	150	150
	Professional, Technical, Clerical	12	18	18	18	18
	Operational Hourlies	826	847	847	847	847
	<b>Total Maintenance</b>	962	1,015	1,015	1,015	1,015
<b>Engineering/Capital</b>						
	Managers/Supervisors	2	14	14	14	14
	Professional, Technical, Clerical	3	9	9	9	9
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	5	23	23	23	23
<b>Public Safety</b>						
	Managers/Supervisors	3	4	4	4	4
	Professional, Technical, Clerical	2	2	2	2	2
	Operational Hourlies	4	4	4	4	4
	<b>Total Public Safety</b>	9	10	10	10	10
<b>Total Positions</b>						
	Managers/Supervisors	415	476	476	476	476
	Professional, Technical, Clerical	127	168	168	168	168
	Operational Hourlies	2,620	2,674	2,674	2,674	2,674
	<b>Total Baseline Positions</b>	3,162	3,318	3,318	3,318	3,318

**MTA BUS COMPANY**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$9.443	\$9.057	\$11.192	\$10.318	\$11.372	\$11.218	\$10.781	\$11.565	\$11.051	\$11.565	\$10.446	\$10.639	\$128.647
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	3.780
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$9.758</b>	<b>\$9.372</b>	<b>\$11.507</b>	<b>\$10.633</b>	<b>\$11.687</b>	<b>\$11.533</b>	<b>\$11.096</b>	<b>\$11.880</b>	<b>\$11.366</b>	<b>\$11.880</b>	<b>\$10.761</b>	<b>\$10.954</b>	<b>\$132.427</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$14.896	\$14.991	\$15.142	\$15.275	\$19.256	\$15.521	\$15.615	\$15.710	\$15.710	\$15.710	\$15.710	\$15.710	\$189.247
Overtime	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	18.557
Health and Welfare	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	28.548
Pensions	1.016	1.016	1.016	1.016	1.016	1.016	1.016	1.016	1.016	1.016	1.016	1.016	12.190
Other Fringe Benefits	1.312	1.312	1.312	1.312	1.312	1.312	1.312	1.312	1.312	1.312	1.312	1.312	15.740
Reimbursable Overhead	-	-	(0.046)	(0.065)	(0.074)	(0.074)	(0.111)	(0.111)	(0.111)	(0.111)	(0.111)	(0.111)	(0.923)
<b>Total Labor Expenses</b>	<b>\$21.149</b>	<b>\$21.244</b>	<b>\$21.349</b>	<b>\$21.463</b>	<b>\$25.435</b>	<b>\$21.700</b>	<b>\$21.758</b>	<b>\$21.852</b>	<b>\$21.852</b>	<b>\$21.852</b>	<b>\$21.852</b>	<b>\$21.852</b>	<b>\$263.359</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	28.693
Insurance	2.740	-	0.029	1.985	-	0.016	4.032	-	0.016	4.032	1.489	0.016	14.356
Claims	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	5.500
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.803	1.803	1.803	1.803	1.803	1.803	1.803	1.803	1.803	1.803	1.803	1.803	21.640
Professional Service Contracts	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	15.499
Materials & Supplies	2.737	2.737	2.737	2.737	2.737	2.737	2.737	2.737	2.737	2.737	2.737	2.737	32.842
Other Business Expenses	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.150
<b>Total Non-Labor Expenses</b>	<b>\$11.434</b>	<b>\$8.694</b>	<b>\$8.722</b>	<b>\$10.678</b>	<b>\$8.694</b>	<b>\$8.710</b>	<b>\$12.725</b>	<b>\$8.694</b>	<b>\$8.710</b>	<b>\$12.725</b>	<b>\$10.183</b>	<b>\$8.710</b>	<b>\$118.679</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$32.583</b>	<b>\$29.937</b>	<b>\$30.071</b>	<b>\$32.142</b>	<b>\$34.129</b>	<b>\$30.410</b>	<b>\$34.483</b>	<b>\$30.546</b>	<b>\$30.562</b>	<b>\$34.578</b>	<b>\$32.035</b>	<b>\$30.562</b>	<b>\$382.038</b>
Depreciation	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	30.075
<b>Total Expenses</b>	<b>\$35.089</b>	<b>\$32.444</b>	<b>\$32.578</b>	<b>\$34.648</b>	<b>\$36.635</b>	<b>\$32.916</b>	<b>\$36.989</b>	<b>\$33.052</b>	<b>\$33.069</b>	<b>\$37.084</b>	<b>\$34.541</b>	<b>\$33.069</b>	<b>\$412.113</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$25.331)</b>	<b>(\$23.072)</b>	<b>(\$21.070)</b>	<b>(\$24.015)</b>	<b>(\$24.948)</b>	<b>(\$21.383)</b>	<b>(\$25.894)</b>	<b>(\$21.172)</b>	<b>(\$21.703)</b>	<b>(\$25.204)</b>	<b>(\$23.780)</b>	<b>(\$22.114)</b>	<b>(\$279.686)</b>

[illegible]



**MTA BUS COMPANY**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$9.443	\$9.057	\$11.192	\$10.318	\$11.372	\$11.218	\$10.781	\$11.565	\$11.051	\$11.565	\$10.446	\$10.639	\$128.647
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	3.780
Capital and Other Reimbursements	0.000	0.000	1.218	1.705	1.948	1.948	2.922	2.922	2.922	2.922	2.922	2.922	24.351
<b>Total Revenue</b>	<b>\$9.758</b>	<b>\$9.372</b>	<b>\$12.725</b>	<b>\$12.337</b>	<b>\$13.636</b>	<b>\$13.481</b>	<b>\$14.018</b>	<b>\$14.803</b>	<b>\$14.288</b>	<b>\$14.803</b>	<b>\$13.683</b>	<b>\$13.876</b>	<b>\$156.779</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$14.896	\$14.991	\$15.206	\$15.364	\$19.358	\$15.622	\$15.768	\$15.862	\$15.862	\$15.862	\$15.862	\$15.862	\$190.516
Overtime	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	18.557
Health and Welfare	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	28.548
Pensions	1.016	1.016	1.020	1.022	1.022	1.022	1.026	1.026	1.026	1.026	1.026	1.026	12.272
Other Fringe Benefits	1.312	1.312	1.331	1.338	1.342	1.342	1.357	1.357	1.357	1.357	1.357	1.357	16.118
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$21.149</b>	<b>\$21.244</b>	<b>\$21.482</b>	<b>\$21.649</b>	<b>\$25.647</b>	<b>\$21.912</b>	<b>\$22.076</b>	<b>\$22.170</b>	<b>\$22.170</b>	<b>\$22.170</b>	<b>\$22.170</b>	<b>\$22.170</b>	<b>\$266.010</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	28.693
Insurance	2.740	0.000	0.029	1.985	0.000	0.016	4.032	0.000	0.016	4.032	1.489	0.016	14.356
Claims	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	5.500
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.803	1.803	2.528	2.818	2.963	2.963	3.543	3.543	3.543	3.543	3.543	3.543	36.140
Professional Service Contracts	1.292	1.292	1.542	1.642	1.692	1.692	1.892	1.892	1.892	1.892	1.892	1.892	20.499
Materials & Supplies	2.737	2.737	2.847	2.891	2.913	2.913	3.001	3.001	3.001	3.001	3.001	3.001	35.042
Other Business Expenses	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.150
<b>Total Non-Labor Expenses</b>	<b>\$11.434</b>	<b>\$8.694</b>	<b>\$9.807</b>	<b>\$12.197</b>	<b>\$10.430</b>	<b>\$10.446</b>	<b>\$15.329</b>	<b>\$11.298</b>	<b>\$11.314</b>	<b>\$15.329</b>	<b>\$12.787</b>	<b>\$11.314</b>	<b>\$140.379</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$32.583</b>	<b>\$29.937</b>	<b>\$31.289</b>	<b>\$33.846</b>	<b>\$36.077</b>	<b>\$32.358</b>	<b>\$37.405</b>	<b>\$33.468</b>	<b>\$33.484</b>	<b>\$37.500</b>	<b>\$34.957</b>	<b>\$33.484</b>	<b>\$406.390</b>
Depreciation	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	30.075
<b>Total Expenses</b>	<b>\$35.089</b>	<b>\$32.444</b>	<b>\$33.795</b>	<b>\$36.352</b>	<b>\$38.583</b>	<b>\$34.864</b>	<b>\$39.911</b>	<b>\$35.974</b>	<b>\$35.991</b>	<b>\$40.006</b>	<b>\$37.463</b>	<b>\$35.991</b>	<b>\$436.465</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$25.331)</b>	<b>(\$23.072)</b>	<b>(\$21.070)</b>	<b>(\$24.015)</b>	<b>(\$24.948)</b>	<b>(\$21.383)</b>	<b>(\$25.894)</b>	<b>(\$21.172)</b>	<b>(\$21.703)</b>	<b>(\$25.204)</b>	<b>(\$23.780)</b>	<b>(\$22.114)</b>	<b>(\$279.686)</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$9.443	\$9.057	\$11.192	\$10.317	\$11.372	\$11.218	\$10.781	\$11.565	\$11.051	\$11.565	\$10.446	\$10.639	\$128.647
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	0.315	3.780
Capital and Other Reimbursements	0.000	0.000	1.218	1.705	1.948	1.948	2.922	2.922	2.922	2.922	2.922	2.922	24.351
<b>Total Receipts</b>	<b>\$9.758</b>	<b>\$9.372</b>	<b>\$12.725</b>	<b>\$12.337</b>	<b>\$13.636</b>	<b>\$13.481</b>	<b>\$14.018</b>	<b>\$14.803</b>	<b>\$14.288</b>	<b>\$14.803</b>	<b>\$13.683</b>	<b>\$13.876</b>	<b>\$156.778</b>
<b>Expenditures</b>													
<u><b>Labor:</b></u>													
Payroll	\$14.896	\$14.991	\$15.206	\$15.364	\$19.358	\$15.622	\$15.768	\$15.862	\$15.862	\$15.862	\$15.862	\$15.862	\$190.517
Overtime	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	1.546	18.557
Health and Welfare	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	2.379	28.548
Pensions	2.856	1.016	1.020	1.022	1.022	1.022	1.026	1.026	1.026	1.026	1.026	1.026	14.112
Other Fringe Benefits	1.312	1.312	1.331	1.338	1.342	1.342	1.357	1.357	1.357	1.357	1.357	1.357	16.118
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.846	2.846
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$22.989</b>	<b>\$21.244</b>	<b>\$21.482</b>	<b>\$21.649</b>	<b>\$25.647</b>	<b>\$21.912</b>	<b>\$22.076</b>	<b>\$22.170</b>	<b>\$22.170</b>	<b>\$22.170</b>	<b>\$22.170</b>	<b>\$25.016</b>	<b>\$270.696</b>
<u><b>Non-Labor:</b></u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	4.231	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	2.391	30.533
Insurance	2.740	0.000	0.029	1.985	0.000	0.016	4.032	0.000	0.016	4.032	1.489	0.016	14.356
Claims	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.458	5.500
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.803	1.803	2.528	2.818	2.963	2.963	3.543	3.543	3.543	3.543	3.543	3.543	36.140
Professional Service Contracts	2.212	1.292	1.542	1.642	1.692	1.692	1.892	1.892	1.892	1.892	1.892	1.892	21.419
Materials & Supplies	2.737	2.737	2.847	2.891	2.913	2.913	3.001	3.001	3.001	3.001	3.001	3.001	35.042
Other Business Expenses	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.150
<b>Total Non-Labor Expenditures</b>	<b>\$14.194</b>	<b>\$8.694</b>	<b>\$9.807</b>	<b>\$12.197</b>	<b>\$10.430</b>	<b>\$10.446</b>	<b>\$15.329</b>	<b>\$11.298</b>	<b>\$11.314</b>	<b>\$15.329</b>	<b>\$12.787</b>	<b>\$11.314</b>	<b>\$143.139</b>
<u><b>Other Expenditure Adjustments:</b></u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$37.183</b>	<b>\$29.937</b>	<b>\$31.289</b>	<b>\$33.846</b>	<b>\$36.077</b>	<b>\$32.358</b>	<b>\$37.405</b>	<b>\$33.468</b>	<b>\$33.485</b>	<b>\$37.500</b>	<b>\$34.957</b>	<b>\$36.330</b>	<b>\$413.836</b>
<b>Net Cash Deficit</b>	<b>(\$27.425)</b>	<b>(\$20.566)</b>	<b>(\$18.564)</b>	<b>(\$21.509)</b>	<b>(\$22.441)</b>	<b>(\$18.877)</b>	<b>(\$23.387)</b>	<b>(\$18.665)</b>	<b>(\$19.197)</b>	<b>(\$22.697)</b>	<b>(\$21.274)</b>	<b>(\$22.454)</b>	<b>(\$257.057)</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>
<b>Expenditures</b>													
<u><b>Labor:</b></u>													
Payroll	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(1.840)	0.000	(0.000)	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(1.840)
Other Fringe Benefits	0.000	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(2.846)	(2.846)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$1.840)</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$2.846)</b>	<b>(\$4.686)</b>
<u><b>Non-Labor:</b></u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	(1.840)	-	-	-	-	-	-	-	-	-	-	-	(1.840)
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	(0.920)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.920)
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>(\$2.760)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.760)</b>
<u><b>Other Expenditures Adjustments:</b></u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$4.600)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$2.846)</b>	<b>(\$7.446)</b>
Depreciation Adjustment	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	2.506	30.075
<b>Total Cash Conversion Adjustments</b>	<b>(\$2.094)</b>	<b>\$2.506</b>	<b>\$2.506</b>	<b>\$2.506</b>	<b>\$2.506</b>	<b>\$2.506</b>	<b>\$2.506</b>	<b>\$2.506</b>	<b>\$2.506</b>	<b>\$2.506</b>	<b>\$2.506</b>	<b>(\$0.339)</b>	<b>\$22.629</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2007 Adopted Budget**  
**Ridership/Traffic - Volume (Utilization)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total 2007
<b><u>Baseline</u></b>													
Fixed Route	7.699	7.048	8.803	7.827	9.023	8.474	7.743	8.093	8.593	9.181	8.358	8.315	99.159
<b>Total</b>	<b>7.699</b>	<b>7.048</b>	<b>8.803</b>	<b>7.827</b>	<b>9.023</b>	<b>8.474</b>	<b>7.743</b>	<b>8.093</b>	<b>8.593</b>	<b>9.181</b>	<b>8.358</b>	<b>8.315</b>	<b>99.159</b>

