

### **III. Major Assumptions 2008-2012 Projections**

# MTA Consolidated Utilization

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

Including the Impact of 2009 Fare & Toll Yield Increases, 2009 PEGs and Additional Actions for Budget Balance

|   |                                    | 2008<br>Final<br>Estimate | 2009<br>Adopted<br>Budget | 2010               | 2011               | 2012               |
|---|------------------------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| <b>Fare Revenue</b>                               |                                    |                           |                           |                    |                    |                    |
| Long Island Bus <sup>1</sup>                      | - November Baseline                | \$41.002                  | \$40.735                  | \$40.858           | \$40.939           | \$41.062           |
|   | - 6/1/09 Fare Yield                | 0.000                     | 5.484                     | 9.397              | 9.416              | 9.444              |
|   | - Add'l Actions for Budget Balance | 0.000                     | (0.196)                   | (0.258)            | (0.263)            | (0.269)            |
|   | - LIB Deficit Reduction            | 0.000                     | 4.500                     | 2.800              | 2.000              | 2.000              |
|   |                                    | <b>\$41.002</b>           | <b>\$50.523</b>           | <b>\$52.797</b>    | <b>\$52.092</b>    | <b>\$52.237</b>    |
| Long Island Rail Road                             | - November Baseline <sup>2</sup>   | \$508.486                 | \$506.816                 | \$505.850          | \$510.389          | \$514.976          |
|   | - 6/1/09 Fare Yield                | 0.000                     | 70.034                    | 116.346            | 117.389            | 118.445            |
|   | - 2009 PEGs                        | 0.000                     | 0.400                     | 0.800              | 0.800              | 0.800              |
|   | - Add'l Actions for Budget Balance | 0.000                     | 1.500                     | 3.000              | 3.000              | 3.000              |
|   |                                    | <b>\$508.486</b>          | <b>\$578.750</b>          | <b>\$625.996</b>   | <b>\$631.578</b>   | <b>\$637.221</b>   |
| Metro-North Railroad <sup>3</sup>                 | - November Baseline                | \$507.229                 | \$512.005                 | \$519.188          | \$533.717          | \$549.503          |
|   | - 6/1/09 Fare Yield <sup>4</sup>   | 0.000                     | 41.882                    | 70.920             | 73.206             | 75.571             |
|   | - 2009 PEGs <sup>5</sup>           | 0.000                     | 8.478                     | 8.548              | 8.600              | 8.656              |
|   | - Add'l Actions for Budget Balance | 0.000                     | (1.244)                   | (1.244)            | (1.244)            | (1.244)            |
|   |                                    | <b>\$507.229</b>          | <b>\$561.121</b>          | <b>\$597.412</b>   | <b>\$614.279</b>   | <b>\$632.486</b>   |
| MTA Bus Company                                   | - November Baseline                | \$153.812                 | \$153.043                 | \$153.655          | \$155.038          | \$156.588          |
|   | - 6/1/09 Fare Yield <sup>6</sup>   | 0.000                     | 14.588                    | 24.700             | 24.923             | 25.172             |
|   | - Add'l Actions for Budget Balance | 0.000                     | 0.673                     | 1.153              | 1.163              | 1.175              |
|   |                                    | <b>\$153.812</b>          | <b>\$168.304</b>          | <b>\$179.508</b>   | <b>\$181.124</b>   | <b>\$182.935</b>   |
| New York City Transit <sup>1</sup>                | - November Baseline                | \$2,974.848               | \$2,949.781               | \$2,963.662        | \$3,006.537        | \$3,052.846        |
|   | - 6/1/09 Fare Yield                | 0.000                     | 395.744                   | 670.002            | 679.699            | 690.174            |
|   | - Add'l Actions for Budget Balance | 2.400                     | 3.213                     | 3.052              | 3.052              | 3.052              |
|   |                                    | <b>\$2,977.248</b>        | <b>\$3,348.738</b>        | <b>\$3,636.716</b> | <b>\$3,689.288</b> | <b>\$3,746.072</b> |
| Staten Island Railway                             | - November Baseline                | \$4.402                   | \$4.707                   | \$5.047            | \$5.112            | \$5.176            |
|   | - 6/1/09 Fare Yield                | 0.000                     | 0.644                     | 1.161              | 1.176              | 1.190              |
|   | - Add'l Actions for Budget Balance | 0.000                     | 0.000                     | 0.000              | 0.000              | 0.000              |
|   |                                    | <b>\$4.402</b>            | <b>\$5.351</b>            | <b>\$6.208</b>     | <b>\$6.288</b>     | <b>\$6.366</b>     |
| <b>Total Farebox Revenue</b>                      |                                    |                           |                           |                    |                    |                    |
|   | - November Baseline                | \$4,189.779               | \$4,167.087               | \$4,188.260        | \$4,251.731        | \$4,320.151        |
|   | - 6/1/09 Fare Yield                | 0.000                     | 528.376                   | 892.525            | 905.809            | 919.996            |
|   | - 2009 PEGs                        | 0.000                     | 8.878                     | 9.348              | 9.400              | 9.456              |
|   | - Add'l Actions for Budget Balance | 2.400                     | 3.946                     | 5.703              | 5.708              | 5.714              |
|   | - LIB Deficit Reduction            | 0.000                     | 4.500                     | 2.800              | 2.000              | 2.000              |
|   |                                    | <b>\$4,192.179</b>        | <b>\$4,712.787</b>        | <b>\$5,098.636</b> | <b>\$5,174.648</b> | <b>\$5,257.317</b> |
| <b>Toll Revenue</b>                               |                                    |                           |                           |                    |                    |                    |
| Bridges & Tunnels                                 | - November Baseline                | \$1,273.180               | \$1,263.730               | \$1,263.592        | \$1,267.946        | \$1,275.080        |
|   | - 6/1/09 Toll Yield <sup>7</sup>   | 0.000                     | 156.129                   | 278.911            | 291.527            | 293.104            |
|   | - Add'l Actions for Budget Balance | 0.000                     | 0.000                     | 0.000              | 0.000              | 0.000              |
|   |                                    | <b>\$1,273.180</b>        | <b>\$1,419.859</b>        | <b>\$1,542.503</b> | <b>\$1,559.473</b> | <b>\$1,568.184</b> |
| <b>TOTAL FARE &amp; TOLL REVENUE <sup>3</sup></b> |                                    |                           |                           |                    |                    |                    |
|   | - November Baseline                | \$5,462.959               | \$5,430.817               | \$5,451.852        | \$5,519.677        | \$5,595.231        |
|   | - 6/1/09 Fare/Toll Yield           | 0.000                     | 684.505                   | 1,171.437          | 1,197.337          | 1,213.100          |
|   | - 2009 PEGs                        | 0.000                     | 8.878                     | 9.348              | 9.400              | 9.456              |
|   | - Add'l Actions for Budget Balance | 2.400                     | 3.946                     | 5.703              | 5.708              | 5.714              |
|   | - LIB Deficit Reduction            | 0.000                     | 4.500                     | 2.800              | 2.000              | 2.000              |
|   |                                    | <b>\$5,465.359</b>        | <b>\$6,132.646</b>        | <b>\$6,641.139</b> | <b>\$6,734.122</b> | <b>\$6,825.501</b> |

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

<sup>2</sup> LIRR baseline ridership reflects a technical adjustment to reflect a more accurate methodology for counting trips. Farebox revenue is not affected by this adjustment.

<sup>3</sup> MNR baseline utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

<sup>4</sup> MNR utilization changes from the 6/1/09 fare yield increase reflect impacts to both East-of-Hudson and West-of-Hudson utilization.

<sup>5</sup> MNR 2009 PEGs have been adjusted. Additional advertising revenue is no longer reflected in utilization and has been recategorized as Other Revenue. This has no impact on ridership.

<sup>6</sup> MTA Bus revenue from Fare Yield will be used to reduce NYC subsidy to MTA Bus.

<sup>7</sup> Reflects 10% delay in the distribution of surplus toll revenues per MTA Board resolution. This has no impact on ridership.

# MTA Consolidated Utilization

## MTA Agency Ridership and Traffic, in millions

Including the Impact of 2009 Fare & Toll Yield Increases, 2009 PEGs and Additional Actions for Budget Balance

|                                    |                                    | 2008<br>Final<br>Estimate | 2009<br>Adopted<br>Budget | 2010             | 2011             | 2012             |
|------------------------------------|------------------------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| <b>Ridership</b>                   |                                    |                           |                           |                  |                  |                  |
| Long Island Bus <sup>1</sup>       | - November Baseline                | 32.811                    | 32.565                    | 32.663           | 32.728           | 32.826           |
|                                    | - 6/1/09 Fare Yield                | 0.000                     | (0.592)                   | (1.012)          | (1.014)          | (1.017)          |
|                                    | - Add'l Actions for Budget Balance | 0.000                     | (0.157)                   | (0.206)          | (0.206)          | (0.206)          |
|                                    | - LIB Deficit Reduction            | 0.000                     | (0.324)                   | (0.651)          | (0.653)          | (0.655)          |
|                                    |                                    | <b>32.811</b>             | <b>31.492</b>             | <b>30.794</b>    | <b>30.855</b>    | <b>30.948</b>    |
| Long Island Rail Road              | - November Baseline <sup>2</sup>   | 88.770                    | 86.581                    | 86.423           | 87.029           | 87.986           |
|                                    | - 6/1/09 Fare Yield                | 0.000                     | (1.266)                   | (2.032)          | (2.052)          | (2.074)          |
|                                    | - 2009 PEGs                        | 0.000                     | 0.078                     | 0.156            | 0.156            | 0.156            |
|                                    | - Add'l Actions for Budget Balance | 0.000                     | 0.000                     | 0.000            | 0.000            | 0.000            |
|                                    |                                    | <b>88.770</b>             | <b>85.392</b>             | <b>84.547</b>    | <b>85.133</b>    | <b>86.068</b>    |
| Metro-North Railroad <sup>3</sup>  | - November Baseline                | 82.036                    | 82.479                    | 83.643           | 85.914           | 88.349           |
|                                    | - 6/1/09 Fare Yield <sup>4</sup>   | 0.000                     | (0.782)                   | (1.349)          | (1.394)          | (1.435)          |
|                                    | - 2009 PEGs <sup>5</sup>           | 0.000                     | 1.098                     | 1.109            | 1.119            | 1.131            |
|                                    | - Add'l Actions for Budget Balance | 0.000                     | (0.195)                   | (0.195)          | (0.195)          | (0.195)          |
|                                    |                                    | <b>82.036</b>             | <b>82.600</b>             | <b>83.208</b>    | <b>85.444</b>    | <b>87.850</b>    |
| MTA Bus Company                    | - November Baseline                | 119.789                   | 118.591                   | 118.947          | 119.066          | 120.256          |
|                                    | - 6/1/09 Fare Yield <sup>6</sup>   | 0.000                     | (1.617)                   | (3.861)          | (3.866)          | (3.885)          |
|                                    | - Add'l Actions for Budget Balance | 0.000                     | (0.588)                   | (1.176)          | (1.176)          | (1.176)          |
|                                    |                                    | <b>119.789</b>            | <b>116.386</b>            | <b>113.910</b>   | <b>114.024</b>   | <b>115.195</b>   |
| New York City Transit <sup>1</sup> | - November Baseline                | 2,370.647                 | 2,333.349                 | 2,342.308        | 2,374.201        | 2,408.672        |
|                                    | - 6/1/09 Fare Yield                | 0.000                     | (21.639)                  | (36.641)         | (37.174)         | (37.752)         |
|                                    | - Add'l Actions for Budget Balance | 0.000                     | (5.386)                   | (10.604)         | (10.604)         | (10.604)         |
|                                    |                                    | <b>2,370.647</b>          | <b>2,306.324</b>          | <b>2,295.063</b> | <b>2,326.423</b> | <b>2,360.316</b> |
| Staten Island Railway              | - November Baseline                | 4.412                     | 4.598                     | 4.856            | 4.910            | 4.964            |
|                                    | - 6/1/09 Fare Yield                | 0.000                     | (0.038)                   | (0.068)          | (0.069)          | (0.070)          |
|                                    | - Add'l Actions for Budget Balance | 0.000                     | 0.000                     | 0.000            | 0.000            | 0.000            |
|                                    |                                    | <b>4.412</b>              | <b>4.560</b>              | <b>4.788</b>     | <b>4.841</b>     | <b>4.894</b>     |
| <b>Total Ridership</b>             | - November Baseline                | 2,698.466                 | 2,658.163                 | 2,668.841        | 2,703.848        | 2,743.053        |
|                                    | - 6/1/09 Fare Yield                | 0.000                     | (25.934)                  | (44.963)         | (45.569)         | (46.233)         |
|                                    | - 2009 PEGs                        | 0.000                     | 1.176                     | 1.265            | 1.275            | 1.287            |
|                                    | - Add'l Actions for Budget Balance | 0.000                     | (6.326)                   | (12.181)         | (12.181)         | (12.181)         |
|                                    | - LIB Deficit Reduction            | 0.000                     | (0.324)                   | (0.651)          | (0.653)          | (0.655)          |
|                                    |                                    | <b>2,698.466</b>          | <b>2,626.754</b>          | <b>2,612.310</b> | <b>2,646.720</b> | <b>2,685.271</b> |
| <b>Traffic</b>                     |                                    |                           |                           |                  |                  |                  |
| Bridges & Tunnels                  | - November Baseline                | 295.215                   | 290.780                   | 291.214          | 292.686          | 294.805          |
|                                    | - 6/1/09 Toll Yield <sup>7</sup>   | 0.000                     | (6.267)                   | (13.508)         | (15.672)         | (15.785)         |
|                                    | - Add'l Actions for Budget Balance | 0.000                     | 0.000                     | 0.000            | 0.000            | 0.000            |
|                                    |                                    | <b>295.215</b>            | <b>284.513</b>            | <b>277.706</b>   | <b>277.014</b>   | <b>279.020</b>   |

