

## **V. Agency Financial Plans**

# **Bridges and Tunnels**

# **MTA Bridges and Tunnels 2009 Final Proposed Budget November Financial Plan 2009–2012**

## **MISSION STATEMENT/MAJOR HIGHLIGHTS**

MTA Bridges and Tunnels (B&T) operates seven bridges and two tunnels that form essential links for vehicular highway transportation in the New York City metropolitan region, while also providing significant financial support for mass transit. On an average day, approximately 800,000 vehicles use the nine crossings, generating almost \$1.3 billion in annual toll revenue.

The agency's mission is carried out through 14 different departments, including the Operations Department that manages the facilities on a day-to-day basis, and the Engineering and Construction Department that is responsible for maintaining the structural integrity of the facilities. The Operations Department employs 70 percent of the workforce, with Engineering and Construction employing another 10 percent. Each of the other B&T departments perform a wide variety of critical functions in support of B&T's dual responsibilities of moving vehicles across its facilities as safely, securely and efficiently as possible and providing essential and significant financial support to the MTA transportation network.

MTA Bridges & Tunnels continues to be a strong source of fiscal stability for the MTA. For 2008 and 2009, B&T projects that it will contribute \$673.3 million and \$620.8 million, respectively, in Support to Mass Transit. Since becoming part of the MTA in 1968, a total of \$15.4 billion (through 2007) has been contributed to transit by B&T.

B&T is able to generate this financial support while providing high levels of customer satisfaction for travelers utilizing its facilities. In its most recent customer satisfaction survey taken during the fall of 2007, B&T's customers rated their overall satisfaction at 6.7 out of 10. Satisfaction with the performance of the agency's E-ZPass system was 8.2. This is consistent with B&T's historical performance, despite near record high traffic and significant construction at several facilities.

Since first being installed in the mid-1990's, E-ZPass has been a transformative initiative for motorists in the New York area, not only because it enabled them to pay their tolls electronically and reduce congestion, but because it was built as an interoperable system that allowed drivers who signed up to use their tag on any E-ZPass member agency's facility. What started out primarily as a New York, New Jersey, Pennsylvania regional system has now expanded to 25 agencies in 14 states and one border crossing, including Ohio and Rhode Island, which became members of the E-ZPass Interagency Group this past year.

Motorists can now travel from Maine to Virginia and west to Illinois without having to stop to pay tolls.

Two of the biggest challenges facing B&T today in terms of toll collection are how to keep increasing its E-ZPass market share and how to reconfigure its toll plazas to help further reduce traffic congestion in the region. To help increase market share, B&T recently began providing potential customers with a simplified one-page E-ZPass application, an initiative that was substantiated by market research efforts that found the long-standing “traditional” application a barrier to signing up for many people. B&T is also piloting E-ZPass-on-the-Go this year—an initiative that enables customers to purchase a prepaid E-ZPass tag and account kit at participating retailers. Since April of this year, 10 to 15% of new accounts have been opened through the E-ZPass-on-the-Go pilot. The program will be expanded in 2009. In regard to toll plazas, B&T is in the initial stages of studying the feasibility of cashless tolling at its facilities. Among the issues to be explored are the likely effect on traffic flow and the potential effect on net income.

While fiscal stability and the other priority areas discussed above are of critical importance to B&T, there is no higher priority for the agency than the safety of its employees and customers. By emphasizing safe work practices and regularly providing safety training, B&T employees are working safer than ever. In 2007, B&T won the Chairman’s Safety Award for Outstanding Achievement in Safety, which is presented to the MTA agency with the most improved rate of lost time and restricted duty incidents. In addition, the Triborough Bronx was rewarded for going 520 consecutive days without injury. So far this year, B&T is continuing to excel in this area. As of July 2008, year-to-date lost time injuries were 2.3 per 200,000 hours, very close to the lowest recorded rating of 2.2.

B&T also continues to carry out initiatives that help assure the safe passage of its customers, including identifying collision hotspots, re-evaluating and modifying traffic patterns in construction zones and improving roadway signage. Through July 2008, the collision rate was 4.79 per million vehicles, exceeding the YTD July goal of 5.14. For the same period, the collision rate with injury was 0.98, also exceeding the YTD goal of 1.07.

To better enforce weight restrictions and ensure the safety and structural integrity of the facilities a new truck weight enforcement program was initiated last year on B&T’s suspension bridges. The program uses a combination of new personnel and overtime to perform vehicle weight and safety inspections and provide a regular facility presence to conduct credential checks. From August of 2007 (when the program began) through August 2008, more than 48,000 trucks were inspected.

Sustainability is now another critical priority area for the MTA and B&T is taking steps to operate in a more environmentally-friendly way and thereby help preserve our natural resources. In the past year, an interdepartmental “Green” Council was formed to help guide, track and measure B&T’s sustainability efforts.

Among the B&T initiatives now in various stages of implementation/development being monitored by this group are:

- the conversion of the Verrazano-Narrows Bridge necklace lights to LED technology with plans to expand the project to other bridge facilities;
- the installation of a third E-85 fueling station to service southern facilities with ethanol;
- Leadership in Energy and Environmental Design (LEED) certification and LEED silver for new construction and substantial reconstruction projects;
- the use of photo-voltaic roof-top and wall solar panels;
- variable frequency drives for tunnel venting fans; and
- “Green” improvement plans for all administrative buildings and other applications for LED lighting technology.

Finally, to successfully move forward in each of these priority areas, a productive, motivated and well-trained workforce is essential. B&T is working with MTAHQ and the other MTA agencies on several workforce development task forces and sub-committees. Among the initiatives being undertaken this year is a new management training program for Maintenance personnel, a new Leadership Academy Program for mid-level managers; and the standardization of maintenance worker work rules.

## **FINANCIAL OVERVIEW**

The November Plan calls for revenue reductions against the July Financial Plan primarily due to lower forecast toll revenues stemming from worsening economic conditions. The July Plan included actuals through May and, based on traffic trends at the time, volumes were projected to decline 3.6% year-over-year on average through December. The November Plan includes actuals through September. Traffic dropped 4.1% on average from June through September, compared to the same months in 2007. With minor adjustments for weather and other factors, the average decline during the last quarter is projected to be 4.3%.

Although gas prices have fallen somewhat in recent weeks, they remain historically high. Moreover, the financial crisis that hit in October and the subsequent economic uncertainty will likely contribute to an operating environment of suppressed traffic volumes. For the rest of the plan period, the toll revenue forecast includes the following assumptions:

- Gas prices will remain high throughout the financial plan period. Although gas prices have been impacting traffic negatively throughout 2008, volumes began declining considerably more from May on. Baseline traffic has therefore been adjusted downward to reflect the negative impacts from current gas prices over a full year.
- The region will lose over 40,000 jobs in 2009 and they won't be fully recovered until 2011.

B&T's Baseline Net Operating Income for the 2008 November Forecast is projected to be \$862.5 million, \$2.2 million higher than the 2008 July Financial Plan. This consists of \$1,304.1 million in revenue less \$441.5 million in expenses. Total Support to Mass Transit for the 2008 November Forecast is projected to be \$673.3 million, \$4.0 million higher than the 2008 July Financial Plan.

Baseline Net Operating Income for the 2009 Final Proposed Budget is projected to be \$842.1 million; \$20.5 million lower than the July Financial Plan, before factoring in the Program to Eliminate the Gap (PEG). This consists of \$1,292.9 million in revenue less \$450.8 million in expenses. Total Support to Mass Transit is projected to be \$620.8 million; \$26.6 million lower than the July Financial Plan.

In 2010, Baseline Net Operating Income is projected to be \$813.5 million, \$21.9 million lower than the July Financial Plan, before factoring in the Program to Eliminate the Gap (PEG). Total Support to Mass Transit for 2010 is projected to be \$585.7 million, \$34.4 million lower than the July Financial Plan.

For 2011, Baseline Net Operating Income is projected to be \$813.7 million, \$22.0 million lower than the July Financial Plan, before factoring in the Program to Eliminate the Gap. Total Support to Mass Transit is projected to be \$582.3 million, which is \$34.7 million lower than the July Financial Plan.

For 2012, Baseline Net Operating Income is projected to be \$803.6 million, \$21.7 million lower than the July Financial Plan, before factoring in the Program to Eliminate the Gap. Total Support to Mass Transit is projected to be \$564.2 million, \$34.6 million lower than the July Financial Plan.

## **2008 November Forecast**

In the 2008 November Forecast, a total of \$862.5 million is projected in Baseline Net Operating Income compared to \$860.3 in the 2008 Mid-Year Forecast.

Total revenues are \$1,304.1 million, which is \$1.8 million less than the Mid-Year Forecast. Toll revenue accounts for approximately 98% of all revenues and is projected at \$1,273.2 million, which is \$3.2 million less than the original estimate. As mentioned earlier, year-to-year traffic declined over the first nine months of the year and is expected to continue to decline for the remainder of the year, primarily due to high gas prices and a slowdown in the local economy. Offsetting the lower toll revenue are increases in yields from existing E-ZPass fees (\$0.4 million) and capital reimbursements (\$0.9 million) and other miscellaneous sources (\$0.1 million).

The 2008 November Forecast expenses are \$441.5 million, which are composed of \$225.1 million in labor costs and \$216.4 million in non-labor expenses. Total expenses are \$4.1 million lower than the Mid-Year Forecast. Labor expenses are lower by \$0.7 million due primarily to lower payroll (\$0.5 million) and overtime

(\$0.3 million). Non-labor expenses (\$3.4 million) are lower mainly due to re-estimates of E-ZPass Customer Service Center costs (\$1.1 million) and lower expenses for maintenance of PCs, telecommunications, computer systems and other equipment services (\$1.4 million). In addition, there are reductions in bond service fees (\$0.4 million) and other expenses primarily due to delays in start-up of planning studies (\$1.0) and training services (\$0.4 million). These expenses were offset by increases in purchases of E-ZPass tags (\$0.4 million), E-ZPass credit card fees (\$0.7 million) and fence and rail equipment (\$0.2 million).

In 2008, the total planned headcount remains at 1,832, which includes 53 capital reimbursable positions.

Details regarding the reconciliation of the November Forecast to the Mid-Year Forecast and the assumptions for traffic and headcount are discussed in the Plan-to-Plan Summary of Changes and the Other Assumptions sections.

### **2009 Final Proposed Budget**

In the 2009 Final Proposed Budget, a total of \$842.1 million is projected in Baseline Net Operating Income for 2009, before factoring in the savings from PEGs, compared to \$862.6 million in the Mid-Year Forecast.

Revenues are \$1,292.9 million, which is \$18.7 million lower than the Mid-Year Budget primarily due to a \$17.4 million decrease in the toll revenue forecast, reflecting lower baseline traffic volume resulting from the unfavorable traffic trend in 2008 and downward revisions to the projection for regional employment. Capital reimbursable expenses were revised downward reflecting a decrease in capital work in the final year of the five-year capital program (\$1.3 million).

Expenses are \$450.8 million, which are composed of \$238.5 million in labor costs and \$212.3 million in non-labor expenses. Overall expenses are \$1.8 million higher than the Mid-Year Budget. Labor costs are projected to increase by \$1.0 million, due primarily to higher overtime costs (\$2.2 million) resulting from budgeting the change in rates due to the settlement of labor contracts under the payroll line. The overtime costs are offset by lower payroll (\$0.5 million) and health and welfare expenses (\$0.6 million).

Non-labor expenses will increase by \$0.8 million primarily due to revised estimates for E-ZPass credit card fees (\$0.7 million), re-estimate of maintenance contracts for PCs, telecommunications, copiers and other equipment (\$1.5 million). Offsetting the higher non-labor expenses are reductions in planning studies expenses (\$0.7 million).

In 2009, baseline headcount remains at 1,832, which includes 45 reimbursable positions.

The 2009 preliminary budget also includes below-the-line gap closing actions of \$0.3 million, which are discussed later in this document, under Gap Closing Measures.

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

## **2010-2012 Projections**

The 2010 projection for Baseline Net Operating Income is \$813.5 million before factoring in the savings from PEGs, compared to \$835.4 million in the July Financial Plan. This consists of \$1,296.5 million in revenues, less \$483.0 million in expenses. The expenses are comprised of \$246.8 million in labor costs and \$236.2 million in non-labor expenses. Overall expenses are \$2.5 million higher than the July Financial Plan.

Total baseline planned headcount in 2010 before factoring in the Program to Eliminate the Gap remains at 1,832, which includes 53 capitalily reimbursable positions.

The 2011 projection for Baseline Net Operating Income, before factoring in the savings from PEGs, is \$813.7 million compared to \$835.7 million in the July Financial Plan. This consists of \$1,301.8 million in revenues, offset by \$488.1 million in expenses. The expenses are comprised of \$256.3 million in labor costs and \$231.8 million in non-labor expenses.

In 2012, the projection for Baseline Net Operating Income is \$803.6 million compared to \$825.4 million in the July Financial Plan. This consists of \$1,309.6 million in revenues, offset by \$506.0 million in expenses. The expenses are comprised of \$266.0 million in labor costs and \$240.0 million in non-labor expenses.

Details for the reconciliations of the November Financial Plan to the July Financial Plan are discussed in the Plan-to-Plan Summary of Changes, and the assumptions guiding traffic and headcount projections are discussed in the Other Assumptions section.

## **GAP CLOSING MEASURES**

### **2009 PEG Actions**

PEG actions proposed in the July Financial Plan to be phased in during 2009 are projected to generate a total of \$0.264 million in cost reductions, which annualize to more than \$0.313 million each year thereafter. The program consists of the following initiatives:



- An evaluation of the Human Resources managerial structure has determined that they can reduce their supervisory staff by one position. This plan is projected to save \$0.127 million in labor cost beginning in 2009 and \$0.131 million each year thereafter.
- The Controllers Department evaluated their caseload and work flow and determined they can reduce their staff by one Accountant position, which became vacant due to retirement. The remaining two positions will absorb the responsibilities accomplished by this position. This plan is projected to save \$0.124 million in labor costs in 2009 and each year thereafter.
- The Controllers Department evaluated their Accounts Payable structure and determined that based on current workload and payment voucher trends, they will be able to reduce their staff by one position. This plan is projected to save \$0.013 million in labor cost in 2009 and \$0.054 million each year thereafter.

### **Post-2009 PEG Actions**

Unspecified PEGs are scheduled to begin in 2010 and thereafter.

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009-2012**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>						
	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Operating Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,250.549	1,273.180	1,263.730	1,263.592	1,267.946	1,275.1
Other Operating Revenue	12.807	11.515	11.981	12.151	12.358	12.6
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.0
Investment Income	5.558	2.558	2.321	4.099	4.458	4.5
<b>Total Revenue</b>	<b>\$1,268.914</b>	<b>\$1,287.253</b>	<b>\$1,278.032</b>	<b>\$1,279.842</b>	<b>\$1,284.762</b>	<b>\$1,292.108</b>
<b>Operating Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$113.837	\$122.243	\$128.951	\$132.850	\$137.415	\$142.044
Overtime	25.146	26.367	26.169	26.522	27.057	27.568
Health and Welfare	18.415	19.845	21.935	23.294	25.163	27.056
OPEB Current Payment	10.218	11.764	12.923	13.844	14.830	15.887
Pensions	18.204	19.513	23.446	24.068	24.750	25.481
Other Fringe Benefits	17.742	15.700	16.200	16.696	17.337	17.949
Reimbursable Overhead	(6.806)	(7.126)	(6.037)	(7.170)	(7.314)	(7.460)
<b>Total Labor Expenses</b>	<b>\$196.755</b>	<b>\$208.306</b>	<b>\$223.586</b>	<b>\$230.103</b>	<b>\$239.239</b>	<b>\$248.524</b>
<b><u>Non-Labor:</u></b>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	9.126	8.163	8.851	10.390	11.357	12.430
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	135.400	171.808	159.885	167.526	160.863	173.238
Professional Service Contracts	12.366	16.322	22.054	19.586	18.744	20.468
Materials & Supplies	14.008	17.912	18.939	35.411	37.803	30.629
Other Business Expenses	1.370	2.202	2.596	3.339	3.070	3.192
<b>Total Non-Labor Expenses</b>	<b>\$172.270</b>	<b>\$216.407</b>	<b>\$212.325</b>	<b>\$236.252</b>	<b>\$231.837</b>	<b>\$239.957</b>
<b><u>Other Expense Adjustments:</u></b>						
Other	\$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>Total Expenses Before Depreciation and GASB Adj</b>	<b>\$369.025</b>	<b>\$424.712</b>	<b>\$435.911</b>	<b>\$466.355</b>	<b>\$471.076</b>	<b>\$488.481</b>
Add: Depreciation	\$69.793	\$72.700	\$77.800	\$83.200	\$89.000	\$95.200
OPEB Obligation	61.283	61.300	65.900	69.200	72.400	75.800
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$500.101</b>	<b>\$558.712</b>	<b>\$579.611</b>	<b>\$618.755</b>	<b>\$632.476</b>	<b>\$659.481</b>
Less: Depreciation	69.793	72.700	77.800	83.200	89.000	95.200
OPEB Obligation	61.283	61.300	65.900	69.200	72.400	75.800
<b>Total Expenses</b>	<b>\$369.025</b>	<b>\$424.712</b>	<b>\$435.911</b>	<b>\$466.355</b>	<b>\$471.076</b>	<b>\$488.481</b>
<b>Baseline Income/(Deficit)</b>	<b>\$899.889</b>	<b>\$862.541</b>	<b>\$842.120</b>	<b>\$813.487</b>	<b>\$813.686</b>	<b>\$803.627</b>
2009 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$0.264	\$0.313	\$0.323	\$0.334
Post-2009 Agency Program to Eliminate the Gap	0.000	0.000	0.000	2.010	11.308	16.962
<b>Net Income/(Deficit)</b>	<b>\$899.889</b>	<b>\$862.541</b>	<b>\$842.384</b>	<b>\$815.810</b>	<b>\$825.317</b>	<b>\$820.923</b>
Business Service Center	\$0.000	\$0.000	\$0.000	\$0.000	\$1.691	\$4.049

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009-2012**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>						
	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Revenue</b>						
Farebox Revenue	\$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
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	16.057	16.811	14.840	16.657	17.065	17.529
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$16.057</b>	<b>\$16.811</b>	<b>\$14.840</b>	<b>\$16.657</b>	<b>\$17.065</b>	<b>\$17.529</b>
<b>Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$5.761	\$6.270	\$5.941	\$6.013	\$6.133	\$6.256
Overtime	0.556	0.116	0.049	0.135	0.100	0.100
Health and Welfare	1.575	1.667	1.457	1.733	1.878	2.036
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.333	0.890	0.740	0.907	0.923	0.942
Other Fringe Benefits	1.025	0.742	0.616	0.699	0.717	0.735
Reimbursable Overhead	6.806	7.126	6.037	7.170	7.314	7.460
<b>Total Labor Expenses</b>	<b>\$16.057</b>	<b>\$16.811</b>	<b>\$14.840</b>	<b>\$16.657</b>	<b>\$17.065</b>	<b>\$17.529</b>
<b><u>Non-Labor:</u></b>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	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
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	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>\$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>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$16.057</b>	<b>\$16.811</b>	<b>\$14.840</b>	<b>\$16.657</b>	<b>\$17.065</b>	<b>\$17.529</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$16.057</b>	<b>\$16.811</b>	<b>\$14.840</b>	<b>\$16.657</b>	<b>\$17.065</b>	<b>\$17.529</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$16.057</b>	<b>\$16.811</b>	<b>\$14.840</b>	<b>\$16.657</b>	<b>\$17.065</b>	<b>\$17.529</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>	<b>\$0.000</b>
Business Service Center	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009-2012**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**NON-REIMBURSABLE / REIMBURSABLE**  
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	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,250.549	1,273.180	1,263.730	1,263.592	1,267.946	1,275.080
Other Operating Revenue	12.807	11.515	11.981	12.151	12.358	12.570
Capital and Other Reimbursements	16.057	16.811	14.840	16.657	17.065	17.529
Investment Income	5.558	2.558	2.321	4.099	4.458	4.458
<b>Total Revenue</b>	<b>\$1,284.971</b>	<b>\$1,304.064</b>	<b>\$1,292.872</b>	<b>\$1,296.499</b>	<b>\$1,301.827</b>	<b>\$1,309.638</b>
<b>Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$119.599	\$128.513	\$134.892	\$138.863	\$143.548	\$148.300
Overtime	25.703	26.483	26.218	26.657	27.157	27.668
Health and Welfare	19.990	21.512	23.391	25.027	27.041	29.092
OPEB Current Payment	10.218	11.764	12.923	13.844	14.830	15.887
Pensions	18.537	20.403	24.186	24.974	25.673	26.423
Other Fringe Benefits	18.767	16.442	16.816	17.395	18.054	18.684
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$212.813</b>	<b>\$225.117</b>	<b>\$238.426</b>	<b>\$246.760</b>	<b>\$256.304</b>	<b>\$266.054</b>
<b><u>Non-Labor:</u></b>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	9.126	8.163	8.851	10.390	11.357	12.430
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	135.400	171.808	159.885	167.526	160.863	173.238
Professional Service Contracts	12.366	16.322	22.054	19.586	18.744	20.468
Materials & Supplies	14.008	17.912	18.939	35.411	37.803	30.629
Other Business Expenses	1.370	2.202	2.596	3.339	3.070	3.192
<b>Total Non-Labor Expenses</b>	<b>\$172.270</b>	<b>\$216.407</b>	<b>\$212.325</b>	<b>\$236.252</b>	<b>\$231.837</b>	<b>\$239.957</b>
<b><u>Other Expense Adjustments:</u></b>						
Other	\$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>Total Expenses Before Depreciation and GASB Adj</b>	<b>\$385.082</b>	<b>\$441.523</b>	<b>\$450.751</b>	<b>\$483.012</b>	<b>\$488.141</b>	<b>\$506.010</b>
Add: Depreciation	69.793	72.700	77.800	83.200	89.000	95.200
OPEB Obligation	61.283	61.300	65.900	69.200	72.400	75.800
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$516.158</b>	<b>\$575.523</b>	<b>\$594.451</b>	<b>\$635.412</b>	<b>\$649.541</b>	<b>\$677.010</b>
Less: Depreciation	69.793	72.700	77.800	83.200	89.000	95.200
OPEB Obligation	61.283	61.300	65.900	69.200	72.400	75.800
<b>Total Expenses</b>	<b>385.082</b>	<b>441.523</b>	<b>450.751</b>	<b>483.012</b>	<b>488.141</b>	<b>506.010</b>
<b>Baseline Net Income/(Deficit)</b>	<b>\$899.889</b>	<b>\$862.541</b>	<b>\$842.120</b>	<b>\$813.487</b>	<b>\$813.686</b>	<b>\$803.627</b>
2009 Agency Program to Eliminate the Gap	\$0.000	\$0.000	\$0.264	\$0.313	\$0.323	\$0.334
Post-2009 Agency Program to Eliminate the Gap	0.000	0.000	0.000	2.010	11.308	16.962
<b>Net Income/(Deficit)</b>	<b>\$899.889</b>	<b>\$862.541</b>	<b>\$842.384</b>	<b>\$815.810</b>	<b>\$825.317</b>	<b>\$820.923</b>
Business Service Center	\$0.000	\$0.000	\$0.000	\$0.000	\$1.691	\$4.049

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009-2012**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