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FUNCTION/OCCUPATION		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>	Managers/Supervisors	25	25	25	26	31	34	37	37	37	37	37	37
	Professional, Technical, Clerical	62	62	62	72	76	78	88	88	88	88	88	88
	Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
	Total Administration	87	87	87	98	107	112	125	125	125	125	125	125
<b>Operations</b>	Managers/Supervisors	261	261	261	235	250	260	271	271	271	271	271	271
	Professional, Technical, Clerical	48	48	48	49	50	51	51	51	51	51	51	51
	Operational Hourlies	1,790	1,790	1,790	1,840	1,835	1,830	1,823	1,823	1,823	1,823	1,823	1,823
	Total Operations	2,099	2,099	2,099	2,124	2,135	2,141	2,145	2,145	2,145	2,145	2,145	2,145
<b>Maintenance</b>	Managers/Supervisors	124	124	124	125	129	137	150	150	150	150	150	150
	Professional, Technical, Clerical	12	12	12	14	15	16	18	18	18	18	18	18
	Operational Hourlies	826	826	826	817	827	837	847	847	847	847	847	847
	Total Maintenance	962	962	962	956	971	990	1,015	1,015	1,015	1,015	1,015	1,015
<b>Engineering/Capital</b>	Managers/Supervisors	2	2	2	5	6	9	14	14	14	14	14	14
	Professional, Technical, Clerical	3	3	3	5	6	8	9	9	9	9	9	9
	Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
	Total Engineering/Capital	5	5	5	10	12	17	23	23	23	23	23	23
<b>Public Safety</b>	Managers/Supervisors	3	3	3	3	4	4	4	4	4	4	4	4
	Professional, Technical, Clerical	2	2	2	2	2	2	2	2	2	2	2	2
	Operational Hourlies	4	4	4	4	4	4	4	4	4	4	4	4
	Total Public Safety	9	9	9	9	10	10	10	10	10	10	10	10
<b>Total Baseline Positions</b>													
	Managers/Supervisors	415	415	415	394	420	444	476	476	476	476	476	476
	Professional, Technical, Clerical	127	127	127	142	149	155	168	168	168	168	168	168
	Operational Hourlies	2,620	2,620	2,620	2,661	2,666	2,671	2,674	2,674	2,674	2,674	2,674	2,674
	Total Baseline Positions	3,162	3,162	3,162	3,197	3,235	3,270	3,318	3,318	3,318	3,318	3,318	3,318

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# **Staten Island Railway**



**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN FOR 2007-2010  
2006 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2007**

In accordance with MTA approved Budget procedures, the following information presents Staten Island Railway's 2006 Final Estimate, 2007 Adopted Budget and the Financial Plan for 2007-2010. The Adopted Budget reflects the inclusion of 2007 Gap Closing Actions into the baseline that was presented "below-the-line" in the November Financial Plan.

In addition, assumptions were made on an MTA-wide basis concerning Pattern Wages, GASB Contributions and Health & Welfare inflation projections. In the November Plan, these projections were not captured within Agency sections, but instead were captured only within MTA Consolidated Statements. The February Plan now includes these projections within individual Agency sections.

These changes are presented in the Plan-to-Plan Reconciliation.

The 2007 Adopted Budget now includes a labor cost increase of \$0.263 million based upon pattern labor expense assumptions, a \$0.193 million reduction in health & welfare expenses due to revised inflation assumptions, and anticipated employee health & welfare contributions of \$0.212 million. These contributions will be deposited in a special Government Accounting Standards Board (GASB) account to fund post-retirement health & welfare costs.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2007 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA Staten Island Railway**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Accrual Basis**  
**(\$ in millions)**

	<b>2006</b>		<b>2007</b>		<b>Favorable/(Unfavorable)</b> <b>2008</b>		<b>2009</b>		<b>2010</b>	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Surplus/(Deficit)</b>	<b>281</b>	<b>(\$28.700)</b>	<b>283</b>	<b>(\$33.152)</b>	<b>283</b>	<b>(\$40.571)</b>	<b>283</b>	<b>(\$35.051)</b>	<b>283</b>	<b>(\$36.309)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	0.000	0	0.197	0	0.214	0	0.236	0	0.264
<i>Other Fringe -Taxes</i> <sup>2</sup>	0	0.000	0	0.015	0	0.016	0	0.018	0	0.020
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.000	0	0.193	0	0.213	0	0.236	0	0.260
Pattern Labor Provision:										
<i>Payroll</i>	0	0.000	0	(0.236)	0	(0.366)	0	(0.350)	0	(0.361)
<i>Overtime</i>	0	0.000	0	(0.011)	0	(0.017)	0	(0.016)	0	(0.016)
<i>Other Fringe -Taxes</i>	0	0.000	0	(0.016)	0	(0.030)	0	(0.029)	0	(0.029)
Policy Actions	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
2007 Program to Eliminate the Gap	0	0.300	0	0.300	0	0.300	0	0.300	0	0.300
Other Agency Technical Adjustments:										
<i>Adjustment of Overtime Straight-Time Mix:</i>										
<i>Straight-Time Payroll</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>Overtime Payroll</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan:</b>										
<b>Baseline Surplus/(Deficit)</b>	<b>281</b>	<b>(\$28.400)</b>	<b>283</b>	<b>(\$32.710)</b>	<b>283</b>	<b>(\$40.241)</b>	<b>283</b>	<b>(\$34.656)</b>	<b>283</b>	<b>(\$35.871)</b>
Post 2007 Program to Eliminate the Gap	-	-	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan:</b>										
<b>Net Surplus/(Deficit)</b>	<b>281</b>	<b>(\$28.400)</b>	<b>283</b>	<b>(\$32.710)</b>	<b>283</b>	<b>(\$40.241)</b>	<b>283</b>	<b>(\$34.656)</b>	<b>283</b>	<b>(\$35.871)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated. The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

**MTA Staten Island Railway**  
**February Financial Plan 2007 - 2010**  
**Reconciliation to the December Plan: Cash Basis**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2006		2007		2008		2009		2010	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>December Plan (December 2006 Board Approved): Baseline Cash Surplus/(Deficit)</b>	<b>281</b>	<b>(\$21.369)</b>	<b>283</b>	<b>(\$22.822)</b>	<b>283</b>	<b>(\$30.234)</b>	<b>283</b>	<b>(\$24.714)</b>	<b>283</b>	<b>(\$25.972)</b>
GASB Contribution:										
<i>Health &amp; Welfare</i>	0	0.000	0	0.197	0	0.214	0	0.236	0	0.264
<i>Other Fringe -Taxes<sup>2</sup></i>	0	0.000	0	0.015	0	0.016	0	0.018	0	0.020
<i>Pension (NYCT &amp; B&amp;T Only)</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Inflation Change:										
<i>Health &amp; Welfare</i>	0	0.000	0	0.193	0	0.213	0	0.236	0	0.260
Pattern Labor Provision:										
<i>Payroll</i>	0	0.000	0	(0.236)	0	(0.366)	0	(0.350)	0	(0.361)
<i>Overtime</i>	0	0.000	0	(0.011)	0	(0.017)	0	(0.016)	0	(0.016)
<i>Other Fringe -Taxes</i>	0	0.000	0	(0.016)	0	(0.030)	0	(0.029)	0	(0.029)
Cash Contribution to GASB Account:										
<i>Health &amp; Welfare</i>	0	0.000	0	(0.197)	0	(0.214)	0	(0.236)	0	(0.264)
<i>Other Fringe -Taxes<sup>2</sup></i>	0	0.000	0	(0.015)	0	(0.016)	0	(0.018)	0	(0.020)
Policy Actions	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
2007 Program to Eliminate the Gap	0	0.300	0	0.300	0	0.300	0	0.300	0	0.300
Other Agency Technical Adjustments:										
<i>Adjustment of Overtime Straight-Time Mix:</i>										
<i>Straight-Time Payroll</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<i>Overtime Payroll</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>281</b>	<b>(\$21.069)</b>	<b>283</b>	<b>(\$22.592)</b>	<b>283</b>	<b>(\$30.134)</b>	<b>283</b>	<b>(\$24.573)</b>	<b>283</b>	<b>(\$25.818)</b>
Post 2007 Program to Eliminate the Gap	-	-	0	0.000	0	0.000	0	0.000	0	0.000
<b>2007 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>281</b>	<b>(\$21.069)</b>	<b>283</b>	<b>(\$22.592)</b>	<b>283</b>	<b>(\$30.134)</b>	<b>283</b>	<b>(\$24.573)</b>	<b>283</b>	<b>(\$25.818)</b>

**NOTE:**

(1) On this table, an increase in positions should be captured in parentheses (Unfavorable).