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

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**MTA Consolidated Subsidies**  
**February Financial Plan 2009 - 2012**  
**Accrual Basis**  
(\$ in millions)

|  | 2008<br>Final<br>Estimate | 2009<br>Adopted<br>Budget | 2010             | 2011             | 2012             |
|--|---------------------------|---------------------------|------------------|------------------|------------------|
| <b><u>Subsidies</u></b>  |                           |                           |                  |                  |                  |
| <b><i>Dedicated Taxes</i></b>                                    |                           |                           |                  |                  |                  |
| Metro. Mass Transp. Oper. Asst. (MMTOA)                          | \$1,706.2                 | \$1,423.3                 | \$1,474.6        | \$1,519.6        | \$1,592.6        |
| Petroleum Business Tax (PBT) Receipts                            | 612.7                     | 625.9                     | 630.6            | 632.7            | 635.2            |
| Mortgage Recording Tax (MRT)                                     | 416.1                     | 378.3                     | 363.8            | 385.1            | 392.7            |
| MRT Transfer to Suburban Counties                                | (8.3)                     | (7.6)                     | (7.5)            | (7.8)            | (8.1)            |
| Use of MRT Balances  | 45.0                      | 10.0                      | 0.0              | 0.0              | 0.0              |
| Carryover Balances   | 0.0                       | 0.0                       | 0.0              | 0.0              | 0.0              |
| Reimburse Agency Security Costs                                  | (16.5)                    | (16.5)                    | (16.5)           | (16.5)           | (16.5)           |
| Interest   | 8.2                       | 8.2                       | 8.3              | 8.3              | 8.3              |
| Urban Tax  | 504.7                     | 499.5                     | 487.4            | 503.8            | 578.3            |
| Investment Income  | <u>2.0</u>                | <u>2.0</u>                | <u>2.1</u>       | <u>2.1</u>       | <u>2.2</u>       |
|  | <b>\$3,269.9</b>          | <b>\$2,923.2</b>          | <b>\$2,942.7</b> | <b>\$3,027.3</b> | <b>\$3,184.7</b> |
| <b><i>State and Local Subsidies</i></b>                          |                           |                           |                  |                  |                  |
| State Operating Assistance                                       | \$190.9                   | \$190.9                   | \$190.9          | \$190.9          | \$190.9          |
| Local Operating Assistance                                       | 187.9                     | 187.9                     | 187.9            | 187.9            | 187.9            |
| Nassau County Subsidy  | 10.5                      | 10.5                      | 10.5             | 10.5             | 10.5             |
| CDOT Subsidy   | 72.0                      | 82.9                      | 96.6             | 112.9            | 122.9            |
| Station Maintenance  | <u>147.0</u>              | <u>150.1</u>              | <u>153.3</u>     | <u>156.7</u>     | <u>159.9</u>     |
|  | <b>\$608.3</b>            | <b>\$622.4</b>            | <b>\$639.2</b>   | <b>\$658.9</b>   | <b>\$672.1</b>   |
| <b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b> | <b>\$3,878.3</b>          | <b>\$3,545.6</b>          | <b>\$3,581.9</b> | <b>\$3,686.3</b> | <b>\$3,856.7</b> |
| City Subsidy for MTA Bus   | \$275.3                   | \$255.7                   | \$248.1          | \$260.4          | \$273.8          |
| <b>Total Dedicated Taxes &amp; State and Local Subsidies</b>     | <b>\$4,153.5</b>          | <b>\$3,801.3</b>          | <b>\$3,830.1</b> | <b>\$3,946.7</b> | <b>\$4,130.6</b> |
| <b><i>Inter-agency Subsidy Transactions</i></b>                  |                           |                           |                  |                  |                  |
| B&T Operating Surplus Transfer                                   | \$323.4                   | \$397.2                   | \$481.1          | \$454.9          | \$438.1          |
| MTA Subsidy to Subsidiaries                                      | <u>37.1</u>               | <u>41.1</u>               | <u>36.4</u>      | <u>36.4</u>      | <u>38.3</u>      |
|  | <b>\$360.5</b>            | <b>\$438.3</b>            | <b>\$517.4</b>   | <b>\$491.3</b>   | <b>\$476.4</b>   |
| <b>GROSS SUBSIDIES</b>   | <b>\$4,514.1</b>          | <b>\$4,239.6</b>          | <b>\$4,347.5</b> | <b>\$4,438.0</b> | <b>\$4,607.0</b> |

**MTA Consolidated Subsidies**  
**February Financial Plan 2009 - 2012**  
**Cash Basis**  
(\$ in millions)

|  | <b>2008<br/>Final<br/>Estimate</b> | <b>2009<br/>Adopted<br/>Budget</b> | <b>2010</b>      | <b>2011</b>      | <b>2012</b>      |
|--|------------------------------------|------------------------------------|------------------|------------------|------------------|
| <b><u>Subsidies</u></b>  |                                    |                                    |                  |                  |                  |
| <b><i>Dedicated Taxes</i></b>                                    |                                    |                                    |                  |                  |                  |
| Metro. Mass Transp. Oper. Asst. (MMTOA)                          | \$1,706.2                          | \$1,423.3                          | \$1,474.6        | \$1,519.6        | \$1,592.6        |
| Petroleum Business Tax (PBT) Receipts                            | 611.5                              | 625.5                              | 630.4            | 632.5            | 634.9            |
| Mortgage Recording Tax (MRT)                                     | 427.4                              | 379.8                              | 361.9            | 384.5            | 391.9            |
| MRT Transfer to Suburban Counties                                | (12.2)                             | (8.3)                              | (7.6)            | (7.5)            | (7.8)            |
| Use of MRT Balances  | 10.0                               | 10.0                               | 0.0              | 0.0              | 0.0              |
| Carry Over/Adjustments   | 19.2                               | 0.0                                | 0.0              | 0.0              | 0.0              |
| Reimburse Agency Security Costs                                  | (16.5)                             | (16.5)                             | (16.5)           | (16.5)           | (16.5)           |
| Downsizing   | 0.0                                | (40.5)                             | (40.5)           | 0.0              | 0.0              |
| Enhanced Security Training                                       | (6.2)                              | (6.2)                              | (6.2)            | 0.0              | 0.0              |
| Service Marketing Campaign                                       | 5.0                                | 0.0                                | 0.0              | 0.0              | 0.0              |
| MTA Bus Debt Service   | (24.6)                             | (23.2)                             | (24.9)           | (24.9)           | (24.9)           |
| No. 1 Train - Port Authority Contribution                        | (50.0)                             | 0.0                                | 0.0              | 0.0              | 0.0              |
| Cash Defeasance Loan for TBTA                                    | 0.0                                | 90.8                               | 0.0              | 0.0              | 0.0              |
| Interest   | 8.2                                | 8.2                                | 8.2              | 8.3              | 8.3              |
| Urban Tax  | 542.1                              | 500.7                              | 486.5            | 497.5            | 572.7            |
| Investment Income  | <u>2.0</u>                         | <u>2.0</u>                         | <u>2.1</u>       | <u>2.1</u>       | <u>2.2</u>       |
|  | \$3,222.1                          | \$2,945.6                          | \$2,868.0        | \$2,995.7        | \$3,153.5        |
| <b><i>State and Local Subsidies</i></b>                          |                                    |                                    |                  |                  |                  |
| State Operating Assistance                                       | \$190.9                            | \$190.9                            | \$190.9          | \$190.9          | \$190.9          |
| Local Operating Assistance (18-b)                                | 187.9                              | 187.9                              | 187.9            | 187.9            | 187.9            |
| Nassau County Subsidy (includes 18-b local match)                | 10.5                               | 10.5                               | 10.5             | 10.5             | 10.5             |
| CDOT Subsidy   | 72.0                               | 82.9                               | 96.6             | 112.9            | 122.9            |
| Station Maintenance  | 143.8                              | 148.1                              | 150.8            | 154.2            | 157.6            |
| AMTAP  | <u>19.6</u>                        | <u>0.0</u>                         | <u>0.0</u>       | <u>0.0</u>       | <u>0.0</u>       |
|  | \$624.8                            | \$620.3                            | \$636.7          | \$656.4          | \$669.8          |
| <b><i>Other Subsidy Adjustments</i></b>                          |                                    |                                    |                  |                  |                  |
| 55/25 Pension Funding  | 118.0                              | 0.0                                | 0.0              | 0.0              | 0.0              |
| Fulton Street/# 1 Train - Port Authority                         | 0.0                                | (50.0)                             | 0.0              | 0.0              | 0.0              |
| 2006 Surplus Recovery  | 120.0                              | (40.0)                             | 0.0              | 0.0              | 0.0              |
| Inter-Agency Loan  | 0.0                                | 134.5                              | 134.5            | (134.5)          | (134.5)          |
| NYCT Charge Back of MTA Bus Debt Service                         | (12.0)                             | (11.5)                             | (11.5)           | (11.5)           | (11.5)           |
| Energy Hedging Strategy  | <u>(7.4)</u>                       | <u>114.3</u>                       | <u>0.0</u>       | <u>0.0</u>       | <u>0.0</u>       |
|  | \$218.7                            | \$147.3                            | \$123.0          | (\$146.0)        | (\$146.0)        |
| <b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b> | <b>\$4,065.5</b>                   | <b>\$3,713.2</b>                   | <b>\$3,627.7</b> | <b>\$3,506.1</b> | <b>\$3,677.2</b> |
| City Subsidy for MTA Bus   | \$289.4                            | \$259.0                            | \$249.4          | \$258.4          | \$271.6          |
| <b>Total Dedicated Taxes &amp; State and Local Subsidies</b>     | <b>\$4,354.9</b>                   | <b>\$3,972.2</b>                   | <b>\$3,877.1</b> | <b>\$3,764.4</b> | <b>\$3,948.8</b> |
| <b><i>Inter-agency Subsidy Transactions</i></b>                  |                                    |                                    |                  |                  |                  |
| B&T Operating Surplus Transfer                                   | \$337.4                            | \$389.8                            | \$472.7          | \$457.5          | \$439.8          |
| MTA Subsidy to Subsidiaries                                      | <u>37.1</u>                        | <u>41.1</u>                        | <u>36.4</u>      | <u>36.4</u>      | <u>38.3</u>      |
|  | \$374.5                            | \$430.9                            | \$509.0          | \$494.0          | \$478.1          |
| <b>GROSS SUBSIDIES</b>   | <b>\$4,729.4</b>                   | <b>\$4,403.1</b>                   | <b>\$4,386.1</b> | <b>\$4,258.4</b> | <b>\$4,426.9</b> |