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

	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Baseline Income/(Deficit)</b>	<b>\$899.889</b>	<b>\$862.541</b>	<b>\$842.120</b>	<b>\$813.487</b>	<b>\$813.686</b>	<b>\$803.627</b>
<b><u>Deductions from Income:</u></b>						
Less: Capitalized Assets	\$6.314	\$14.508	\$18.854	\$18.854	\$18.854	\$18.854
Reserves	16.156	13.667	13.953	14.261	14.531	14.809
GASB Reserves	1.670	1.980	2.210	2.431	2.479	2.529
<b>Adjusted Baseline Income/(Deficit)</b>	<b>\$875.749</b>	<b>\$832.386</b>	<b>\$807.104</b>	<b>\$777.941</b>	<b>\$777.822</b>	<b>\$767.435</b>
Less: Debt Service	463.748	506.616	603.878	609.285	620.770	634.429
<b>Income Available for Distribution</b>	<b>\$412.001</b>	<b>\$325.771</b>	<b>\$203.225</b>	<b>\$168.656</b>	<b>\$157.052</b>	<b>\$133.006</b>
<b><u>Distributable To:</u></b>						
MTA - Investment Income	5.558	\$2.558	\$2.321	\$4.099	\$4.458	\$4.458
MTA - Distributable Income	249.968	215.707	165.980	146.768	140.584	128.631
NYCT - Distributable Income	156.474	107.506	34.925	17.789	12.010	(0.083)
<b>Total Distributable Income:</b>	<b>\$412.001</b>	<b>\$325.771</b>	<b>\$203.225</b>	<b>\$168.656</b>	<b>\$157.052</b>	<b>\$133.006</b>
<b><u>Actual Cash Transfers:</u></b>						
MTA - Investment Income	8.637	5.558	2.558	2.321	4.099	4.458
MTA - Transfers	249.945	225.378	170.952	148.689	141.202	129.826
NYCT - Transfers	156.397	111.852	42.183	19.503	12.588	1.127
<b>Total Cash Transfers:</b>	<b>\$414.979</b>	<b>\$342.788</b>	<b>\$215.693</b>	<b>\$170.512</b>	<b>\$157.890</b>	<b>\$135.411</b>
<b><u>SUPPORT TO MASS TRANSIT:</u></b>						
Total Revenues	\$1,284.971	\$1,304.064	\$1,292.872	\$1,296.499	\$1,301.827	\$1,309.638
Less: Net Operating Expenses	385.082	441.523	450.751	483.012	488.141	506.010
2009 Agency Program to Eliminate the Gap	0.000	0.000	0.264	0.313	0.323	0.334
Post-2009 Agency Program to Eliminate the Gap	0.000	0.000	0.000	2.010	11.308	16.962
<b>Net Operating Income:</b>	<b>\$899.889</b>	<b>\$862.541</b>	<b>\$842.384</b>	<b>\$815.810</b>	<b>\$825.317</b>	<b>\$820.923</b>
<b><u>Deductions from Operating Income:</u></b>						
B&T Debt Service	\$140.544	\$159.060	\$186.541	\$194.597	\$207.181	\$220.489
Capitalized Assets	6.314	14.508	18.854	18.854	18.854	18.854
Reserves	16.156	13.667	13.953	14.261	14.531	14.809
GASB Reserves	1.670	1.980	2.210	2.431	2.479	2.529
<b>Total Deductions from Operating Income:</b>	<b>\$164.684</b>	<b>\$189.215</b>	<b>\$221.558</b>	<b>\$230.144</b>	<b>\$243.044</b>	<b>\$256.681</b>
<b>Total Support to Mass Transit:</b>	<b>\$735.205</b>	<b>\$673.326</b>	<b>\$620.826</b>	<b>\$585.666</b>	<b>\$582.273</b>	<b>\$564.243</b>

**MTA Bridges and Tunnels**  
**November Financial Plan 2009-2012**  
**Year-to-Year Changes by Category - Accrual Basis**

**YEAR-TO-YEAR CHANGES: 2009-2012**

**Toll Revenue**

- Revenues are estimated at \$1,273.2 million in 2008, \$1,263.7 million in 2009, \$1,263.6 million in 2009, \$1,267.9 million in 2011 and \$1,275.1 million in 2012. Revenue declines in 2009 as a result of downward adjustments to baseline traffic to reflect a full year's impact of the high gas prices experienced during recent months, the leap year in 2008, and a projected 1.1% decline in regional employment. The forecast assumes modest employment growth from 2010 to 2012.
- Traffic is expected to reach 295.2 million vehicles in 2008. Traffic in 2009 is projected to decline over the prior year as a result of downward adjustments to baseline traffic to reflect a full year's impact of the high gas prices experienced during recent months, the leap year in 2008, and a projected 1.1% decline in regional employment. The forecast from 2010 through 2012 incorporates modest employment growth projections and adjusts for the leap year in 2012. Paid traffic is forecast at 290.8 million vehicles in 2009, 291.2 million in 2010, 292.7 million in 2011 and 294.8 million in 2012.

**Other Operating Revenue**

- Other Operating Revenue is projected at \$11.5 million in 2008 and is estimated to increase to \$12.0 million in 2009 reflecting modest growth in parking receipts from the Battery Parking Garage.
- Other Operating Revenue increases by approximately \$0.2 million each year from 2010 through 2012, primarily reflecting expected modest growth in parking receipts from the BPG.

**Capital and Other Reimbursements**

- Income from Capital and Other Reimbursements is expected to decrease by \$2.0 million to \$14.8 million in 2009 resulting from revised estimates of ongoing capital work during the final year of the five-year capital program. Capital and Other Reimbursements increase by \$1.8 million in 2010 to reflect a projected increase in reimbursable work for the new capital program and \$0.4 million per year for 2011 and 2012, due to CPIU adjustments.

## **Investment Income**

- The Investment Income plan for 2008 through 2012 reflects earnings on estimated fund balances based on Global Insight's forecasts for short-term investment yields. Projected Investment Income is estimated at \$2.6 million in 2008 and \$2.3 million in 2009.
- Investment income is projected at \$4.1 million in 2010 and at \$4.5 million in both 2011 and 2012.

## **Payroll**

- In 2009, there is an increase of \$6.4 million over 2008 due to the ability to fill vacancies for Bridge and Tunnel Officers (BTOs) (\$2.3 million), contractual step-up and CPIU increases.
- Thereafter, expenses increase by contractual step-up increases and CPIU, \$4.0 million in 2010, \$4.6 million in 2011, and \$4.6 million in 2012. There is also a new need that begins in 2011 (\$0.3 million) for 7 additional positions to maintain a newly renovated building on Randall's/Ward Island that will be used to relocate B&T engineers and other administrative personnel who currently occupy part of the Robert Moses Building on Randall's Island.

## **Overtime**

- In 2009, there is a \$0.3 million decrease from 2008 in overtime expenses largely due to being able to fill vacancies for BTOs.
- Thereafter, the year-over-year increases average \$0.5 million and are due to CPIU adjustments.

## **Health and Welfare**

- In 2009, there is a \$1.9 million increase from 2008 in Health and Welfare expenses. This increase is mainly due to a CPIU of 7.82% for medical expenses and for new hires.
- The year-over-year increases from 2010 to 2012 are \$1.2 million, \$1.9 million, and \$1.9 million, respectively. A CPIU of 7.1% has been added to each year from 2009 on, based on factors provided by the MTA.

## **OPEB Current Payments**

- In 2009, there is a \$1.2 million increase from 2008 mainly due to a CPIU of 7.82% for medical expenses.
- The year-over-year increases from 2010 to 2012 are \$0.9 million, \$1.0 million, and \$1.1 million, respectively. A CPIU of 7.1% has been added to each year from 2009 on, based on factors provided by the MTA.

## **Pension**

- In 2009, there is a \$3.8 million increase from 2008, based on the latest NYCERS estimates received. The increases of less than a million per year from 2009 to 2012 are due to CPIU.

## **Other Fringe Benefits**

- The year-over-year changes from 2008 to 2012 are approximately \$0.4 million, \$0.6 million, \$0.7 million and \$0.6 million per year, respectively. These increases are mainly due to the effect of CPIU inflators.

## **Insurance**

- Insurance expenses increase between \$0.7 million and \$1.5 million annually from 2009 through 2012 based on MTA Risk Management's most recent estimates.

## **Maintenance and Other Operating Contracts**

- In 2009, expenses are projected to be \$11.9 million lower than 2008 primarily due to lower major maintenance expenses in 2009 (\$8.2 million) resulting from various projects at the Verrazano-Narrows, Triborough and Throgs Neck Bridges being completed in 2008 and revised schedules and estimates for 2009 projects; lower bridge painting expenses (\$8.7 million) for acceleration of painting at the Bronx Whitestone Bridge tower from 2009 to 2008 and the completion of painting at the Verrazano Narrows and Triborough Bridges. Other expenses contributing to this variance are lower E-ZPass Customer Service Center (CSC) expenses (\$0.8 million) due to the new operating contract, offset by an increase in maintenance costs for the Authority's facility-based security system (\$2.9 million), E-ZPass credit card fees (\$0.6 million) and CPIU increases (\$3.2 million).
- In 2010, expenses are \$7.6 million higher than 2009 due primarily to higher major maintenance (\$2.7 million) and bridge painting expenses (\$1.7 million). Other increases include E-ZPass CSC (\$1.6 million) due to program growth and CPIU increases (\$1.3 million).
- For 2011, expenses are \$6.7 million lower than 2010 primarily due to a reduction in bridge painting expenses (\$10.7 million) after the completion of work at the Henry Hudson, Triborough and Throgs Neck Bridges. This will be offset by higher CSC operating costs (\$1.1 million) and credit card fees (\$0.4 million) due to program growth and CPIU and other increases (\$2.4 million).
- For 2012, expenses are \$12.4 million higher than 2011 primarily due to higher bridge painting expenses (\$8.3 million) resulting from anticipated construction start-up for new painting work, higher expenses for CSC operating costs (\$0.4 million), credit card fees (\$0.5 million) due to program growth, CPIU and other increases (\$3.0 million).



- CPIU increases are 3.46% in 2008, 1.59% in 2009, 1.59% in 2010, 1.67% in 2011 and 1.90% in 2012 based on forecasts for national inflation provided by Global Insight.

### **Professional Service Contracts**

- In 2009, expenses are \$5.7 million higher than 2008 primarily due to the addition of a cashless tolling study (\$3.6 million) beginning in 2009 and ending in 2010, re-estimates of MTA chargeback expenses (\$0.3 million), and CPIU increases.
- In 2010, expenses are lower by \$2.5 million due primarily to a reduction in planning studies.
- For 2011 the \$0.8 million lower expenses are a result of a further reduction in planning studies.
- For 2012 the \$1.7 million higher expenses primarily reflect higher planning study needs for an anticipated origin and destination study.
- CPIU increases are 3.46% in 2008, 1.59% in 2009, 1.59% in 2010, 1.67% in 2011 and 1.90% in 2012 based on forecasts for national inflation provided by Global Insight.

### **Materials and Supplies**

- In 2009, expenses are \$1.0 million higher primarily for an increase in E-ZPass tags (\$1.7 million) that will be used to undertake a new tag replacement program in 2010 for tags that reach their eighth year in service, offset by CPIU adjustments and numerous small reductions in various accounts.
- The 2010 expenses are \$16.5 million greater primarily due to the inventory demands of the E-ZPass tag replacement program (\$15.4 million). This was offset by CPIU and other adjustments.
- For 2011, expenses are \$2.4 million greater due primarily to the increase in E-ZPass tag purchases (\$2.3 million) for the tag replacement program.
- Finally, for 2012, expenses are \$7.2 million lower primarily due to lower tag replacement requirements than in previous years and CPIU and other adjustments.
- CPIU increases are 3.46% in 2008, 1.59% in 2009, 1.59% in 2010, 1.67% in 2011 and 1.90% in 2012 based on forecasts for national inflation provided by Global Insight.

### **Other Business Expenses**

- For 2009 through 2012, the higher expenses reflect CPIU increases.
- CPIU increases are 3.46% in 2008, 1.59% in 2009, 1.59% in 2010, 1.67% in 2011 and 1.90% in 2012 based on forecasts for national inflation provided by Global Insight.

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009 - 2012**  
**Year-to-Year Changes by Category - Accrual Basis**  
(\$ in millions)

**NON-REIMBURSABLE**

	Favorable/(Unfavorable)								
	2008	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010	2012	Change 2012 - 2011
<b>Revenue</b>									
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle Toll Revenue	1,273.180	1,263.730	(9.450)	1,263.592	(0.138)	1,267.946	4.354	1,275.080	7.134
Other Operating Revenue	11.515	11.981	0.465	12.151	0.171	12.358	0.206	12.570	0.213
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-
Investment Income	2.558	2.321	(0.237)	4.099	1.778	4.458	0.359	4.458	-
<b>Total Revenue</b>	<b>\$ 1,287.253</b>	<b>\$ 1,278.032</b>	<b>\$ (9.222)</b>	<b>\$ 1,279.842</b>	<b>\$ 1.811</b>	<b>\$ 1,284.762</b>	<b>\$ 4.919</b>	<b>\$ 1,292.108</b>	<b>\$ 7.347</b>
<b>Expenses</b>									
Labor:									
Payroll	\$ 122.243	\$ 128.951	\$ (6.708)	\$ 132.850	\$ (3.899)	\$ 137.415	\$ (4.566)	\$ 142.044	\$ (4.629)
Overtime	26.367	26.169	0.198	26.522	(0.353)	27.057	(0.535)	27.568	(0.511)
Health and Welfare	19.845	21.935	(2.090)	23.294	(1.359)	25.163	(1.869)	27.056	(1.893)
OPEB Current Payment	11.764	12.923	(1.159)	13.844	(0.921)	14.830	(0.986)	15.887	(1.057)
Pensions	19.513	23.446	(3.933)	24.068	(0.621)	24.750	(0.682)	25.481	(0.731)
Other Fringe Benefits	15.700	16.200	(0.500)	16.696	(0.496)	17.337	(0.641)	17.949	(0.612)
Reimbursable Overhead	(7.126)	(6.037)	(1.089)	(7.170)	1.133	(7.314)	0.143	(7.460)	0.146
<b>Total Labor Expenses</b>	<b>\$ 208.306</b>	<b>\$ 223.586</b>	<b>\$ (15.281)</b>	<b>\$ 230.103</b>	<b>\$ (6.517)</b>	<b>\$ 239.239</b>	<b>\$ (9.136)</b>	<b>\$ 248.524</b>	<b>\$ (9.286)</b>
Non-Labor:									
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	8.163	8.851	(0.688)	10.390	(1.539)	11.357	(0.967)	12.430	(1.073)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	171.808	159.885	11.922	167.526	(7.641)	160.863	6.663	173.238	(12.375)
Professional Service Contracts	16.322	22.054	(5.732)	19.586	2.468	18.744	0.842	20.468	(1.724)
Materials & Supplies	17.912	18.939	(1.027)	35.411	(16.473)	37.803	(2.392)	30.629	7.174
Other Business Expenses	2.202	2.596	(0.394)	3.339	(0.743)	3.070	0.269	3.192	(0.122)
<b>Total Non-Labor Expenses</b>	<b>\$ 216.407</b>	<b>\$ 212.325</b>	<b>\$ 4.081</b>	<b>\$ 236.252</b>	<b>\$ (23.927)</b>	<b>\$ 231.837</b>	<b>\$ 4.415</b>	<b>\$ 239.957</b>	<b>\$ (8.120)</b>
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$ 424.712</b>	<b>\$ 435.911</b>	<b>\$ (11.199)</b>	<b>\$ 466.355</b>	<b>\$ (30.444)</b>	<b>\$ 471.076</b>	<b>\$ (4.721)</b>	<b>\$ 488.481</b>	<b>\$ (17.405)</b>
Add: Depreciation	\$ 72.700	\$ 77.800	\$ (5.100)	\$ 83.200	\$ (5.400)	\$ 89.000	\$ (5.800)	\$ 95.200	\$ (6.200)
Add: OPEB Obligation	61.300	65.900	(4.600)	69.200	(3.300)	72.400	(3.200)	75.800	(3.400)
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-
<b>Total Expenses after Depreciation and GASB Adjs.</b>	<b>\$ 558.712</b>	<b>\$ 579.611</b>	<b>\$ (20.899)</b>	<b>\$ 618.755</b>	<b>\$ (39.144)</b>	<b>\$ 632.476</b>	<b>\$ (13.721)</b>	<b>\$ 659.481</b>	<b>\$ (27.005)</b>
Less: Depreciation	72.700	77.800	(5.100)	83.200	(5.400)	89.000	(5.800)	95.200	(6.200)
Less: OPEB Obligation	61.300	65.900	(4.600)	69.200	(3.300)	72.400	(3.200)	75.800	(3.400)
<b>Total Expenses</b>	<b>\$ 424.712</b>	<b>\$ 435.911</b>	<b>\$ (11.199)</b>	<b>\$ 466.355</b>	<b>\$ (30.444)</b>	<b>\$ 471.076</b>	<b>\$ (4.721)</b>	<b>\$ 488.481</b>	<b>\$ (17.405)</b>
<b>Baseline Net Income/(Deficit)</b>	<b>\$ 862.541</b>	<b>\$ 842.120</b>	<b>\$ (20.421)</b>	<b>\$ 813.487</b>	<b>\$ (28.633)</b>	<b>\$ 813.686</b>	<b>\$ 0.199</b>	<b>\$ 803.627</b>	<b>\$ (10.059)</b>
2009 Program to Eliminate the Gap (PEGs)	\$ -	\$ 0.264	\$ 0.264	\$ 0.313	\$ 0.049	\$ 0.323	\$ 0.010	\$ 0.334	\$ 0.011
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	2.010	2.010	11.308	9.298	16.962	5.654
<b>Net Income/(Deficit)</b>	<b>\$ 862.541</b>	<b>\$ 842.384</b>	<b>\$ (20.157)</b>	<b>\$ 815.810</b>	<b>\$ (26.574)</b>	<b>\$ 825.317</b>	<b>\$ 9.507</b>	<b>\$ 820.923</b>	<b>\$ (4.394)</b>
Policy Action - Business Service Center	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.691	\$ 1.691	\$ 4.049	\$ 2.358

## REIMBURSABLE

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**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009 - 2012**  
**Year-to-Year Changes by Category - Accrual Basis**  
(\$ in millions)

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

	Favorable/(Unfavorable)								
	2008	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010	2012	Change 2012 - 2011
<b>Revenue</b>									
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle Toll Revenue	1,273.180	1,263.730	(9.450)	1,263.592	(0.138)	1,267.946	4.354	1,275.080	7.134
Other Operating Revenue	11.515	11.981	0.465	12.151	0.171	12.358	0.206	12.570	0.213
Capital and Other Reimbursements	16.811	14.840	(1.971)	16.657	1.817	17.065	0.408	17.529	0.464
Investment Income	2.558	2.321	(0.237)	4.099	1.778	4.458	0.359	4.458	-
<b>Total Revenue</b>	<b>\$ 1,304.064</b>	<b>\$ 1,292.872</b>	<b>\$ (11.193)</b>	<b>\$ 1,296.499</b>	<b>\$ 3.627</b>	<b>\$ 1,301.827</b>	<b>\$ 5.327</b>	<b>\$ 1,309.638</b>	<b>\$ 7.811</b>
<b>Expenses</b>									
Labor:									
Payroll	\$ 128.513	\$ 134.892	\$ (6.379)	\$ 138.863	\$ (3.971)	\$ 143.548	\$ (4.686)	\$ 148.300	\$ (4.751)
Overtime	26.483	26.218	0.265	26.657	(0.439)	27.157	(0.500)	27.668	(0.511)
Health and Welfare	21.512	23.391	(1.879)	25.027	(1.635)	27.041	(2.015)	29.092	(2.051)
OPEB Current Payment	11.764	12.923	(1.159)	13.844	(0.921)	14.830	(0.986)	15.887	(1.057)
Pensions	20.403	24.186	(3.783)	24.974	(0.788)	25.673	(0.699)	26.423	(0.750)
Other Fringe Benefits	16.442	16.816	(0.374)	17.395	(0.579)	18.054	(0.658)	18.684	(0.630)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 225.117</b>	<b>\$ 238.426</b>	<b>\$ (13.310)</b>	<b>\$ 246.760</b>	<b>\$ (8.333)</b>	<b>\$ 256.304</b>	<b>\$ (9.544)</b>	<b>\$ 266.054</b>	<b>\$ (9.750)</b>
Non-Labor:									
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	8.163	8.851	(0.688)	10.390	(1.539)	11.357	(0.967)	12.430	(1.073)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	171.808	159.885	11.922	167.526	(7.641)	160.863	6.663	173.238	(12.375)
Professional Service Contracts	16.322	22.054	(5.732)	19.586	2.468	18.744	0.842	20.468	(1.724)
Materials & Supplies	17.912	18.939	(1.027)	35.411	(16.473)	37.803	(2.392)	30.629	7.174
Other Business Expenses	2.202	2.596	(0.394)	3.339	(0.743)	3.070	0.269	3.192	(0.122)
<b>Total Non-Labor Expenses</b>	<b>\$ 216.407</b>	<b>\$ 212.325</b>	<b>\$ 4.081</b>	<b>\$ 236.252</b>	<b>\$ (23.927)</b>	<b>\$ 231.837</b>	<b>\$ 4.415</b>	<b>\$ 239.957</b>	<b>\$ (8.120)</b>
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$ 441.523</b>	<b>\$ 450.751</b>	<b>\$ (9.228)</b>	<b>\$ 483.012</b>	<b>\$ (32.261)</b>	<b>\$ 488.141</b>	<b>\$ (5.129)</b>	<b>\$ 506.010</b>	<b>\$ (17.870)</b>
Add: Depreciation	\$ 72.700	\$ 77.800	\$ (5.100)	\$ 83.200	\$ (5.400)	\$ 89.000	\$ (5.800)	\$ 95.200	\$ (6.200)
Add: OPEB Obligation	61.300	65.900	(4.600)	69.200	(3.300)	72.400	(3.200)	75.800	(3.400)
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-
<b>Total Expenses after Depreciation and GASB Adjs.</b>	<b>\$ 575.523</b>	<b>\$ 594.451</b>	<b>\$ (18.928)</b>	<b>\$ 635.412</b>	<b>\$ (40.961)</b>	<b>\$ 649.541</b>	<b>\$ (14.129)</b>	<b>\$ 677.010</b>	<b>\$ (27.470)</b>
Less: Depreciation	72.700	77.800	(5.100)	83.200	(5.400)	89.000	(5.800)	95.200	(6.200)
Less: OPEB Obligation	61.300	65.900	(4.600)	69.200	(3.300)	72.400	(3.200)	75.800	(3.400)
<b>Total Expenses</b>	<b>\$ 441.523</b>	<b>\$ 450.751</b>	<b>\$ (9.228)</b>	<b>\$ 483.012</b>	<b>\$ (32.261)</b>	<b>\$ 488.141</b>	<b>\$ (5.129)</b>	<b>\$ 506.010</b>	<b>\$ (17.870)</b>
<b>Baseline Net Income/(Deficit)</b>	<b>\$ 862.541</b>	<b>\$ 842.120</b>	<b>\$ (20.421)</b>	<b>\$ 813.487</b>	<b>\$ (28.633)</b>	<b>\$ 813.686</b>	<b>\$ 0.199</b>	<b>\$ 803.627</b>	<b>\$ (10.059)</b>
2009 Program to Eliminate the Gap (PEGs)	\$ -	\$ 0.264	\$ 0.264	\$ 0.313	\$ 0.049	\$ 0.323	\$ 0.010	\$ 0.334	\$ 0.011
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	2.010	2.010	11.308	9.298	16.962	5.654
<b>Net Income/(Deficit)</b>	<b>\$ 862.541</b>	<b>\$ 842.384</b>	<b>\$ (20.157)</b>	<b>\$ 815.810</b>	<b>\$ (26.574)</b>	<b>\$ 825.317</b>	<b>\$ 9.507</b>	<b>\$ 820.923</b>	<b>\$ (4.394)</b>
Policy Action - Business Service Center	-	-	-	-	-	1.691	1.691	4.049	2.358