(2) This reflects a reduction in payroll taxes resulting from the GASB Contribution. (The 1.5% GASB contribution reduces the base on which FICA and Railroad Retirement taxes are calculated.

The difference between the payroll taxes calculated Pre-GASB and Post-GASB are the amounts entered on this line.)

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN 2007-2010**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

**NON-REIMBURSABLE**

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$3.534	\$3.581	\$4.166	\$4.182	\$4.193
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.004	2.004	2.004	2.004	2.004
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$5.538</b>	<b>\$5.585</b>	<b>\$6.170</b>	<b>\$6.186</b>	<b>\$6.197</b>
<b>Expenses</b>					
Labor:					
Payroll	14.276	15.098	15.690	16.172	16.689
Overtime	0.598	0.728	0.757	0.780	0.805
Health and Welfare	2.843	2.872	3.183	3.524	3.899
Pensions	1.718	1.777	1.721	1.951	1.951
Other Fringe Benefits	1.264	1.313	1.364	1.405	1.448
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$20.699</b>	<b>\$21.788</b>	<b>\$22.715</b>	<b>\$23.832</b>	<b>\$24.792</b>
Non-Labor:					
Traction and Propulsion Power	1.846	2.119	2.119	2.331	2.448
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.339	0.371	0.496	0.449	0.493
Claims	0.341	0.249	0.253	0.256	0.261
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other					
Operating Contracts	2.118	2.126	9.150	2.272	2.354
Professional Service Contracts	0.324	0.333	0.338	0.344	0.350
Materials & Supplies	0.929	0.967	0.998	1.016	1.027
Other Business Expenses	0.005	0.005	0.005	0.005	0.006
<b>Total Non-Labor Expenses</b>	<b>\$5.902</b>	<b>\$6.170</b>	<b>\$13.359</b>	<b>\$6.673</b>	<b>\$6.939</b>
Other Expenses Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$26.601</b>	<b>\$27.958</b>	<b>\$36.074</b>	<b>\$30.505</b>	<b>\$31.731</b>
Depreciation	7.337	10.337	10.337	10.337	10.337
<b>Total Expenses</b>	<b>\$33.938</b>	<b>\$38.295</b>	<b>\$46.411</b>	<b>\$40.842</b>	<b>\$42.068</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$28.400)</b>	<b>(\$32.710)</b>	<b>(\$40.241)</b>	<b>(\$34.656)</b>	<b>(\$35.871)</b>
Post-2007 Agency Program to Elim. The Gap	0.000	0.000	0.000	0.000	0.000
<b>Net Surplus/(Deficit)</b>	<b>(\$28.400)</b>	<b>(\$32.710)</b>	<b>(\$40.241)</b>	<b>(\$34.656)</b>	<b>(\$35.871)</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN 2007-2010**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

**REIMBURSABLE**

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.282	1.352	1.423	1.472	1.547
<b>Total Revenue</b>	<b>\$1.282</b>	<b>\$1.352</b>	<b>\$1.423</b>	<b>\$1.472</b>	<b>\$1.547</b>
<b>Expenses</b>					
Labor:					
Payroll	0.262	0.269	0.277	0.266	0.275
Overtime	0.596	0.613	0.631	0.651	0.672
Health and Welfare	0.282	0.324	0.359	0.397	0.440
Pensions	0.077	0.079	0.087	0.087	0.087
Other Fringe Benefits	0.065	0.067	0.069	0.071	0.073
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1.282</b>	<b>\$1.352</b>	<b>\$1.423</b>	<b>\$1.472</b>	<b>\$1.547</b>
Non-Labor:					
Traction and Propulsion Power	0.000	0.000	0.000	0.000	0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other					
Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Other Expenses Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$1.282</b>	<b>\$1.352</b>	<b>\$1.423</b>	<b>\$1.472</b>	<b>\$1.547</b>
Depreciation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$1.282</b>	<b>\$1.352</b>	<b>\$1.423</b>	<b>\$1.472</b>	<b>\$1.547</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Post-2007 Agency Program to Elim. The Gap	0.000	0.000	0.000	0.000	0.000
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN 2007-2010**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

**NON-REIMBURSABLE and  
REIMBURSABLE**

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Revenue</b>					
Farebox Revenue	\$3.534	\$3.581	\$4.166	\$4.182	\$4.193
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.004	2.004	2.004	2.004	2.004
Capital and Other Reimbursements	1.282	1.352	1.423	1.472	1.547
<b>Total Revenue</b>	<b>\$6.820</b>	<b>\$6.937</b>	<b>\$7.593</b>	<b>\$7.658</b>	<b>\$7.744</b>
<b>Expenses</b>					
Labor:					
Payroll	14.538	15.367	15.967	16.438	16.964
Overtime	1.194	1.341	1.388	1.431	1.477
Health and Welfare	3.125	3.196	3.542	3.921	4.339
Pensions	1.795	1.856	1.808	2.038	2.038
Other Fringe Benefits	1.329	1.380	1.433	1.476	1.521
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$21.981</b>	<b>\$23.140</b>	<b>\$24.138</b>	<b>\$25.304</b>	<b>\$26.339</b>
Non-Labor:					
Traction and Propulsion Power	1.846	2.119	2.119	2.331	2.448
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.339	0.371	0.496	0.449	0.493
Claims	0.341	0.249	0.253	0.256	0.261
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other					
Operating Contracts	2.118	2.126	9.150	2.272	2.354
Professional Service Contracts	0.324	0.333	0.338	0.344	0.350
Materials & Supplies	0.929	0.967	0.998	1.016	1.027
Other Business Expenses	0.005	0.005	0.005	0.005	0.006
<b>Total Non-Labor Expenses</b>	<b>\$5.902</b>	<b>\$6.170</b>	<b>\$13.359</b>	<b>\$6.673</b>	<b>\$6.939</b>
Other Expenses Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$27.883</b>	<b>\$29.310</b>	<b>\$37.497</b>	<b>\$31.977</b>	<b>\$33.278</b>
Depreciation	7.337	10.337	10.337	10.337	10.337
<b>Total Expenses</b>	<b>\$35.220</b>	<b>\$39.647</b>	<b>\$47.834</b>	<b>\$42.314</b>	<b>\$43.615</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$28.400)</b>	<b>(\$32.710)</b>	<b>(\$40.241)</b>	<b>(\$34.656)</b>	<b>(\$35.871)</b>
Post-2007 Agency Program to Elim. The Gap	0.000	0.000	0.000	0.000	0.000
<b>Net Surplus/(Deficit)</b>	<b>(\$28.400)</b>	<b>(\$32.710)</b>	<b>(\$40.241)</b>	<b>(\$34.656)</b>	<b>(\$35.871)</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN 2007-2010**  
**Cash Receipts & Expenditures**  
**(\$ in millions)**

	2006 Final Estimate	2007 Adopted Budget	2008	2009	2010
<b>Receipts</b>					
Farebox Revenue	\$3.534	\$3.581	\$4.166	\$4.182	\$4.193
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.004	2.004	2.004	2.004	2.004
Capital and Other Reimbursements	1.276	1.345	1.423	1.472	1.547
<b>Total Receipts</b>	<b>\$6.814</b>	<b>\$6.930</b>	<b>\$7.593</b>	<b>\$7.658</b>	<b>\$7.744</b>
<b>Expenditures</b>					
Labor:					
Payroll	14.538	15.367	15.967	16.438	16.964
Overtime	1.194	1.341	1.388	1.431	1.477
Health and Welfare	3.125	3.196	3.542	3.921	4.339
Pensions	1.795	1.856	1.808	2.038	2.038
Other Fringe Benefits	1.329	1.380	1.433	1.476	1.521
GASB Account	0.000	0.212	0.230	0.254	0.284
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$21.981</b>	<b>\$23.352</b>	<b>\$24.368</b>	<b>\$25.558</b>	<b>\$26.623</b>
Non-Labor:					
Traction and Propulsion Power	1.846	2.119	2.119	2.331	2.448
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.339	0.371	0.496	0.449	0.493
Claims	0.341	0.249	0.253	0.256	0.261
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.118	2.126	9.150	2.272	2.354
Professional Service Contracts	0.324	0.333	0.338	0.344	0.350
Materials & Supplies	0.929	0.967	0.998	1.016	1.027
Other Business Expenses	0.005	0.005	0.005	0.005	0.006
<b>Total Non-Labor Expenditures</b>	<b>\$5.902</b>	<b>\$6.170</b>	<b>\$13.359</b>	<b>\$6.673</b>	<b>\$6.939</b>
Other Expenditure Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$27.883</b>	<b>\$29.522</b>	<b>\$37.727</b>	<b>\$32.231</b>	<b>\$33.562</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$21.069)</b>	<b>(\$22.592)</b>	<b>(\$30.134)</b>	<b>(\$24.573)</b>	<b>(\$25.818)</b>
Post-2007 Agency Program to Elim. The Gap	0.000	0.000	0.000	0.000	0.000
<b>Net Cash Deficit</b>	<b>(\$21.069)</b>	<b>(\$22.592)</b>	<b>(\$30.134)</b>	<b>(\$24.573)</b>	<b>(\$25.818)</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN 2007-2010**  
**Cash Conversion (Cash Flow Adjustments)**  
**(\$ in millions)**