**Note:**

To maintain funding balance, the funding source of the \$50 million assumed for the #1 train underpinning project has been transferred to MRT-2.

**MTA New York City Transit Subsidy Allocation**  
**February Financial Plan 2009 - 2012**  
**Cash Basis**  
(\$ in millions)

|  | 2008             | 2009             | 2010             | 2011             | 2012             |
|--|------------------|------------------|------------------|------------------|------------------|
| <b><u>Subsidies</u></b>                                      |                  |                  |                  |                  |                  |
| <b><i>Dedicated Taxes</i></b>                                |                  |                  |                  |                  |                  |
| Metropolitan Mass Transportation Operating Assist. (MMTOA)   | \$1,098.6        | \$910.7          | \$944.7          | \$974.6          | \$1,023.2        |
| Petroleum Business Tax (PBT) Receipts                        | 519.8            | 531.6            | 535.8            | 537.6            | 539.7            |
| Mortgage Recording Tax (MRT)                                 | 14.8             | 0.0              | 0.0              | 0.0              | 0.0              |
| Urban Tax  | <u>542.1</u>     | <u>500.7</u>     | <u>486.5</u>     | <u>497.5</u>     | <u>572.7</u>     |
|  | \$2,175.4        | \$1,943.0        | \$1,967.0        | \$2,009.8        | \$2,135.6        |
| <b><i>State and Local Subsidies</i></b>                      |                  |                  |                  |                  |                  |
| State Operating Assistance                                   | \$158.2          | \$158.2          | \$158.2          | \$158.2          | \$158.2          |
| Local Operating Assistance                                   | <u>158.2</u>     | <u>158.2</u>     | <u>158.2</u>     | <u>158.2</u>     | <u>158.2</u>     |
|  | \$316.4          | \$316.4          | \$316.4          | \$316.4          | \$316.4          |
| 2006 Surplus Recovery  | \$72.6           | \$0.0            | \$0.0            | \$0.0            | \$0.0            |
| Inter-Agency Loan  | 0.0              | 134.5            | 134.5            | (134.5)          | (134.5)          |
| 55/25 Pension Funding  | 118.0            | 0.0              | 0.0              | 0.0              | 0.0              |
| Fulton Street / #1 Train - Port Authority                    | 0.0              | (50.0)           | 0.0              | 0.0              | 0.0              |
| NYCT Charge Back of MTA Bus Debt Service                     | (12.0)           | (11.5)           | (11.5)           | (11.5)           | (11.5)           |
| Energy Hedging Strategy                                      | <u>(4.8)</u>     | <u>94.4</u>      | <u>0.0</u>       | <u>0.0</u>       | <u>0.0</u>       |
|  | \$173.9          | \$167.4          | \$123.0          | (\$146.0)        | (\$146.0)        |
| <b>Total Dedicated Taxes &amp; State and Local Subsidies</b> | <b>\$2,665.6</b> | <b>\$2,426.7</b> | <b>\$2,406.3</b> | <b>\$2,180.1</b> | <b>\$2,305.9</b> |
| <b><i>Inter-agency Subsidy Transactions</i></b>              |                  |                  |                  |                  |                  |
| Bridges and Tunnels Operating Surplus Transfer               | \$111.9          | \$130.5          | \$171.7          | \$164.4          | \$155.5          |
| <b>GROSS SUBSIDIES</b>                                       | <b>\$2,777.5</b> | <b>\$2,557.3</b> | <b>\$2,578.1</b> | <b>\$2,344.6</b> | <b>\$2,461.5</b> |

**MTA Commuter Railroad Subsidy Allocation**  
**February Financial Plan 2009 - 2012**  
**Cash Basis**  
(\$ in millions)

|   | 2008             | 2009             | 2010             | 2011             | 2012             |
|---|------------------|------------------|------------------|------------------|------------------|
| <b><u>Subsidies</u></b>                                       |                  |                  |                  |                  |                  |
| <b><i>Dedicated Taxes</i></b>                                 |                  |                  |                  |                  |                  |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$549.2          | \$463.5          | \$479.0          | \$492.7          | \$514.8          |
| Petroleum Business Tax (PBT) Receipts                         | 91.7             | 93.8             | 94.6             | 94.9             | 95.2             |
| Mortgage Recording Tax (MRT)                                  | 11.8             | 0.0              | 0.0              | 0.0              | 0.0              |
| Investment Income   | <u>2.0</u>       | <u>2.0</u>       | <u>2.1</u>       | <u>2.1</u>       | <u>2.2</u>       |
|   | \$654.7          | \$559.3          | \$575.6          | \$589.7          | \$612.2          |
| <b><i>State and Local Subsidies</i></b>                       |                  |                  |                  |                  |                  |
| State Operating Assistance                                    | \$29.3           | \$29.3           | \$29.3           | \$29.3           | \$29.3           |
| Local Operating Assistance                                    | 29.3             | 29.3             | 29.3             | 29.3             | 29.3             |
| CDOT Subsidy  | 72.0             | 82.9             | 96.6             | 112.9            | 122.9            |
| Station Maintenance   | 143.8            | 148.1            | 150.8            | 154.2            | 157.6            |
| AMTAP   | <u>19.6</u>      | <u>0.0</u>       | <u>0.0</u>       | <u>0.0</u>       | <u>0.0</u>       |
|   | \$294.0          | \$289.5          | \$305.9          | \$325.6          | \$338.9          |
| 2006 Surplus Recovery   | \$47.4           | (\$40.0)         | \$0.0            | \$0.0            | \$0.0            |
| Energy Hedging Strategy                                       | <u>(2.6)</u>     | <u>19.9</u>      | <u>0.0</u>       | <u>0.0</u>       | <u>0.0</u>       |
|   | \$44.8           | (\$20.1)         | \$0.0            | \$0.0            | \$0.0            |
| <b>Total Dedicated Taxes &amp; State and Local Subsidies</b>  | <b>\$993.5</b>   | <b>\$828.7</b>   | <b>\$881.6</b>   | <b>\$915.3</b>   | <b>\$951.1</b>   |
| <b><i>Inter-agency Subsidy Transactions</i></b>               |                  |                  |                  |                  |                  |
| Bridges and Tunnels Operating Surplus Transfer                | \$225.5          | \$259.3          | \$300.9          | \$293.1          | \$284.2          |
| <b>GROSS SUBSIDIES</b>  | <b>\$1,219.0</b> | <b>\$1,088.0</b> | <b>\$1,182.5</b> | <b>\$1,208.3</b> | <b>\$1,235.4</b> |

**MTA Long Island Bus Subsidy Allocation**  
**February Financial Plan 2009 - 2012**  
**Cash Basis**  
(\$ in millions)

|  | 2008          | 2009          | 2010          | 2011          | 2012          |
|--|---------------|---------------|---------------|---------------|---------------|
| <b><u>Subsidies</u></b>                                      |               |               |               |               |               |
| <b><i>Dedicated Taxes</i></b>                                |               |               |               |               |               |
| MMTOA Allocation   | \$54.8        | \$46.3        | \$47.8        | \$49.2        | \$51.4        |
| <b><i>State and Local Subsidies</i></b>                      |               |               |               |               |               |
| State Operating Assistance                                   | \$2.9         | \$3.0         | \$3.0         | \$3.0         | \$3.0         |
| Nassau County Subsidy  | <u>10.5</u>   | <u>10.5</u>   | <u>10.5</u>   | <u>10.5</u>   | <u>10.5</u>   |
|  | \$13.4        | \$13.5        | \$13.5        | <b>13.5</b>   | <b>13.5</b>   |
| <b>Total Dedicated Taxes &amp; State and Local Subsidies</b> | <b>\$68.3</b> | <b>\$59.7</b> | <b>\$61.3</b> | \$62.7        | \$64.9        |
| <b><i>Inter-agency Subsidy Transactions</i></b>              |               |               |               |               |               |
| MTA Subsidy to Subsidiaries                                  | \$14.0        | \$10.0        | \$10.0        | \$10.0        | \$10.0        |
| <b>GROSS SUBSIDIES</b>                                       | <b>\$82.3</b> | <b>\$69.7</b> | <b>\$71.3</b> | <b>\$72.7</b> | <b>\$74.9</b> |



**MTA Staten Island Railway Subsidy Allocation**  
**February Financial Plan 2009 - 2012**  
**Cash Basis**  
(\$ in millions)

|   | 2008          | 2009          | 2010          | 2011          | 2012          |
|---|---------------|---------------|---------------|---------------|---------------|
| <b><u>Subsidies</u></b>                                       |               |               |               |               |               |
| <b><i>Dedicated Taxes</i></b>                                 |               |               |               |               |               |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$3.5         | \$2.9         | \$3.0         | \$3.1         | \$3.3         |
| Mortgage Recording Tax (MRT)                                  | <u>0.0</u>    | <u>0.0</u>    | <u>0.0</u>    | <u>0.0</u>    | <u>0.0</u>    |
|   | \$3.5         | \$2.9         | \$3.0         | \$3.1         | \$3.3         |
| <b><i>State and Local Subsidies</i></b>                       |               |               |               |               |               |
| State Operating Assistance                                    | \$0.5         | \$0.5         | \$0.5         | \$0.5         | \$0.5         |
| Local Operating Assistance                                    | <u>0.5</u>    | <u>0.5</u>    | <u>0.5</u>    | <u>0.5</u>    | <u>0.5</u>    |
|   | \$1.0         | \$1.0         | \$1.0         | \$1.0         | \$1.0         |
| <b>Total Dedicated Taxes &amp; State and Local Subsidies</b>  | <b>\$4.5</b>  | <b>\$3.9</b>  | <b>\$4.0</b>  | <b>\$4.1</b>  | <b>\$4.3</b>  |
| <b><i>Inter-agency Subsidy Transactions</i></b>               |               |               |               |               |               |
| MTA Subsidy to Subsidiaries                                   | \$23.1        | \$31.1        | \$26.4        | \$26.4        | \$28.3        |
| <b>GROSS SUBSIDIES</b>  | <b>\$27.6</b> | <b>\$35.0</b> | <b>\$30.4</b> | <b>\$30.6</b> | <b>\$32.6</b> |