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009 - 2012**  
**Year-to-Year Changes by Category - Accrual Basis**  
(\$ in millions)

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

	Favorable/(Unfavorable)								
	2008	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010	2012	Change 2012 - 2011
<b>Baseline Net Income/(Deficit)</b>	<b>\$ 862.541</b>	<b>\$ 842.120</b>	<b>\$ (20.421)</b>	<b>\$ 813.487</b>	<b>\$ (28.633)</b>	<b>\$ 813.686</b>	<b>\$ 0.199</b>	<b>\$ 803.627</b>	<b>\$ (10.059)</b>
<u>Deductions from Income:</u>									
Less: Capitalized Assets	\$ 14.508	\$ 18.854	\$ (4.346)	\$ 18.854	\$ -	\$ 18.854	\$ -	\$ 18.854	\$ -
Reserves	13.667	13.953	(0.286)	14.261	(0.308)	14.531	(0.270)	14.809	(0.278)
GASB 45 Reserves	1.980	2.210	(0.230)	2.431	(0.222)	2.479	(0.047)	2.529	(0.051)
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$ 834.366</b>	<b>\$ 809.313</b>	<b>\$ (25.053)</b>	<b>\$ 780.372</b>	<b>\$ (28.941)</b>	<b>\$ 780.301</b>	<b>\$ (0.071)</b>	<b>\$ 769.964</b>	<b>\$ (10.337)</b>
Less: Debt Service			-		-		-		-
<b>Income Available for Distribution</b>	<b>\$ 834.366</b>	<b>\$ 809.313</b>	<b>\$ (25.053)</b>	<b>\$ 780.372</b>	<b>\$ (28.941)</b>	<b>\$ 780.301</b>	<b>\$ (0.071)</b>	<b>\$ 769.964</b>	<b>\$ (10.337)</b>
<b>Distributable To:</b>									
MTA - Investment Income	\$ 2.558	\$ 2.321	\$ 0.237	\$ 4.099	\$ (1.778)	\$ 4.458	\$ (0.359)	\$ 4.458	\$ -
MTA - Distributable Income	215.707	165.980	49.727	146.768	19.212	140.584	6.184	128.631	11.953
NYCT - Distributable Income	107.506	34.925	72.581	17.789	17.136	12.010	5.779	(0.083)	12.093
<b>Total Distributable Income:</b>	<b>\$ 325.771</b>	<b>\$ 203.225</b>	<b>\$ 122.545</b>	<b>\$ 168.656</b>	<b>\$ 34.569</b>	<b>\$ 157.052</b>	<b>\$ 11.603</b>	<b>\$ 133.006</b>	<b>\$ 24.046</b>
<b>Actual Cash Transfers:</b>									
MTA - Investment Income	\$ 5.558	\$ 2.558	\$ 3.000	\$ 2.321	\$ 0.237	\$ 4.099	\$ (1.778)	\$ 4.458	\$ (0.359)
MTA - Transfers	225.378	170.952	54.425	148.689	22.263	141.202	7.487	129.826	11.376
NYCT - Transfers	111.852	42.183	69.670	19.503	22.680	12.588	6.914	1.127	11.462
<b>Total Cash Transfers:</b>	<b>\$ 342.788</b>	<b>\$ 215.693</b>	<b>\$ 127.095</b>	<b>\$ 170.512</b>	<b>\$ 45.181</b>	<b>\$ 157.890</b>	<b>\$ 12.623</b>	<b>\$ 135.411</b>	<b>\$ 22.479</b>
<b>SUPPORT TO MASS TRANSIT:</b>									
Total Revenues	\$1,304.064	\$1,292.872	(\$11.193)	\$1,296.499	\$3.627	\$1,301.827	\$5.327	\$1,309.638	\$7.811
Less: Net Operating Expenses	441.523	450.751	(9.228)	483.012	(32.261)	488.141	(5.129)	506.010	(17.870)
2009 Program to Eliminate the Gap (PEGs)	-	0.264	0.264	0.313	0.049	0.323	0.010	0.334	0.011
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	2.010	2.010	11.308	9.298	16.962	5.654
<b>Net Operating Income:</b>	<b>\$ 862.541</b>	<b>\$ 842.384</b>	<b>\$ (20.157)</b>	<b>\$ 815.810</b>	<b>\$ (28.584)</b>	<b>\$ 825.317</b>	<b>\$ 0.209</b>	<b>\$ 820.923</b>	<b>\$ (10.048)</b>
<b>Deductions from Operating Income:</b>									
B&T Debt Service	\$159.060	\$186.541	(\$27.481)	\$194.597	(\$8.056)	\$207.181	(\$12.583)	\$220.489	(\$13.308)
Capitalized Assets	14.508	18.854	(4.346)	18.854	-	18.854	-	18.854	-
Reserves	13.667	13.953	(0.286)	14.261	(0.308)	14.531	(0.270)	14.809	(0.278)
GASB 45 Reserves	1.980	2.210	(0.230)	2.431	(0.222)	2.479	(0.047)	2.529	(0.051)
<b>Total Deductions from Operating Inc:</b>	<b>\$ 189.215</b>	<b>\$ 221.558</b>	<b>\$ (32.343)</b>	<b>\$ 230.144</b>	<b>\$ (8.586)</b>	<b>\$ 243.044</b>	<b>\$ (12.900)</b>	<b>\$ 256.681</b>	<b>\$ (13.637)</b>
<b>Total Support to Mass Transit:</b>	<b>\$ 673.326</b>	<b>\$ 620.826</b>	<b>\$ (52.500)</b>	<b>\$ 585.666</b>	<b>\$ (37.170)</b>	<b>\$ 582.273</b>	<b>\$ (12.692)</b>	<b>\$ 564.243</b>	<b>\$ (23.684)</b>

**MTA Bridges and Tunnels**  
**November Financial Plan 2009 - 2012**  
**Summary of Major Changes between Financial Plans**  
(\$ in millions)

**Non-Reimbursable Major Changes**

**2008: November Financial Plan vs. July Financial Plan**

**Revenues**

Revenue adjustments from the July Plan result in a decrease of \$2.7 million. The major changes include:

- Lower toll revenues (\$3.2 million) due to decreased traffic volumes stemming primarily from high gas prices and worsening economic conditions.
- Higher Other Operating Revenues (\$0.5 million) primarily due to higher yields in existing E-ZPass administrative fee collections.

**Expenses**

Expenses are projected to be \$4.9 million less than the July Plan due to both lower labor (\$1.6 million) and non-labor (\$3.4 million) expenses. The major variances include:

**Labor**

- Lower Payroll costs (\$0.8 million) due mainly to vacancies.
- Lower Overtime costs (\$0.3 million) due primarily to revised estimates of projected needs.
- Lower Health and Welfare costs (\$0.2 million) due to vacancies and hiring delays.
- Higher Other Fringe Benefits (\$0.2 million) costs due to settlement of labor contracts.
- Lower Reimbursable Overhead (\$0.4 million) due to adjustments in reimbursable estimates.

**Non-Labor**

- Lower Insurance expenses (\$0.1 million) due to re-estimates from MTA Risk Management.
- Lower Maintenance and Other Operating Costs (\$1.7 million) resulting primarily from lower projected expenses for maintenance of PC/copiers and other equipment (\$1.5 million) and E-ZPass Customer Service Center operating costs (\$1.0 million), offset by higher E-ZPass credit card fees (\$0.7 million).
- Lower Professional Services Contract expenses (\$2.2 million) resulting primarily from lower than planned bond insurance service fees (\$0.4 million), lower planning studies expenses (\$1.0 million) resulting from

- delay in the start-up of certain studies and re-estimate of training services expenses (\$0.4 million).
- Increase in Material and Supplies (\$0.8 million) due mainly to higher E-ZPass tag purchases (\$0.4 million) and other minor adjustments.
- Lower Other Business Expenses (\$0.1 million).

## **Reimbursable Major Changes**

### **2008: November Financial Plan vs. July Financial Plan**

#### **Revenues**

Increase in capital reimbursements (\$0.9 million) due to higher than projected capital work being performed.

#### **Expenses**

Higher capital reimbursable expenses of \$0.9 million based on a re-estimate of the amount of capital work being performed.

## **Non-Reimbursable and Reimbursable**

### **2009-2012: November Financial Plan vs. July Financial Plan**

#### **Revenues**

Revenue changes from the July Plan over the 2009 to 2012 period include:

- Decreased Toll Revenues (\$17.4 million in 2009, \$18.9 million in 2010, \$18.0 million in 2011, and \$15.7 million in 2012) based on lower baseline traffic volume resulting from the unfavorable traffic trend in 2008 and downward revisions to the projections for regional employment.
- Other Operating Revenues are lower in 2009-2012 primarily due to lower Battery Parking Garage (BPG) income resulting from a projected slowdown in the economy.
- Lower capital reimbursements in 2009 resulting from revised estimates of ongoing capital work during the final year of the five-year capital program (\$1.3 million).
- Unfavorable re-estimates of investment income based on Global Insight's lower short-term interest rate forecasts.

#### **Expenses**

##### **Labor**

Total labor expenses are projected to increase \$2.2 million over the 2009-2012 financial plan period. Of this increase, \$2.1 million is the result of CPIU

adjustments. Changes in non-reimbursable labor expenses for 2009-2012 include the following:

- Lower payroll expenses due to a misallocation between payroll and overtime of the budget set aside for future contract settlements.
- Higher Overtime primarily due to the above-noted misallocation as well as higher than projected costs for the impact of the latest labor settlements.
- Lower expenses for Health & Welfare from 2009 to 2012 resulting from the reductions in CPIU rates and increases to the GASB reserve.
- Increase in Pension costs for 2009 due to re-estimate from NYCERS and CPIU thereafter in 2010, 2011 and 2012.
- Increase in Other Fringe Benefits due to contract increases for BTO uniform allowance.

### **Non-Labor**

Non-labor expenses are projected to increase \$10.8 million over the 2009-2012 financial plan period. Of this increase, \$8.8 million is due to an increase in CPIU rates. Other changes include the following:

- Variances for Maintenance and Other Operating Contracts include: lower projected expenses for the E-ZPass Customer Service Center due primarily to full implementation of a new contract and higher projections for E-ZPass credit card fees and maintenance of computers and various other equipment.
- Changes for Professional Services Contracts include lower planning studies expenses in 2009 due to a revised estimate for the assessment of cashless tolling and lower MTA chargeback expenses.
- Changes for Materials and Supplies include higher re-estimates of E-ZPass tag purchases for new accounts and the tag swap program.



**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009 - 2012**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**NON-REIMBURSABLE**

	2008	2009	2010	2011	2012
<b>Baseline 2008 July Financial Plan - Net Operating Income</b>	<b>\$860.930</b>	<b>\$865.408</b>	<b>\$838.220</b>	<b>\$838.240</b>	<b>\$827.947</b>
<b>IESS Adjustment</b>	<b>(\$0.602)</b>	<b>(\$2.777)</b>	<b>(\$2.814)</b>	<b>(\$2.505)</b>	<b>(\$2.585)</b>
<b>Adjusted Baseline 2008 July Financial Plan - Net Operating Income</b>	<b>\$860.327</b>	<b>\$862.631</b>	<b>\$835.406</b>	<b>\$835.735</b>	<b>\$825.362</b>
<b>Baseline Changes</b>					
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	(3.227)	(17.387)	(18.890)	(18.035)	(15.696)
Other Operating Revenue	0.501	(0.097)	(0.069)	(0.015)	0.019
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Investment Income	0.007	0.062	(0.465)	(0.727)	(0.727)
<b>Total Revenue Changes</b>	<b>(\$2.720)</b>	<b>(\$17.422)</b>	<b>(\$19.424)</b>	<b>(\$18.777)</b>	<b>(\$16.404)</b>
<b>Expenses</b>					
<i>Labor:</i>					
Payroll	\$0.833	\$0.755	\$1.101	\$1.061	\$1.192
Overtime	0.292	(2.220)	(2.218)	(2.218)	(2.219)
Health and Welfare	0.191	0.383	0.647	0.655	0.663
OPEB Current Payment	-	-	-	-	-
Pensions	0.064	(0.126)	(0.047)	(0.091)	(0.122)
Other Fringe Benefits	(0.181)	(0.054)	0.160	0.127	0.149
Reimbursable Overhead	0.377	(0.996)	-	-	-
<b>Total Labor Expense Changes</b>	<b>\$1.575</b>	<b>(\$2.257)</b>	<b>(\$0.356)</b>	<b>(\$0.466)</b>	<b>(\$0.336)</b>
<i>Non-Labor:</i>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.110	(0.005)	(0.007)	(0.011)	(0.014)
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.696	(1.425)	(2.490)	(2.982)	(4.251)
Professional Service Contracts	2.232	0.572	(0.168)	(0.281)	(0.403)
Materials & Supplies	(0.802)	0.023	0.546	0.502	(0.279)
Other Business Expenses	0.123	0.003	(0.020)	(0.033)	(0.047)
<b>Total Non-Labor Expense Changes</b>	<b>\$3.359</b>	<b>(\$0.832)</b>	<b>(\$2.139)</b>	<b>(\$2.805)</b>	<b>(\$4.994)</b>
Other Expenses	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 and GASB Adjustments</b>	<b>\$4.933</b>	<b>(\$3.089)</b>	<b>(\$2.495)</b>	<b>(\$3.272)</b>	<b>(\$5.330)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	-	-	-	-	-
<b>Total Expense after Depreciation and GASB Adjustments</b>	<b>\$4.933</b>	<b>(\$3.089)</b>	<b>(\$2.495)</b>	<b>(\$3.272)</b>	<b>(\$5.330)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-
<b>Total Expense Changes</b>	<b>\$4.933</b>	<b>(\$3.089)</b>	<b>(\$2.495)</b>	<b>(\$3.272)</b>	<b>(\$5.330)</b>
<b>Cash Adjustment Changes</b>					
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$2.214</b>	<b>(\$20.511)</b>	<b>(\$21.919)</b>	<b>(\$22.049)</b>	<b>(\$21.734)</b>
<b>Baseline 2008 November Financial Plan - Net Operating Income</b>	<b>\$862.541</b>	<b>\$842.120</b>	<b>\$813.487</b>	<b>\$813.686</b>	<b>\$803.627</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009 - 2012**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**REIMBURSABLE**

	2008	2009	2010	2011	2012
<b>Baseline 2008 July Financial Plan -</b>					
<b>Net Operating Income</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>IESS Adjustment</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Adjusted Baseline 2008 July Financial Plan -</b>					
<b>Net Operating Income</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</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 Reimbursement	0.884	(1.251)	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue Changes</b>	<b>\$0.884</b>	<b>(\$1.251)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenses</b>					
<i>Labor:</i>					
Payroll	(\$0.332)	(\$0.209)	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.089)	0.240	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(0.047)	0.122	0.000	0.000	0.000
Other Fringe Benefits	(0.039)	0.102	0.000	0.000	0.000
Reimbursable Overhead	(0.377)	0.996	0.000	0.000	0.000
<b>Total Labor Expense Changes</b>	<b>(\$0.884)</b>	<b>\$1.251</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<i>Non-Labor:</i>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expense Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Other Expenses	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 and GASB Adjustments</b>	<b>(\$0.884)</b>	<b>\$1.251</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expense after Depreciation and GASB Adjustments</b>	<b>(\$0.884)</b>	<b>\$1.251</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
<b>Total Expense Changes</b>	<b>(\$0.884)</b>	<b>\$1.251</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Adjustment Changes</b>					
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline 2008 November Financial Plan -</b>					
<b>Net Operating Income</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009 - 2012**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**NON-REIMBURSABLE and REIMBURSABLE**

	2008	2009	2010	2011	2012
<b>Baseline 2008 July Financial Plan - Net Operating Income</b>	<b>\$860.930</b>	<b>\$865.408</b>	<b>\$838.220</b>	<b>\$838.240</b>	<b>\$827.947</b>
<b>IESS Adjustment</b>	<b>(\$0.602)</b>	<b>(\$2.777)</b>	<b>(\$2.814)</b>	<b>(\$2.505)</b>	<b>(\$2.585)</b>
<b>Adjusted Baseline 2008 July Financial Plan - Net Operating Income</b>	<b>\$860.327</b>	<b>\$862.631</b>	<b>\$835.406</b>	<b>\$835.735</b>	<b>\$825.362</b>
<b>Baseline Changes</b>					
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	(3.227)	(17.387)	(18.890)	(18.035)	(15.696)
Other Operating Revenue	0.501	(0.097)	(0.069)	(0.015)	0.019
Capital and Other Reimbursement	0.884	(1.251)	0.000	0.000	0.000
Investment Income	0.007	0.062	(0.465)	(0.727)	(0.727)
<b>Total Revenue Changes</b>	<b>(\$1.835)</b>	<b>(\$18.672)</b>	<b>(\$19.424)</b>	<b>(\$18.777)</b>	<b>(\$16.404)</b>
<b>Expenses</b>					
<i>Labor:</i>					
Payroll	\$0.501	\$0.547	\$1.101	\$1.061	\$1.192
Overtime	0.292	(2.220)	(2.218)	(2.218)	(2.219)
Health and Welfare	0.102	0.623	0.647	0.655	0.663
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.016	(0.004)	(0.047)	(0.091)	(0.122)
Other Fringe Benefits	(0.221)	0.048	0.160	0.127	0.149
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expense Changes</b>	<b>\$0.691</b>	<b>(\$1.006)</b>	<b>(\$0.356)</b>	<b>(\$0.466)</b>	<b>(\$0.336)</b>
<i>Non-Labor:</i>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.110	(0.005)	(0.007)	(0.011)	(0.014)
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.696	(1.425)	(2.490)	(2.982)	(4.251)
Professional Service Contracts	2.232	0.572	(0.168)	(0.281)	(0.403)
Materials & Supplies	(0.802)	0.023	0.546	0.502	(0.279)
Other Business Expenses	0.123	0.003	(0.020)	(0.033)	(0.047)
<b>Total Non-Labor Expense Changes</b>	<b>\$3.359</b>	<b>(\$0.832)</b>	<b>(\$2.139)</b>	<b>(\$2.805)</b>	<b>(\$4.994)</b>
Other Expenses	\$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 and GASB Adjustments</b>	<b>\$4.049</b>	<b>(\$1.838)</b>	<b>(\$2.495)</b>	<b>(\$3.272)</b>	<b>(\$5.330)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expense after Depreciation and GASB Adjustments</b>	<b>\$4.049</b>	<b>(\$1.838)</b>	<b>(\$2.495)</b>	<b>(\$3.272)</b>	<b>(\$5.330)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
<b>Total Expense Changes</b>	<b>\$4.049</b>	<b>(\$1.838)</b>	<b>(\$2.495)</b>	<b>(\$3.272)</b>	<b>(\$5.330)</b>
<b>Cash Adjustment Changes</b>					
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$2.214</b>	<b>(\$20.511)</b>	<b>(\$21.919)</b>	<b>(\$22.049)</b>	<b>(\$21.734)</b>
<b>Baseline 2008 November Financial Plan - Net Operating Income</b>	<b>\$863.144</b>	<b>\$844.897</b>	<b>\$816.301</b>	<b>\$816.191</b>	<b>\$806.212</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009 - 2012**  
**Summary of Major Programmatic Changes Between Financial Plans**  
(\$ in millions)

**NON-REIMBURSABLE and REIMBURSABLE**

	2008	2009	2010	2011	2012
<b>Baseline 2008 July Financial Plan - Net Operating Income</b>	<b>\$860.930</b>	<b>\$865.408</b>	<b>\$838.220</b>	<b>\$838.240</b>	<b>\$827.947</b>
<b>IESS Adjustment</b>	<b>(\$0.602)</b>	<b>(\$2.777)</b>	<b>(\$2.814)</b>	<b>(\$2.505)</b>	<b>(\$2.585)</b>
<b>Adjusted Baseline 2008 July Financial Plan - Net Operating Income</b>	<b>\$860.327</b>	<b>\$862.631</b>	<b>\$835.406</b>	<b>\$835.735</b>	<b>\$825.362</b>
<b>Non-Reimbursable Major Changes</b>					
<b>Revenue</b>					
Vehicle Toll Revenue	(3.227)	(17.387)	(18.890)	(18.035)	(15.696)
Battery Parking Garage	-	(0.533)	(0.509)	(0.460)	(0.430)
E-ZPass Administrative Fees	0.431	0.431	0.431	0.431	0.431
Capital Reimbursements	0.884	(1.251)	-	-	-
Investment Income	0.007	0.062	(0.465)	(0.727)	(0.727)
All Other Operating Revenue	0.070	0.006	0.009	0.014	0.017
<b>Sub-Total Non-Reimbursable Revenue Changes</b>	<b>(\$1.835)</b>	<b>(\$18.672)</b>	<b>(\$19.424)</b>	<b>(\$18.777)</b>	<b>(\$16.404)</b>
<b>Expenses</b>					
Overtime	\$0.292	(\$2.220)	(\$2.218)	(\$2.218)	(\$2.219)
Health & Welfare + OPEB Current Payment	0.102	0.623	0.647	0.655	0.663
Pension	0.016	(0.004)	(0.047)	(0.091)	(0.122)
<i>All Other Labor Expenses</i>	<i>0.280</i>	<i>0.594</i>	<i>1.262</i>	<i>1.188</i>	<i>1.342</i>
Insurance	0.110	0.000	0.000	0.000	0.000
Major Maintenance	0.000	0.000	0.000	0.000	0.000
Bridge Painting	0.000	0.000	0.000	0.000	0.000
E-ZPass Customer Service Center	1.050	0.625	0.000	0.000	0.729
E-ZPass Tags	(0.350)	0.097	0.651	0.649	0.034
Bond Service Fees	0.400	0.000	0.000	0.000	0.000
Planning Studies	0.960	0.678	0.000	0.000	0.000
<i>All Other Non-Labor Expenses</i>	<i>1.188</i>	<i>(2.232)</i>	<i>(2.790)</i>	<i>(3.454)</i>	<i>(5.758)</i>
<b>Sub-Total Non-Reimbursable Expense Changes</b>	<b>\$4.049</b>	<b>(\$1.838)</b>	<b>(\$2.495)</b>	<b>(\$3.272)</b>	<b>(\$5.330)</b>
<b>Total Non-Reimbursable Major Changes</b>	<b>\$2.214</b>	<b>(\$20.511)</b>	<b>(\$21.919)</b>	<b>(\$22.049)</b>	<b>(\$21.734)</b>
<b>Reimbursable Major Changes</b>					
<b>Revenue</b>					
Capital and Other Reimbursements	0.884	(1.251)	0.000	0.000	0.000
<b>Sub-Total Reimbursable Revenue Changes</b>	<b>\$0.884</b>	<b>(\$1.251)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenses</b>					
Reimbursable Payroll	(0.884)	1.251	0.000	0.000	0.000
<b>Sub-Total Reimbursable Expense Changes</b>	<b>(\$0.884)</b>	<b>\$1.251</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Reimbursable Major Changes</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Accrual Changes</b>	<b>\$2.214</b>	<b>(\$20.511)</b>	<b>(\$21.919)</b>	<b>(\$22.049)</b>	<b>(\$21.734)</b>
<b>Cash Adjustment Changes</b>					
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$2.214</b>	<b>(\$20.511)</b>	<b>(\$21.919)</b>	<b>(\$22.049)</b>	<b>(\$21.734)</b>
<b>Baseline 2008 November Financial Plan - Net Operating Income</b>	<b>\$862.541</b>	<b>\$842.120</b>	<b>\$813.487</b>	<b>\$813.686</b>	<b>\$803.627</b>

## **MTA Bridges and Tunnels November Financial Plan 2009-2012**

### **OTHER ASSUMPTIONS**

#### **Ridership/Traffic Volume (Utilization)**

Paid traffic volume is projected to reach 295.2 million vehicles in 2008, 0.3% less than the Mid-Year Forecast level of 296.0 million vehicles. The July Plan included actuals through May and, based on traffic trends at the time, volumes were projected to decline 3.6% year-over-year on average through December. The November Plan includes actuals through September. Traffic dropped 4.1% on average from June through September, compared to the same months in 2007. With minor adjustments for weather and other anomalous impacts, the average decline during the last quarter is projected at 4.3%.