	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.006)	(0.007)	0.000	0.000	0.000
<b>Total Receipt Adjustments</b>	<b>(\$0.006)</b>	<b>(\$0.007)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>					
Labor:					
Payroll	0.000	0.000	0.000	0.000	0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
GASB Account	0.000	(0.212)	(0.230)	(0.254)	(0.284)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>(\$0.212)</b>	<b>(\$0.230)</b>	<b>(\$0.254)</b>	<b>(\$0.284)</b>
Non-Labor:					
Traction and Propulsion Power	0.000	0.000	0.000	0.000	0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Other Expenditure Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$0.006)</b>	<b>(\$0.219)</b>	<b>(\$0.230)</b>	<b>(\$0.254)</b>	<b>(\$0.284)</b>
<b>Depreciation Adjustment</b>	<b>7.337</b>	<b>10.337</b>	<b>10.337</b>	<b>10.337</b>	<b>10.337</b>
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$7.331</b>	<b>\$10.118</b>	<b>\$10.107</b>	<b>\$10.083</b>	<b>\$10.053</b>
Post-2007 Agency Program to Elim. The Gap	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$7.331</b>	<b>\$10.118</b>	<b>\$10.107</b>	<b>\$10.083</b>	<b>\$10.053</b>



**MTA Staten Island Railway**  
**February Financial Plan 2007-2010**  
**Ridership/Traffic Volume (Utilization)**  
(in millions)

	<b>2006</b>		<b>2007</b>			
	<b>Final</b>	<b>Estimate</b>	<b>Adopted</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
			<b>Budget</b>			
<b>Baseline Total Ridership</b>		<b>3.688</b>	<b>3.725</b>	<b>4.183</b>	<b>4.196</b>	<b>4.206</b>
<i>Impact of:</i>						
PEG Program		0	0	0	0	0
<b>Total Ridership</b>		<b>3.688</b>	<b>3.725</b>	<b>4.183</b>	<b>4.196</b>	<b>4.206</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN 2007-2010**  
**Total Non-Reimbursable - Reimbursable Positions at End-of-Year**  
**Full-Time Positions and Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>					
Executive	11	11	11	11	11
General Office	13	13	13	13	13
Purchasing/Stores	7	7	7	7	7
<b>Operations</b>					
Transportation	94	94	94	94	94
<b>Maintenance</b>					
Mechanical	35	37	37	37	37
Car and Station Cleaning	20	20	20	20	20
Power/Signals	28	28	28	28	28
Maintenance of Way	49	49	49	49	49
Bridge and Buildings	22	22	22	22	22
Material Handling	2	2	2	2	2
<b>Engineering/Capital</b>					
None	0	0	0	0	0
<b>Public Safety</b>					
None	0	0	0	0	0
<b>Baseline Total Positions</b>	<b>281</b>	<b>283</b>	<b>283</b>	<b>283</b>	<b>283</b>
<i>Non-Reimbursable</i>	278	280	280	280	280
<i>Reimbursable</i>	3	3	3	3	3
<i>Total Full-Time</i>	281	283	283	283	283
<i>Total Full-Time-Equivalents</i>	0	0	0	0	0
Impact of:					
Post-2007 Prog. to Elim. the Gap	0	0	0	0	0
<b>Total Positions</b>	<b>281</b>	<b>283</b>	<b>283</b>	<b>283</b>	<b>283</b>
<i>Non-Reimbursable</i>	278	280	280	280	280
<i>Reimbursable</i>	3	3	3	3	3
<i>Total Full-Time</i>	281	283	283	283	283

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN 2007-2010**  
**Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>2006 Final Estimate</b>	<b>2007 Adopted Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Administration</b>					
Managers/Supervisors	14	14	14	14	14
Professional, Technical, Clerical	17	17	17	17	17
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>31</b>
<b>Operations</b>					
Managers/Supervisors	7	7	7	7	7
Professional, Technical, Clerical	4	4	4	4	4
Operational Hourlies	83	83	83	83	83
<b>Total Operations</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>
<b>Maintenance</b>					
Managers/Supervisors	11	11	11	11	11
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	142	144	144	144	144
<b>Total Maintenance</b>	<b>156</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>
<b>Engineering/Capital</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
<b>Total Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>					
Managers/Supervisors	32	32	32	32	32
Professional, Technical, Clerical	24	24	24	24	24
Operational Hourlies	225	227	227	227	227
<b>Total</b>	<b>281</b>	<b>283</b>	<b>283</b>	<b>283</b>	<b>283</b>
<b>Baseline Total Positions</b>	<b>281</b>	<b>283</b>	<b>283</b>	<b>283</b>	<b>283</b>
Non-Reimbursable	278	280	280	280	280
Reimbursable	3	3	3	3	3
Total Full-Time	281	283	283	283	283
Total Full-Time Equivalents	-	-	-	-	-
Impact of:					
Post-2007 Program to Eliminate the Gap	0	0	0	0	0
<b>Total Positions</b>	<b>281</b>	<b>283</b>	<b>283</b>	<b>283</b>	<b>283</b>
Non-Reimbursable	278	280	280	280	280
Reimbursable	3	3	3	3	3
Total Full-Time	281	283	283	283	283
Total Full-Time Equivalents	-	-	-	-	-

MTA STATEN ISLAND RAILWAY  
February Plan 2007-2010  
Summary of 2007 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

		2006		2007		2008		2009		2010	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
<b>Service</b>											
Reconfigured Signal System-Reduced Power Consur		0	0.300	0	0.300	0	0.300	0	0.300	0	0.300
Sub-Total	Service	0	\$ 0.300	0	\$ 0.300	0	\$ 0.300	0	\$ 0.300	0	\$ 0.300
Total Programs		0	\$ 0.300	0	\$ 0.300	0	\$ 0.300	0	\$ 0.300	0	\$ 0.300

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.291	\$0.267	\$0.305	\$0.285	\$0.312	\$0.306	\$0.308	\$0.317	\$0.285	\$0.334	\$0.298	\$0.273	\$3.581
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.209	0.144	0.196	0.143	0.192	0.152	0.092	0.080	0.180	0.248	0.209	0.159	2.004
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$0.500</b>	<b>\$0.411</b>	<b>\$0.501</b>	<b>\$0.428</b>	<b>\$0.504</b>	<b>\$0.458</b>	<b>\$0.400</b>	<b>\$0.397</b>	<b>\$0.465</b>	<b>\$0.582</b>	<b>\$0.507</b>	<b>\$0.432</b>	<b>\$5.585</b>
<b>Operating Expenses</b>													
<u><b>Labor:</b></u>													
Payroll	\$1.213	\$1.225	\$1.295	\$1.272	\$1.292	\$1.262	\$1.210	\$1.291	\$1.239	\$1.262	\$1.282	\$1.255	\$15.098
Overtime	0.074	0.068	0.058	0.051	0.057	0.051	0.054	0.050	0.053	0.069	0.070	0.073	0.728
Health and Welfare	0.240	0.240	0.240	0.240	0.239	0.239	0.239	0.239	0.239	0.239	0.239	0.239	2.872
Pensions	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.149	1.777
Other Fringe Benefits	0.108	0.107	0.111	0.110	0.111	0.109	0.106	0.110	0.108	0.110	0.112	0.111	1.313
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$1.783</b>	<b>\$1.788</b>	<b>\$1.852</b>	<b>\$1.821</b>	<b>\$1.847</b>	<b>\$1.809</b>	<b>\$1.757</b>	<b>\$1.838</b>	<b>\$1.787</b>	<b>\$1.828</b>	<b>\$1.851</b>	<b>\$1.827</b>	<b>\$21.788</b>
<u><b>Non-Labor:</b></u>													
Traction and Propulsion Power	\$0.188	\$0.182	\$0.163	\$0.172	\$0.172	\$0.156	\$0.185	\$0.180	\$0.184	\$0.196	\$0.175	\$0.166	\$2.119
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.030	0.371
Claims	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.020	0.020	0.020	0.249
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.179	2.126
Professional Service Contracts	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.027	0.027	0.027	0.333
Materials & Supplies	0.114	0.083	0.088	0.096	0.107	0.099	0.049	0.053	0.090	0.061	0.047	0.080	0.967
Other Business Expenses	-	-	0.001	-	-	0.001	-	-	0.001	-	0.001	0.001	0.005
<b>Total Non-Labor Expenses</b>	<b>\$0.559</b>	<b>\$0.522</b>	<b>\$0.509</b>	<b>\$0.525</b>	<b>\$0.536</b>	<b>\$0.513</b>	<b>\$0.491</b>	<b>\$0.490</b>	<b>\$0.532</b>	<b>\$0.512</b>	<b>\$0.478</b>	<b>\$0.503</b>	<b>\$6.170</b>
<u><b>Other Expenses Adjustments:</b></u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$2.342</b>	<b>\$2.310</b>	<b>\$2.361</b>	<b>\$2.346</b>	<b>\$2.383</b>	<b>\$2.322</b>	<b>\$2.248</b>	<b>\$2.328</b>	<b>\$2.319</b>	<b>\$2.340</b>	<b>\$2.329</b>	<b>\$2.330</b>	<b>\$27.958</b>
Depreciation	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.877	10.337
<b>Total Expenses</b>	<b>\$3.202</b>	<b>\$3.170</b>	<b>\$3.221</b>	<b>\$3.206</b>	<b>\$3.243</b>	<b>\$3.182</b>	<b>\$3.108</b>	<b>\$3.188</b>	<b>\$3.179</b>	<b>\$3.200</b>	<b>\$3.189</b>	<b>\$3.207</b>	<b>\$38.295</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$2.702)</b>	<b>(\$2.759)</b>	<b>(\$2.720)</b>	<b>(\$2.778)</b>	<b>(\$2.739)</b>	<b>(\$2.724)</b>	<b>(\$2.708)</b>	<b>(\$2.791)</b>	<b>(\$2.714)</b>	<b>(\$2.618)</b>	<b>(\$2.682)</b>	<b>(\$2.775)</b>	<b>(\$32.710)</b>