**MTA Headquarters Subsidy Allocation**  
**February Financial Plan 2009 - 2012**  
**Cash Basis**  
(\$ in millions)

|   | 2008            | 2009             | 2010             | 2011             | 2012             |
|---|-----------------|------------------|------------------|------------------|------------------|
| <b><u>Subsidies</u></b>                   |                 |                  |                  |                  |                  |
| <b><i>Dedicated Taxes</i></b>             |                 |                  |                  |                  |                  |
| <u>Mortgage Recording Tax-1</u>           |                 |                  |                  |                  |                  |
| Net Receipts After Agency Transfers       | \$275.2         | \$251.2          | \$239.8          | \$253.4          | \$258.6          |
| <u>Adjustments</u>                        |                 |                  |                  |                  |                  |
| Diversion of MRT to Suburban Counties     | \$0.0           | \$0.0            | \$0.0            | \$0.0            | \$0.0            |
| Carryover/Opening Balances/Interest       | 0.0             | 0.0              | 0.0              | 0.0              | 0.0              |
| MRT-2 Required to Balance                 | 0.0             | 62.9             | 73.8             | 95.9             | 83.7             |
| <i>Total Adjustments</i>                  | <i>\$0.0</i>    | <i>\$62.9</i>    | <i>\$73.8</i>    | <i>\$95.9</i>    | <i>\$83.7</i>    |
| <b>Net Funding of MTA Headquarters</b>    | <b>\$275.2</b>  | <b>\$314.1</b>   | <b>\$313.6</b>   | <b>\$349.3</b>   | <b>\$342.3</b>   |
| <u>Mortgage Recording Tax - 2</u>         |                 |                  |                  |                  |                  |
| Net Receipts                              | \$154.7         | \$138.6          | \$122.1          | \$131.1          | \$133.3          |
| <u>Adjustments</u>                        |                 |                  |                  |                  |                  |
| Funding of General Reserve                | \$0.0           | (\$75.0)         | (\$75.0)         | (\$75.0)         | (\$75.0)         |
| Diversion of MRT to Suburban Counties     | (12.2)          | (8.3)            | (7.6)            | (7.5)            | (7.8)            |
| Carryover/Opening Balances/Interest       | 8.2             | 8.2              | 8.2              | 8.3              | 8.3              |
| OPEB Cash Adjustment                      | 0.0             | 0.0              | 0.0              | 0.0              | 0.0              |
| Agency Security Costs from MRT            | (16.5)          | (16.5)           | (16.5)           | (16.5)           | (16.5)           |
| Transfer to MRT-1                         | 0.0             | (62.9)           | (73.8)           | (95.9)           | (83.7)           |
| Downsizing                                | 0.0             | (40.5)           | (40.5)           | 0.0              | 0.0              |
| Enhanced Security Training                | (6.2)           | (6.2)            | (6.2)            | 0.0              | 0.0              |
| Service Marketing Campaign                | 5.0             | 0.0              | 0.0              | 0.0              | 0.0              |
| MTA Bus Debt Service                      | (24.6)          | (23.2)           | (24.9)           | (24.9)           | (24.9)           |
| No. 1 Train - Port Authority Contribution | (50.0)          | 0.0              | 0.0              | 0.0              | 0.0              |
| Outstanding 2006 Loans                    | 0.0             | 0.0              | 0.0              | 0.0              | 0.0              |
| Cash Defeasance Loan for TBTA             | 0.0             | 90.8             | 0.0              | 0.0              | 0.0              |
| <i>Total Adjustments</i>                  | <i>(\$96.3)</i> | <i>(\$133.6)</i> | <i>(\$236.2)</i> | <i>(\$211.5)</i> | <i>(\$199.6)</i> |
| <b>Unallocated MRT-2 Receipts</b>         | <b>\$58.4</b>   | <b>\$5.0</b>     | <b>(\$114.1)</b> | <b>(\$80.4)</b>  | <b>(\$66.3)</b>  |

**MTA Bus Company Subsidy Allocation**  
**February Financial Plan 2009 - 2012**  
**Cash Basis**  
(\$ in millions)

|                                 | 2008           | 2009           | 2010           | 2011           | 2012           |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|
| <b><u>Subsidies</u></b>         |                |                |                |                |                |
| City Subsidy to MTA Bus Company | <b>\$289.4</b> | <b>\$259.0</b> | <b>\$249.4</b> | <b>\$258.4</b> | <b>\$271.6</b> |

**MMTOA STATE DEDICATED TAXES**  
**February Financial Plan 2009 - 2012**  
**Tax Yield Distribution 2008 - 2012**  
(\$ in millions)

|   | <b>2008<br/>Final<br/>Estimate</b> | <b>2009<br/>Adopted<br/>Budget</b> | <b>2010</b>      | <b>2011</b>      | <b>2012</b>      |
|---|------------------------------------|------------------------------------|------------------|------------------|------------------|
| <b><u>Forecast of MMTOA Gross Receipts (SFY):</u></b> |                                    |                                    |                  |                  |                  |
| Sales Tax   | \$782.5                            | \$795.5                            | \$812.4          | \$836.0          | \$867.6          |
| PBT   | 137.3                              | 142.4                              | 142.7            | 143.3            | 143.8            |
| Corporate Franchise                                   | 68.0                               | 68.0                               | 68.0             | 68.0             | 68.0             |
| Corporate Surcharge                                   | 842.0                              | 803.0                              | 877.0            | 903.0            | 952.0            |
| Investment Income                                     | 0.0                                | 0.0                                | 0.0              | 0.0              | 0.0              |
| <b>Total Gross Receipts Available for Allocation</b>  | <b>\$1,829.8</b>                   | <b>\$1,808.9</b>                   | <b>\$1,900.1</b> | <b>\$1,950.3</b> | <b>\$2,031.4</b> |

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

|   |                  |                  |                  |                  |                  |
|---|------------------|------------------|------------------|------------------|------------------|
| Total Gross Receipts                                      | \$1,829.8        | \$1,808.9        | \$1,900.1        | \$1,950.3        | \$2,031.4        |
| Less: Upstate Share of PBT                                | (61.8)           | (64.1)           | (64.2)           | (64.5)           | (64.7)           |
| Upstate Percent Share of Investment Income                | 3.38%            | 3.54%            | 3.38%            | 3.31%            | 3.19%            |
| Less: Upstate Share of Investment Income                  | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              |
| <b>Total Net DownState Share Available for Allocation</b> | <b>\$1,768.0</b> | <b>\$1,744.8</b> | <b>\$1,835.9</b> | <b>\$1,885.8</b> | <b>\$1,966.7</b> |
| Less: 18-B Adjustment                                     | (189.5)          | (189.5)          | (189.5)          | (189.5)          | (189.5)          |
| <b>Adjusted Total Net DownState Share for Allocation</b>  | <b>\$1,578.5</b> | <b>\$1,555.3</b> | <b>\$1,646.4</b> | <b>\$1,696.3</b> | <b>\$1,777.2</b> |

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

|  |                  |                |                |                |                  |
|--|------------------|----------------|----------------|----------------|------------------|
| NYCT/SIR Share                                     | 60.01%           | 60.01%         | 60.01%         | 60.01%         | 60.01%           |
| From Total Net DownState Share                     | \$1,256.0        | \$1,067.4      | \$1,101.6      | \$1,131.6      | \$1,180.3        |
| Less: 18-B Adjustment                              | (153.9)          | (153.9)        | (153.9)        | (153.9)        | (153.9)          |
| Adjusted Total Net DownState Share                 | \$1,102.2        | \$913.6        | \$947.7        | \$977.7        | \$1,026.5        |
| From Carryover                                     | 0.0              | 0.0            | 0.0            | 0.0            | 0.0              |
| <b>Total NYCT/SIR Share of Net DownState Share</b> | <b>\$1,102.2</b> | <b>\$913.6</b> | <b>\$947.7</b> | <b>\$977.7</b> | <b>\$1,026.5</b> |
| Total SIR Share                                    | 3.5              | 2.9            | 3.0            | 3.1            | 3.3              |
| <b>Total NYCT Share of Net DownState Share</b>     | <b>\$1,098.6</b> | <b>\$910.7</b> | <b>\$944.7</b> | <b>\$974.6</b> | <b>\$1,023.2</b> |

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

|   |                |                |                |                |                |
|---|----------------|----------------|----------------|----------------|----------------|
| MTA Share                                     | 27.25%         | 27.25%         | 27.25%         | 27.25%         | 27.25%         |
| From Total Net DownState Share                | \$570.4        | \$484.7        | \$500.2        | \$513.9        | \$536.0        |
| Less: 18-B Adjustment                         | (21.2)         | (21.2)         | (21.2)         | (21.2)         | (21.2)         |
| Adjusted Total Net DownState Share            | \$549.2        | \$463.5        | \$479.0        | \$492.7        | \$514.8        |
| From Carryover                                | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| <b>Total MTA Share of Net DownState Share</b> | <b>\$549.2</b> | <b>\$463.5</b> | <b>\$479.0</b> | <b>\$492.7</b> | <b>\$514.8</b> |

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

|   |               |               |               |               |               |
|---|---------------|---------------|---------------|---------------|---------------|
| LI Bus Share                                  | 2.72%         | 2.72%         | 2.72%         | 2.72%         | 2.72%         |
| From Total Net DownState Share                | \$57.0        | \$48.4        | \$50.0        | \$51.3        | \$53.5        |
| Less: Used for 18-B/other                     | (2.1)         | (2.1)         | (2.1)         | (2.1)         | (2.1)         |
| Adjusted Total Net DownState Share            | \$54.8        | \$46.3        | \$47.8        | \$49.2        | \$51.4        |
| From Carryover                                | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           |
| <b>Total LIB Share of Net DownState Share</b> | <b>\$54.8</b> | <b>\$46.3</b> | <b>\$47.8</b> | <b>\$49.2</b> | <b>\$51.4</b> |

**PETROLEUM BUSINESS TAX PROJECTIONS**  
**February Financial Plan 2009 - 2012**  
**Tax Yield Distribution 2008 -2012**  
(\$ in millions)

|   | <b>2008<br/>Final<br/>Estimate</b> | <b>2009<br/>Adopted<br/>Budget</b> | <b>2010</b>      | <b>2011</b>      | <b>2012</b>      |
|---|------------------------------------|------------------------------------|------------------|------------------|------------------|
| <b>Total Net PBT Collections Available for Distribution</b> | <b>\$1,798.6</b>                   | <b>\$1,839.6</b>                   | <b>\$1,854.2</b> | <b>\$1,860.3</b> | <b>\$1,867.4</b> |

**Distribution Shares:**

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

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

|                  |                |                |                |                |                |
|------------------|----------------|----------------|----------------|----------------|----------------|
| <b>MTA Total</b> | <b>\$611.5</b> | <b>\$625.5</b> | <b>\$630.4</b> | <b>\$632.5</b> | <b>\$634.9</b> |
|------------------|----------------|----------------|----------------|----------------|----------------|