Although gas prices have fallen somewhat in recent months, they remain at historic highs. Persistent recessionary fears, the financial crisis that hit in October, and the subsequent economic uncertainty will all likely contribute to an operating environment of suppressed traffic volumes.

Given the indicators discussed above, the traffic forecast developed for the November Financial Plan includes the following assumptions:

- Gas prices will remain high throughout the financial plan period. Although gas prices have been impacting traffic negatively throughout 2008, volumes began declining considerably more from May on. Baseline traffic has therefore been adjusted downward to reflect the negative impacts from current gas prices over a full year.
- The region will lose over 40,000 jobs in 2009 and they won't be fully recovered until 2011.

Paid traffic is forecast at 290.8 million vehicles in 2009. The decline over the prior year is primarily due to the leap year in 2008 and a drop in regional employment. Traffic rises to 291.2 million in 2010, 292.7 million in 2011 and, adjusting for the next leap year, to 294.8 million in 2012.

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009-2012**  
**Ridership/Traffic Volume (Utilization)**  
(\$ in millions)

	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Baseline Total Toll Revenue</b>	\$1,250.549	\$1,273.180	\$1,263.730	\$1,263.592	\$1,267.946	\$1,275.080
<i>Impact of:</i>						
2009 PEG Program	0.000	0.000	0.000	0.000	0.000	0.000
Post-2009 PEG Program	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Toll Revenue</b>	\$1,250.549	\$1,273.180	\$1,263.730	\$1,263.592	\$1,267.946	\$1,275.080
<b>Baseline Total Traffic</b>	304.364	295.215	290.78	291.214	292.686	294.805
<i>Impact of:</i>						
2009 PEG Program	0.000	0.000	0.000	0.000	0.000	0.000
Post-2009 PEG Program	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Traffic</b>	304.364	295.215	290.780	291.214	292.686	294.805

MTA BRIDGES AND TUNNELS  
November Plan 2009 - 2012  
Summary of 2009 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

		2008		2009		2010		2011		2012	
		<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>											
Eliminate Accounts Payable Position in the Controller's		0	0.000	1	0.013	1	0.054	1	0.056	1	0.058
Eliminate Accountant Position in the Controller's Office		0	0.000	1	0.124	1	0.128	1	0.132	1	0.137
Reduction of Human Resources Department Headcount		0	0.000	1	0.127	1	0.131	1	0.135	1	0.139
Sub-Total	Administration	<u>0</u>	<u>\$ 0.000</u>	<u>3</u>	<u>\$ 0.264</u>	<u>3</u>	<u>\$ 0.313</u>	<u>3</u>	<u>\$ 0.323</u>	<u>3</u>	<u>\$ 0.334</u>
Total Programs		<u>0</u>	<u>\$ 0.000</u>	<u>3</u>	<u>\$ 0.264</u>	<u>3</u>	<u>\$ 0.313</u>	<u>3</u>	<u>\$ 0.323</u>	<u>3</u>	<u>\$ 0.334</u>

MTA BRIDGES AND TUNNELS  
November Plan 2009 - 2012  
Summary of Program to Eliminate the Gap(PEGs) Worksheet  
(\$ in millions)

<b>Business Unit</b>	BRTUN	<b>Financial Plan Category</b>	PEG	<b>Implementation Date</b>	10/1/2009
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Administration	<b>Savings Date</b>	10/1/2009
<b>PEG / New Need ID</b>	0000000026	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	Eliminate Accounts Payable Position in the Controller's Office			<b>Agency Status</b>	Pending
<b>Description and Implementation Pla</b>	One position will be eliminated in the 4th Quarter of 2009, and the associated duties will be absorbed by the existing staff.				
<b>Background Details</b>	The Controller's Office is evaluating their Accounts Payable structure and believes, based on current workload and payment voucher trends, that they will be able to reduce their staff by one position.				

				2008	2009	2010	2011	2012
<b>Total Headcount</b>	BRTUN	0000000026	FINAL08	0	1	1	1	1
<b>Financial Impact</b>	BRTUN	0000000026	FINAL08	\$ 0.000	\$ 0.013	\$ 0.054	\$ 0.056	\$ 0.058



MTA BRIDGES AND TUNNELS  
November Plan 2009 - 2012  
Summary of Program to Eliminate the Gap(PEGs) Worksheet  
(\$ in millions)

<b>Business Unit</b>	BRTUN	<b>Financial Plan Category</b>	PEG	<b>Implementation Date</b>	1/1/2009
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Administration	<b>Savings Date</b>	1/1/2009
<b>PEG / New Need ID</b>	0000000025	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	Eliminate Accountant Position in the Controller's Office			<b>Agency Status</b>	Pending
<b>Description and Implementation Pla</b>	Reduce headcount by one Accountant position. The existing staff will absorb the associated responsibilities.				
<b>Background Details</b>	The Controller's Office evaluated their caseload and work flow and determined they can reduce their staff by one Account position, which will become vacant due to retirement. The remaining two positions will absorb the responsibilities accomplished by this position.				

				2008	2009	2010	2011	2012
<b>Total Headcount</b>	BRTUN	0000000025	FINAL08	0	1	1	1	1
<b>Financial Impact</b>	BRTUN	0000000025	FINAL08	\$ 0.000	\$ 0.124	\$ 0.128	\$ 0.132	\$ 0.137

MTA BRIDGES AND TUNNELS  
November Plan 2009 - 2012  
Summary of Program to Eliminate the Gap(PEGs) Worksheet  
(\$ in millions)

<b>Business Unit</b>	BRTUN	<b>Financial Plan Category</b>	PEG	<b>Implementation Date</b>	1/1/2009
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Administration	<b>Savings Date</b>	1/1/2009
<b>PEG / New Need ID</b>	0000000024	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	Reduction of Human Resources Department Headcount			<b>Agency Status</b>	Pending
<b>Description and Implementation Pla</b>	The position of Manager of Employment Services will be eliminated beginning in 2009, and the associated duties will be absorbed by the existing staff.				
<b>Background Details</b>	Human Resources has evaluated their managerial structure and believes they can reduce their supervisory staff by oe position. Currently, the Employment Services Division consists of two Employment Specialists, a newly created HR Administrator, and the Manager of Employment Services.				

				2008	2009	2010	2011	2012
<b>Total Headcount</b>	BRTUN	0000000024	FINAL08	0	1	1	1	1
<b>Financial Impact</b>	BRTUN	0000000024	FINAL08	\$ 0.000	\$ 0.127	\$ 0.131	\$ 0.135	\$ 0.139

MTA BRIDGES AND TUNNELS  
November Plan 2009 - 2012  
Summary of Post 2009 PEGs  
(\$ in millions)

		2008		2009		2010		2011		2012	
		<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>Other</b>											
UNSPECIFIED		0	0.000	0	0.000	0	2.010	0	11.308	0	16.962
Sub-Total	Other	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 2.010</u>	<u>0</u>	<u>\$ 11.308</u>	<u>0</u>	<u>\$ 16.962</u>
Total Programs		<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 2.010</u>	<u>0</u>	<u>\$ 11.308</u>	<u>0</u>	<u>\$ 16.962</u>

## MTA BRIDGES AND TUNNELS

November Plan 2009 - 2012

## Summary of Post PEGs Worksheet

(\$ in millions)

<b>Business Unit</b>	BRTUN	<b>Financial Plan Category</b>	Post PEG	<b>Implementation Date</b>	1/1/2010
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Other	<b>Savings Date</b>	1/1/2010
<b>PEG / New Need ID</b>	0000000027	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	UNSPECIFIED			<b>Agency Status</b>	Pending
<b>Description and Implementation Pla</b>	Unspecified				
<b>Background Details</b>	Unspecified				

## Total Headcount

<b>Financial Impact</b>	BRTUN	0000000027	FINAL08	2008	2009	2010	2011	2012
				\$ 0.000	\$ 0.000	\$ 2.010	\$ 11.308	\$ 16.962

## **MTA Bridges and Tunnels November Financial Plan 2009-2012**

### **OTHER ASSUMPTIONS**

#### **Position Table**

The authorized headcount for the 2008 November Forecast is 1,832, which is unchanged from the 2008 Mid-Year Forecast.

The number of positions will remain constant until 2011 when seven maintenance positions will be added to service the newly renovated building that will be used to relocate B&T engineers and other administrative personnel who, after construction begins on the reconfiguration of the Triborough Bridge complex, will no longer be able to occupy the Robert Moses Building on Randall's Island. This new need proposed during the 2008 July Financial Plan will bring the headcount to 1,839 in 2011 and 2012.

#### **2009 PEG Actions**

In 2008, total positions are expected to be 1,832. In 2009, the inclusion of the 2009 PEGs proposed during the 2008 July Financial Plan will result in a net reduction of three positions bringing the headcount to 1,829. The PEGs consist of the reduction of one managerial position in Human Resources, an Associate Accountant position and one Accounts Payable Clerk position, both in the Controllers Department. Headcount will remain the same until 2011 when seven maintenance positions will be added to the newly renovated building, bringing the headcount to 1,836.

The headcount will remain at 1,836 positions in 2012.

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2009-2012**  
**Non-Reimbursable - Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full Time Equivalents**

FUNCTION/DEPARTMENT	2007 Actual	2008 November Forecast	2009 Final Proposed Budget	2010	2011	2012
<b>Administration</b>						
Executive	3	3	3	3	3	3
Law	9	9	9	9	9	9
CFO <sup>(1)</sup>	36	37	37	37	37	37
Labor Relations	5	5	5	5	5	5
Procurement & Materials	40	42	42	42	42	42
Staff Services <sup>(2)</sup>	46	47	47	47	47	47
EEO	1	1	1	1	1	1
<b>Total Administration</b>	<b>140</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>
<b>Operations</b>						
Revenue Management	43	45	45	45	45	45
Operations (Non-Security)	717	755	755	755	755	755
<b>Total Operations</b>	<b>760</b>	<b>800</b>	<b>800</b>	<b>800</b>	<b>800</b>	<b>800</b>
<b>Maintenance</b>						
Maintenance	115	114	114	114	121	121
Operations - Maintainers	176	173	173	173	173	173
Procurement & Materials	12	14	14	14	14	14
Technology	55	63	63	63	63	63
Internal Security - Tech Svcs	36	36	36	36	36	36
<b>Total Maintenance</b>	<b>394</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>407</b>	<b>407</b>
<b>Engineering/Capital</b>						
Engineering & Construction	160	171	171	171	171	171
Health & Safety	8	10	10	10	10	10
Planning & Budget Capital	9	9	9	9	9	9
<b>Total Engineering/Capital</b>	<b>177</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>
<b>Public Safety</b>						
Operations (Security)	266	245	245	245	245	245
Internal Security - Operations	35	53	53	53	53	53
<b>Total Public Safety</b>	<b>301</b>	<b>298</b>	<b>298</b>	<b>298</b>	<b>298</b>	<b>298</b>
<b>Total Baseline Positions</b>	<b>1,772</b>	<b>1,832</b>	<b>1,832</b>	<b>1,832</b>	<b>1,839</b>	<b>1,839</b>
<i>Non-Reimbursable</i>	1,720	1,779	1,787	1,779	1,786	1,786
<i>Reimbursable</i>	52	53	45	53	53	53
<i>Total Full-Time</i>	1,772	1,832	1,832	1,832	1,839	1,839
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

Impact of:

2009 Program to Eliminate the Gap	0	0	(3)	(3)	(3)	(3)
Post-2009 Program to Eliminate the Gap	0	0	0	0	0	0

<b>Total Positions</b>	<b>1,772</b>	<b>1,832</b>	<b>1,829</b>	<b>1,829</b>	<b>1,836</b>	<b>1,836</b>
<i>Non-Reimbursable</i>	1,720	1,779	1,784	1,776	1,783	1,783
<i>Reimbursable</i>	52	53	45	53	53	53
<i>Total Full-Time</i>	1,772	1,832	1,829	1,829	1,836	1,836
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0
<i>Policy Action - Business Service Center</i>	0	0	0	0	(16)	(41)
<i>Alternate Option</i>	0	0	0	0	(16)	(41)

<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**  
**November Financial Plan 2009-2012**  
**Full-time Positions and Full-time Equivalents by Function and Occupational Group**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Administration</b>						
Managers/Supervisors	42	45	45	45	45	45
Professional, Technical, Clerical	98	99	99	99	99	99
Operational Hourlies	-	-	-	-	-	-
<b>Total Administration</b>	<b>140</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>
<b>Operations</b>						
Managers/Supervisors	52	54	54	54	54	54
Professional, Technical, Clerical	55	55	55	55	55	55
Operational Hourlies <sup>(1)</sup>	653	691	691	691	691	691
<b>Total Operations</b>	<b>760</b>	<b>800</b>	<b>800</b>	<b>800</b>	<b>800</b>	<b>800</b>
<b>Maintenance</b>						
Managers/Supervisors	30	33	33	33	34	34
Professional, Technical, Clerical	53	61	61	61	61	61
Operational Hourlies <sup>(1)</sup>	311	306	306	306	312	312
<b>Total Maintenance</b>	<b>394</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>407</b>	<b>407</b>
<b>Engineering/Capital</b>						
Managers/Supervisors	36	40	40	40	40	40
Professional, Technical, Clerical	141	150	150	150	150	150
Operational Hourlies	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>177</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>	<b>190</b>
<b>Public Safety</b>						
Managers/Supervisors	13	15	15	15	15	15
Professional, Technical, Clerical	22	34	34	34	34	34
Operational Hourlies <sup>(1)</sup>	266	249	249	249	249	249
<b>Total Public Safety</b>	<b>301</b>	<b>298</b>	<b>298</b>	<b>298</b>	<b>298</b>	<b>298</b>
<b>Total Baseline Positions</b>						
Managers/Supervisors	173	187	187	187	188	188
Professional, Technical, Clerical	369	399	399	399	399	399
Operational Hourlies	1,230	1,246	1,246	1,246	1,252	1,252
<b>Total Baseline Positions</b>	<b>1,772</b>	<b>1,832</b>	<b>1,832</b>	<b>1,832</b>	<b>1,839</b>	<b>1,839</b>

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# **Capital Construction Company**

**MTA Capital Construction Company  
2009 Final Proposed Budget  
November Financial Plan 2009-2012**

**Mission Statement**

The mission of the MTA Capital Construction Company (MTACC) is to serve the mobility needs of customers of the Metropolitan Transportation Authority (MTA) for the 21<sup>st</sup> Century by planning, designing, and building projects in a timely, creative and cost-effective manner. Our work will enhance the options and quality of the MTA network and serve the changing transportation needs of its customers.

MTACC is the MTA's construction management organization responsible for the management of the largest transit system-wide expansion program in the region. MTACC manages the East Side Access, the Second Avenue Subway, No. 7 Line Extension, Lower Manhattan Fulton Street Transit Center, the new South Ferry Terminal Station complex, and system-wide capital security projects. The Company's responsibilities include project design, third-party and in-house force account construction, project controls, overall programmatic support, and coordination of user requirements for each of these projects.

All MTACC costs are 100% reimbursable from the MTA Capital Program. Several MTACC projects draw on federal funds. To the extent possible and practicable, project specific costs are charged directly to a Project. In order to create efficient processes and standards, company wide, MTACC will provide management and controls support to all projects. The MTACC Administrative budget includes funding for specialty resources or for services that are provided agency-wide for all projects.

**Highlights**

In July new executive leadership for MTACC was appointed to carry the agency forward and steward the Company through construction. Leadership on the three major projects - Second Avenue Subway, East Side Access and the No. 7 Line Extension – was also enhanced with additional staff to support the increase in construction activity. Four tunneling contracts are now underway at a construction value exceeding \$2.8 billion.

The MTACC's goal for capital commitments in 2008 totals \$1.135 billion with an additional \$1.7 billion in commitments planned for 2009.

The first two contracts awarded on the Fulton Street Transit Center are in progress (including station rehabilitation). The construction of the new South Ferry Terminal Station has been underway for the last two years and is to go into customer service operation in December. MTACC continued the implementation of projects funded from the system-wide security capital program. The ESA project has completed two tunnel

drives stretching from Second Avenue and 63<sup>rd</sup> Street to Grand Central Terminal and has begun significant construction in the Harold Interlocking area of Queens.

MTA Capital Construction participated on the MTA's Blue Ribbon Panel for Construction Excellence. The Panel highlighted the rising costs affecting the capital construction program. Recent experience shows that the cost for large projects are now being heavily influenced by shortages of experienced owner and industry resources, the impacts of inflation fueled by the global demand for materials, a devalued US dollar, the size of contracts, contractor bonding limitations, a city-wide construction boom and other factors largely beyond our immediate control. To address these trends, the new MTACC management team is evaluating each project to ensure that each is managed and implemented as efficiently as possible.

- The scope of our contracts is being evaluated with the goal of making them as competitive as possible. Given recent economic events the Company needs to be prepared to respond to market conditions.
- The project cost estimates have been revised to account for the higher cost factors discussed above. Furthermore, when certain materials were projected to exceed the general rate of escalation, we opted for an escalation clause for such materials in our contract. Costs are continually monitored to assess the impact of the economy on prices.
- The schedules for these large scale projects have been adjusted to account for an increase in the number of contracts to complete each project. The benefits of earlier in-service dates were weighed against the cost of more ambitious schedules and the associated risk of getting little or no competition.
- Project scopes are being evaluated to insure that we are only building what we need to build in order to achieve the critical transportation benefits that each of these projects will bring to the region.

MTA Capital Construction has had a number of successes implementing sustainable measures into project designs and construction practices this year. Platform edge doors, which will serve to separate the cooler station air from the warmer tunnel air, will be installed in the No. 7 Line Extension 34th Street Station. The designs of stations for Second Avenue Subway are also being modified to support the future installation of Platform Edge Doors. (Effective use of Platform Edge Doors rely on automatic train control systems, therefore Platform Edge Doors can only be installed once the full length of Second Avenue Subway is complete.) Energy savings will also be realized from:

- Stations designed for maximum day lighting
- Use of aluminum third rail, which has less electrical resistance than steel
- Demand-controlled escalators
- LED lighting in the tunnels

- Efficient lighting technologies in station areas
- Energy star equipment

MTACC participates in MTA's Blue Ribbon Commission on Sustainability and is pursuing other sustainable opportunities with external partners such as NYCDEP (for use of municipal water mains and sewers as heat sinks) and Con Edison (the "Smart Grid" initiative).

MTACC is undertaking a number of workforce development initiatives. This is particularly important to the company given the labor trends highlighted above as well as the relatively new nature of the Company. The type of construction and construction means and methods require that the workforce be well equipped with the skills to manage the work.

The Safety and Security of customers, employees, and the work site and construction methods is of utmost importance to MTACC. The Company has safety and security protocols, monitors job sites and contractor performance, meets regularly with Contractors to discuss safety issues and has instituted quarterly safety audits. MTACC is committed to quality and safety in the work place and at the construction sites.

### **Financial Overview**

In order to respond to the large volume of construction being managed by MTACC, as well as the intense oversight by multiple parties, MTACC continues to develop its organization and refine staffing requirements. MTACC will utilize dedicated resources to efficiently address the challenges related to the planning, design, construction, regulatory framework, and community participation requirements of large complex capital projects.

It is the goal of MTACC to maintain a cost efficient program management structure. MTACC is hiring a core staff to directly manage the design and construction of the over \$16 billion in capital projects it is responsible for. MTACC continues to draw from the expertise and support services available in other MTA agencies to supplement the core staff and support design and construction management. In addition, MTACC will utilize consultant services to provide staff support in lieu of hiring.

### **2008 November Forecast**

MTACC's 2008 Mid-Year Forecast is \$32.940 million reflecting a 4.2% decrease from the 2008 Adopted Budget. Labor Costs are projected at \$21.847 million, 4.7% lower than the 2008 Adopted Budget, with a projected staffing level of 150 by year end. This decrease is the result of the timing of new hires. Staff includes 55 MTACC positions who support the system expansion projects and cannot charge directly to a specific project; 38 for the East Side Access project; 20 for the Second Avenue Subway project; 12 for the Lower Manhattan projects; and 25 for Security projects. The number of

Administration employees has been reduced by 25 and are reclassified as Engineering/Capital positions. MTACC is working with the MTA and employee recruitment agencies to develop strategies to recruit staff with the experience and technical skills required for these complex construction projects. Matrixed employees (employees of other agencies under temporary management by MTACC) and consultants will continue to support MTACC in lieu of hiring full time staff.

Non-Labor costs are projected at \$11.092 million, a decrease of 3.4% from 2008 Adopted Budget. These costs are non-project specific and are for the provision of company-wide construction support from specialty contractors and oversight agencies. Such expenditures may not be eligible for reimbursement by the Federal Transit Administration and will be funded through MTACC Administration. Remaining funds have been budgeted for engineering and legal services, cultural resource management, independent compliance monitor, independent engineer, archeological and environmental services, reimbursement of NYCT for administrative support staff and services, and other project office costs including computer equipment and MTACC network creation, mobile communications devices and supplies.

### **2009 Final Proposed Budget - Baseline**

In 2009 MTACC's main objective will be to continue major construction and design of the MTA's system expansion projects. By 2009 all system expansion projects will be in construction, with over \$8 billion in commitments underway or completed. MTACC projects 2009 costs at \$37.249 million, a decrease of 1% from the July Financial Plan, and a year end headcount of 150.

Labor and fringe expenses are projected at \$26.970 million, a 23% increase over 2008. This reflects the annualized value of staff hired during 2008 as well as revised benefit inflators. Staff includes 55 MTACC positions who support the system expansion projects and cannot charge directly to a specific project; 38 for the East Side Access project; 20 for the Second Avenue Subway project; 12 for the Lower Manhattan projects; and 25 for Security projects.

Non-Labor costs are projected at \$10.279 million, unchanged from the July Financial Plan. Non-Labor costs decrease by approximately 7% from 2008. Costs include engineering services, independent engineer and independent compliance monitor services, reimbursement of NYCT for administrative support staff and services, temporary expert services (such as indefinite quantity consultants and firms to support project controls, change order and claims management), workforce development through employing training and other office costs such as communications and computer equipment.

## **2010 - 2012 Projections**

During this time period MTACC will be managing multiple construction sites and billions of dollars in construction contracts.

MTACC costs for 2010 are projected to decrease by less than 1% over 2009. From 2011-2012 the overall projections will decrease by 2% then increase by 2%, respectively.

Year-end staffing levels of 150 employees remain constant through 2012. Labor costs increase slight by 3% in 2010, 2% in 2011 and 3% in 2012.

Non-labor expenses decrease by 8% in 2010 from the 2009 projected level and 16% in 2011. This decrease reflects a reduction in professional services and equipment. Archeological expenditures will taper off due to the progress in our mega projects, specifically Lower Manhattan. Normal replacement for employees' computer equipment will be in effect as opposed to orders for new staff and network requirements.