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**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2007 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.291	\$0.267	\$0.305	\$0.285	\$0.312	\$0.306	\$0.308	\$0.317	\$0.285	\$0.334	\$0.298	\$0.273	\$3.581
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.209	0.144	0.196	0.143	0.192	0.152	0.092	0.080	0.180	0.248	0.209	0.159	2.004
Capital and Other Reimbursements	0.112	0.112	0.112	0.112	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.113	1.352
Total Revenue	\$0.612	\$0.523	\$0.613	\$0.540	\$0.617	\$0.571	\$0.513	\$0.510	\$0.578	\$0.695	\$0.620	\$0.545	\$6.937
Expenses													
Labor:													
Payroll	\$1.235	\$1.247	\$1.317	\$1.294	\$1.314	\$1.284	\$1.232	\$1.314	\$1.262	\$1.285	\$1.305	\$1.278	\$15.367
Overtime	0.125	0.119	0.110	0.102	0.108	0.102	0.105	0.101	0.104	0.120	0.121	0.124	1.341
Health and Welfare	0.267	0.267	0.267	0.267	0.266	0.266	0.266	0.266	0.266	0.266	0.266	0.266	3.196
Pensions	0.154	0.154	0.154	0.154	0.154	0.155	0.155	0.155	0.155	0.155	0.155	0.156	1.856
Other Fringe Benefits	0.114	0.113	0.116	0.116	0.118	0.115	0.112	0.115	0.113	0.115	0.117	0.116	1.380
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$1.895	\$1.900	\$1.964	\$1.933	\$1.960	\$1.922	\$1.870	\$1.951	\$1.900	\$1.941	\$1.964	\$1.940	\$23.140
Non-Labor:													
Traction and Propulsion Power	\$0.188	\$0.182	\$0.163	\$0.172	\$0.172	\$0.156	\$0.185	\$0.180	\$0.184	\$0.196	\$0.175	\$0.166	\$2.119
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.030	0.371
Claims	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.020	0.020	0.020	0.249
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.179	2.126
Professional Service Contracts	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.027	0.027	0.027	0.333
Materials & Supplies	0.114	0.083	0.088	0.096	0.107	0.099	0.049	0.053	0.090	0.061	0.047	0.080	0.967
Other Business Expenses	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.001	0.001	0.005
Total Non-Labor Expenses	\$0.559	\$0.522	\$0.509	\$0.525	\$0.536	\$0.513	\$0.491	\$0.490	\$0.532	\$0.512	\$0.478	\$0.503	\$6.170
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation													
	\$2.454	\$2.422	\$2.473	\$2.458	\$2.496	\$2.435	\$2.361	\$2.441	\$2.432	\$2.453	\$2.442	\$2.443	\$29.310
Depreciation													
	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.877	10.337
Total Expenses	\$3.314	\$3.282	\$3.333	\$3.318	\$3.356	\$3.295	\$3.221	\$3.301	\$3.292	\$3.313	\$3.302	\$3.320	\$39.647
Net Surplus/(Deficit)													
	(\$2.702)	(\$2.759)	(\$2.720)	(\$2.778)	(\$2.739)	(\$2.724)	(\$2.708)	(\$2.791)	(\$2.714)	(\$2.618)	(\$2.682)	(\$2.775)	(\$32.710)

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.291	\$0.267	\$0.305	\$0.285	\$0.312	\$0.306	\$0.308	\$0.317	\$0.285	\$0.334	\$0.298	\$0.273	\$3.581
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.477	0.710	0.015	0.014	0.015	0.014	0.014	0.614	0.088	0.015	0.014	0.014	2.004
Capital and Other Reimbursements	0.032	0.112	0.112	0.112	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.186	1.345
Total Receipts	\$0.800	\$1.089	\$0.432	\$0.411	\$0.440	\$0.433	\$0.435	\$1.044	\$0.486	\$0.462	\$0.425	\$0.473	\$6.930
Expenditures													
Labor:													
Payroll	\$1.185	\$1.185	\$1.185	\$1.185	\$1.775	\$1.185	\$1.185	\$1.185	\$1.185	\$1.775	\$1.180	\$1.157	\$15.367
Overtime	0.125	0.117	0.112	0.102	0.108	0.102	0.105	0.101	0.104	0.120	0.121	0.124	1.341
Health and Welfare	0.284	0.284	0.284	0.284	0.282	0.282	0.282	0.282	0.282	0.282	0.282	0.086	3.196
Pensions	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.151	1.856
Other Fringe Benefits	0.109	0.109	0.110	0.109	0.153	0.110	0.109	0.109	0.110	0.153	0.109	0.090	1.380
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.212	0.212
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$1.858	\$1.850	\$1.846	\$1.835	\$2.473	\$1.834	\$1.836	\$1.832	\$1.836	\$2.485	\$1.847	\$1.820	\$23.352
Non-Labor:													
Traction and Propulsion Power	\$0.188	\$0.182	\$0.163	\$0.172	\$0.172	\$0.156	\$0.185	\$0.180	\$0.184	\$0.196	\$0.175	\$0.166	\$2.119
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.090	0.030	0.130	0.000	0.020	0.040	0.000	0.021	0.000	0.020	0.020	0.000	0.371
Claims	0.023	0.023	0.020	0.023	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.249
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.177	0.179	2.126
Professional Service Contracts	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.027	0.027	0.027	0.333
Materials & Supplies	0.050	0.100	0.025	0.150	0.125	0.100	0.025	0.040	0.100	0.075	0.077	0.100	0.967
Other Business Expenses	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.001	0.001	0.005
Total Non-Labor Expenditures	\$0.556	\$0.540	\$0.544	\$0.550	\$0.542	\$0.522	\$0.435	\$0.466	\$0.510	\$0.515	\$0.497	\$0.493	\$6.170
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$2.414	\$2.390	\$2.390	\$2.385	\$3.015	\$2.356	\$2.271	\$2.298	\$2.346	\$3.000	\$2.344	\$2.313	\$29.522
Net Cash Deficit	(\$1.614)	(\$1.301)	(\$1.958)	(\$1.974)	(\$2.575)	(\$1.923)	(\$1.836)	(\$1.254)	(\$1.860)	(\$2.538)	(\$1.919)	(\$1.840)	(\$22.592)



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2007 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.268	0.566	(0.181)	(0.129)	(0.177)	(0.138)	(0.078)	0.534	(0.092)	(0.233)	(0.195)	(0.145)	0.000
Capital and Other Reimbursements	(0.080)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.073	(0.007)
<b>Total Receipts</b>	<b>\$0.188</b>	<b>\$0.566</b>	<b>(\$0.181)</b>	<b>(\$0.129)</b>	<b>(\$0.177)</b>	<b>(\$0.138)</b>	<b>(\$0.078)</b>	<b>\$0.534</b>	<b>(\$0.092)</b>	<b>(\$0.233)</b>	<b>(\$0.195)</b>	<b>(\$0.072)</b>	<b>(\$0.007)</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$0.050	\$0.062	\$0.132	\$0.109	(\$0.461)	\$0.099	\$0.047	\$0.129	\$0.077	(\$0.490)	\$0.125	\$0.121	(\$0.000)
Overtime	0.000	0.002	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)
Health and Welfare	(0.017)	(0.017)	(0.017)	(0.017)	(0.016)	(0.016)	(0.016)	(0.016)	(0.016)	(0.016)	(0.016)	0.180	0.000
Pensions	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.005	0.000
Other Fringe Benefits	0.005	0.004	0.006	0.007	(0.035)	0.005	0.003	0.006	0.003	(0.038)	0.008	0.026	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.212)	(0.212)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.037</b>	<b>\$0.050</b>	<b>\$0.118</b>	<b>\$0.098</b>	<b>(\$0.513)</b>	<b>\$0.088</b>	<b>\$0.034</b>	<b>\$0.119</b>	<b>\$0.064</b>	<b>(\$0.544)</b>	<b>\$0.117</b>	<b>\$0.120</b>	<b>(\$0.212)</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	(0.059)	0.001	(0.099)	0.031	0.011	(0.009)	0.031	0.010	0.031	0.011	0.011	0.030	0.000
Claims	(0.002)	(0.002)	0.001	(0.002)	0.001	0.001	0.001	0.001	0.001	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.064	(0.017)	0.063	(0.054)	(0.018)	(0.001)	0.024	0.013	(0.010)	(0.014)	(0.030)	(0.020)	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$0.003</b>	<b>(\$0.018)</b>	<b>(\$0.035)</b>	<b>(\$0.025)</b>	<b>(\$0.006)</b>	<b>(\$0.009)</b>	<b>\$0.056</b>	<b>\$0.024</b>	<b>\$0.022</b>	<b>(\$0.003)</b>	<b>(\$0.019)</b>	<b>\$0.010</b>	<b>\$0.000</b>
<b><u>Other Expenditures Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$0.228</b>	<b>\$0.598</b>	<b>(\$0.098)</b>	<b>(\$0.056)</b>	<b>(\$0.696)</b>	<b>(\$0.059)</b>	<b>\$0.012</b>	<b>\$0.677</b>	<b>(\$0.006)</b>	<b>(\$0.780)</b>	<b>(\$0.097)</b>	<b>\$0.058</b>	<b>(\$0.219)</b>
Depreciation Adjustment	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.860	0.877	10.337
<b>Total Cash Conversion Adjustments</b>	<b>\$1.088</b>	<b>\$1.458</b>	<b>\$0.762</b>	<b>\$0.804</b>	<b>\$0.164</b>	<b>\$0.801</b>	<b>\$0.872</b>	<b>\$1.537</b>	<b>\$0.854</b>	<b>\$0.080</b>	<b>\$0.763</b>	<b>\$0.935</b>	<b>\$10.118</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2007 ADOPTED BUDGET**  
**RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Baseline</b>													
Total Ridership	0.327	0.274	0.331	0.287	0.335	0.309	0.279	0.282	0.306	0.381	0.331	0.283	3.725

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Non-Reimbursable - Reimbursable Positions at End-of-Year**  
**Full-Time Positions and Full-Time Equivalents**

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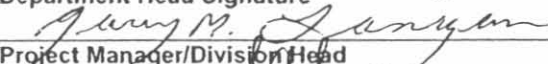
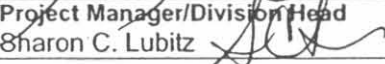
**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2007 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	13	13	13	13	13	13	13	13	13	13	13	14
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	17
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>31</b>
<b>Operations</b>												
Managers/Supervisors	7	7	7	7	7	7	7	7	7	7	7	7
Professional, Technical, Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	82	82	82	82	82	83	83	83	83	83	83	83
<b>Total Operations</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>
<b>Maintenance</b>												
Managers/Supervisors	11	11	11	11	11	11	11	11	11	11	11	11
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	135	135	135	136	136	137	137	140	141	143	143	144
<b>Total Maintenance</b>	<b>149</b>	<b>149</b>	<b>149</b>	<b>150</b>	<b>150</b>	<b>151</b>	<b>151</b>	<b>154</b>	<b>155</b>	<b>157</b>	<b>157</b>	<b>158</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	31	31	31	31	31	31	31	31	31	31	31	32
Professional, Technical, Clerical	23	23	23	23	23	23	23	23	23	23	23	24
Operational Hourlies	217	217	217	218	218	220	220	223	224	226	226	227
<b>Total Positions</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>272</b>	<b>272</b>	<b>274</b>	<b>274</b>	<b>277</b>	<b>278</b>	<b>280</b>	<b>280</b>	<b>283</b>

## **IX. Appendix**




# Staff Summary

Page 1 of 5

<b>Subject</b> MTA Consolidated 2007 Budget
<b>Department</b> Budgets & Financial Mgt.
<b>Department Head Name</b> Gary M. Lanigan
<b>Department Head Signature</b> 
<b>Project Manager/Division Head</b> Sharon C. Lubitz 

<b>Date</b> December 5, 2006
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	12/11	X		
2	Board	12/13	X		

Internal Approvals			
Order	Approval	Order	Approval
3	Executive Director 		Civil Rights
	Chief of Staff	2	Legal 
1	Budgets & Fin. Mgt. 		Administration
	Procurement		Other

## Purpose:

To secure MTA Board adoption of MTA's Consolidated and Agencies' 2006 November Forecast and 2007 Final Proposed Budget (November Plan), pursuant to the Board approved budget process. This includes approval of Policy Actions and Agencies' 2007 Program to Eliminate the Gap (PEGs) reflected in the November Plan. The proposal assumes that fares and tolls will remain at current levels.