**Accrued**

|                                      |                |                |                |                |                |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|
| NYCT/SIR Share of MTA Total          | \$520.8        | \$532.0        | \$536.0        | \$537.8        | \$539.9        |
| Commuter Railroad Share of MTA Total | <u>91.9</u>    | <u>93.9</u>    | <u>94.6</u>    | <u>94.9</u>    | <u>95.3</u>    |
| <b>MTA Total of Net Collections</b>  | <b>\$612.7</b> | <b>\$625.9</b> | <b>\$630.6</b> | <b>\$632.7</b> | <b>\$635.2</b> |

**Cash**

|                                      |                |                |                |                |                |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|
| NYCT/SIR Share of MTA Total          | \$519.8        | \$531.6        | \$535.8        | \$537.6        | \$539.7        |
| Commuter Railroad Share of MTA Total | <u>91.7</u>    | <u>93.8</u>    | <u>94.6</u>    | <u>94.9</u>    | <u>95.2</u>    |
| <b>MTA Total of Net Collections</b>  | <b>\$611.5</b> | <b>\$625.5</b> | <b>\$630.4</b> | <b>\$632.5</b> | <b>\$634.9</b> |

**Summary of Mortgage Recording Tax Projections**  
**February Financial Plan 2009 - 2012**  
**Tax Yield Distribution 2008 - 2012**  
(\$ in millions)

|  | FORECAST |      |      |      |      |
|--|----------|------|------|------|------|
|  | 2008     | 2009 | 2010 | 2011 | 2012 |

**MORTGAGE RECORDING TAX #261-1**

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

|   |                 |                 |                 |                 |                 |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| Total Gross Receipts                            | \$282.7         | \$251.2         | \$239.8         | \$253.4         | \$258.6         |
| Carryover                                       | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             |
| OPEB Offset                                     | 61.2            | 64.2            | 67.1            | 70.2            | 73.2            |
| Less: MTAHQ Operating Deficit                   | (336.427)       | (378.325)       | (380.695)       | (419.497)       | (415.514)       |
| <b>Receipts Available for Transfer</b>          | <b>\$7.4</b>    | <b>(\$62.9)</b> | <b>(\$73.8)</b> | <b>(\$95.9)</b> | <b>(\$83.7)</b> |
| Adjustments                                     | (20.0)          | 0.0             | 0.0             | 0.0             | 0.0             |
| MRT-2 Required to Balance                       | 0.0             | 62.9            | 73.8            | 95.9            | 83.7            |
| <b>Adjusted Receipts Available for Transfer</b> | <b>(\$12.6)</b> | <b>\$0.0</b>    | <b>\$0.0</b>    | <b>\$0.0</b>    | <b>\$0.0</b>    |

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

|  |               |              |              |              |              |
|--|---------------|--------------|--------------|--------------|--------------|
| Opening Balance                            | \$0.0         | \$0.0        | \$0.0        | \$0.0        | \$0.0        |
| NYCT/SIR Share                             | 55%           | 55%          | 55%          | 55%          | 55%          |
| From Current Year Net Receipts             | (6.9)         | 0.0          | 0.0          | 0.0          | 0.0          |
| Interest                                   | 0.0           | 0.0          | 0.0          | 0.0          | 0.0          |
| Carryover from Prior-Year Accrual          | 0.0           | 0.0          | 0.0          | 0.0          | 0.0          |
| Carryover from MTAHQ Post-Close Adjustment | 21.7          | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Total NYCT/SIR Net Cash Share</b>       | <b>\$14.8</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> |
| Total SIR Net Cash Share                   | 0.0           | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Total NYCT Net Cash Share</b>           | <b>\$14.8</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> |

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

|   |               |              |              |              |              |
|---|---------------|--------------|--------------|--------------|--------------|
| Opening Balance - CR/SHF                      | \$0.0         | \$0.0        | \$0.0        | \$0.0        | \$0.0        |
| Commuter Railroad Share                       | 45%           | 45%          | 45%          | 45%          | 45%          |
| From Net Receipts                             | (5.6)         | 0.0          | 0.0          | 0.0          | 0.0          |
| Interest                                      | 0.0           | 0.0          | 0.0          | 0.0          | 0.0          |
| Carryover                                     | 0.0           | 0.0          | 0.0          | 0.0          | 0.0          |
| Carryover from MTAHQ Post-Close Adjustment    | 17.5          | 0.0          | 0.0          | 0.0          | 0.0          |
| Less: Suburban Highway Fund                   | 0.0           | 0.0          | 0.0          | 0.0          | 0.0          |
| OPEB  | 0.0           | 0.0          | 0.0          | 0.0          | 0.0          |
| Transfers from MRT-2                          | 0.0           | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Total Commuter Railroad Net Cash Share</b> | <b>\$11.8</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> |

**MORTGAGE RECORDING TAX #261-2**

**Receipts Available**

|  |               |               |                 |               |               |
|--|---------------|---------------|-----------------|---------------|---------------|
| Total Receipts to Corporate Account            | \$144.7       | \$128.6       | \$122.1         | \$131.1       | \$133.3       |
| Opening Fund Balance                           | 20.0          | 10.0          | 0.0             | 0.0           | 0.0           |
| OPEB Cash Adjustment                           | 0.0           | 0.0           | 0.0             | 0.0           | 0.0           |
| All Agency Security Pool                       | (16.5)        | (16.5)        | (16.5)          | (16.5)        | (16.5)        |
| Downsizing                                     | 0.0           | (40.5)        | (40.5)          | 0.0           | 0.0           |
| Enhanced Security Training                     | (6.2)         | (6.2)         | (6.2)           | 0.0           | 0.0           |
| Service Marketing Campaign                     | 5.0           | 0.0           | 0.0             | 0.0           | 0.0           |
| MTA Bus Debt Service                           | (24.6)        | (23.2)        | (24.9)          | (24.9)        | (24.9)        |
| Outstanding 2006 Loans                         | 0.0           | 0.0           | 0.0             | 0.0           | 0.0           |
| No. 1 Train - Port Authority Contribution      | (50.0)        | 0.0           | 0.0             | 0.0           | 0.0           |
| Cash Defeasance Loan for TBTA                  | 0.0           | 90.8          | 0.0             | 0.0           | 0.0           |
| Reserve for Following Year/Cash Flow Provision | (10.0)        | 0.0           | 0.0             | 0.0           | 0.0           |
| General Reserve                                | 0.0           | (75.0)        | (75.0)          | (75.0)        | (75.0)        |
| Investment Income                              | 8.2           | 8.2           | 8.2             | 8.3           | 8.3           |
| <b>Total Receipts Available for Transfer</b>   | <b>\$70.6</b> | <b>\$76.3</b> | <b>(\$32.8)</b> | <b>\$23.0</b> | <b>\$25.2</b> |

**Use of Total Receipts:**

|                                    |               |              |                  |                 |                 |
|------------------------------------|---------------|--------------|------------------|-----------------|-----------------|
| DORF Opening Balance               | \$4.5         | \$4.5        | \$4.5            | \$4.5           | \$4.5           |
| Less: Transfer to MTA DORF Account | (16.7)        | (12.8)       | (12.0)           | (11.9)          | (12.3)          |
| Less: Transfer to MTAHQ Funds      | 0.0           | (62.9)       | (73.8)           | (95.9)          | (83.7)          |
| <b>Net Receipts Available</b>      | <b>\$58.4</b> | <b>\$5.0</b> | <b>(\$114.1)</b> | <b>(\$80.4)</b> | <b>(\$66.3)</b> |

**MTA BRIDGES & TUNNELS**  
**SURPLUS TRANSFER**  
**February Financial Plan 2009 -2012**  
(\$ in millions)

| NON-REIMBURSABLE | ACTUAL | FORECAST |      |      |      |      |
|------------------|--------|----------|------|------|------|------|
|                  | 2007   | 2008     | 2009 | 2010 | 2011 | 2012 |

**Deductions from Net Operating Income:**

|  |                  |                  |                  |                  |                  |                  |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Investment Income  | \$5.558          | \$2.558          | \$2.321          | \$4.099          | \$4.458          | \$4.458          |
| Total Debt Service                                       | 463.748          | 506.616          | 603.878          | 609.285          | 620.770          | 634.429          |
| Reserves   | 16.156           | 13.667           | 13.953           | 14.261           | 14.531           | 14.809           |
| Capitalized Assets                                       | 6.314            | 14.508           | 18.854           | 18.854           | 18.854           | 18.854           |
| GASB Reserves  | 1.670            | 1.980            | 2.210            | 2.431            | 2.479            | 2.529            |
| <b>Total Deductions from Net Operating Income</b>        | <b>\$493.446</b> | <b>\$539.329</b> | <b>\$641.216</b> | <b>\$648.930</b> | <b>\$661.091</b> | <b>\$675.079</b> |
| <b>Net Income Available for Transfer to MTA and NYCT</b> | <b>\$406.443</b> | <b>\$323.403</b> | <b>\$397.227</b> | <b>\$481.058</b> | <b>\$454.897</b> | <b>\$438.090</b> |

**Distribution of Funds to MTA:**

|  |                  |                  |                  |                  |                  |                  |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Investment Income in Current Year              | \$5.558          | \$2.558          | \$2.321          | \$4.099          | \$4.458          | \$4.458          |
| Accrued Current Year Allocation                | 249.968          | 215.802          | 264.141          | 305.018          | 291.735          | 283.402          |
| <b>Total Accrued Amount Distributed to MTA</b> | <b>\$255.526</b> | <b>\$218.360</b> | <b>\$266.462</b> | <b>\$309.117</b> | <b>\$296.193</b> | <b>\$287.860</b> |

**Distribution of Funds to NYCT:**

|   |                  |                  |                  |                  |                  |                  |
|---|------------------|------------------|------------------|------------------|------------------|------------------|
| First \$24 million of Surplus reserved for NYCT | \$24.000         | \$24.000         | \$24.000         | \$24.000         | \$24.000         | \$24.000         |
| Additional Accrued Current Year Allocation      | 132.474          | 83.601           | 109.086          | 152.040          | 139.162          | 130.688          |
| <b>Total Accrued Amount Distributed to NYCT</b> | <b>\$156.474</b> | <b>\$107.601</b> | <b>\$133.086</b> | <b>\$176.040</b> | <b>\$163.162</b> | <b>\$154.688</b> |

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

|  |                  |                  |                  |                  |                  |                  |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| From Current Year Surplus                    | \$249.945        | \$225.466        | \$259.307        | \$300.931        | \$293.063        | \$284.235        |
| Investment Income in Prior Year              | 8.637            | 5.558            | 2.558            | 2.321            | 4.099            | 4.458            |
| <b>Total Cash Amount Distributed to MTA</b>  | <b>\$258.581</b> | <b>\$231.024</b> | <b>\$261.865</b> | <b>\$303.252</b> | <b>\$297.162</b> | <b>\$288.693</b> |
| <b>Total Cash Amount Distributed to NYCT</b> | <b>\$156.397</b> | <b>\$111.940</b> | <b>\$130.538</b> | <b>\$171.744</b> | <b>\$164.449</b> | <b>\$155.535</b> |

|  | ACTUAL | FORECAST |      |      |      |      |
|--|--------|----------|------|------|------|------|
|  | 2007   | 2008     | 2009 | 2010 | 2011 | 2012 |