**MTA CAPITAL CONSTRUCTION**  
**November Financial Plan 2009-2012**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE						
	2007	2008	2009			
	Actual	November Forecast	Final Proposed Budget	2010	2011	2012
<b>Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	\$19.104	\$32.940	\$37.249	\$37.133	\$36.300	\$37.115
<b>Total Revenue</b>	<b>\$19.104</b>	<b>\$32.940</b>	<b>\$37.249</b>	<b>\$37.133</b>	<b>\$36.300</b>	<b>\$37.115</b>
<b>Expenses</b>						
<u><b>Labor:</b></u>						
Payroll	\$8.510	\$13.796	\$17.366	\$17.722	\$18.066	\$18.435
Overtime						
Health and Welfare	1.177	1.884	2.422	2.554	2.684	2.852
OPEB Current Payment						
Pensions	1.219	1.431	1.786	1.840	1.897	1.960
Other Fringe Benefits	3.209	4.736	5.396	5.544	5.691	5.877
Reimbursable Overhead						
<b>Total Labor Expenses</b>	<b>\$14.115</b>	<b>\$21.847</b>	<b>\$26.970</b>	<b>\$27.661</b>	<b>\$28.338</b>	<b>\$29.123</b>
<u><b>Non-Labor:</b></u>						
Traction and Propulsion Power						
Fuel for Buses and Trains						
Insurance	1.003	1.081	0.096	0.106	0.117	0.128
Claims						
Paratransit Service Contracts						
Maintenance and Other Operating Contracts						
Professional Service Contracts	3.410	8.573	8.730	8.025	6.654	6.725
Materials & Supplies	0.040	0.075	0.067	0.068	0.069	0.070
Other Business Expenses	0.535	1.363	1.385	1.273	1.122	1.068
<b>Total Non-Labor Expenses</b>	<b>\$4.989</b>	<b>\$11.092</b>	<b>\$10.279</b>	<b>\$9.472</b>	<b>\$7.962</b>	<b>\$7.992</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>Total Expenses before Depreciation</b>	<b>\$19.104</b>	<b>\$32.940</b>	<b>\$37.249</b>	<b>\$37.133</b>	<b>\$36.300</b>	<b>\$37.115</b>
Depreciation						
<b>Total Expenses</b>	<b>\$19.104</b>	<b>\$32.940</b>	<b>\$37.249</b>	<b>\$37.133</b>	<b>\$36.300</b>	<b>\$37.115</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>	<b>\$0.000</b>
Business Service Center					\$0.207	\$0.207

**MTA CAPITAL CONSTRUCTION**  
**November Financial Plan 2009-2012**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>
---------------------------------------

	<b>2007</b>	<b>2008</b>	<b>2009</b>			
	<b>Actual</b>	<b>November</b>	<b>Final Proposed</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
		<b>Forecast</b>	<b>Budget</b>			
<b>Receipts</b>						
Farebox Revenue	\$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
Capital and Other Reimbursements	19.104	32.940	37.249	37.133	36.300	37.115
<b>Total Receipts</b>	<b>\$19.104</b>	<b>\$32.940</b>	<b>\$37.249</b>	<b>\$37.133</b>	<b>\$36.300</b>	<b>\$37.115</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$8.510	\$13.796	\$17.366	\$17.722	\$18.066	\$18.435
Overtime						
Health and Welfare	1.177	1.884	2.422	2.554	2.684	2.852
OPEB Current Payment						
Pensions	1.219	1.431	1.786	1.840	1.897	1.960
Other Fringe Benefits	3.209	4.736	5.396	5.544	5.691	5.877
Reimbursable Overhead						
<b>Total Labor Expenditures</b>	<b>\$14.115</b>	<b>\$21.847</b>	<b>\$26.970</b>	<b>\$27.661</b>	<b>\$28.338</b>	<b>\$29.123</b>
<b><u>Non-Labor:</u></b>						
Traction and Propulsion Power						
Fuel for Buses and Trains						
Insurance	1.003	1.081	0.096	0.106	0.117	0.128
Claims						
Paratransit Service Contracts						
Maintenance and Other Operating Contracts						
Professional Service Contracts	3.410	8.573	8.730	8.025	6.654	6.725
Materials & Supplies	0.040	0.075	0.067	0.068	0.069	0.070
Other Business Expenses	0.535	1.363	1.385	1.273	1.122	1.068
<b>Total Non-Labor Expenditures</b>	<b>\$4.989</b>	<b>\$11.092</b>	<b>\$10.279</b>	<b>\$9.472</b>	<b>\$7.962</b>	<b>\$7.992</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other - Restricted Cash Adjustment						
<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>Total Expenditures</b>	<b>\$19.104</b>	<b>\$32.940</b>	<b>\$37.249</b>	<b>\$37.133</b>	<b>\$36.300</b>	<b>\$37.115</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>	<b>\$0.000</b>
<b>Business Service Center</b>					<b>\$0.207</b>	<b>\$0.207</b>



CASH FLOW ADJUSTMENTS	
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Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
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**MTA Capital Construction Company  
November Financial Plan 2009-2012  
Year-to-Year Changes by Category  
Non-Reimbursable and Reimbursable**

**Revenue**

**Capital and Other Reimbursements:**

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

**Expenses**

**Payroll:**

- 2008 payroll costs reflect a projected year-end staffing level of 150. Majority of new hires will occur in the third and fourth quarters of 2008. 2009 payroll costs increase by 26% based on annual full-time staff levels of 150.
- 2010, 2011 and 2012 year end staffing levels remain constant at 150.

**Other Fringe Benefits:**

- Health and Welfare, Pensions and Other Fringe Benefits costs in 2008 increased from 2007 to coincide with the adjusted year-end staffing levels of 150. In 2009, these costs will increase by 28.6%, 24.8%, 13.9%, respectively, to reflect a full year of staffing levels of 150 employees.
- 2009 through 2012 Benefits expenditures remain constant and are escalated by inflation rates.

**Insurance:**

- 2008 includes insurance expenses for the All-Agency Protective Liability Program for all MTACC projects.

- 2009 costs are based on renegotiated rates and significantly decrease by 91.1%. Costs remain constant 2010 through 2012, escalated by approximately 10% each year.

#### Professional Service Contracts:

- In 2008, costs increase by more than \$5 million from the February Financial Plan, due to anticipated costs commensurate to the timeline of projects. The increase is primarily due to expenditures for specialty contractors, oversight agencies, legal support, environmental and archeological resources, contractual employees such as URS consultants and miscellaneous project related costs.
- Costs remain fairly constant in 2009 with a decline in 2010 through 2012 due to the reduction of projected environmental and archeological resources and miscellaneous consulting fees.

#### Materials and Supplies:

- 2008 costs include safety equipment for field employees and general office supplies. 2009 through 2012 costs are based on 2008 projections and are escalated by inflation rates.

#### Other Business Expenses:

- 2008 costs are comprised of wireless communication devices for staff, employee recruitment fees and automotive purchases. Additional expenditures include the procurement of office furniture and computer equipment for staff, printers, copiers, occupancy for Security Program field office and establishing an MTACC network.
- 2009 through 2012 costs are escalated by inflations rates.

## REIMBURSABLE

[illegible]

### CASH RECEIPTS & EXPENDITURES

[illegible]

**MTA Capital Construction Company  
November Financial Plan 2009-2012  
Summary of Changes Between Financial Plans 2009-2012**

**2008: November Financial Plan vs. July Financial Plan**

The November Financial Plan is unchanged from the July Financial Plan. The classification of full-time positions has been revised. The number of Administration employees has been reduced by 25 and are reclassified as Engineering/Capital positions.

**2009 - 2012: November Financial Plan vs. July Financial Plan**

Projections for 2009 have decreased by \$0.023 million, a 1% from the July Financial Plan. This decrease is due to revised Health and Welfare Cost Inflation Assumptions. Projections for 2010-2012 remain unchanged from the July Financial Plan.

**MTA CAPITAL CONSTRUCTION**  
**July Financial Plan 2009 - 2012**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**REIMBURSABLE**

	2008	2009	2010	2011	2012
<b>Baseline 2008 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>					
<b>Revenue</b>					
Farebox Revenue					
Vehicle Toll Revenue					
Capital and Other Reimbursement	\$ .000	(\$ .023)	(\$ .025)	(\$ .028)	(\$ .030)
<b>Total Revenue Changes</b>	<b>\$ .000</b>	<b>(\$ .023)</b>	<b>(\$ .025)</b>	<b>(\$ .028)</b>	<b>(\$ .030)</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	\$ .000	\$ .000	\$ .000	\$ .000	\$ .000
Health and Welfare	\$ .000	(\$ .023)	(\$ .025)	(\$ .028)	(\$ .030)
OPEB Current Payment					
Pensions	\$ .000	\$ .000	\$ .000	\$ .000	\$ .000
Other Fringe Benefits	\$ .000	\$ .000	\$ .000	\$ .000	\$ .000
Reimbursable Overhead					
<b>Total Labor Expense Changes</b>	<b>\$ .000</b>	<b>(\$ .023)</b>	<b>(\$ .025)</b>	<b>(\$ .028)</b>	<b>(\$ .030)</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance	\$ .000	\$ .000	\$ .000	\$ .000	\$ .000
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Services	\$ .000	(\$ .000)	\$ .000	(\$ .000)	\$ .000
Materials & Supplies	\$ .000	\$ .000	\$ .000	\$ .000	\$ .000
Other Business Expenses	\$ .000	\$ .000	\$ .000	\$ .000	\$ .000
<b>Total Non-Labor Expense Changes</b>	<b>\$ .000</b>	<b>\$ .000</b>	<b>\$ .000</b>	<b>\$ .000</b>	<b>\$ .000</b>
<b>Total Expense Changes</b>	<b>\$ .000</b>	<b>(\$ .023)</b>	<b>(\$ .025)</b>	<b>(\$ .028)</b>	<b>(\$ .030)</b>
<b>Cash Adjustment Changes</b>					
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>(\$0.000)</b>
<b>Baseline 2008 November Financial Plan - Operating Cash Income/(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**  
**November Financial Plan 2009 - 2012**  
**Summary of Major Programmatic Changes Between Financial Plans**  
(\$ in millions)

**Reimbursable**

	2008	2009	2010	2011	2012
<b>Baseline 2008 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><i>Non-Reimbursable Major Changes</i></b>					
Revenue					
Sub-Total Non-Reimbursable Revenue Changes	\$0.000	(\$0.023)	(\$0.025)	(\$0.028)	(\$0.030)
Expenses					
Sub-Total Non-Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b><i>Total Non-Reimbursable Major Changes</i></b>	<b>\$0.000</b>	<b>(\$0.023)</b>	<b>(\$0.025)</b>	<b>(\$0.028)</b>	<b>(\$0.030)</b>
<b><i>Reimbursable Major Changes</i></b>					
Revenue	0.000	(0.023)	(0.025)	(0.028)	(0.030)
Sub-Total Reimbursable Revenue Changes	\$0.000	(\$0.023)	(\$0.025)	(\$0.028)	(\$0.030)
Expenses	0.000	(0.023)	(0.025)	(0.028)	(0.030)
Sub-Total Reimbursable Expense Changes	\$0.000	(\$0.023)	(\$0.025)	(\$0.028)	(\$0.030)
<b><i>Total Reimbursable Major Changes</i></b>	<b>\$0.000</b>	<b>(\$0.023)</b>	<b>(\$0.025)</b>	<b>(\$0.028)</b>	<b>(\$0.030)</b>
<b><i>Total Accrual Changes</i></b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><i>Cash Adjustment Changes</i></b>					
<b><i>Total Cash Adjustment Changes</i></b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><i>Total Baseline Changes</i></b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline 2008 November Financial Plan - Operating Cash Income/(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 Company  
2009 Final Proposed Budget  
November Financial Plan 2009-2012**

**Summary of Assumptions Regarding Staffing Positions**

All MTACC costs are reimbursable from the MTA Capital Program. The November Financial Plan projects 2008 year end staffing of 150. Staffing levels reach 150 in 2008 and remain constant at that level.

The balance of our staffing needs will be met with a mix of employees matrixed\* to the company from other agencies or provided by third party consultants. The actual mix of MTACC employees, matrixed employees and consultant staff is dependent upon the particular needs of each project and the availability of the proper resource.

MTACC has carefully timed the hiring of employees to correspond with the needs of the projects. Hiring lags have occurred for a number of reasons in the last few years. MTACC has faced many challenges in filling key project positions. In 2008 a new Leadership team was brought on board to steward the Company. In addition, high level Program Executives, Program and Construction Management staff, specialty trades, and project controls staff have been hired.

The majority of MTACC's vacant positions have candidates already selected or are actively being recruited for. The 150 core staff is a target that may be under-filled or exceeded depending on the mix of construction and design activities underway. MTACC's goal is to continue to keep project management costs below the industry standard.

The 2009 Year-End Staffing level remains at 150 employees. The breakdown is as follows: 55 MTACC administrative positions and 95 project positions implementing East Side Access, Second Avenue Subway, Lower Manhattan, No. 7 Line and the system-wide security program.

\*Employees of other agencies under temporary management by MTACC

**MTA CAPITAL CONSTRUCTION**  
**November Financial Plan 2009-2012**  
**Non-Reimbursable - Reimbursable Positions at End-of-Year**  
**Full-Time Positions and Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Administration</b>						
MTACC	21	30	30	30	30	30
<b>Engineering/Capital</b>						
MTACC	19	25	25	25	25	25
East Side Access	22	38	38	38	38	38
Security	9	25	25	25	25	25
Second Avenue Subway	9	20	20	20	20	20
Lower Manhattan Project	10	12	12	12	12	12
<b>Total Engineering/Capital</b>	<b>69</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>120</b>
<b>Total Baseline Positions</b>	<b>90</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>150</b>
<i>Non-Reimbursable</i>	-	-	-	-	-	-
<i>Reimbursable</i>	90	150	150	150	150	150
<i>Total Full-Time</i>	90	150	150	150	150	150
<i>Total Full-Time Equivalents</i>	90	150	150	150	150	150
Business Service Center					(3)	(3)

**MTA CAPITAL CONSTRUCTION**  
**November Financial Plan 2009-2012**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2007 Actual	2008 November Forecast	2009 Final Proposed Budget	2010	2011	2012
<b>Administration</b>							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	21	30	30	30	30	30
	Operational Hourlies	-	-	-	-	-	-
	<b>Total Administration</b>	21	30	30	30	30	30
<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	69	120	120	120	120	120
	Operational Hourlies	-	-	-	-	-	-
	<b>Total Engineering/Capital</b>	69	120	120	120	120	120
<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	90	150	150	150	150	150
	Operational Hourlies	-	-	-	-	-	-
	<b>Total Baseline Positions</b>	90	150	150	150	150	150

**Long Island Bus**

# **MTA Long Island Bus 2009 Final Proposed Budget November Financial Plan 2009 - 2012**

## **Mission Statement and Highlights of Operations**

MTA Long Island Bus (LI Bus) is dedicated to meeting the public's need for high-quality transit service throughout Nassau, western Suffolk and eastern Queens counties. Every employee of the agency is committed to delivering safe, reliable, efficient and courteous transportation for all our customers. We achieve this through teamwork and by demonstrating the highest degree of professional integrity.

Since 2004 when LI Bus retired the last of its diesel fueled fleet, it has operated the largest 100% Clean Fuel, Compressed Natural Gas (CNG) fleet in the eastern USA. This benefits the environment, passengers and the 96 communities that it serves. The fleet size of 324 buses provide service to 47 Long Island Rail Road stations, 5 New York City Transit subway stations, shopping centers, colleges, museums, parks, theaters and beaches throughout our area.

Ridership levels have outpaced the results in 2007, partly due to the attraction of lower commuting cost that public transportation offers, relative to the high fuel prices experienced during the first half of 2008. Year to date September 2008, ridership is higher by 2.9% over the 2007 results. The goal and challenge has been to retain these new riders by adjusting service as allowed by the stringent funding environment. No service expansion was possible so existing resources were used in the most productive manner to facilitate the increased ridership. As the local and national economy searches for a rebound, we will continue to offer an affordable and efficient transportation option.

The Able-Ride Paratransit fleet is comprised of 89 fully equipped buses that offer curb-to-curb transportation for eligible customers with disabilities and who are unable to use the fixed route bus system. Through a certification program and innovative scheduling, a reduction in denial rates and missed trips goals have been met. Similar to fixed route, Paratransit ridership has increased year-to-date September, 7.2% over the same period of 2007.

The seven corporate goals as outlined by the MTA leadership have been fully embraced by the LI Bus management team. A series of local as well as collective programs under the Regional Bus umbrella are being introduced and managed with the objective of attaining the stated benchmarks. The institutional transformation objective is very real as all three bus companies explore, analyze and implement best practices, realize economies and strive to provide the best overall bus service in the nation.

The goal of improving customer service was enhanced with the introduction of 63 new paratransit vehicles into service. They provide for a more reliable, comfortable and aesthetically pleasing commuting experience for our disabled community. Although the schedule fixed route bus replacements have not yet been delivered, improvements

done to the Mineola Intermodal Center, via electronic signage and interactive kiosk's, have positively impacted customer convenience at this transportation hub. Similar improvements are planned in the current capital program for the Hempstead Transit center, which has also undergone substantial improvement to amenities and infrastructure.

Various segments of the LI Bus population have been participating in workforce development seminars as well as other Agency-wide developmental programs.

LI Bus' sustainability efforts are evident in its use of compressed natural gas in its entire fixed route fleet as well as an increased complement of hybrid vehicles. Conservation initiatives will be expanded relative to electricity and HVAC usage, while the installed high capacity battery for the fueling of buses is expected to be fully functional by the end of the year.

Most of LI Bus' security related infrastructure has been upgraded. This includes new perimeter fencing, additional and upgraded CCTV systems, and strategically placed security bollards. Through meetings and written communications, the workforce is frequently reminded and updated about personal, workplace and customer safety.

The Paratransit facility rehabilitation is one of three major capital projects that were identified for 2008. It is near completion and beneficial use is expected by the end of 2008. The two other items pertain to bus replacements of which the current paratransit portion is complete. Delivery of the fixed portion will begin in January of 2009.

With capital funding, LI Bus is continuing to enhance its physical and technological infrastructure to maximize efficiency and longevity.

## **FINANCIAL OVERVIEW**

In recent past, the perennial financial hardship that LI Bus faced was establishing secure funding streams that adjusts to cover inflation and new operational needs. This remains elusive and has been compounded by exorbitant energy costs during the first half of 2008, and the worsening economic environment. LI Bus has however been able to maintained quality and consistent service levels while managing the impact of escalating uncontrollable expenses, fairly static subsidy levels, and increasing service demands. Annual PEG requirements will be achieved for full year 2008.

Year-to-date September 2008 financial results show a net deficit of \$.7 million compared to the mid-year forecast. The negative uncontrollable items were Fuel (\$1.5 million), Claims (\$1.4 million) and Materials & Supplies-bus parts (\$. 4 million). Taken separately, revenue is up \$.8 million of which \$.4 million is favorable farebox revenue.

The general financial outlook lacks the confidence of having responsive funding streams that absorbs the annual operating deficits. LI Bus is one of the more cost efficient transportation entities and has historically done more with less as each of the cost reduction cycles occur. This current cycle is particularly hard as more revenue sources

constrict and the economy worsens. Ultimately, service levels might have to be reduced in order to achieve the target expense reductions.

There are various cyclical preventive maintenance, general maintenance and facility/equipment projects that fall under the multi-year capital program that are in progress. These are funded through Federal Grants and only represent the portion of our capital needs for which funding has been identified. There remains capital items on the Transportation Improvement Program (TIP) that are not fully funded.

Subsidy funding remains an overriding issue as LI Bus seeks additional assistance from Nassau County to meet new needs and cover the basic effects of inflation. Nassau County funding has remained flat over the past four years. The cyclical financial uncertainty adds to the challenge of balancing service levels and quality, with cost containment objectives.

## **2008 November Forecast**

The November forecast adjusts for inflation based on guideline rates and expense re-estimates. These are reflected in the 2008 baseline budget line items and include favorable September year-to-date results. There are no new programmatic needs.

Revenue for full year 2008 is forecasted to be \$50.5 million of which farebox revenue accounts for 83%. There was however no change in ridership or revenue projections from the July Plan as all current economic forecast suggests a slowing of economic activity through the end of 2008. Average year-to-date fixed route fares have however been favorable.

The net change in the labor category is a decrease of \$.6 million mainly due to a re-estimate of Pension expenses.

Non-labor expenses are projected to increase by a net \$2.5 million due to higher fuel costs and required increases in Claims reserves. Fuel rates have moderated and the lower factors were used to project the September through December usage. The positive variance generated in maintenance and other operating contracts budget line item was due to lower guideline CPI's.

Higher than forecasted CNG tax rebates for prior periods, but accrued in 2008, accounts for the favorable \$3.5 million variance shown in the other expenditures category.

## **2009 – Final Proposed Budget – Baseline**

The 2009 budget includes various expenses reduction items, contributing to the overall MTA cost containment objective. Baseline revenue in the November plan is projected at \$52 million, with a net change of \$.5 million from the July Plan. Farebox revenue was

forecasted down by less than a percentage point and was offset by gains in other revenues. Grant funding targeted for job access reverse funding (JARC) service, has been included.

Both labor contracts for represented employees, end in 2009. The prevailing contracted rates were applied through the contract periods, after which a guideline CPI rate of 2.97% was used. Positive offsets due to favorable health and pension rates were included to produce a net \$.3 million positive variance.

Increases to the 2008 fuel baseline caused higher projections in 2009, even after the application of negative guideline CPI's. Higher CPI's over the July plan also dictated the marginal increases in all other non-labor line items excepting maintenance and other operating contracts. An additional \$2 million dollars was added to cash based on the anticipated early settlement of a major claims case.

There were no programmatic changes included in the 2009 preliminary budget.

The projected 2009 tax credit derived from the use of CNG as propulsion fuel was used as an offset to projected CNG propulsion fuel expenses.

## **2010 – 2012 Projections**

Farebox revenue projections show small but gradual increases over the negative growth anticipated in 2009. The JARC grant funding was also extended to 2010 and contributes to the net \$.05 million revenue growth.

There are no projected programmatic changes and as such, the forecasted expenses in this plan period are impacted by the guideline rates issued for the individual budget line items and/or categories.

Based on the current PEG program, hourly headcount will be reduced by two maintainer helper positions. All other title groups are budgeted at current levels.

## **2009 PEG Actions**

Programs consistent with reducing the 2009 deficit by \$0.6 million were identified. Savings to maintenance contracts and material needs were done relative to the scheduled receipt of new buses. Additional reductions were targeted from electricity conservation initiatives and 2008 PEG re-estimates.

Carry-over savings into the future plan years will be generated from the reduction of two maintainer helper positions, the result of a change in bus fueling schedules, and the move to fuel more Paratransit buses from depot fuel pumps.