## Discussion:

### Summary of Financial Projections

In accordance with Board policy, the Executive Director submitted a final proposed budget for 2007 to the Board in November. This plan reflected \$227 million of net improvements to the 2006 estimates and \$236 million of net improvements to the 2007 estimates that had been released last summer. Most of the improvements were due to increased real-estate-related tax receipts. Excluding the expected receipts from the sale of Stuyvesant Town/Peter Cooper Village (the plan assumes \$52 million will be generated from the sale), the real-estate tax projections in the November Plan reflected increases of \$176 million and \$201 million, respectively, in 2006 and 2007 compared with the July Plan -- a total of \$378 million (rounded to the nearest million).

Since the July Plan, there have been other developments, mainly based on recent economic trends, which have resulted in revenue and expense re-estimates. Fuel prices have recently dropped, and fuel costs were adjusted accordingly. However, beginning in 2007, power costs are projected to be higher than the July Plan, more than offsetting the fuel savings. In addition, pending completion of recent pension valuations by the independent actuary, a reserve is included in the MTAHQ budget of \$40 million annually beginning in 2007 to cover expected pension increases stemming from changing demographics and overtime. These funds will be allocated to Agency budgets upon completion of the actuarial valuations. On the positive side, recent projections by major health care providers are lower than was forecasted in July; some of these savings are included in the MTA's Consolidated Financial Plan, and are slated to be incorporated in the agency budgets in the February 2007 Financial Plan. Also, based on recent ridership trends and projected employment levels, farebox revenues are now forecast to increase over the July Plan, but are still significantly less than the levels projected in the February Plan. Pension projections include the estimated interest savings stemming from the investment of \$450 million in 2006 to reduce pension liabilities. The MaBSTOA portion of the resulting reductions in pension costs is captured within the NYCT financial plan and the MTA Defined Benefit Plan portion is captured in the MTA HQ plan, which will be distributed between MTAHQ, MNR and the LIRR in the February 2007 Financial Plan.

As set forth in the Executive Director's letter to the Board on November 29, the 2006 estimate and the 2006 proposed budget designates that increased real estate revenue projected in those two years be used to fund specific policy actions:

- \$142 million in 2006 and 2007 are used to (1) offset the \$78 million of lost revenue expected in 2007 from the previously proposed September 2007 fare/toll increase; (2) offset the \$22 million savings in 2007 that would have been generated by service adjustments in off-peak bus and subway service; and (3) cover the net increase in 2006 and 2007 in baseline Agency budgets including energy, pensions and other net changes to the July Plan.

- \$6.2 million annually beginning in 2007 (\$25 million over four years) to cover the costs associated with providing enhanced security training to designated operating personnel. In order to ensure consistency in the training and to coordinate efforts to determine content and delivery of training, the MTA Director of Interagency Preparedness will chair a task force comprised of training and security representatives of the Operating Agencies, which will develop training modules, prepare schedules for training sessions and coordinate the training among the agencies.
- \$50 million for Capital Security which will be added to the \$100 million for additional security initiatives earmarked from the 2006 cash balance in the July Plan. The total of \$150 million will be used to support new programs such as installation of intercoms in 75' subway cars and currently identified initiatives in the Capital Program, including emerging contingencies such as the upgrade of MTA police radios.
- \$81 million for downsizing costs to be set aside in 2007. As outlined in the November Plan, MTA will need to embark on an aggressive strategy to become more efficient while reducing headcount and expenses. Together, the developing shared services model and statutory changes to enable a reorganization of the MTA, are estimated to yield savings beginning in 2008. However, MTA will need to incur costs to achieve the resultant downsizing of the workforce.
- \$80 million in GASB contributions in 2006. The plan assumes that recent non-recurring NYCERS pension savings and anticipated employee health & welfare contributions from pattern labor settlements will be deposited in a special Government Accounting Standards Board (GASB) account to help fund post-retirement liabilities of "Other Than Pension Benefits" (OTPB). A new standard requiring governmental agencies to estimate these liabilities in their financial statements becomes effective in 2007. The November Plan assumes that the GASB contributions from the operating budget, including the aforementioned \$80 million, will be \$249 million in 2006 and \$90 million in 2007. During the life of the current Financial Plan, the expected GASB contribution is expected to be \$577 million. (Including MTA Bus in these figures, the GASB contribution increases to \$594 million.) The GASB contributions are shown on a discrete line of the MTA Consolidated Financial Plan. Although the Agency budgets do not show the GASB contributions on a discrete line, the monies associated with the non-recurring NYCERS pension savings and anticipated employee health & welfare contributions are incorporated into Agency expense budgets. The February Plan will reflect these payments in a discrete line in each Agency budget. The \$80 million additional contribution is to be funded by the 2004 Real Estate Tax Stabilization Account.

The Plan includes additional Policy and Gap-Closing Actions as follows:

- 2004 Real Estate Tax Stabilization Account (\$200 million) – these funds were set aside from the 2004 cash surplus to cover potential shortfalls in real estate tax revenues. As these funds were not needed for this purpose, the 2006 estimate assumes that these funds will be reprogrammed in December 2006, with \$80 million being used to fund GASB and the remainder reflected in the 2006 carryover balance for agency use in 2007.
- Anti-Graffiti Campaign – it is proposed that \$5.2 million be allocated in NYCT's budget in 2007 to begin a scratch-free window replacement program utilizing four-ply Mylar on the R142, R142A and R143 programs. It is assumed that the costs for this program will be \$3.4 million in 2008, \$5.0 million in 2009 and \$5.7 million in 2010. These funds are currently captured in the MTA Consolidated Plan; it is proposed that the program be incorporated into NYCT's budget in the February 2007 Financial Plan.
- Station Painting Program – As outlined in the November Plan, it is proposed that \$8.8 million annually, beginning in 2007, be included in NYCT's budget to support an operating budget painting program which would target an average of 35 stations annually. These funds are currently captured in the MTA Consolidated Plan; it is proposed that the program be incorporated into NYCT's budget in the February 2007 Financial Plan. The funding for this program stems from the \$52 million generated by the Real Property Transfer Tax receipts from the sale of Stuyvesant Town and Peter Cooper Village. These funds are expected to be received in December 2006 and will be deposited in NYCT's subsidy account.
- Service Marketing Plan – Consistent with the July Plan, it is proposed that \$5 million be spent in 2007 to support a marketing campaign that would target specific Commuter Railroad and NYCT services in order to increase usage.

These funds, to be allocated by the Executive Director, would be used for designated routes/services that have the potential to be better utilized and therefore make use of current capacity,

- Agency budgets include savings (currently reflected below the baseline) associated with the 2007 Program to Eliminate the Gap (PEG) of \$18 million in 2006 and \$40 million in 2007. The total value of these savings has been reduced since the July Plan to reflect the off-peak service reduction restorations. The outyear values of the 2007 Agency PEGs are approximately \$39 million annually. The Financial Plan for 2008 through 2010, presented as information only, reflects proposed Agency Post-2007 PEGs of \$13 million in 2008, growing to \$22 million annually thereafter. Also included for information are the estimated value of the savings expected to be generated by the shared services initiative and a reorganization of the MTA: \$11 million in 2008; \$41 million in 2009 and \$55 million in 2010.

Note that the Plan reflects that the funds set aside for the \$50 million 2005 Holiday Program were returned to the Agencies as reimbursement for 2005 and 2006 costs in the spring of 2006.

The Consolidated Plan provides for a \$75 million General Reserve annually beginning in 2007, consistent with recent Financial Plans. The unspent 2006 General Reserve is released and reflected in the 2006 closing cash balance.

In summary, the MTA Consolidated Plan reflects a closing cash balance in 2006 of \$938 million, which will be carried over to support 2007. The 2007 Final Proposed Budget ends with a closing cash balance of \$272 million, which will be carried over to support 2008. The outyears of the Plan contain substantial gaps: \$805 million in 2008, \$1,465 million in 2009 and \$1,793 million in 2010. The 2008 gap will need to be addressed next spring so that a balanced Preliminary 2008 Budget can be presented to the Board in July 2007.

Note that the MTA Consolidated budget currently excludes MTA Bus. As per the letter agreement with the City of New York, dated December 8, 2004, which was approved by the Board, the City agreed to pay MTA Bus the difference between the actual operating costs of the city bus routes and all revenues received for such route operations. Thus, the current costs of MTA Bus operations are 100% reimbursable by the City. Beginning in 2007, MTA Bus will be incorporated into the MTA Financial Plan and monthly reporting. To that end, a line-item annual budget for MTA Bus is included for Board approval. In addition, an MTA Consolidated Financial Plan that includes MTA Bus is also attached to this staff summary.

## **Recommendation:**

It is recommended that the Board:

- Adopt the 2007 Budget as summarized in the attached MTA Consolidated Statement of Operations by Category, including approving the 2006 November Plan projections, and 2006 and 2007 policy and gap closing actions.
- Adopt Agency 2007 Budgets, including approving the 2006 November Plan projections, and 2006 and 2007 gap closing actions.
- Authorize adjustment of Agency 2007 Budgets, including the 2006 November Plan projections, in the February 2007 Plan to reflect allocation of the \$40 million pension reserve in the MTAHQ Budget; allocation of the Defined Benefit Plan interest earnings associated with the 2006 investment to reduce pension liabilities, which is currently reflected in the MTAHQ budget; and distribution of health & welfare savings associated with lower rates included in the MTA Consolidated Plan. Agency Budgets will also be adjusted to reflect the GASB contributions on a discrete line in the budget.
- Authorize increases to NYCT's Budget to reflect the 2007 Station Painting and Anti-Graffiti Programs.
- Authorize inclusion of MTA Bus in the MTA Consolidated Financial Plan beginning in 2007.
- Authorize technical adjustments to Agency Budgets of a non-material nature in the February Financial Plan.
- Authorize adjustment of Agency 2007 budgets to reflect labor settlements approved from time to time by the Board
- Approve budget and cash management actions below:

## **Use of All-Agency Security Pool**

The 2006 MTA Headquarters (MTAHQ) Operating Budget authorizes the use of \$17 million and the 2007 MTAHQ Budget authorizes the use of \$17 million for certain MTA-wide security-related projects. Actual payments for these projects may occur in the fiscal year subsequent to the year of authorization. In order to implement this program, and to provide for these cross-fiscal-year expenses, the Board hereby authorizes the deposit in the Mortgage Recording Tax #2 (MRT-2)



Corporate Purposes Account of such amounts from MRT-2 receipts (moneys that by statute are allocable at the Board's discretion); and the payment, subject to the approval of the Executive Director or her designee, from such MRT-2 Corporate Account, of reimbursements of Agency expenses (including MTAHQ expenses) for the security-related projects contemplated in the 2006 and 2007 budget lines for such purposes.