**Debt Service Detail by Agency:**

|                                     |                  |                  |                  |                  |                  |                  |
|-------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| B&T Own Purpose DS                  | \$140.544        | \$159.060        | \$186.541        | \$194.597        | \$207.181        | \$220.489        |
| NYCT Transportation DS              | 220.349          | 239.878          | 286.196          | 283.833          | 283.081          | 283.327          |
| MTA Transportation DS               | 102.855          | 107.677          | 131.141          | 130.854          | 130.508          | 130.613          |
| <b>Total Debt Service by Agency</b> | <b>\$463.748</b> | <b>\$506.616</b> | <b>\$603.878</b> | <b>\$609.285</b> | <b>\$620.770</b> | <b>\$634.429</b> |

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

|   |                  |                  |                  |                  |                  |                  |
|---|------------------|------------------|------------------|------------------|------------------|------------------|
| Total Adjusted Net Income Available for Transfer      | \$870.191        | \$830.018        | \$1,001.106      | \$1,090.343      | \$1,075.666      | \$1,072.519      |
| Less: B&T Total Debt Service                          | (140.544)        | (159.060)        | (186.541)        | (194.597)        | (207.181)        | (220.489)        |
| Less: first \$24 million reserved for NYCT            | (24.000)         | (24.000)         | (24.000)         | (24.000)         | (24.000)         | (24.000)         |
| <b>Remainder of Total Accrued Amount for Transfer</b> | <b>\$705.647</b> | <b>\$646.958</b> | <b>\$790.564</b> | <b>\$871.746</b> | <b>\$844.486</b> | <b>\$828.030</b> |

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

| <b>Distribution of Remainder to MTA</b>            |                  |                  |                  |                  |                  |                  |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Fifty Percent of Total Accrued Amount for Transfer | \$352.823        | \$323.479        | \$395.282        | \$435.873        | \$422.243        | \$414.015        |
| Less: MTA Total Debt Service                       | (102.855)        | (107.677)        | (131.141)        | (130.854)        | (130.508)        | (130.613)        |
| <b>MTA's Accrued Current Year Allocation</b>       | <b>\$249.968</b> | <b>\$215.802</b> | <b>\$264.141</b> | <b>\$305.018</b> | <b>\$291.735</b> | <b>\$283.402</b> |
| <b>Cash Conversion of MTA's Accrued Amount</b>     |                  |                  |                  |                  |                  |                  |
| Current Year Amount                                | \$218.724        | \$194.222        | \$237.727        | \$274.517        | \$262.562        | \$255.062        |
| Balance of Prior Year                              | 31.221           | 31.245           | 21.580           | 26.414           | 30.502           | 29.174           |
| <b>Cash Transfer to MTA</b>                        | <b>\$249.945</b> | <b>\$225.466</b> | <b>\$259.307</b> | <b>\$300.931</b> | <b>\$293.063</b> | <b>\$284.235</b> |

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

| <b>Distribution of Remainder to NYCT</b>           |                  |                  |                  |                  |                  |                  |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Fifty Percent of Total Accrued Amount for Transfer | \$352.823        | \$323.479        | \$395.282        | \$435.873        | \$422.243        | \$414.015        |
| Less: NYCT Total Debt Service                      | (220.349)        | (239.878)        | (286.196)        | (283.833)        | (283.081)        | (283.327)        |
| Plus: first \$24 million reserved for NYCT         | 24.000           | 24.000           | 24.000           | 24.000           | 24.000           | 24.000           |
| <b>NYCT's Accrued Current Year Allocation</b>      | <b>\$156.474</b> | <b>\$107.601</b> | <b>\$133.086</b> | <b>\$176.040</b> | <b>\$163.162</b> | <b>\$154.688</b> |
| <b>Cash Conversion of NYCT's Accrued Amount</b>    |                  |                  |                  |                  |                  |                  |
| Current Year Amount                                | \$141.375        | \$96.841         | \$119.777        | \$158.436        | \$146.845        | \$139.219        |
| Balance of Prior Year                              | 15.023           | 15.100           | 10.760           | 13.309           | 17.604           | 16.316           |
| <b>Cash Transfer to NYCT</b>                       | <b>\$156.397</b> | <b>\$111.940</b> | <b>\$130.538</b> | <b>\$171.744</b> | <b>\$164.449</b> | <b>\$155.535</b> |

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

| <b>Project Debt Service</b>              |                  |                  |                  |                  |                  |                  |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| B & T Own Purpose Debt Service           | \$140.544        | \$159.060        | \$186.541        | \$194.597        | \$207.181        | \$220.489        |
| NYCT Transportation Project Debt Service | 220.349          | 239.878          | 286.196          | 283.833          | 283.081          | 283.327          |
| MTA Transportation Project Debt Service  | 102.855          | 107.677          | 131.141          | 130.854          | 130.508          | 130.613          |
| <b>Total Project Debt Service</b>        | <b>\$463.748</b> | <b>\$506.616</b> | <b>\$603.878</b> | <b>\$609.285</b> | <b>\$620.770</b> | <b>\$634.429</b> |



**SUMMARY**  
**MTA LONG ISLAND BUS**  
**MULTI-YEAR FINANCIAL PLAN**  
**2009 - 2012**  
(\$ in millions)

| Line Number |   | ACTUAL          | FORECAST        |                 |                 |                 |                 |
|-------------|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|             |   | 2007            | 2008            | 2009            | 2010            | 2011            | 2012            |
| 8           |   |                 |                 |                 |                 |                 |                 |
| 9           | <b><u>Revenue Summary:</u></b>                        |                 |                 |                 |                 |                 |                 |
| 10          |   |                 |                 |                 |                 |                 |                 |
| 11          | Farebox Revenue                                       | \$40.3          | \$42.1          | \$41.9          | \$42.0          | \$42.1          | \$42.2          |
| 12          | Fare Increase 6/1/09                                  | -               | -               | 5.5             | 9.4             | 9.4             | 9.4             |
| 13          | LI Bus Deficit Reduction                              | -               | -               | 4.5             | 2.8             | 2.0             | 2.0             |
| 14          | Additional Actions for Budget Balance: Revenue Impact | -               | -               | (0.2)           | (0.3)           | (0.3)           | (0.3)           |
| 15          | Other Revenue   | 1.4             | 2.3             | 3.3             | 3.1             | 2.5             | 2.6             |
| 16          | State/Local Subsidies                                 | 58.7            | 68.3            | 59.7            | 61.3            | 62.7            | 64.9            |
| 17          |   |                 |                 |                 |                 |                 |                 |
| 18          | <b>Total Revenue Before MTA Subsidy</b>               | <b>\$100.5</b>  | <b>\$112.7</b>  | <b>\$114.6</b>  | <b>\$118.3</b>  | <b>\$118.3</b>  | <b>\$120.8</b>  |
| 19          |   |                 |                 |                 |                 |                 |                 |
| 20          | <b><u>Non-Reimbursable Expense Summary:</u></b>       |                 |                 |                 |                 |                 |                 |
| 21          |   |                 |                 |                 |                 |                 |                 |
| 22          | Labor Expenses  | \$89.7          | \$94.4          | \$97.6          | \$100.4         | \$101.9         | \$105.0         |
| 23          | Non-Labor Expenses                                    | 33.0            | 32.1            | 33.4            | 36.8            | 37.4            | 37.5            |
| 24          | Additional Actions for Budget Balance: Expense Impact | -               | -               | (5.6)           | (6.2)           | (6.2)           | (6.2)           |
| 25          | Depreciation  | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             |
| 26          | OPEB Obligation                                       | 5.7             | 6.0             | 6.5             | 6.9             | 7.3             | 7.7             |
| 27          | Environmental Remediation                             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             |
| 28          |   |                 |                 |                 |                 |                 |                 |
| 29          | <b>Total Non-Reimbursable Expenses</b>                | <b>\$128.4</b>  | <b>\$132.5</b>  | <b>\$131.8</b>  | <b>\$137.9</b>  | <b>\$140.5</b>  | <b>\$144.0</b>  |
| 30          |   |                 |                 |                 |                 |                 |                 |
| 31          | <b>Total Net Revenue</b>                              | <b>(\$27.9)</b> | <b>(\$19.8)</b> | <b>(\$17.2)</b> | <b>(\$19.6)</b> | <b>(\$22.1)</b> | <b>(\$23.2)</b> |
| 32          |   |                 |                 |                 |                 |                 |                 |
| 33          | <b><u>Cash Adjustment Summary:</u></b>                |                 |                 |                 |                 |                 |                 |
| 34          |   |                 |                 |                 |                 |                 |                 |
| 35          | Operating Cash Adjustments                            | \$4.7           | \$1.2           | \$5.8           | \$7.4           | \$7.9           | \$8.2           |
| 36          | Subsidy Cash Adjustments                              | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             |
| 37          |   |                 |                 |                 |                 |                 |                 |
| 38          | <b>Total Cash Adjustment</b>                          | <b>\$4.7</b>    | <b>\$1.2</b>    | <b>\$5.8</b>    | <b>\$7.4</b>    | <b>\$7.9</b>    | <b>\$8.2</b>    |
| 39          |   |                 |                 |                 |                 |                 |                 |
| 40          | <b>Gross Cash Balance</b>                             | <b>(\$23.2)</b> | <b>(\$18.6)</b> | <b>(\$11.4)</b> | <b>(\$12.2)</b> | <b>(\$14.2)</b> | <b>(\$15.0)</b> |
| 41          |   |                 |                 |                 |                 |                 |                 |
| 42          | MTA Internal Subsidy                                  | 20.3            | 14.0            | 10.0            | 10.0            | 10.0            | 10.0            |
| 43          |   |                 |                 |                 |                 |                 |                 |
| 44          | <b>Net Cash Balance from Previous Year</b>            | <b>\$7.8</b>    | <b>\$4.8</b>    | <b>\$0.2</b>    | <b>\$0.0</b>    | <b>\$0.0</b>    | <b>\$0.0</b>    |
| 45          |   |                 |                 |                 |                 |                 |                 |
| 46          |   |                 |                 |                 |                 |                 |                 |
| 47          | <b>Baseline Net Cash Surplus/(Deficit)</b>            | <b>\$4.8</b>    | <b>\$0.2</b>    | <b>(\$1.2)</b>  | <b>(\$2.2)</b>  | <b>(\$4.2)</b>  | <b>(\$5.0)</b>  |
| 48          |   |                 |                 |                 |                 |                 |                 |
| 49          | <b><u>GAP CLOSING ACTIONS 2008 - 2009:</u></b>        |                 |                 |                 |                 |                 |                 |
| 50          |   |                 |                 |                 |                 |                 |                 |
| 51          | <b>Internal Actions:</b>                              |                 |                 |                 |                 |                 |                 |
| 52          | 2009 Program to Eliminate the Gap                     | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             |
| 53          | Post-2009 Program to Eliminate the Gap                | 0.0             | 0.0             | 0.0             | 1.5             | 3.0             | 4.5             |
| 54          | New Contracts Labor Contribution                      | 0.0             | 0.0             | 1.2             | 1.2             | 1.2             | 1.3             |
| 55          | Sub-Total   | 0.0             | 0.0             | 1.2             | 2.7             | 4.2             | 5.7             |
| 56          |   |                 |                 |                 |                 |                 |                 |
| 57          | <b>Fare/Toll:</b>                                     |                 |                 |                 |                 |                 |                 |
| 58          | Fare/Toll Yields on 6/1/09: 23.0%                     | -               | -               | -               | -               | -               | -               |
| 59          | Fare/Toll Yields on 1/1/11: 5.0%                      | -               | -               | -               | -               | 2.5             | 2.5             |
| 60          |   | 0.0             | 0.0             | 0.0             | 0.0             | 2.5             | 2.5             |
| 61          |   |                 |                 |                 |                 |                 |                 |
| 62          | <b>TOTAL GAP CLOSING</b>                              |                 |                 |                 |                 |                 |                 |
| 63          |   |                 |                 |                 |                 |                 |                 |
| 64          | Net Cash Balance from Previous Year                   | 0.0             | 0.0             | 0.0             | 0.0             | 0.5             | 3.0             |
| 65          |   |                 |                 |                 |                 |                 |                 |
| 66          | <b>Net Cash Balance</b>                               | <b>\$4.8</b>    | <b>\$0.2</b>    | <b>\$0.0</b>    | <b>\$0.5</b>    | <b>\$3.0</b>    | <b>\$6.3</b>    |