**MTA LONG ISLAND BUS**  
**November Financial Plan 2009- 2012**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>						
	<b>2007</b>	<b>2008</b>	<b>2009</b>			
	<b>Actual</b>	<b>November Forecast</b>	<b>Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Operating Revenue</b>						
Farebox Revenue	\$ 40.321	\$ 42.125	\$ 41.851	\$ 41.977	\$ 42.061	\$ 42.187
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	1.448	2.305	3.265	3.073	2.451	2.560
Capital and Other Reimbursements	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$41.769</b>	<b>\$44.430</b>	<b>\$45.116</b>	<b>\$45.050</b>	<b>\$44.512</b>	<b>\$44.747</b>
<b>Operating Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$ 60.499	\$ 64.490	\$ 66.394	\$ 67.636	\$ 69.144	\$ 70.665
Overtime	6.355	5.548	5.711	5.818	5.948	6.079
Health and Welfare	11.106	12.107	13.085	14.026	15.030	16.105
OPEB-2008	-	-	-	-	-	-
Pensions	5.016	5.087	5.337	5.437	5.559	5.681
Other Fringe Benefits	6.735	7.322	7.478	7.618	7.788	7.959
Pattern Labor Provision						
GASB Account						
Reimbursable Overhead						
<b>Total Labor Expenses</b>	<b>\$89.711</b>	<b>\$94.554</b>	<b>\$98.005</b>	<b>\$100.535</b>	<b>\$103.469</b>	<b>\$106.489</b>
<b><u>Non-Labor:</u></b>						
Traction and Propulsion Power						
Fuel for Buses and Trains	\$ 11.576	\$ 13.514	\$ 13.148	\$ 15.807	\$ 15.447	\$ 15.331
Insurance	0.377	0.517	0.327	0.365	0.628	0.425
Claims	6.291	4.483	3.537	3.602	3.672	3.745
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	9.076	9.981	10.228	10.518	10.792	11.079
Professional Service Contracts	1.881	1.982	2.040	2.078	2.125	2.172
Materials & Supplies	3.759	4.734	4.265	4.414	4.596	4.788
Other Business Expenses	0.028	0.415	0.427	0.435	0.445	0.455
<b>Total Non-Labor Expenses</b>	<b>\$32.988</b>	<b>\$35.626</b>	<b>\$33.972</b>	<b>\$37.219</b>	<b>\$37.705</b>	<b>\$37.995</b>
<b><u>Other Expenses Adjustments:</u></b>						
Other		\$ (3.469)				
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>(\$3.469)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$122.699</b>	<b>\$126.711</b>	<b>\$131.977</b>	<b>\$137.754</b>	<b>\$141.174</b>	<b>\$144.484</b>
Depreciation						
OPEB Post-2008	5.700	5.990	6.461	6.856	7.344	7.723
Environmental Remediation						
<b>Total Expenses</b>	<b>\$128.399</b>	<b>\$132.701</b>	<b>\$138.438</b>	<b>\$144.610</b>	<b>\$148.518</b>	<b>\$152.207</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$86.630)</b>	<b>(\$88.271)</b>	<b>(\$93.322)</b>	<b>(\$99.560)</b>	<b>(\$104.006)</b>	<b>(\$107.460)</b>
2009 Program to Eliminate the Gap (PEGs)		-	0.640	0.540	0.400	0.340
Post-2009 Program to Eliminate the Gap (PEGs)				1.491	2.982	4.473
<b>Net Surplus/(Deficit)</b>	<b>(\$86.630)</b>	<b>(\$88.271)</b>	<b>(\$92.682)</b>	<b>(\$97.529)</b>	<b>(\$100.624)</b>	<b>(\$102.647)</b>
<b>Business Service Center</b>					<b>\$1.473</b>	<b>\$1.637</b>

**MTA LONG ISLAND BUS**  
**November Financial Plan 2009- 2012**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>						
	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Revenue</b>						
Farebox Revenue						
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue						
Capital and Other Reimbursements	5.782	6.079	6.946	7.089	7.244	7.411
<b>Total Revenue</b>	<b>\$5.782</b>	<b>\$6.079</b>	<b>\$6.946</b>	<b>\$7.089</b>	<b>\$7.244</b>	<b>\$7.411</b>
<b>Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$ 0.754	\$ 0.901	\$ 0.928	\$ 0.945	\$ 0.966	\$ 0.988
Overtime	-	-	-	-	-	-
Health and Welfare	0.309	0.322	0.324	0.340	0.358	0.376
OPEB-2008	1.200	1.310	1.439	1.544	1.656	1.777
Pensions	0.122	0.123	0.127	0.130	0.132	0.135
Other Fringe Benefits	0.097	0.123	0.127	0.130	0.132	0.135
Pattern Labor Provision						
GASB Account						
Reimbursable Overhead						
<b>Total Labor Expenses</b>	<b>\$2.482</b>	<b>\$2.779</b>	<b>\$2.945</b>	<b>\$3.089</b>	<b>\$3.244</b>	<b>\$3.411</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	4.000	4.000	4.000	4.000
Other Business Expenses						
<b>Total Non-Labor Expenses</b>	<b>\$3.300</b>	<b>\$3.300</b>	<b>\$4.000</b>	<b>\$4.000</b>	<b>\$4.000</b>	<b>\$4.000</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>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$5.782</b>	<b>\$6.079</b>	<b>\$6.945</b>	<b>\$7.089</b>	<b>\$7.244</b>	<b>\$7.411</b>
Depreciation						
<b>Total Expenses</b>	<b>\$5.782</b>	<b>\$6.079</b>	<b>\$6.945</b>	<b>\$7.089</b>	<b>\$7.244</b>	<b>\$7.411</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>	<b>\$0.000</b>
<b>Business Service Center</b>					<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND BUS**  
**November Financial Plan 2009- 2012**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>						
	<b>2007</b>	<b>2008</b>	<b>2009</b>			
	<b>Actual</b>	<b>November Forecast</b>	<b>Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Revenue</b>						
Farebox Revenue	\$ 40.321	\$ 42.125	\$ 41.851	\$ 41.977	\$ 42.061	\$ 42.187
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	1.448	2.305	3.265	3.073	2.451	2.560
Capital and Other Reimbursements	5.782	6.079	6.946	7.089	7.244	7.411
<b>Total Revenue</b>	<b>\$47.551</b>	<b>\$50.509</b>	<b>\$52.062</b>	<b>\$52.139</b>	<b>\$51.756</b>	<b>\$52.158</b>
<b>Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$ 61.253	\$ 65.391	\$ 67.322	\$ 68.581	\$ 70.110	\$ 71.653
Overtime	6.355	5.548	5.711	5.818	5.948	6.079
Health and Welfare	11.415	12.429	13.409	14.366	15.388	16.481
OPEB-2008	1.200	1.310	1.439	1.544	1.656	1.777
Pensions	5.138	5.210	5.464	5.567	5.691	5.816
Other Fringe Benefits	6.832	7.445	7.605	7.748	7.920	8.094
Pattern Labor Provision	-	-	-	-	-	-
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$92.193</b>	<b>\$97.333</b>	<b>\$100.950</b>	<b>\$103.624</b>	<b>\$106.713</b>	<b>\$109.900</b>
<b><u>Non-Labor:</u></b>						
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	11.576	13.514	13.148	15.807	15.447	15.331
Insurance	0.377	0.517	0.327	0.365	0.628	0.425
Claims	6.291	4.483	3.537	3.602	3.672	3.745
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	9.076	9.981	10.228	10.518	10.792	11.079
Professional Service Contracts	1.881	1.982	2.040	2.078	2.125	2.172
Materials & Supplies	7.059	8.034	8.265	8.414	8.596	8.788
Other Business Expenses	0.028	0.415	0.427	0.435	0.445	0.455
<b>Total Non-Labor Expenses</b>	<b>\$36.288</b>	<b>\$38.926</b>	<b>\$37.972</b>	<b>\$41.219</b>	<b>\$41.705</b>	<b>\$41.995</b>
<b><u>Other Expenses Adjustments:</u></b>						
Other	\$ -	\$ (3.469)	\$ -	\$ -	\$ -	\$ -
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>(\$3.469)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$128.481</b>	<b>\$132.790</b>	<b>\$138.922</b>	<b>\$144.843</b>	<b>\$148.418</b>	<b>\$151.895</b>
Depreciation	-	-	-	-	-	-
OPEB Post-2008	5.700	5.990	6.461	6.856	7.344	7.723
Environmental Remediation	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$134.181</b>	<b>\$138.780</b>	<b>\$145.383</b>	<b>\$151.699</b>	<b>\$155.762</b>	<b>\$159.618</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$86.630)</b>	<b>(\$88.271)</b>	<b>(\$93.321)</b>	<b>(\$99.560)</b>	<b>(\$104.006)</b>	<b>(\$107.460)</b>
2009 Program to Eliminate the Gap (PEGs)	-	-	0.640	0.540	0.400	0.340
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	1.491	2.982	4.473
<b>Net Surplus/(Deficit)</b>	<b>(\$86.630)</b>	<b>(\$88.271)</b>	<b>(\$92.682)</b>	<b>(\$97.529)</b>	<b>(\$100.624)</b>	<b>(\$102.647)</b>
<b>Business Service Center</b>					<b>\$1.473</b>	<b>\$1.637</b>

**MTA LONG ISLAND BUS**  
**November Financial Plan 2009- 2012**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>						
	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Receipts</b>						
Farebox Revenue	\$ 40.218	\$ 41.962	\$ 42.451	\$ 41.867	\$ 41.950	\$ 42.075
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	4.183	2.255	3.215	3.023	2.401	2.510
Capital and Other Reimbursements	6.397	5.792	6.613	6.718	6.832	6.956
<b>Total Receipts</b>	<b>\$50.798</b>	<b>\$50.009</b>	<b>\$52.279</b>	<b>\$51.608</b>	<b>\$51.183</b>	<b>\$51.541</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$ 62.450	\$ 67.556	\$ 66.932	\$ 68.241	\$ 69.764	\$ 71.301
Overtime	5.989	5.727	5.680	5.782	5.910	6.039
Health and Welfare	11.470	12.378	13.353	14.305	15.322	16.409
OPEB-2008	1.200	1.310	1.439	1.544	1.656	1.777
Pensions	5.047	5.045	5.293	5.390	5.508	5.626
Other Fringe Benefits	7.051	8.289	7.561	7.706	7.876	8.048
Pattern Labor Provision	-	-	-	-	-	-
GASB Account	0.298	0.308	0.318	0.327	0.338	0.345
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$93.505</b>	<b>\$100.613</b>	<b>\$100.576</b>	<b>\$103.295</b>	<b>\$106.374</b>	<b>\$109.545</b>
<b><u>Non-Labor:</u></b>						
Traction and Propulsion Power	\$ 11.958	\$ 13.239	\$ 12.870	\$ 15.513	\$ 15.146	\$ 15.025
Fuel for Buses and Trains	1.271	0.500	0.302	0.352	0.604	0.443
Insurance	7.269	4.913	5.486	3.548	3.612	3.684
Claims	-	-	-	-	-	-
Paratransit Service Contracts	8.890	10.406	10.051	10.338	10.608	10.891
Maintenance and Other Operating Contracts	1.596	2.200	1.961	1.992	2.031	2.076
Professional Service Contracts	7.279	8.284	8.160	8.307	8.487	8.677
Materials & Supplies	0.926	0.392	0.402	0.410	0.417	0.426
Other Business Expenses	-	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$39.189</b>	<b>\$39.934</b>	<b>\$39.232</b>	<b>\$40.460</b>	<b>\$40.905</b>	<b>\$41.222</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	-	(3.469)	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>(\$3.469)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$132.694</b>	<b>\$137.078</b>	<b>\$139.808</b>	<b>\$143.755</b>	<b>\$147.279</b>	<b>\$150.767</b>
<b>Baseline Cash Deficit</b>	<b>(\$81.896)</b>	<b>(\$87.069)</b>	<b>(\$87.529)</b>	<b>(\$92.147)</b>	<b>(\$96.096)</b>	<b>(\$99.226)</b>
2009 Program to Eliminate the Gap (PEGs)	-	-	0.640	0.540	0.400	0.340
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	1.491	2.982	4.473
<b>Net Cash Deficit</b>	<b>(\$81.896)</b>	<b>(\$87.069)</b>	<b>(\$86.889)</b>	<b>(\$90.116)</b>	<b>(\$92.714)</b>	<b>(\$94.413)</b>
<b>Business Service Center</b>					<b>\$1.473</b>	<b>\$1.637</b>

**MTA LONG ISLAND BUS**  
**November Financial Plan 2009- 2012**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>						
	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Receipts</b>						
Farebox Revenue	\$ (0.103)	\$ (0.163)	\$ 0.600	\$ (0.110)	\$ (0.111)	\$ (0.112)
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	2.735	(0.050)	(0.050)	(0.050)	(0.050)	(0.050)
Capital and Other Reimbursements	0.615	(0.287)	(0.333)	(0.371)	(0.412)	(0.455)
<b>Total Receipts</b>	<b>\$3.247</b>	<b>(\$0.500)</b>	<b>\$0.217</b>	<b>(\$0.531)</b>	<b>(\$0.573)</b>	<b>(\$0.617)</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$ (1.197)	\$ (2.165)	\$ 0.390	\$ 0.340	\$ 0.346	\$ 0.352
Overtime	0.366	(0.179)	0.031	0.036	0.038	0.040
Health and Welfare	(0.055)	0.051	0.056	0.061	0.066	0.072
OPEB-2008	-	-	-	-	-	-
Pensions	0.091	0.165	0.171	0.177	0.183	0.190
Other Fringe Benefits	(0.219)	(0.844)	0.044	0.042	0.044	0.046
Pattern Labor Provision	-	-	-	-	-	-
GASB Account	(0.298)	(0.308)	(0.318)	(0.327)	(0.338)	(0.345)
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$1.312)</b>	<b>(\$3.280)</b>	<b>\$0.374</b>	<b>\$0.329</b>	<b>\$0.339</b>	<b>\$0.355</b>
<b><u>Non-Labor:</u></b>						
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	(0.382)	0.275	0.278	0.294	0.301	0.306
Insurance	(0.894)	0.017	0.025	0.013	0.024	(0.018)
Claims	(0.978)	(0.430)	(1.949)	0.054	0.060	0.061
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.186	(0.425)	0.177	0.180	0.184	0.188
Professional Service Contracts	0.285	(0.218)	0.079	0.086	0.094	0.096
Materials & Supplies	(0.220)	(0.250)	0.105	0.107	0.109	0.111
Other Business Expenditures	(0.898)	0.023	0.025	0.025	0.028	0.029
<b>Total Non-Labor Expenditures</b>	<b>(\$2.901)</b>	<b>(\$1.008)</b>	<b>(\$1.260)</b>	<b>\$0.759</b>	<b>\$0.800</b>	<b>\$0.773</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>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASb Adjs.</b>	<b>(\$0.966)</b>	<b>(\$4.788)</b>	<b>(\$0.669)</b>	<b>\$0.557</b>	<b>\$0.566</b>	<b>\$0.511</b>
Depreciation Adjustment	-	-	-	-	-	-
OPEB Post-2008	5.700	5.990	6.461	6.856	7.344	7.723
Environmental Remediation	-	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$4.734</b>	<b>\$1.202</b>	<b>\$5.792</b>	<b>\$7.413</b>	<b>\$7.910</b>	<b>\$8.234</b>
2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$4.734</b>	<b>\$1.202</b>	<b>\$5.792</b>	<b>\$7.413</b>	<b>\$7.910</b>	<b>\$8.234</b>
<b>Business Service Center</b>		-	-	-	-	-

**MTA Long Island Bus  
2009 Final Proposed Budget  
November Financial Plan 2009 - 2012  
Year-to-Year Summary of Changes**

**Accrual and Cash**

Until sustained future funding issues are resolved, or budget requirements dictate otherwise, the current budget plan does not assume any changes in current overall service/operation levels.

Farebox revenue and ridership shows negative growth from 2008 to 2009, reflective of the current and uncertain medium-term economic forecast. Small gains are projected in the remainder of the plan years and will directly impact deficit numbers as expenses outpace farebox revenue levels.

Annual changes in Other Operating Revenues are reflective of estimated grant funding levels and changes in contract rates tied to advertising and other non-operating revenue sources. New job access reverse commute funding was approved, and added \$1 million to the 2009 and 2010 plan years.

The two main components of the Capital and Other Reimbursement categories are reimbursement for capital personnel and preventive maintenance expenses. Preventive maintenance increased by \$.7 million in 2009. The labor portion is affected by the identical CPI guidelines as non-reimbursable.

Labor baseline assumptions related to annual changes in labor contracts and/or the application of guideline CPI's in the calculation of each year's base number. Health and Welfare annual change were directly affected by specified annual rates.

Insurance and pension expenses are predicated on annual premiums and scheduled cash payments in a given calendar year. Claims and workers' compensation variances between the current and proposed plan years reflect current activities whereas the future plan year forecasts average trend.

Annual changes in contracts, services and material were consistent with the guideline November inflators.

Changes in projected fuel expenses are based on issued annual rate guidelines.

**MTA LONG ISLAND BUS**  
**November Financial Plan 2009 - 2012**  
**Year-to-Year Changes by Category - Accrual Basis**  
(\$ in millions)

**NON-REIMBURSABLE**

	Favorable/(Unfavorable)								
	2008	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010	2012	Change 2012 - 2011
<b>Revenue</b>									
Farebox Revenue	\$42.125	\$41.851	(\$0.274)	\$41.977	\$0.126	\$42.061	\$0.084	\$42.187	\$0.126
Vehicle Toll Revenue	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Other Operating Revenue	2.305	3.265	\$0.960	3.073	(\$0.192)	2.451	(\$0.622)	2.560	\$0.109
Capital and Other Reimbursements	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<b>Total Revenue</b>	<b>\$44.430</b>	<b>\$45.116</b>	<b>\$0.686</b>	<b>\$45.050</b>	<b>(\$0.066)</b>	<b>\$44.512</b>	<b>(\$0.538)</b>	<b>\$44.747</b>	<b>\$0.235</b>
<b>Expenses</b>									
Labor:									
Payroll	\$64.490	\$66.394	(\$1.904)	\$67.636	(\$1.242)	\$69.144	(\$1.508)	\$70.665	(\$1.521)
Overtime	5.548	5.711	(\$0.163)	5.818	(\$0.107)	5.948	(\$0.130)	6.079	(\$0.131)
Health and Welfare	12.107	13.085	(\$0.978)	14.026	(\$0.941)	15.030	(\$1.004)	16.105	(\$1.075)
OPEB-2008	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Pensions	5.087	5.337	(\$0.250)	5.437	(\$0.100)	5.559	(\$0.122)	5.681	(\$0.122)
Other Fringe Benefits	7.322	7.478	(\$0.156)	7.618	(\$0.140)	7.788	(\$0.170)	7.959	(\$0.171)
Reimbursable Overhead	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<b>Total Labor Expenses</b>	<b>\$94.554</b>	<b>\$98.005</b>	<b>(\$3.451)</b>	<b>\$100.535</b>	<b>(\$2.530)</b>	<b>\$103.469</b>	<b>(\$2.934)</b>	<b>\$106.489</b>	<b>(\$3.020)</b>
<b>Non-Labor:</b>									
Traction and Propulsion Power	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Fuel for Buses and Trains	\$13.514	\$13.148	\$0.366	\$15.807	(\$2.659)	\$15.447	\$0.360	\$15.331	\$0.116
Insurance	0.517	0.327	\$0.190	0.365	(\$0.037)	0.628	(\$0.264)	0.425	\$0.203
Claims	4.483	3.537	\$0.946	3.602	(\$0.065)	3.672	(\$0.070)	3.745	(\$0.073)
Paratransit Service Contracts	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Maintenance and Other Operating Contracts	9.981	10.228	(\$0.247)	10.518	(\$0.290)	10.792	(\$0.274)	11.079	(\$0.287)
Professional Service Contracts	1.982	2.040	(\$0.058)	2.078	(\$0.038)	2.125	(\$0.047)	2.172	(\$0.047)
Materials & Supplies	4.734	4.265	\$0.469	4.414	(\$0.149)	4.596	(\$0.182)	4.788	(\$0.192)
Other Business Expenses	0.415	0.427	(\$0.012)	0.435	(\$0.008)	0.445	(\$0.010)	0.455	(\$0.010)
<b>Total Non-Labor Expenses</b>	<b>\$35.626</b>	<b>\$33.972</b>	<b>\$1.654</b>	<b>\$37.219</b>	<b>(\$3.246)</b>	<b>\$37.705</b>	<b>(\$0.487)</b>	<b>\$37.995</b>	<b>(\$0.290)</b>
<b>Other Expenses Adjustments:</b>									
Other	(3.469)	-	(\$3.469)	-	\$0.000	-	\$0.000	-	\$0.000
<b>Total Other Expense Adjustments</b>	<b>(\$3.469)</b>	<b>\$0.000</b>	<b>(\$3.469)</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 and GASB Adjs.</b>	<b>\$126.711</b>	<b>\$131.977</b>	<b>(\$5.266)</b>	<b>\$137.754</b>	<b>(\$5.777)</b>	<b>\$141.174</b>	<b>(\$3.421)</b>	<b>\$144.484</b>	<b>(\$3.310)</b>
Depreciation	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
OPEB Post-2008	5.990	6.461	(\$0.471)	6.856	(\$0.395)	7.344	(\$0.488)	7.723	(\$0.379)
Environmental Remediation	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<b>Total Expenses</b>	<b>\$132.701</b>	<b>\$138.438</b>	<b>(\$5.737)</b>	<b>\$144.610</b>	<b>(\$6.172)</b>	<b>\$148.518</b>	<b>(\$3.909)</b>	<b>\$152.207</b>	<b>(\$3.689)</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$88.271)</b>	<b>(\$93.322)</b>	<b>(\$5.051)</b>	<b>(\$99.560)</b>	<b>(\$6.238)</b>	<b>(\$104.006)</b>	<b>(\$4.447)</b>	<b>(\$107.460)</b>	<b>(\$3.454)</b>
2009 Agency Program to Eliminate the Gap	0.000	0.640	\$0.640	0.540	(\$0.100)	0.400	(\$0.140)	0.340	(\$0.060)
Post-2009 Agency Program to Elim. the Gap	0.000	0.000	\$0.000	1.491	\$1.491	2.982	\$1.491	4.473	\$1.491
<b>Net Surplus/(Deficit)</b>	<b>(\$88.271)</b>	<b>(\$92.682)</b>	<b>(\$4.411)</b>	<b>(\$97.529)</b>	<b>(\$4.847)</b>	<b>(\$100.624)</b>	<b>(\$3.096)</b>	<b>(\$102.647)</b>	<b>(\$2.023)</b>

**MTA Long Island Bus**  
**November Financial Plan 2009 - 2012**  
**Year-to-Year Changes by Category - Accrual Basis**  
(\$ in millions)

**REIMBURSABLE**

	Favorable/(Unfavorable)								
	2008	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010	2012	Change 2012 - 2011
<b><u>Revenue</u></b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue									
Other Operating Revenue	-	-	0.000	-	0.000	-	0.000	-	0.000
Capital and Other Reimbursements	6.079	6.946	0.866	7.089	0.144	7.245	0.156	7.411	0.166
<b>Total Revenue</b>	<b>\$6.079</b>	<b>\$6.946</b>	<b>\$0.866</b>	<b>\$7.089</b>	<b>\$0.144</b>	<b>\$7.245</b>	<b>\$0.156</b>	<b>\$7.411</b>	<b>\$0.166</b>
<b><u>Expenses</u></b>									
<b>Labor:</b>									
Payroll	\$0.901	\$0.928	(\$0.027)	\$0.945	(\$0.017)	\$0.967	(\$0.022)	\$0.988	(\$0.021)
Overtime	-	-	0.000	-	0.000	-	0.000	-	0.000
Health and Welfare	0.322	0.324	(0.002)	0.340	(0.016)	0.358	(0.018)	0.376	(0.018)
OPEB-2008	1.310	1.439	(0.129)	1.544	(0.105)	1.656	(0.112)	1.777	(0.121)
Pensions	0.123	0.127	(0.004)	0.130	(0.003)	0.132	(0.002)	0.135	(0.003)
Other Fringe Benefits	0.123	0.127	(0.004)	0.130	(0.003)	0.132	(0.002)	0.135	(0.003)
Pattern Labor Provision	-	-	0.000	-	0.000	-	0.000	-	0.000
GASB Account	-	-	0.000	-	0.000	-	0.000	-	0.000
Reimbursable Overhead	-	-	0.000	-	0.000	-	0.000	-	0.000
<b>Total Labor Expenses</b>	<b>\$2.779</b>	<b>\$2.945</b>	<b>(\$0.166)</b>	<b>\$3.089</b>	<b>(\$0.144)</b>	<b>\$3.245</b>	<b>(\$0.156)</b>	<b>\$3.411</b>	<b>(\$0.166)</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
Fuel for Buses and Trains	-	-	0.000	-	0.000	-	0.000	-	0.000
Insurance	-	-	0.000	-	0.000	-	0.000	-	0.000
Claims	-	-	0.000	-	0.000	-	0.000	-	0.000
Paratransit Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance and Other Operating Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Professional Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Materials & Supplies	3.300	4.000	(0.700)	4.000	0.000	4.000	0.000	4.000	0.000
Other Business Expenses	-	-	0.000	-	0.000	-	0.000	-	0.000
<b>Total Non-Labor Expenses</b>	<b>\$3.300</b>	<b>\$4.000</b>	<b>(\$0.700)</b>	<b>\$4.000</b>	<b>\$0.000</b>	<b>\$4.000</b>	<b>\$0.000</b>	<b>\$4.000</b>	<b>\$0.000</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
<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>Total Expenses before Depreciation</b>	<b>\$6.079</b>	<b>\$6.945</b>	<b>(\$0.866)</b>	<b>\$7.089</b>	<b>(\$0.144)</b>	<b>\$7.245</b>	<b>(\$0.156)</b>	<b>\$7.411</b>	<b>(\$0.166)</b>
Depreciation			0.000		0.000		0.000		0.000
<b>Total Expenses</b>	<b>\$6.079</b>	<b>\$6.945</b>	<b>(\$0.866)</b>	<b>\$7.089</b>	<b>(\$0.144)</b>	<b>\$7.245</b>	<b>(\$0.156)</b>	<b>\$7.411</b>	<b>(\$0.166)</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>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
2009 Agency Program to Eliminate the Gap	-	0.000	0.000	-	(0.000)	-	0.000	-	0.000
Post-2009 Agency Program to Elim. the Gap	-	-	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>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>