### Advance of Bridges and Tunnels Operating Surplus

As has been done on previous occasions, the Board should authorize Bridges and Tunnels to advance to MTA and NYC Transit, to the extent funds are available therefor, all or a part of the estimated operating surplus for the year 2007, when and as directed by the Executive Director or her designee.

### General Reserve

The 2007 budget's expenditures include an MTA-wide \$75 million General Reserve, which is not allocated among the MTA Agencies. The Executive Director should be authorized to allocate the General Reserve in order to cover contingencies as may become necessary. This will assure the continued operations of MTA Headquarters and the operating agencies. Such expenditures shall be funded from MTA Corporate Account (MRT -2) monies.

### Inter-Agency Loans

The Board should authorize the Executive Director or her designee, acting under Section 1266 (6-a) of the Public Authorities Law, to enter into inter-agency loan agreements among the Metropolitan Transportation Authority and its affiliates and subsidiaries. This authorization would allow the temporary movement of funds among agencies to meet cash flow requirements for operating or capital purposes resulting from a mismatch between the receipt of subsidies and other monies and cash flow needs. The statute requires that any loans be repaid no later than the end of the next succeeding calendar year.

### Advance of MTA (Mortgage Recording Tax #2) Corporate Account Monies

Unlike all other forms of intergovernmental aid, these subsidy moneys, by statute, can be allocated at the Board's discretion. It is recommended that the Board continue the practice that it has adopted in the past and authorize that these funds be used to support the MTA Police, the All-Agency Security Pool (see above), other MTA Headquarters operations and to temporarily help stabilize cash-flow requirements. As in the past, the advance of such funds to the MTA and its affiliates and subsidiaries to stabilize cash-flow requirements may be made, provided that such advances are repaid prior to the end of the fiscal year in which made.

In addition, the Board should authorize that Corporate Account monies fund some of the Policy Actions described in this staff summary above. The Treasurer is hereby authorized to establish discrete accounts drawn from the Corporate Account monies in 2007 as follows: \$6.2 million for Enhanced Training; \$5 million for the Service Marketing program and \$81 million for the anticipated downsizing costs. These funds are to be disbursed by the Executive Director or her designee for the purposes described earlier in this staff summary. MRT-2 Corporate Account monies not needed to fund MTA Police, the All-Agency Security Pool, other MTA Headquarters operations, the MTA General Reserve, the policy actions set forth in this paragraph, or temporarily help stabilize cash-flow requirements, will be retained in the Corporate Account and any excess will be carried over to the subsequent year. Note that the Financial Plan assumes that the excess estimated Corporate Account funds are retained as part of the 2006 and 2007 carryovers in the 2006 and 2007 closing cash balances. Proposals for allocation of these funds will be included in subsequent Financial Plans and presented to the Board for action before allocation.

### Use of Stabilization Reserve: Provision for Prompt Payment of Contractual Obligations

In 1996, the Board approved the establishment of a Stabilization Reserve, to be held by the MTA Treasurer (the "Treasurer"), to stabilize MTA Agencies' cash flow requirements. The fund consists of two accounts, the MTA New York City Transit Account (the "Transit Account") and the MTA Commuter Railroad Account (the "Commuter Railroad Account"). The Board should authorize the use of any balances in such accounts, plus any amounts authorized below to be transferred to such accounts, to meet the cash flow requirements of MTA New York City Transit and the MTA Commuter Railroads. MTA New York City Transit is hereby authorized to pay to the Treasurer for deposit in the Transit Account such amounts as it deems necessary to accomplish the purpose thereof, consistent with the 2006 November Plan and the 2007 budget; and the Treasurer, subject to the approval of the Executive Director or her designee, is hereby authorized to pay into the Commuter Railroad Account, such amounts as are deemed necessary to accomplish the purpose thereof, consistent with the 2006 November Plan and the 2007 budget. The Treasurer, upon request of MTA New York City Transit, shall pay to NYCT such amounts as are necessary to meet cash flow requirements of NYCT and

as authorized by the MTA Executive Director or her designee, shall transfer from the Commuter Railroad Account such amounts as are necessary to meet the cash flow requirements of MTA Commuter Railroads.

### Establish \$150 million Capital Security Account

The Treasurer is hereby authorized to establish a Capital Security Account by December 31, 2006. These funds will be used to support Capital Program security contingencies, such as an upgrade of MTA police radios, as well as fund installation of intercoms in 75' subway cars. The Board authorizes the Executive Director or her designee to assign use of these funds. The funds for this account will be drawn from the Stabilization Reserve, with 70% (\$105 million) of the \$150 million drawn from the MTA New York City Transit Account (the "Transit Account") and 30% (\$45 million) of the \$150 million drawn from the MTA Commuter Railroad Account (the "Commuter Railroad Account").

### Real Estate Tax Stabilization Account

As part of the 2005 Adopted Budget, the MTA Treasurer was authorized to establish a Real Estate Tax Stabilization Account in 2004 funded by \$200 million of MTA Corporate Account (MRT-2) monies. The primary purpose of this account was to cover any shortfalls that may materialize in real estate tax revenues. There are currently no outstanding loans from this account. It is recommended that \$80 million of these funds be transferred to a special GASB Account, as detailed below. The remaining \$120 million, plus any interest earnings, will be distributed to the Stabilization Reserves, with 70% allocated to the MTA New York City Transit Account (the "Transit Account") and 30% to the MTA Commuter Railroad Account (the "Commuter Railroad Account"). These allocations are consistent with the 2005 plan to use the monies in the event real estate tax revenues stabilized. Once the transfers are completed before December 31, 2006, the Treasurer will close the Real Estate Tax Stabilization Account.

### Government Accounting Standards Board (GASB) Contributions

The 2006 estimate includes \$249 million to be set aside to help fund the OTPB liabilities and the 2007 budget includes \$90 million to help fund these liabilities. It is intended that these monies will be placed in a trust or other appropriate funding vehicle to be established in 2007. Pending determination of the appropriate vehicle, the Treasurer is authorized to establish a GASB Account, with Agency contributions retained in discrete sub-accounts, by December 31, 2006. The first \$80 million of the \$249 million will be funded from the elimination of the MRT-2 Real Estate Stabilization Account, as described above, and held in an account to be established called the MRT-2 GASB Account until the trust or other appropriate funding vehicle is established. The remaining \$169 million from estimated NYCERS savings and withholding of health and welfare contributions as defined in pattern labor settlements contained in Agency 2006 November Plan estimates will also be transferred from Agency Operating Accounts to the GASB Account. Moreover, \$3 million of MTA Bus' estimated 2006 GASB contribution stemming from the employee health & welfare contribution portion of pattern labor settlements will be transferred into the GASB Account. The 2007 budget allocation for GASB (\$90 million) is currently expected to be made by December 31, 2007.

# METROPOLITAN TRANSPORTATION AUTHORITY

## November Financial Plan 2007 - 2010

### MTA Consolidated Statement Of Operations By Category - Excluding MTA Bus Company

(\$ in millions)

Line

No.

7	<b>Non-Reimbursable</b>		<b>2006</b>	<b>2007</b>			
8		<b>2005</b>	<b>November</b>	<b>Final Proposed</b>			
9		<b>Actual</b>	<b>Forecast</b>	<b>Budget</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
10	<b><u>Operating Revenue</u></b>						
11	Farebox Revenue	\$3,565	\$3,694	\$3,749	\$3,801	\$3,835	\$3,861
12	Toll Revenue	1,205	1,235	1,237	1,240	1,236	1,235
13	Other Revenue	410	428	418	438	461	481
14	Capital and Other Reimbursements	26	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$5,206</b>	<b>\$5,357</b>	<b>\$5,405</b>	<b>\$5,479</b>	<b>\$5,532</b>	<b>\$5,576</b>
16							
17	<b><u>Operating Expense</u></b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$3,362	\$3,477	\$3,586	\$3,717	\$3,823	\$3,917
20	Overtime	385	398	363	370	384	398
21	Health & Welfare	769	845	932	1,035	1,149	1,274
22	Pensions	642	576	788	825	823	823
23	Other-Fringe Benefits	386	393	402	419	435	446
24	Pattern Labor Provision	0	13	76	104	104	104
25	Contribution to GASB Fund	0	249	90	71	79	87
26	Reimbursable Overhead	(240)	(277)	(288)	(286)	(285)	(290)
27	<b>Sub-total Labor Expenses</b>	<b>\$5,304</b>	<b>\$5,673</b>	<b>\$5,948</b>	<b>\$6,255</b>	<b>\$6,512</b>	<b>\$6,759</b>
28							
29	<b>Non-Labor Expenses:</b>						
30	Traction and Propulsion Power	253	274	309	314	338	359
31	Fuel for Buses and Trains	138	167	179	178	175	177
32	Insurance	62	36	38	43	46	53
33	Claims	90	138	153	156	160	164
34	Paratransit Service Contracts	158	190	228	266	305	355
35	Maintenance and Other Operating Contracts	453	509	555	560	582	592
36	Professional Service Contracts	216	191	225	223	232	235
37	Materials & Supplies	388	423	515	514	548	548
38	Other Business Expenses	156	152	152	162	161	164
39	<b>Sub-total Non-Labor Expenses</b>	<b>\$1,916</b>	<b>\$2,080</b>	<b>\$2,353</b>	<b>\$2,416</b>	<b>\$2,547</b>	<b>\$2,648</b>
40							
41	<b>Other Expense Adjustments:</b>						
42	Other	(\$11)	(\$9)	(\$6)	(\$14)	(\$8)	(\$8)
43	General Reserve	0	0	75	75	75	75
44	<b>Sub-total Other Expense Adjustments</b>	<b>(\$11)</b>	<b>(\$9)</b>	<b>\$69</b>	<b>\$61</b>	<b>\$67</b>	<b>\$67</b>
45							
46	<b>Total Operating Expense Before Depreciation</b>	<b>\$7,209</b>	<b>\$7,745</b>	<b>\$8,370</b>	<b>\$8,732</b>	<b>\$9,127</b>	<b>\$9,473</b>
47							
48	Depreciation	\$1,469	\$1,581	\$1,691	\$1,754	\$1,848	\$1,939
49							
50	<b>Total Operating Expense</b>	<b>\$8,678</b>	<b>\$9,325</b>	<b>\$10,061</b>	<b>\$10,486</b>	<b>\$10,975</b>	<b>\$11,413</b>
51							
52	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,472)</b>	<b>(\$3,969)</b>	<b>(\$4,657)</b>	<b>(\$5,007)</b>	<b>(\$5,443)</b>	<b>(\$5,836)</b>
53							
54	Dedicated Taxes and State/Local Subsidies	\$3,422	\$3,862	\$3,768	\$3,693	\$3,779	\$3,884
55	Debt Service (excludes Service Contract Bonds)	(1,018)	(1,321)	(1,458)	(1,600)	(1,751)	(1,886)
56							
57	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$1,067)</b>	<b>(\$1,427)</b>	<b>(\$2,347)</b>	<b>(\$2,914)</b>	<b>(\$3,415)</b>	<b>(\$3,837)</b>
58							
59	Conversion to Cash Basis: Depreciation	\$1,469	\$1,581	\$1,691	\$1,754	\$1,848	\$1,939
60	Conversion to Cash Basis: All Other	273	34	56	40	19	10
61	Net Cash Balance from Previous Year	507	1,182	1,369	769	0	0
62							
63	<b>Baseline Net Cash Balance</b>	<b>\$1,182</b>	<b>\$1,369</b>	<b>\$769</b>	<b>(\$351)</b>	<b>(\$1,547)</b>	<b>(\$1,888)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## November Financial Plan 2007 - 2010

### Gap Closing and Policy Actions

(\$ in millions)

Line

No.