LI Bus Summary

**SUMMARY**  
**MTA STATEN ISLAND RAILWAY**  
**MULTI-YEAR FINANCIAL PLAN**  
**2009 - 2012**  
(\$ in millions)

| Line Number |  | ACTUAL          | FORECAST        |                 |                 |                 |                 |
|-------------|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|             |  | 2007            | 2008            | 2009            | 2010            | 2011            | 2012            |
| 9           |  |                 |                 |                 |                 |                 |                 |
| 10          | <b><u>Revenue Summary:</u></b>                         |                 |                 |                 |                 |                 |                 |
| 11          |  |                 |                 |                 |                 |                 |                 |
| 12          | Farebox Revenue  | \$3.9           | \$4.4           | \$4.7           | \$5.0           | \$5.1           | \$5.2           |
| 13          | Fare Increase 6/1/09                                   | -               | -               | 0.6             | 1.2             | 1.2             | 1.2             |
| 14          | Other Revenue  | 2.1             | 2.1             | 2.1             | 2.1             | 2.1             | 2.1             |
| 15          | State/City Subsidies                                   | 4.2             | 4.6             | 3.9             | 4.0             | 4.1             | 4.3             |
| 16          |  |                 |                 |                 |                 |                 |                 |
| 17          | <b>Total Revenue Before MTA Subsidy</b>                | <b>\$10.2</b>   | <b>\$11.1</b>   | <b>\$11.3</b>   | <b>\$12.3</b>   | <b>\$12.5</b>   | <b>\$12.7</b>   |
| 18          |  |                 |                 |                 |                 |                 |                 |
| 19          | <b><u>Non-Reimbursable Expense Summary:</u></b>        |                 |                 |                 |                 |                 |                 |
| 20          |  |                 |                 |                 |                 |                 |                 |
| 21          | Labor Expenses   | \$23.9          | \$25.1          | \$26.8          | \$28.6          | \$29.9          | \$31.7          |
| 22          | Non-Labor Expenses                                     | 6.7             | 11.4            | 15.6            | 9.9             | 8.9             | 9.2             |
| 23          | Additional Actions for Budget Balance: Expense Impact  | -               | -               | (0.2)           | (0.2)           | (0.2)           | (0.2)           |
| 24          | Depreciation   | 7.1             | 10.3            | 10.3            | 10.3            | 10.3            | 10.3            |
| 25          | OPEB Obligation  | 2.4             | 2.6             | 2.7             | 2.8             | 2.8             | 3.0             |
| 26          | Environmental Remediation                              | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             |
| 27          |  |                 |                 |                 |                 |                 |                 |
| 28          | <b>Total Non-Reimbursable Expenses</b>                 | <b>\$40.1</b>   | <b>\$49.5</b>   | <b>\$55.2</b>   | <b>\$51.5</b>   | <b>\$51.7</b>   | <b>\$54.0</b>   |
| 29          |  |                 |                 |                 |                 |                 |                 |
| 30          |  |                 |                 |                 |                 |                 |                 |
| 31          | <b>Total Net Revenue</b>                               | <b>(\$29.9)</b> | <b>(\$38.4)</b> | <b>(\$43.9)</b> | <b>(\$39.2)</b> | <b>(\$39.3)</b> | <b>(\$41.3)</b> |
| 32          |  |                 |                 |                 |                 |                 |                 |
| 33          | <b><u>Cash Adjustment Summary:</u></b>                 |                 |                 |                 |                 |                 |                 |
| 34          |  |                 |                 |                 |                 |                 |                 |
| 35          | Operating Cash Adjustments                             | \$9.0           | \$15.4          | \$12.8          | \$12.8          | \$12.8          | \$13.0          |
| 36          | Subsidy Cash Adjustments                               | (0.2)           | (0.1)           | 0.0             | 0.0             | 0.0             | 0.0             |
| 37          |  |                 |                 |                 |                 |                 |                 |
| 38          | <b>Total Cash Adjustment</b>                           | <b>\$8.7</b>    | <b>\$15.3</b>   | <b>\$12.8</b>   | <b>\$12.8</b>   | <b>\$12.8</b>   | <b>\$13.0</b>   |
| 39          |  |                 |                 |                 |                 |                 |                 |
| 40          | <b>Gross Cash Balance</b>                              | <b>(\$21.2)</b> | <b>(\$23.1)</b> | <b>(\$31.1)</b> | <b>(\$26.4)</b> | <b>(\$26.4)</b> | <b>(\$28.3)</b> |
| 41          |  |                 |                 |                 |                 |                 |                 |
| 42          | MTA Internal Subsidy before PEGs                       | 21.5            | 23.1            | 31.1            | 26.4            | 26.4            | 28.3            |
| 43          |  |                 |                 |                 |                 |                 |                 |
| 44          | <b>Net Cash Balance from Previous Year</b>             | <b>\$0.0</b>    | <b>\$0.2</b>    | <b>\$0.2</b>    | <b>\$0.2</b>    | <b>\$0.2</b>    | <b>\$0.2</b>    |
| 45          |  |                 |                 |                 |                 |                 |                 |
| 46          |  |                 |                 |                 |                 |                 |                 |
| 47          | <b>Baseline Net Cash Surplus/(Deficit)</b>             | <b>\$0.2</b>    | <b>\$0.2</b>    | <b>\$0.2</b>    | <b>\$0.2</b>    | <b>\$0.2</b>    | <b>\$0.2</b>    |
| 48          |  |                 |                 |                 |                 |                 |                 |
| 49          | <b><u>GAP CLOSING</u></b>                              |                 |                 |                 |                 |                 |                 |
| 50          |  |                 |                 |                 |                 |                 |                 |
| 51          |  |                 |                 |                 |                 |                 |                 |
| 52          | <b>Internal Actions:</b>                               |                 |                 |                 |                 |                 |                 |
| 53          | 2009 Program to Eliminate the Gap                      | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             |
| 54          | Post-2009 Program to Eliminate the Gap                 | 0.0             | 0.0             | 0.0             | 0.4             | 0.8             | 1.3             |
| 55          | New Contracts Labor Contribution                       | 0.0             | 0.0             | 0.0             | 0.4             | 0.4             | 0.5             |
| 56          | <i>Sub-Total</i>                                       | 0.0             | 0.0             | 0.0             | 0.9             | 1.3             | 1.7             |
| 57          |  |                 |                 |                 |                 |                 |                 |
| 58          | <b>Fare/Toll:</b>                                      |                 |                 |                 |                 |                 |                 |
| 59          | Fare/Toll Yields on 6/1/09: 23.0%                      | -               | -               | -               | -               | -               | -               |
| 60          | Fare/Toll Yields on 1/1/11: 5.0%                       | -               | -               | -               | -               | 0.3             | 0.3             |
| 61          |  | 0.0             | 0.0             | 0.0             | 0.0             | 0.3             | 0.3             |
| 62          |  |                 |                 |                 |                 |                 |                 |
| 63          | <b>TOTAL GAP CLOSING</b>                               |                 |                 |                 |                 |                 |                 |
| 64          |  |                 |                 |                 |                 |                 |                 |
| 65          | Net Cash Balance from Previous Year (Gap Actions only) | 0.0             | 0.0             | 0.0             | 0.0             | 0.9             | 2.5             |
| 66          |  |                 |                 |                 |                 |                 |                 |
| 67          | <b>Net Cash Surplus/(Deficit)</b>                      | <b>\$0.2</b>    | <b>\$0.2</b>    | <b>\$0.2</b>    | <b>\$1.1</b>    | <b>\$2.7</b>    | <b>\$4.7</b>    |