**MTA LONG ISLAND BUS**  
**November Financial Plan 2009 - 2012**  
**Year-to-Year Changes by Category - Accrual Basis**  
(\$ in millions)

**NON-REIMBURSABLE & REIMBURSABLE**

	Favorable/(Unfavorable)								
	2008	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010	2012	Change 2012 - 2011
<b><u>Revenue</u></b>									
Farebox Revenue	\$42.125	\$41.851	(\$0.274)	\$41.977	\$0.126	\$42.061	\$0.084	\$42.187	\$0.126
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	\$2.305	\$3.265	\$0.960	\$3.073	(\$0.192)	\$2.451	(\$0.622)	\$2.560	\$0.109
Capital and Other Reimbursements	\$6.079	\$6.946	\$0.866	\$7.089	\$0.144	\$7.245	\$0.156	\$7.411	\$0.166
<b>Total Revenue</b>	<b>\$50.509</b>	<b>\$52.062</b>	<b>\$1.552</b>	<b>\$52.139</b>	<b>\$0.077</b>	<b>\$51.757</b>	<b>(\$0.382)</b>	<b>\$52.158</b>	<b>\$0.401</b>
<b><u>Expenses</u></b>									
<b>Labor:</b>									
Payroll	\$65.391	\$67.322	(\$1.931)	\$68.581	(\$1.259)	\$70.111	(\$1.530)	\$71.653	(\$1.542)
Overtime	5.548	5.711	(\$0.163)	5.818	(\$0.107)	5.948	(\$0.130)	6.079	(\$0.131)
Health and Welfare	12.429	13.409	(\$0.980)	14.366	(\$0.957)	15.388	(\$1.022)	16.481	(\$1.093)
OPEB-2008	1.310	1.439	(\$0.129)	1.544	(\$0.105)	1.656	(\$0.112)	1.777	(\$0.121)
Pensions	5.210	5.464	(\$0.254)	5.567	(\$0.103)	5.691	(\$0.124)	5.816	(\$0.125)
Other Fringe Benefits	7.445	7.605	(\$0.160)	7.748	(\$0.143)	7.920	(\$0.172)	8.094	(\$0.174)
Reimbursable Overhead	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<b>Total Labor Expenses</b>	<b>\$97.333</b>	<b>\$100.950</b>	<b>(\$3.617)</b>	<b>\$103.624</b>	<b>(\$2.674)</b>	<b>\$106.714</b>	<b>(\$3.090)</b>	<b>\$109.900</b>	<b>(\$3.186)</b>
<b>Non-Labor:</b>									
Traction and Propulsion Power	\$0.000	\$0.000		\$0.000		\$0.000		\$0.000	
Fuel for Buses and Trains	13.514	\$13.148	\$0.366	\$15.807	(\$2.659)	\$15.447	\$0.360	\$15.331	\$0.116
Insurance	0.517	0.327	\$0.190	0.365	(\$0.037)	0.628	(\$0.264)	0.425	\$0.203
Claims	4.483	3.537	\$0.946	3.602	(\$0.065)	3.672	(\$0.070)	3.745	(\$0.073)
Paratransit Service Contracts	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Maintenance and Other Operating Contracts	9.981	10.228	(\$0.247)	10.518	(\$0.290)	10.792	(\$0.274)	11.079	(\$0.287)
Professional Service Contracts	1.982	2.040	(\$0.058)	2.078	(\$0.038)	2.125	(\$0.047)	2.172	(\$0.047)
Materials & Supplies	8.034	8.265	(\$0.231)	8.414	(\$0.149)	8.596	(\$0.182)	8.788	(\$0.192)
Other Business Expenses	0.415	0.427	(\$0.012)	0.435	(\$0.008)	0.445	(\$0.010)	0.455	(\$0.010)
<b>Total Non-Labor Expenses</b>	<b>\$38.926</b>	<b>\$37.972</b>	<b>\$0.954</b>	<b>\$41.219</b>	<b>(\$3.246)</b>	<b>\$41.705</b>	<b>(\$0.487)</b>	<b>\$41.995</b>	<b>(\$0.290)</b>
<b>Other Expenses Adjustments:</b>									
Other	(3.469)	-	(\$3.469)	-	\$0.000	-	\$0.000	-	\$0.000
<b>Total Other Expense Adjustments</b>	<b>(\$3.469)</b>	<b>\$0.000</b>	<b>(\$3.469)</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 and GASB Adjs.</b>	<b>\$132.790</b>	<b>\$138.922</b>	<b>(\$6.132)</b>	<b>\$144.843</b>	<b>(\$5.921)</b>	<b>\$148.419</b>	<b>(\$3.577)</b>	<b>\$151.895</b>	<b>(\$3.476)</b>
 Depreciation			\$0.000		\$0.000		\$0.000		\$0.000
OPEB Post-2008	5.990	6.461	(\$0.471)	6.856	(\$0.395)	7.344	(\$0.488)	7.723	(\$0.379)
Environmental Remediation	-	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<b>Total Expenses</b>	<b>\$138.780</b>	<b>\$145.383</b>	<b>(\$6.603)</b>	<b>\$151.699</b>	<b>(\$6.316)</b>	<b>\$155.763</b>	<b>(\$4.065)</b>	<b>\$159.618</b>	<b>(\$3.855)</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$88.271)</b>	<b>(\$93.321)</b>	<b>(\$5.051)</b>	<b>(\$99.560)</b>	<b>(\$6.238)</b>	<b>(\$104.006)</b>	<b>(\$4.447)</b>	<b>(\$107.460)</b>	<b>(\$3.454)</b>
 2009 Agency Program to Eliminate the Gap	0.000	0.640	\$0.640	0.540	(\$0.100)	0.400	(\$0.140)	0.340	(\$0.060)
Post-2009 Agency Program to Elim. the Gap	0.000	0.000	\$0.000	1.491	\$1.491	2.982	\$1.491	4.473	\$1.491
<b>Net Surplus/(Deficit)</b>	<b>(\$88.271)</b>	<b>(\$92.682)</b>	<b>(\$4.411)</b>	<b>(\$97.529)</b>	<b>(\$4.847)</b>	<b>(\$100.624)</b>	<b>(\$3.096)</b>	<b>(\$102.647)</b>	<b>(\$2.023)</b>

**MTA Long Island Bus**  
**November Financial Plan 2009 - 2012**  
**Year-to-Year Changes by Category - Cash Basis**  
(\$ in millions)

**CASH RECEIPTS & EXPENDITURES**

	Favorable/(Unfavorable)								
	2008	2009	Change 2009 - 2008	2010	Change 2010 - 2009	2011	Change 2011 - 2010	2012	Change 2012 - 2011
<b>Receipts</b>									
Farebox Revenue	\$41.962	\$42.451	\$0.489	\$41.867	(\$0.584)	\$41.950	\$0.083	\$42.075	\$0.125
Vehicle Toll Revenue	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Operating Revenue	2.255	3.215	0.960	3.023	(0.192)	2.401	(0.622)	2.510	0.109
Capital and Other Reimbursements	5.792	6.613	0.821	6.718	0.106	6.832	0.114	6.956	0.124
<b>Total Receipts</b>	<b>\$50.009</b>	<b>\$52.279</b>	<b>\$2.270</b>	<b>\$51.608</b>	<b>(\$0.671)</b>	<b>\$51.183</b>	<b>(\$0.425)</b>	<b>\$51.541</b>	<b>\$0.358</b>
<b>Expenditures</b>									
Labor:									
Payroll	\$67.556	\$66.932	\$0.624	\$68.241	(\$1.309)	\$69.764	(\$1.523)	\$71.301	(\$1.537)
Overtime	5.727	5.680	0.047	5.782	(0.102)	5.910	(0.128)	6.039	(0.129)
Health and Welfare	12.378	13.353	(0.975)	14.305	(0.952)	15.322	(1.017)	16.409	(1.087)
OPEB-2008	1.310	1.439	(0.129)	1.544	(0.105)	1.656	(0.112)	1.777	(0.121)
Pensions	5.045	5.293	(0.248)	5.390	(0.097)	5.508	(0.118)	5.626	(0.118)
Other Fringe Benefits	8.289	7.561	0.728	7.706	(0.145)	7.876	(0.170)	8.048	(0.172)
Pattern Labor Provision	-	-	0.000	-	0.000	-	0.000	-	0.000
GASB Account	0.308	0.318	(0.010)	0.327	(0.009)	0.338	(0.011)	0.345	(0.007)
Reimbursable Overhead	-	-	0.000	-	0.000	-	0.000	-	0.000
<b>Total Labor Expenditures</b>	<b>\$100.613</b>	<b>\$100.576</b>	<b>\$0.037</b>	<b>\$103.295</b>	<b>(\$2.719)</b>	<b>\$106.374</b>	<b>(\$3.079)</b>	<b>\$109.545</b>	<b>(\$3.171)</b>
Non-Labor:									
Traction and Propulsion Power									
Fuel for Buses and Trains	\$13.239	\$12.870	\$0.369	\$15.513	(\$2.643)	\$15.146	\$0.367	\$15.025	\$0.121
Insurance	0.500	0.302	0.198	0.352	(0.050)	0.604	(0.252)	0.443	0.161
Claims	4.913	5.486	(0.573)	3.548	1.938	3.612	(0.064)	3.684	(0.072)
Paratransit Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance and Other Operating Contracts	10.406	10.051	0.355	10.338	(0.287)	10.608	(0.270)	10.891	(0.283)
Professional Service Contracts	2.200	1.961	0.239	1.992	(0.031)	2.031	(0.039)	2.076	(0.045)
Materials & Supplies	8.284	8.160	0.124	8.307	(0.147)	8.487	(0.180)	8.677	(0.190)
Other Business Expenses	0.392	0.402	(0.010)	0.410	(0.008)	0.417	(0.007)	0.426	(0.009)
<b>Total Non-Labor Expenditures</b>	<b>\$39.934</b>	<b>\$39.232</b>	<b>\$0.702</b>	<b>\$40.460</b>	<b>(\$1.228)</b>	<b>\$40.905</b>	<b>(\$0.445)</b>	<b>\$41.222</b>	<b>(\$0.317)</b>
Other Expenditure Adjustments:									
Other	(\$3.469)	\$0.000	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>(\$3.469)</b>	<b>\$0.000</b>	<b>(\$3.469)</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>\$137.078</b>	<b>\$139.808</b>	<b>(\$2.730)</b>	<b>\$143.755</b>	<b>(\$3.947)</b>	<b>\$147.279</b>	<b>(\$3.524)</b>	<b>\$150.767</b>	<b>(\$3.488)</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$87.069)</b>	<b>(\$87.529)</b>	<b>(\$0.460)</b>	<b>(\$92.147)</b>	<b>(\$4.618)</b>	<b>(\$96.096)</b>	<b>(\$3.949)</b>	<b>(\$99.226)</b>	<b>(\$3.130)</b>
2009 Agency Program to Eliminate the Gap	-	0.640	0.640	0.540	(0.100)	0.400	(0.140)	0.340	(0.060)
Post-2009 Agency Program to Elim. the Gap	-	-	0.000	1.491	1.491	2.982	1.491	4.473	1.491
<b>Net Cash Deficit</b>	<b>(\$87.069)</b>	<b>(\$86.889)</b>	<b>\$0.180</b>	<b>(\$90.116)</b>	<b>(\$3.227)</b>	<b>(\$92.714)</b>	<b>(\$2.598)</b>	<b>(\$94.413)</b>	<b>(\$1.699)</b>

**MTA Long Island Bus  
2009 Final Proposed Budget  
November Financial Plan 2009 - 2012  
Summary of Major Plan-to-Plan Changes**

**Accrual**

There were no programmatic changes from the July plan and variances reflect changes in CPI rates, expense re-estimates and forecasted revenue.

The July ridership and revenue levels contained in the July plan were unchanged for the November forecast. However, this number includes a \$.4 million increase in farebox revenue over the Adopted budget. Based on economic forecasts such as the employment indicator for our service region, a worsening economy is expected through 2009. As such, the ridership and revenue forecast for 2009 was lowered by .8% and .7% respectively in the November plan. Small positive increases were then reflected in the other plan years.

New grant funding targeted for reverse commute service enhancements were approved and \$1 million was included for this purpose in 2009 and 2010. This did not carry-over to the other plan years as there is no guarantee of future appropriations for this specific program.

Labor expense variances were affected by an increase of .95% over the July CPI's with a positive offset to Health and Welfare that had lower average rates. These 2009 rates were lowered to an average 7.7% for 2009 and up slightly to an average 7.3% for the 2010 – 2012 plan period. Average rates are cited because they vary depending on plan type participation. Pension savings of \$.7 million in 2008 were also realized as we applied a lower rate that reflects the forecasted billing rates used by our provider.

The fuel budget category consists of fuel types (Diesel, CNG, Oil and Lubricants) that have different inflator rates. Although adjustments were made in the July budget cycle to reflect current rates, the guideline CPI's did not anticipate the continued increase in the respective fuel prices. As such, there is a budget gap going into the November plan with no clear indication of a funding source. Guideline rates developed in conjunction with the MTA budget unit were applied to the forecasted usage for September - December 2008. Optimistic lower fuel rates are projected for the base year 2009 with fluctuation in those for the outer plan years.

Active claims cases have mandated the increase of LI Bus's claims reserves. One particularly large case is expected to be settled during the first quarter of 2009. However, the accrual requirements are impacting the 2008 actual numbers. Based on the current year-to-date overrun and anticipated liabilities through the end of 2008, an amount of \$1 million was added to the claims November plan accrual budget.

Adjustments to the other plan year's claims numbers will be assessed as cases develop, with the liability reserve requirements being the driving force for accrual changes, and settlement amounts, for cash payment needs.

Baseline changes to other non-labor categories (contracts, materials & supplies) were affected by the higher November CPI that was used to develop a base 2009 plan number. The 2010 -2012 plan years therefore reflects the CPI changes applied to each respective base year. Energy related items such as electricity, heating and non-revenue fuel are included in the maintenance contract and material budget grouping and their adjusted 2008 baseline in combination with the fuel CPI's, directly affected the final annual numbers in these categories.

The 2009 PEG program was unchanged.

## **Cash**

With two exceptions, plan-to-plan cash changes mirrored the changes to accrual and unique cash flow timing requirements.

As outline above, in anticipation of a claims settlement that requires payment up to our excess liability sealing, \$2 million dollars was added to the claims cash budget in 2009.

A shift in the timing of insurance premium payments caused changes in this line item in each year of the plan period.

**MTA LONG ISLAND BUS**  
**November Financial Plan 2009- 2012**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**NON-REIMBURSABLE**

	2008	2009	2010	2011	2012
<b>Baseline 2008 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$86.618)</b>	<b>(\$85.221)</b>	<b>(\$89.824)</b>	<b>(\$93.805)</b>	<b>(\$96.690)</b>
<b>Baseline Changes</b>					
<b>Revenue</b>					
Farebox Revenue	-	(0.696)	(0.783)	(0.913)	(1.002)
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.054	1.127	0.828	-	-
Capital and Other Reimbursement	-	-	-	-	-
<b>Total Revenue Changes</b>	<b>\$0.054</b>	<b>\$4.31</b>	<b>\$0.045</b>	<b>(\$0.913)</b>	<b>(\$1.002)</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll (change in CPI)	-	(0.489)	(0.380)	(0.583)	(0.705)
Overtime (change in CPI)	-	(0.050)	(0.041)	(0.059)	(0.069)
Health and Welfare	-	0.317	0.381	0.455	0.536
OPEB-2008	-	-	-	-	-
Pensions	0.690	0.566	0.587	0.581	0.585
Other Fringe Benefits	0.035	0.036	0.050	0.029	0.017
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expense Changes</b>	<b>\$0.725</b>	<b>\$0.381</b>	<b>\$0.597</b>	<b>\$0.424</b>	<b>\$0.364</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	(1.567)	(1.210)	(2.944)	(1.625)	(1.547)
Insurance	-	-	-	-	-
Claims	(1.000)	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.088	0.159	0.041	(0.097)	(0.204)
Professional Service Contracts	-	(0.019)	(0.015)	(0.022)	(0.026)
Materials & Supplies	-	(0.072)	(0.056)	(0.078)	(0.097)
Other Business Expenses	-	(0.004)	(0.003)	(0.005)	(0.006)
<b>Total Non-Labor Expense Changes before Depreciation and GASB Adjs.</b>	<b>(\$2.480)</b>	<b>(\$1.145)</b>	<b>(\$2.977)</b>	<b>(\$1.827)</b>	<b>(\$1.880)</b>
Depreciation					
OPEB Post-2008	-	\$0.000	\$0.000	\$0.000	\$0.000
CNG Tax credits (greater than forecast)	-	-	-	-	-
<b>Total Expense Changes</b>	<b>(\$1.755)</b>	<b>(\$0.765)</b>	<b>(\$2.380)</b>	<b>(\$1.403)</b>	<b>(\$1.516)</b>
<b>Cash Adjustment Changes</b>					
Farebox Revenue	-	-	-	-	-
Capital and Other Reimbursement	-	-	-	-	-
Payroll	-	-	0.000	0.000	(0.000)
Overtime	-	-	-	-	-
Health and Welfare	-	-	(0.000)	0.000	(0.000)
Pensions	-	-	-	0.000	-
Other Fringe Benefits	0.000	(0.000)	(0.000)	(0.000)	(0.000)
Fuel for Buses and Trains	-	0.000	-	-	-
Insurance	0.250	0.025	0.013	0.024	(0.018)
Claims	1.000	(2.000)	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	(0.000)	-	-	-
Other Business Expenses	-	-	-	-	-
OPEB Post-2008	-	-	-	-	-
<b>Total Cash Adjustment Changes</b>	<b>\$1.250</b>	<b>(\$1.975)</b>	<b>\$0.013</b>	<b>\$0.025</b>	<b>(\$0.018)</b>
<b>Total Baseline Changes</b>	<b>(\$0.450)</b>	<b>(\$2.309)</b>	<b>(\$2.323)</b>	<b>(\$2.291)</b>	<b>(\$2.536)</b>
<b>Baseline 2008 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$87.069)</b>	<b>(\$87.529)</b>	<b>(\$92.147)</b>	<b>(\$96.096)</b>	<b>(\$99.226)</b>

**MTA Long Island Bus**  
**November Financial Plan 2009- 2012**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**REIMBURSABLE**

	2008	2009	2010	2011	2012
<b>Baseline 2008 February Financial Plan - Operating Cash Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>					
<b>Revenue</b>					
Farebox Revenue					
Vehicle Toll Revenue					
Capital and Other Reimbursement	0.105	0.080	0.071	0.064	0.058
<b>Total Revenue Changes</b>	<b>\$ .105</b>	<b>\$ .080</b>	<b>\$ .071</b>	<b>\$ .064</b>	<b>\$ .058</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	-	-	0.002	(0.001)	(0.003)
Overtime	-	-	-	-	-
Health and Welfare	-	0.029	0.039	0.049	0.061
OPEB-2008	-	-	-	-	-
Pensions	(0.049)	(0.051)	(0.052)	(0.053)	(0.054)
Other Fringe Benefits	(0.056)	(0.058)	(0.060)	(0.060)	(0.062)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expense Changes</b>	<b>(\$ .105)</b>	<b>(\$ .080)</b>	<b>(\$ .071)</b>	<b>(\$ .065)</b>	<b>(\$ .058)</b>
<b>Non-Labor:</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	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
<b>Total Non-Labor Expense Changes</b>	<b>\$ .000</b>	<b>\$ .000</b>	<b>\$ .000</b>	<b>\$ .000</b>	<b>\$ .000</b>
<b>Total Expense Changes</b>	<b>(\$ .105)</b>	<b>(\$ .080)</b>	<b>(\$ .071)</b>	<b>(\$ .065)</b>	<b>(\$ .058)</b>
<b>Cash Adjustment Changes</b>					
Farebox Revenue					
Capital and Other Reimbursement					
Payroll					
Overtime					
Health and Welfare					
Pensions					
Other Fringe Benefits					
Fuel for Buses and Trains					
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts					
Materials & Supplies					
Other Business Expenses					
Rounding					
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.001)</b>	<b>(\$0.000)</b>
<b>Baseline 2008 July Financial Plan - Operating Cash Income/(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**  
**November Financial Plan 2009-2012**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**NON-REIMBURSABLE & REIMBURSABLE**

	2008	2009	2010	2011	2012
<b>Baseline 2008 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$86.618)</b>	<b>(\$85.221)</b>	<b>(\$89.824)</b>	<b>(\$93.805)</b>	<b>(\$96.690)</b>
<b>Baseline Changes</b>					
<b>Revenue</b>					
Farebox Revenue	-	(0.696)	(0.783)	(0.913)	(1.002)
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.054	1.127	0.828	-	-
Capital and Other Reimbursement	0.105	0.080	0.071	0.064	0.058
<b>Total Revenue Changes</b>	<b>\$ .159</b>	<b>\$ .511</b>	<b>\$ .116</b>	<b>(\$ .848)</b>	<b>(\$ .944)</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll (change in CPI)	-	(0.489)	(0.378)	(0.584)	(0.708)
Overtime (change in CPI)	-	(0.050)	(0.041)	(0.059)	(0.069)
Health and Welfare	-	0.346	0.420	0.504	0.597
OPEB-2008	-	-	-	-	-
Pensions	0.641	0.515	0.534	0.528	0.531
Other Fringe Benefits	(0.021)	(0.022)	(0.010)	(0.031)	(0.045)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expense Changes</b>	<b>\$ .620</b>	<b>\$ .301</b>	<b>\$ .526</b>	<b>\$ .359</b>	<b>\$ .305</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	(1.567)	(1.210)	(2.944)	(1.625)	(1.547)
Insurance	-	-	-	-	-
Claims	(1.000)	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.088	0.159	0.041	(0.097)	(0.204)
Professional Service Contracts	-	(0.019)	(0.015)	(0.022)	(0.026)
Materials & Supplies	-	(0.072)	(0.056)	(0.078)	(0.097)
Other Business Expenses	-	(0.004)	(0.003)	(0.005)	(0.006)
<b>Total Non-Labor Expense Changes before Depreciation and GASB Adj.</b>	<b>(\$2.480)</b>	<b>(\$1.145)</b>	<b>(\$2.977)</b>	<b>(\$1.827)</b>	<b>(\$1.880)</b>
Depreciation	-	-	-	-	-
OPEB Post-2008	-	-	-	-	-
CNG Tax credits (greater than forecast)	-	-	-	-	-
<b>Total Expense Changes</b>	<b>(\$1.859)</b>	<b>(\$ .845)</b>	<b>(\$2.451)</b>	<b>(\$1.468)</b>	<b>(\$1.575)</b>
<b>Cash Adjustment Changes</b>					
Farebox Revenue	-	-	-	-	-
Capital and Other Reimbursement	-	-	-	-	-
Payroll	-	-	0.000	0.000	(0.000)
Overtime	-	-	-	-	-
Health and Welfare	-	-	(0.000)	0.000	(0.000)
Pensions	-	-	-	0.000	-
Other Fringe Benefits	0.000	(0.000)	(0.000)	(0.000)	(0.000)
Fuel for Buses and Trains	-	0.000	-	-	-
Insurance	0.250	0.025	0.013	0.024	(0.018)
Claims	1.000	(2.000)	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	(0.000)	-	-	-
Other Business Expenses	-	-	-	-	-
OPEB Post-2008	-	-	-	-	-
<b>Total Cash Adjustment Changes</b>	<b>\$1.250</b>	<b>(\$1.975)</b>	<b>\$0.013</b>	<b>\$0.025</b>	<b>(\$0.018)</b>
<b>Total Baseline Changes</b>	<b>(\$0.450)</b>	<b>(\$2.309)</b>	<b>(\$2.323)</b>	<b>(\$2.291)</b>	<b>(\$2.536)</b>
<b>Baseline 2008 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$87.069)</b>	<b>(\$87.529)</b>	<b>(\$92.147)</b>	<b>(\$96.096)</b>	<b>(\$99.226)</b>