	2006	2007			
	November	Final Proposed			
	Forecast	Budget	2008	2009	2010
5	<b>November Baseline Net Cash Balance</b>	<b>\$1,369</b>	<b>\$769</b>	<b>(\$351)</b>	<b>(\$1,547)</b>
					<b>(\$1,888)</b>
7	<b><u>POLICY ACTIONS:</u></b>				
8	Pension Liability Reduction	0	0	0	0
9	2004 Real Estate Tax Stabilization Account	200	0	0	0
10	Capital Security	(150)	0	0	0
11	Enhanced Security Training	0	(6)	(6)	(6)
12	2005 Holiday Fare Program	50	0	0	0
13	Downsizing Costs	0	(81)	0	0
14	Stuyvesant/Cooper Village Sale	52	0	0	0
15	NYCT Station Painting	0	(9)	(9)	(9)
16	Anti-Graffiti Campaign	0	(6)	(3)	(5)
17	Service Marketing Campaign	0	(5)	0	0
18	<b>Sub-Total</b>	<b>152</b>	<b>(106)</b>	<b>(19)</b>	<b>(20)</b>
20	<b><u>GAP CLOSING:</u></b>				
21	2007 Agency Program to Eliminate the Gap	18	40	37	39
22	Post-2007 Agency Program to Eliminate the Gap	0	0	13	22
23	Shared Services / Reorganization	0	0	11	41
24	<b>Sub-Total</b>	<b>18</b>	<b>40</b>	<b>61</b>	<b>102</b>
26	Adjusted Net Cash Balance from Previous Year	(600)	(431)	(497)	0
28	<b>Net Cash Surplus/(Deficit)</b>	<b>\$938</b>	<b>\$272</b>	<b>(\$805)</b>	<b>(\$1,465)</b>
					<b>(\$1,793)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## November Financial Plan 2007 - 2010

### MTA Consolidated Statement Of Operations By Category - Including MTA Bus Company

(\$ in millions)

Line Number		2005 Actual	2006 November Forecast	2007 Final Proposed Budget	2008	2009	2010
7	<b>Non-Reimbursable</b>						
8							
9							
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$3,565	\$3,820	\$3,878	\$3,932	\$3,967	\$3,994
12	Toll Revenue	1,205	1,235	1,237	1,240	1,236	1,235
13	Other Revenue	410	431	422	442	465	485
14	Capital and Other Reimbursements	26	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$5,206</b>	<b>\$5,486</b>	<b>\$5,537</b>	<b>\$5,614</b>	<b>\$5,668</b>	<b>\$5,714</b>
16							
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$3,362	\$3,630	\$3,766	\$3,903	\$4,014	\$4,114
20	Overtime	385	427	381	388	403	418
21	Health & Welfare	769	868	963	1,070	1,188	1,316
22	Pensions	642	586	800	837	836	836
23	Other-Fringe Benefits	386	407	417	435	451	463
24	Pattern Labor Provision	0	14	80	109	110	109
25	Contribution to GASB Fund	0	252	93	75	83	91
26	Reimbursable Overhead	(240)	(277)	(289)	(287)	(286)	(291)
27	<b>Sub-total Labor Expenses</b>	<b>\$5,304</b>	<b>\$5,907</b>	<b>\$6,212</b>	<b>\$6,530</b>	<b>\$6,799</b>	<b>\$7,057</b>
28							
29	<b>Non-Labor Expenses:</b>						
30	Traction and Propulsion Power	253	274	309	314	338	359
31	Fuel for Buses and Trains	138	191	207	206	203	205
32	Insurance	62	50	52	59	64	72
33	Claims	90	140	158	164	168	172
34	Paratransit Service Contracts	158	190	228	266	305	355
35	Maintenance and Other Operating Contracts	453	538	577	582	604	615
36	Professional Service Contracts	216	194	240	239	248	251
37	Materials & Supplies	388	453	548	547	582	583
38	Other Business Expenses	156	155	152	162	161	164
39	<b>Sub-total Non-Labor Expenses</b>	<b>\$1,916</b>	<b>\$2,186</b>	<b>\$2,472</b>	<b>\$2,540</b>	<b>\$2,673</b>	<b>\$2,776</b>
40							
41	<b>Other Expense Adjustments:</b>						
42	Other	(\$11)	(\$9)	(\$6)	(\$14)	(\$8)	(\$8)
43	General Reserve	0	0	75	75	75	75
44	<b>Sub-total Other Expense Adjustments</b>	<b>(\$11)</b>	<b>(\$9)</b>	<b>\$69</b>	<b>\$61</b>	<b>\$67</b>	<b>\$67</b>
45							
46	<b>Total Operating Expense Before Depreciation</b>	<b>\$7,209</b>	<b>\$8,084</b>	<b>\$8,753</b>	<b>\$9,131</b>	<b>\$9,539</b>	<b>\$9,901</b>
47							
48	Depreciation	\$1,469	\$1,594	\$1,721	\$1,790	\$1,887	\$1,981
49							
50	<b>Total Operating Expense</b>	<b>\$8,678</b>	<b>\$9,679</b>	<b>\$10,474</b>	<b>\$10,922</b>	<b>\$11,426</b>	<b>\$11,881</b>
51							
52	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$3,472)</b>	<b>(\$4,193)</b>	<b>(\$4,937)</b>	<b>(\$5,307)</b>	<b>(\$5,758)</b>	<b>(\$6,168)</b>
53							
54	Dedicated Taxes and State/Local Subsidies	\$3,422	\$4,067	\$4,023	\$3,957	\$4,055	\$4,174
55							
56	Debt Service (excludes Service Contract Bonds)	(1,018)	(1,321)	(1,458)	(1,600)	(1,751)	(1,886)
57							
58	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$1,067)</b>	<b>(\$1,446)</b>	<b>(\$2,372)</b>	<b>(\$2,950)</b>	<b>(\$3,453)</b>	<b>(\$3,879)</b>
59							
60	Conversion to Cash Basis: Depreciation	\$1,469	\$1,594	\$1,721	\$1,790	\$1,887	\$1,981
61	Conversion to Cash Basis: All Other	273	39	51	40	19	10
62	Net Cash Balance from Previous Year	507	1,182	1,369	769	0	0
63							
64	<b>Baseline Net Cash Balance</b>	<b>\$1,182</b>	<b>\$1,369</b>	<b>\$769</b>	<b>(\$351)</b>	<b>(\$1,547)</b>	<b>(\$1,888)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## November Financial Plan 2007 - 2010

### Gap Closing and Policy Actions

(\$ in millions)

Line

No.

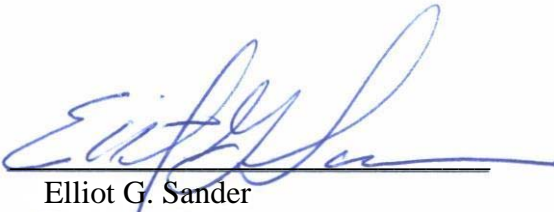
	2005	2006	2007			
	Actual	November	Final Proposed			
		Forecast	Budget	2008	2009	2010
5	<b>November Baseline Net Cash Balance</b>					
	\$1,182	\$1,369	\$769	(\$351)	(\$1,547)	(\$1,888)
7	<b><u>POLICY ACTIONS:</u></b>					
8	Pension Liability Reduction	(450)	0	0	0	0
9	2004 Real Estate Tax Stabilization Account	0	200	0	0	0
10	Capital Security	(100)	(150)	0	0	0
11	Enhanced Security Training	0	0	(6)	(6)	(6)
12	2005 Holiday Fare Program	(50)	50	0	0	0
13	Downsizing Costs	0	0	(81)	0	0
14	Stuyvesant/Cooper Village Sale	0	52	0	0	0
15	NYCT Station Painting	0	0	(9)	(9)	(9)
16	Anti-Graffiti Campaign	0	0	(6)	(3)	(5)
17	Service Marketing Campaign	0	0	(5)	0	0
18	<b>Sub-Total</b>	<b>(600)</b>	<b>152</b>	<b>(106)</b>	<b>(19)</b>	<b>(21)</b>
20	<b><u>GAP CLOSING:</u></b>					
21	2007 Agency Program to Eliminate the Gap	0	18	40	37	39
22	Post 2007 Agency Program to Eliminate the Gap	0	0	0	13	22
23	Shared Services / Reorganization	0	0	0	11	55
24	<b>Sub-Total</b>	<b>0</b>	<b>18</b>	<b>40</b>	<b>61</b>	<b>116</b>
26	Adjusted Net Cash Balance from Previous Year	0	(600)	(431)	(497)	0
28	<b>Net Cash Surplus/(Deficit)</b>					
	<b>\$582</b>	<b>\$938</b>	<b>\$272</b>	<b>(\$805)</b>	<b>(\$1,465)</b>	<b>(\$1,793)</b>

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

I, Elliot G. Sander, Executive Director of the Metropolitan Transportation Authority ("MTA"), hereby certify, to the best of my knowledge and belief after reasonable inquiry, including certifications from senior management at the MTA agencies, that the attached budget and financial plan is based on reasonable assumptions and methods of estimation and that the requirements of Section 202.3 and 202.4 of the Regulations referenced above have been satisfied.

Metropolitan Transportation Authority

By:   
Elliot G. Sander  
Executive Director

Dated: February 20, 2007



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