**MTA LONG ISLAND BUS**  
**November Financial Plan 2009- 2012**  
**Summary of Major Programmatic Changes Between Financial Plans**  
(\$ in millions)

**NON-REIMBURSABLE and REIMBURSABLE**

	2008	0	2009	0	2010	0	2011	0	2012
<b>Baseline 2008 July Financial Plan - Net Operating Income</b>	<b>(\$86.618)</b>		<b>(\$85.221)</b>		<b>(\$89.824)</b>		<b>(\$93.805)</b>		<b>(\$96.690)</b>
<b><i>Non-Reimbursable Major Changes</i></b>									
<b>Revenue</b>									
Additional Farebox	\$0.000		(\$0.696)		(\$0.783)		(\$0.913)		(\$1.002)
Net loss between Grant funding and Contract work	0.054		1.127		0.828		-		-
Adjustments for reimbursable benefit expenses	-		-		-		-		-
<b>Sub-Total Non-Reimbursable Revenue Changes</b>	<b>\$0.054</b>		<b>\$0.431</b>		<b>\$0.045</b>		<b>(\$0.913)</b>		<b>(\$1.002)</b>
<b>Expenses</b>									
Payroll	\$0.000		(\$0.489)		(\$0.380)		(\$0.583)		(\$0.705)
Overtime	-		(0.050)		(0.041)		(0.059)		(0.069)
Health and Welfare	-		0.317		0.381		0.455		0.536
Pensions	0.690		0.566		0.587		0.581		0.585
Other Fringe Benefits	0.035		0.036		0.050		0.029		0.017
Fuel for Buses and Trains	(1.567)		(1.210)		(2.944)		(1.625)		(1.547)
Claims	(1.000)		-		-		-		-
Maintenance and Other Operating Contracts	0.088		0.159		0.041		(0.097)		(0.204)
Professional Service Contracts	-		(0.019)		(0.015)		(0.022)		(0.026)
Materials & Supplies	-		(0.072)		(0.056)		(0.078)		(0.097)
Other Business Expenses	-		(0.004)		(0.003)		(0.005)		(0.006)
<b>Sub-Total Non-Reimbursable Expense Changes</b>	<b>(\$1.755)</b>		<b>(\$0.765)</b>		<b>(\$2.380)</b>		<b>(\$1.403)</b>		<b>(\$1.516)</b>
<b>Total Non-Reimbursable Major Changes</b>	<b>(\$1.701)</b>		<b>(\$0.334)</b>		<b>(\$2.335)</b>		<b>(\$2.316)</b>		<b>(\$2.518)</b>
<b><i>Reimbursable Major Changes</i></b>									
<b>Revenue</b>									
Adjustments for reimbursable labor & benefit expenses	0.105		0.080		0.071		0.064		0.058
<b>Sub-Total Reimbursable Revenue Changes</b>	<b>0.105</b>		<b>0.080</b>		<b>0.071</b>		<b>0.064</b>		<b>0.058</b>
<b>Expenses</b>									
CPI on labor items	-		-		0.002		(0.001)		(0.003)
Health & Welfare CPI /OPEB impact	-		0.029		0.039		0.049		0.061
Pension	(0.049)		(0.051)		(0.052)		(0.053)		(0.054)
Other Fringe	(0.056)		(0.058)		(0.060)		(0.060)		(0.062)
<b>Sub-Total Reimbursable Expense Changes</b>	<b>(0.105)</b>		<b>(0.080)</b>		<b>(0.071)</b>		<b>(0.065)</b>		<b>(0.058)</b>
<b>Total Reimbursable Major Changes</b>	<b>(\$0.000)</b>		<b>\$0.000</b>		<b>(\$0.000)</b>		<b>(\$0.001)</b>		<b>(\$0.000)</b>
<b>Total Accrual Changes</b>	<b>(\$1.701)</b>		<b>(\$0.334)</b>		<b>(\$2.335)</b>		<b>(\$2.316)</b>		<b>(\$2.519)</b>
<b>Cash Adjustment Changes</b>									
Pension	\$0.000		\$0.000		\$0.000		\$0.000		\$0.000
Insurance	0.250		0.025		0.013		0.024		(0.018)
Claims	1.000		(2.000)		-		-		-
<b>Total Cash Adjustment Changes</b>	<b>\$1.250</b>		<b>(\$1.975)</b>		<b>\$0.013</b>		<b>\$0.025</b>		<b>(\$0.018)</b>
<b>Total Baseline Changes</b>	<b>(\$0.451)</b>		<b>(\$2.308)</b>		<b>(\$2.323)</b>		<b>(\$2.292)</b>		<b>(\$2.536)</b>
<b>Baseline 2008 November Financial Plan - Net Operating Income</b>	<b>(\$87.069)</b>		<b>(\$87.529)</b>		<b>(\$92.147)</b>		<b>(\$96.096)</b>		<b>(\$99.226)</b>



**MTA Long Island Bus  
2009 Preliminary Budget  
November Financial Plan 2009 - 2012**

**RIDERSHIP (UTILIZATION) ASSUMPTIONS**

**Fixed Route:**

Ridership during the first 9 months of 2008 has experienced monthly fluctuations relative to fuel prices, weather and the general state of the economy. Year-to-date September ridership is up 2.9% compared to the same period in 2007 and .5% better than the mid-year forecast.

The year-to-date growth over last year is evenly distributed amongst weekdays, weekends and holidays service with percent increases ranging between 2.4 and 2.6 percent. The single day ridership record was also broken during the month of September with over 120 thousand passenger carried. This is significant in that due to the perennial negative funding scenario, no expansion service was implemented. Wherever possible, service adjustments are made to maximize efficiency and enhance the commuting experience of our customers.

Under normal economic conditions, these ridership increases would trigger similar increases in forecasts through year-end and future plan years. However, with all indicators pointing to a worsening economic climate and more specifically, higher unemployment figures, a more conservative approach has been adopted.

Ridership levels from the mid-year plan remains unchanged and is expected to be 32.8 million. The 2009 unemployment outlook and the pending fare increase prompted a negative growth forecast of (.75%), which although negative, is better than the market indicators. We maintain an optimistic vision that the future plan years will return to modest growth, as the economy improves (.3% in 2010, .2% in 2011 and .3% in 2012).

Revenue growth correlates closely to that of ridership with a slight advantage seen in higher average rates. Minor percentage variance was used to reflect this factor.

With fuel prices moderating, LI Bus would like to be in a position to enhance service so as to retain those riders who opted out of driving cars. This and any expansion is however contingent on receiving adequate funding.

### **Paratransit (Demand Response)**

Demand response service continues to grow relative to past years and the mid-year forecast. Year-to-date September, ridership is 7.2% better than 2007 and 3.3% over the mid-year forecast. This service is however not exempt from the impact of a bad economy, as customers are expected to now streamline usage for essential rather than casual trips.

Forecast to the end of 2008 retained the mid-year number of .361 million with a (.75%) reduction projected for 2009. Moderate increases are projected in each of the future plan years.

Revenue growth is consistent with that of ridership.

**MTA Long Island Bus**  
**November Financial Plan 2009- 2012**  
**Ridership/Traffic Volume (Utilization)**  
(in millions)

	<b>2007 Actual</b>	<b>2008 November Forecast</b>	<b>2009 Final Proposed Budget</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b><u>RIDERSHIP</u></b>						
Fixed Route	32.088	32.811	32.565	32.663	32.728	32.826
Paratransit	0.352	0.361	0.358	0.359	0.360	0.361
<b>Baseline Total Ridership</b>	<b>32.440</b>	<b>33.172</b>	<b>32.916</b>	<b>33.025</b>	<b>33.090</b>	<b>33.190</b>
<i>Impact of:</i>						
2009 Program to Eliminate the Gap (PEGs)						
Post-2009 Program to Eliminate the Gap (PEGs)						
<b>Total Ridership</b>	<b>32.440</b>	<b>33.172</b>	<b>32.916</b>	<b>33.025</b>	<b>33.090</b>	<b>33.190</b>
<b><u>FAREBOX REVENUE</u></b>						
Fixed Route	\$ 39.217	\$ 41.002	\$ 40.735	\$ 40.858	\$ 40.939	\$ 41.062
Paratransit	\$ 1.104	\$ 1.123	\$ 1.116	\$ 1.119	\$ 1.121	\$ 1.125
<b>Baseline Total Revenue</b>	<b>\$40.321</b>	<b>\$42.125</b>	<b>\$41.851</b>	<b>\$41.977</b>	<b>\$42.061</b>	<b>\$42.187</b>
<i>Impact of:</i>						
2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$40.321</b>	<b>\$42.125</b>	<b>\$41.851</b>	<b>\$41.977</b>	<b>\$42.061</b>	<b>\$42.187</b>

MTA LONG ISLAND BUS  
November Plan 2009 - 2012  
Summary of 2009 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

		2008		2009		2010		2011		2012	
		<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>											
Repair & Maintenance Contracts Savings		0	0.000	0	0.080	0	0.000	0	0.000	0	0.000
Savings on Structural Repairs and Material needs (Fi		0	0.000	0	0.160	0	0.140	0	0.050	0	0.030
Utility Savings - Electricity		0	0.000	2	0.130	2	0.130	2	0.130	2	0.130
Sub-Total	Maintenance	0	\$ 0.000	2	\$ 0.370	2	\$ 0.270	2	\$ 0.180	2	\$ 0.160
<b>Other</b>											
Fueling of Pararansit Vehicles		0	0.000	0	0.070	0	0.070	0	0.070	0	0.070
Warranty Recovery		0	0.000	0	0.200	0	0.200	0	0.150	0	0.110
Sub-Total	Other	0	\$ 0.000	0	\$ 0.270	0	\$ 0.270	0	\$ 0.220	0	\$ 0.180
Total Programs		0	\$ 0.000	2	\$ 0.640	2	\$ 0.540	2	\$ 0.400	2	\$ 0.340

MTA LONG ISLAND BUS  
November Plan 2009 - 2012  
Summary of Program to Eliminate the Gap(PEGs) Worksheet  
(\$ in millions)

<b>Business Unit</b>	LIBUS	<b>Financial Plan Category</b>	PEG	<b>Implementation Date</b>	1/1/2009
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Maintenance	<b>Savings Date</b>	1/1/2009
<b>PEG / New Need ID</b>	0000000016	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	Repair & Maintenance Contracts Savings			<b>Agency Status</b>	Pending
<b>Description and Implementation Pla</b>	Savings in Repair and Maintenance Contracts due to the replacement of 70% of the Paratransit fleet with new buses. This represents a 5% reduction for partial 2008 credit and 8% for full 2009 benefit.				
<b>Background Details</b>	Prior to the receipt of new buses, over 70% of the fleet had reached the recommended replacement criteria, thereby generating additional repair and maintenance expenses.				

				2008	2009	2010	2011	2012
<b>Total Headcount</b>								
<b>Financial Impact</b>	LIBUS	0000000016	FINAL08	\$ 0.000	\$ 0.080	\$ 0.000	\$ 0.000	\$ 0.000

MTA LONG ISLAND BUS  
November Plan 2009 - 2012  
Summary of Program to Eliminate the Gap(PEGs) Worksheet  
(\$ in millions)

<b>Business Unit</b>	LIBUS	<b>Financial Plan Category</b>	PEG	<b>Implementation Date</b>	1/1/2009
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Maintenance	<b>Savings Date</b>	2/1/2009
<b>PEG / New Need ID</b>	0000000018	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	Savings on Structural Repairs and Material needs (Fixed Route)			<b>Agency Status</b>	Pending
<b>Description and Implementation Pla</b>	Savings from lower Structural/Body Repair and Material needs as new Fixed Route Buses are put in service.				
<b>Background Details</b>	Delays in fixed route replacement buses caused the extended use of older buses that resulted in additional repair expenses.				

				2008	2009	2010	2011	2012
<b>Total Headcount</b>								
<b>Financial Impact</b>	LIBUS	0000000018	FINAL08	\$ 0.000	\$ 0.160	\$ 0.140	\$ 0.050	\$ 0.030

MTA LONG ISLAND BUS  
November Plan 2009 - 2012  
Summary of Program to Eliminate the Gap(PEGs) Worksheet  
(\$ in millions)

<b>Business Unit</b>	LIBUS	<b>Financial Plan Category</b>	PEG	<b>Implementation Date</b>	1/4/2009
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Maintenance	<b>Savings Date</b>	1/4/2009
<b>PEG / New Need ID</b>	0000000020	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	Utility Savings - Electricity			<b>Agency Status</b>	Pending
<b>Description and Implementation Pla</b>	Savings generated by charging on-site high capacity battery during lower rate/low peak hours and fueling buses on battery power during high rate/peak periods. Two maintainer helper positions eliminated in off-peak.				
<b>Background Details</b>	Fueling of buses were mainly done during off-peak hour (nights) requiring the hiring of an additional shift of maintainer helpers.				

				2008	2009	2010	2011	2012
<b>Total Headcount</b>	LIBUS	0000000020	FINAL08	0	2	2	2	2
<b>Financial Impact</b>	LIBUS	0000000020	FINAL08	\$ 0.000	\$ 0.130	\$ 0.130	\$ 0.130	\$ 0.130

MTA LONG ISLAND BUS  
November Plan 2009 - 2012  
Summary of Program to Eliminate the Gap(PEGs) Worksheet  
(\$ in millions)

<b>Business Unit</b>	LIBUS	<b>Financial Plan Category</b>	PEG	<b>Implementation Date</b>	1/1/2009
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Other	<b>Savings Date</b>	1/1/2009
<b>PEG / New Need ID</b>	0000000017	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	Fueling of Pararansit Vehicles			<b>Agency Status</b>	Pending
<b>Description and Implementation Pla</b>	Target 12 in-route buses daily to be fueled at the Mitchel Field Depot diesel fuel station. The intent is to benefit from lower unit cost versus using external vendors (gas stations).				
<b>Background Details</b>	Due to the logistics of daily "demand response" service, it is more practical to re-fuel at vendor gas stations.				

				2008	2009	2010	2011	2012
<b>Total Headcount</b>								
<b>Financial Impact</b>	LIBUS	0000000017	FINAL08	\$ 0.000	\$ 0.070	\$ 0.070	\$ 0.070	\$ 0.070



MTA LONG ISLAND BUS  
November Plan 2009 - 2012  
Summary of Program to Eliminate the Gap(PEGs) Worksheet  
(\$ in millions)

<b>Business Unit</b>	LIBUS	<b>Financial Plan Category</b>	PEG	<b>Implementation Date</b>	1/1/2009
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Other	<b>Savings Date</b>	7/1/2009
<b>PEG / New Need ID</b>	0000000019	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	Warranty Recovery			<b>Agency Status</b>	Pending
<b>Description and Implementation Pla</b>	As new replacement buses enter service and are under warranty, enhanced warranty tracking initiatives will be implemented.				
<b>Background Details</b>	All of the current fleet are out of warranty.				

				2008	2009	2010	2011	2012
<b>Total Headcount</b>								
<b>Financial Impact</b>	LIBUS	0000000019	FINAL08	\$ 0.000	\$ 0.200	\$ 0.200	\$ 0.150	\$ 0.110

MTA LONG ISLAND BUS  
November Plan 2009 - 2012  
Summary of Post 2009 PEGs  
(\$ in millions)

		2008		2009		2010		2011		2012	
		<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>Other</b>											
Unspecified		0	0.000	0	0.000	0	1.491	0	2.982	0	4.473
Sub-Total	Other	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 1.491</u>	<u>0</u>	<u>\$ 2.982</u>	<u>0</u>	<u>\$ 4.473</u>
Total Programs		<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 0.000</u>	<u>0</u>	<u>\$ 1.491</u>	<u>0</u>	<u>\$ 2.982</u>	<u>0</u>	<u>\$ 4.473</u>

MTA LONG ISLAND BUS  
November Plan 2009 - 2012  
Summary of Post PEGs Worksheet

(\$ in millions)

<b>Business Unit</b>	LIBUS	<b>Financial Plan Category</b>	Post PEG	<b>Implementation Date</b>	1/1/2010
<b>Budget Reference</b>	FINAL08	<b>Category</b>	Other	<b>Savings Date</b>	1/1/2010
<b>PEG / New Need ID</b>	0000000021	<b>Current Budget Year</b>	2008	<b>Status</b>	Open
<b>Program:</b>	Unspecified			<b>Agency Status</b>	Pending

**Description and Implementation Pla**

**Background Details**

				2008	2009	2010	2011	2012
<b>Total Headcount</b>								
<b>Financial Impact</b>	LIBUS	0000000021	FINAL08	\$ 0.000	\$ 0.000	\$ 1.491	\$ 2.982	\$ 4.473

**MTA Long Island Bus  
2009 Final Proposed Budget  
November Financial Plan 2009 - 2012**

**Positions:**

The proposed 2009 PEG requires the reduction of two maintainer helper headcount.

As the regional bus structure evolves, there were headcount shifts amongst occupational groups. However, there were no changes to the number of baseline full-time employees. Future headcount needs will be contingent upon approved funding in support of enhanced service and support levels.

**MTA LONG ISLAND BUS**  
**November Financial Plan 2009- 2012**  
**Non-Reimbursable - Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full Time Equivalents**

FUNCTION/DEPARTMENT	2007 Actual	2008 November Forecast	2009 Final Proposed Budget	2010	2011	2012
<b>Administration</b>						
Administration - All Other	31	33	33	33	33	33
Administration - Safety	10	11	10	10	10	10
Finance	18	21	21	21	21	21
Legal	9	9	8	8	8	8
IT	17	22	21	21	21	21
<b>Total Administration</b>	<b>85</b>	<b>96</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>
<b>Operations</b>						
Admin (F/R)	22	24	28	28	28	28
Admin (Para)	4	4	4	4	4	4
Bus stops	2	2	2	2	2	2
Scheduling (F/R)	3	3	3	3	3	3
Scheduling (Para)	13	13	13	13	13	13
Reservationists (Para)	12	12	12	12	12	12
TIC	8	9	9	9	9	9
Dipatchers	41	43	43	43	43	43
Bus Operators (F/R)	534	536	536	536	536	536
Bus Operators (Para)	119	131	131	131	131	131
<b>Total Operations</b>	<b>758</b>	<b>777</b>	<b>781</b>	<b>781</b>	<b>781</b>	<b>781</b>
<b>Maintenance</b>						
Admin	10	12	14	14	14	14
Line Supervisors	18	19	19	19	19	19
Mechanics (F/R)	117	123	123	123	123	123
Mechanics (Para)	3	3	3	3	3	3
Mech. Helpers/Cleaners (F/R)	62	68	68	68	68	68
Cleaners (Para)	6	7	7	7	7	7
Storeroom	12	12	12	12	12	12
P & E (F/R)	9	10	10	10	10	10
P & E ( Para)	0	1	1	1	1	1
Farebox	6	6	6	6	6	6
<b>Total Maintenance</b>	<b>243</b>	<b>261</b>	<b>263</b>	<b>263</b>	<b>263</b>	<b>263</b>
<b>Engineering/Capital</b>						
Engineers	2	2	-	-	-	-
Capital	13	14	14	14	14	14
<b>Total Engineering/Capital</b>	<b>15</b>	<b>16</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>
<b>Public Safety</b>						
Security	2	3	2	2	2	2
<b>Total Baseline Positions</b>	<b>1,103</b>	<b>1,153</b>	<b>1,153</b>	<b>1,153</b>	<b>1,153</b>	<b>1,153</b>
<i>Non-Reimbursable</i>	1,090	1,139	1,139	1,139	1,139	1,139
<i>Reimbursable</i>	13	14	14	14	14	14
<i>Total Full-Time</i>	1,008	1,044	1,044	1,044	1,044	1,044
<i>Total Full-Time Equivalents</i>	95	109	109	109	109	109

Impact of:						
2009 Program to Eliminate the Gap (PEGs)	-	-	2	2	2	2
Post-2009 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
<b>Total Positions</b>	<b>1,103</b>	<b>1,153</b>	<b>1,151</b>	<b>1,151</b>	<b>1,151</b>	<b>1,151</b>
<i>Non-Reimbursable</i>	1,090	1,139	1,137	1,137	1,137	1,137
<i>Reimbursable</i>	13	14	14	14	14	14
<i>Total Full-Time</i>	1,008	1,044	1,042	1,042	1,042	1,042
<i>Total Full-Time Equivalents</i>	95	109	109	109	109	109
<b>Business Service Center</b>					<b>15</b>	<b>15</b>

**MTA LONG ISLAND BUS**  
**November Financial Plan 2009- 2012**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2007 Actual	2008 November Forecast	2009 Final Proposed Budget	2010	2011	2012
<b>Administration</b>							
	Managers/Supervisors	37	42	40	40	40	40
	Professional, Technical, Clerical	48	54	53	53	53	53
	Operational Hourlies						
	<b>Total Administration</b>	85	96	93	93	93	93
<b>Operations</b>							
	Managers/Supervisors	63	64	68	68	68	68
	Professional, Technical, Clerical	42	44	44	44	44	44
	Operational Hourlies	653	669	669	669	669	669
	<b>Total Operations</b>	758	777	781	781	781	781
<b>Maintenance</b>							
	Managers/Supervisors	26	27	29	29	29	29
	Professional, Technical, Clerical	4	4	4	4	4	4
	Operational Hourlies	213	230	230	230	230	230
	<b>Total Maintenance</b>	243	261	263	263	263	263
<b>Engineering/Capital</b>							
	Managers/Supervisors	7	7	7	7	7	7
	Professional, Technical, Clerical	8	9	7	7	7	7
	Operational Hourlies						
	<b>Total Engineering/Capital</b>	15	16	14	14	14	14
<b>Public Safety</b>							
	Managers/Supervisors	-	1	-	-	-	-
	Professional, Technical, Clerical	2	2	2	2	2	2
	Operational Hourlies						
	<b>Total Public Safety</b>	2	3	2	2	2	2
<b>Total Baseline Positions</b>							
	Managers/Supervisors	133	141	144	144	144	144
	Professional, Technical, Clerical	104	113	110	110	110	110
	Operational Hourlies	866	899	899	899	899	899
	<b>Total Baseline Positions</b>	1,103	1,153	1,153	1,153	1,153	1,153