*SIR Summary*

**SUMMARY**  
**MTA BUS COMPANY**  
**MULTI-YEAR FINANCIAL PLAN**  
**2009 - 2012**  
(\$ in millions)

| Line<br>Number |  | ACTUAL           | FORECAST         |                  |                  |                  |                  |
|----------------|--|------------------|------------------|------------------|------------------|------------------|------------------|
|                |  | 2007             | 2008             | 2009             | 2010             | 2011             | 2012             |
| 9              |  |                  |                  |                  |                  |                  |                  |
| 10             | <b><u>Revenue Summary:</u></b>                         |                  |                  |                  |                  |                  |                  |
| 11             |  |                  |                  |                  |                  |                  |                  |
| 12             | Farebox Revenue  | \$139.8          | \$153.8          | \$153.0          | \$153.7          | \$155.0          | \$156.6          |
| 13             | Fare Increase 6/1/09                                   | -                | -                | 14.588           | 24.700           | 24.923           | 25.172           |
| 14             | Additional Actions for Budget Balance: Revenue Impact  | -                | -                | 0.673            | 1.153            | 1.163            | 1.175            |
| 15             | Other Revenue  | 21.9             | 23.0             | 23.0             | 23.0             | 23.0             | 23.0             |
| 16             |  |                  |                  |                  |                  |                  |                  |
| 17             |  |                  |                  |                  |                  |                  |                  |
| 18             | <b>Total Revenue Before MTA Subsidy</b>                | <b>\$161.7</b>   | <b>\$176.8</b>   | <b>\$191.3</b>   | <b>\$202.5</b>   | <b>\$204.1</b>   | <b>\$205.9</b>   |
| 19             |  |                  |                  |                  |                  |                  |                  |
| 20             | <b><u>Non-Reimbursable Expense Summary:</u></b>        |                  |                  |                  |                  |                  |                  |
| 21             |  |                  |                  |                  |                  |                  |                  |
| 22             | Labor Expenses   | \$297.7          | \$324.4          | \$338.1          | \$348.6          | \$358.0          | \$370.0          |
| 23             | Non-Labor Expenses                                     | 119.9            | 136.5            | 121.1            | 120.1            | 122.8            | 126.4            |
| 24             | Additional Actions for Budget Balance: Expense Impact  | -                | -                | (15.5)           | (21.7)           | (20.2)           | (20.9)           |
| 25             | Depreciation   | 30.0             | 29.5             | 37.1             | 40.2             | 42.2             | 42.2             |
| 26             | OPEB Obligation  | 45.7             | 45.4             | 51.7             | 53.6             | 55.5             | 57.8             |
| 27             |  |                  |                  |                  |                  |                  |                  |
| 28             | <b>Total Non-Reimbursable Expenses</b>                 | <b>\$493.2</b>   | <b>\$535.8</b>   | <b>\$532.5</b>   | <b>\$540.9</b>   | <b>\$558.3</b>   | <b>\$575.5</b>   |
| 29             |  |                  |                  |                  |                  |                  |                  |
| 30             |  |                  |                  |                  |                  |                  |                  |
| 31             | <b>Total Net Revenue</b>                               | <b>(\$331.5)</b> | <b>(\$358.9)</b> | <b>(\$341.2)</b> | <b>(\$338.4)</b> | <b>(\$354.2)</b> | <b>(\$369.5)</b> |
| 32             |  |                  |                  |                  |                  |                  |                  |
| 33             | Cash Adjustments                                       | \$86.5           | \$83.7           | \$85.5           | \$90.2           | \$93.8           | \$95.7           |
| 34             |  |                  |                  |                  |                  |                  |                  |
| 35             | <b>Total Cash Adjustment</b>                           | <b>\$86.5</b>    | <b>\$83.7</b>    | <b>\$85.5</b>    | <b>\$90.2</b>    | <b>\$93.8</b>    | <b>\$95.7</b>    |
| 36             |  |                  |                  |                  |                  |                  |                  |
| 37             | <b>Gross Cash Balance</b>                              | <b>(\$245.0)</b> | <b>(\$275.3)</b> | <b>(\$255.7)</b> | <b>(\$248.1)</b> | <b>(\$260.4)</b> | <b>(\$273.8)</b> |
| 38             |  |                  |                  |                  |                  |                  |                  |
| 39             | <b><u>City Subsidy</u></b>                             |                  |                  |                  |                  |                  |                  |
| 40             | Accrued  | 245.0            | 275.3            | 255.7            | 248.1            | 260.4            | 273.8            |
| 41             | Cash   | 185.0            | 289.4            | 259.0            | 249.4            | 258.4            | 271.6            |
| 42             | CFA  | (60.0)           | 14.1             | 3.3              | 1.3              | (2.0)            | (2.2)            |
| 43             |  |                  |                  |                  |                  |                  |                  |
| 44             | <b>Net Cash Balance from Previous Year</b>             | <b>\$0.0</b>     | <b>\$0.0</b>     | <b>\$14.1</b>    | <b>\$17.4</b>    | <b>\$18.6</b>    | <b>\$16.6</b>    |
| 45             |  |                  |                  |                  |                  |                  |                  |
| 46             |  |                  |                  |                  |                  |                  |                  |
| 47             | <b>Baseline Net Cash Surplus/(Deficit)</b>             | <b>(\$60.0)</b>  | <b>\$14.1</b>    | <b>\$17.4</b>    | <b>\$18.6</b>    | <b>\$16.6</b>    | <b>\$14.3</b>    |
| 48             |  |                  |                  |                  |                  |                  |                  |
| 49             | <b><u>GAP CLOSING</u></b>                              |                  |                  |                  |                  |                  |                  |
| 50             |  |                  |                  |                  |                  |                  |                  |
| 51             | <b>Internal Actions:</b>                               |                  |                  |                  |                  |                  |                  |
| 52             | 2009 Program to Eliminate the Gap                      | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              |
| 53             | Post-2009 Program to Eliminate the Gap                 | 0.0              | 0.0              | 0.0              | 5.0              | 9.9              | 14.9             |
| 54             | Sub-Total  | 0.0              | 0.0              | 0.0              | 5.0              | 9.9              | 14.9             |
| 55             |  |                  |                  |                  |                  |                  |                  |
| 56             | <b>Fare/Toll:</b>                                      |                  |                  |                  |                  |                  |                  |
| 57             | Fare/Toll Yields on 6/1/09: 23.0%                      | -                | -                | -                | -                | -                | -                |
| 58             | Fare/Toll Yields on 1/1/11: 5.0%                       | -                | -                | -                | -                | 9.5              | 9.6              |
| 59             | Sub-Total  | -                | -                | -                | -                | 9.5              | 9.6              |
| 60             |  |                  |                  |                  |                  |                  |                  |
| 61             | Net Cash Balance from Previous Year (Gap Actions only) | 0.0              | 0.0              | 0.0              | 0.0              | 5.0              | 14.9             |
| 62             |  |                  |                  |                  |                  |                  |                  |
| 63             | <b>Net Cash Surplus/(Deficit)</b>                      | <b>(\$60.0)</b>  | <b>\$14.1</b>    | <b>\$17.4</b>    | <b>\$23.6</b>    | <b>\$31.5</b>    | <b>\$44.1</b>    |

MTA Bus Summary

## Debt Service in the Financial Plan

- The following table reflects debt service projections for 2009 through 2012 associated with *approved* Capital Programs. The table summarizes all MTA and TBTA debt service for this February 2009 Financial Plan (excluding State Service Contract and Convention Center debt service which is fully paid by New York State).

| Debt Service Forecast (in millions) <sup>(1)</sup> |                               |
|--|-------------------------------|
| Year   | February Plan<br>Debt Service |
| 2009   | 1,474                         |
| 2010   | 1,912                         |
| 2011   | 2,050                         |
| 2012   | <u>2,266</u>                  |
| <b>Total:</b>                                      | <b>\$7,702</b>                |

(1) The above table includes the effect of the 2007 cash defeasance in 2009.

- A preliminary estimate of debt service has been included in the detailed table below for borrowing for expenditures associated with a 2010-2014 Capital Program. For forecasting purposes, it was assumed that the core Capital Program would inflate at CPI and be funded in a similar fashion as the 2005-2009 Capital Program and the remainder of the local share of Second Avenue Subway Phase 1 and East Side Access projects would be financed. Debt service impact during the Financial Plan period would be minimal at about \$8 million in 2010, \$38 million in 2011 and \$112 million in 2012. These estimates are based on a borrowing forecast of \$210 million in 2010, \$593 million in 2011 and \$1.378 billion in 2012.
- The effects of the cash defeasance transaction completed in September 2007 have been incorporated into the debt service budget. \$299.3 million of cash and \$4.3 million existing set-asides in the debt service accounts were used to create the requisite escrow. Savings are calculated to be \$2.1 million in 2007, \$37.5 million in 2008 and \$283.3 million in 2009. In order to defease TBTA's debt, \$90.8 million of excess MRT receipts were used in 2007 as an interagency loan. TBTA will need to repay this to the MRT accounts. The \$90.8 million repayment has no effect on consolidated debt service listed on the table below. However, TBTA's debt service listed in the TBTA's section of this Financial Plan has been increased by that amount.

- Debt service does not include a \$50 million short-term maturity in 2009 issued as part of The MTA Transportation Revenue Bonds Series 2008C which was structured as an interim note financing that will be refinanced with long term bonds in 2009.
- Debt service does not reflect the impact of the refunding of the Triborough Bridge and Tunnel Authority General Revenue Variable Rate Refunding Bonds Series 2002C in December 2008.

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

#### Debt Issuance Assumptions:

| Forecasted Borrowing Schedule        | 2009  | 2010  | 2011  | 2012  |
|--------------------------------------|-------|-------|-------|-------|
| New Money Bonds *(\$ in millions)    | 2,289 | 2,204 | 1,911 | 2,602 |
| Assumed Fixed-Rates                  |       |       |       |       |
| Transportation Revenue Bonds         | 6.39% | 6.55% | 6.74% | 6.78% |
| Dedicated Tax Fund Bonds             | 5.88% | 6.02% | 6.20% | 6.24% |
| Triborough Bridge & Tunnel Authority | 5.88% | 6.02% | 6.20% | 6.24% |
| Assumed Variable Rates               | 4.00% | 4.00% | 4.00% | 4.00% |
| Weighted Average Interest Rates **   |       |       |       |       |
| Transportation Revenue Bonds         | 6.03% | 6.16% | 6.33% | 6.36% |
| Dedicated Tax Fund Bonds             | 5.60% | 5.72% | 5.87% | 5.90% |
| Triborough Bridge & Tunnel Authority | 5.60% | 5.72% | 5.87% | 5.90% |

\* Years 2010 to 2012 include assumed borrowing for existing approved Capital Programs as well as for the 2010-2014 Capital Programs as described earlier.

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

- All debt is assumed to be issued as 30-year level debt, principal amortized over the life of the bonds.
- Current fixed-rate estimates derived from prevailing Fair Market Yield Curves for A- and AA- Transportation issuers using Bloomberg Information Service. Financial Plan years 2009– 2012 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of October 31, 2008).
- Split of fixed-rate debt versus variable rate debt each year is 85% fixed and 15% variable.
- New bond issues calculated interest rate at time of issuance use weighted average of fixed and variable assumptions (actual fixed-rates in table above assumed for fixed-rate bonds).

- Cost of issuance is 2% of gross bonding amount.
- New money bonds for currently approved transit and commuter projects assumed issued 25% under the DTF credit and 75% under the Transportation credit.
- All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
- No reserve funds.

**Metropolitan Transportation Authority**  
**February Financial Plan 2009 - 2012**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

| Line<br>Number |  | ACTUAL           | FORECAST         |                  |                    |                    |                    |
|----------------|--|------------------|------------------|------------------|--------------------|--------------------|--------------------|
|                |  | 2007             | 2008             | 2009             | 2010               | 2011               | 2012               |
| 9              | <b><u>New York City Transit:</u></b>   |                  |                  |                  |                    |                    |                    |
| 10             |  |                  |                  |                  |                    |                    |                    |
| 11             | Budgeted Gross Debt Service for Existing Transportation Revenue Bonds                            | \$324.504        | \$449.409        | \$374.427        | \$427.648          | \$421.025          | \$429.935          |
| 12             | Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs     | 0.000            | 0.000            | 46.016           | 129.630            | 199.763            | 262.913            |
| 13             | 2 Broadway Certificates of Participation - NYCT Share  | 21.205           | 18.233           | 21.888           | 21.894             | 21.898             | 21.904             |
| 15             | Transportation Resolution Commercial Paper   | 11.801           | 11.780           | 19.168           | 19.168             | 19.168             | 38.118             |
| 16             | Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds                                | 207.226          | 216.657          | 174.513          | 212.589            | 212.655            | 212.743            |
| 17             | <u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>  | <u>0.000</u>     | <u>0.000</u>     | <u>14.635</u>    | <u>41.218</u>      | <u>63.496</u>      | <u>83.545</u>      |
| 19             | <i>Sub-Total MTA Paid Debt Service</i>   | \$564.736        | \$696.079        | \$650.645        | \$852.146          | \$938.006          | \$1,049.158        |
| 20             |  |                  |                  |                  |                    |                    |                    |
| 21             | Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds                        | \$139.430        | \$158.162        | \$166.754        | \$200.946          | \$200.425          | \$200.354          |
| 22             | <u>Budgeted Gross Debt Service for Existing TBTA (B&amp;T) Subordinate Revenue Bonds</u>         | <u>83.691</u>    | <u>82.068</u>    | <u>79.086</u>    | <u>83.588</u>      | <u>83.368</u>      | <u>83.693</u>      |
| 23             | <i>Sub-Total B&amp;T Paid Debt Service</i>   | \$223.121        | \$240.230        | \$245.841        | \$284.534          | \$283.793          | \$284.047          |
| 24             |  |                  |                  |                  |                    |                    |                    |
| 25             | <b>Total NYCT Debt Service</b>   | <b>\$787.856</b> | <b>\$936.309</b> | <b>\$896.486</b> | <b>\$1,136.679</b> | <b>\$1,221.798</b> | <b>\$1,333.206</b> |
| 26             |  |                  |                  |                  |                    |                    |                    |
| 27             | <b><u>Commuter Railroads:</u></b>  |                  |                  |                  |                    |                    |                    |
| 28             |  |                  |                  |                  |                    |                    |                    |
| 29             | Budgeted Gross Debt Service for Existing Transportation Revenue Bonds                            | \$323.719        | \$242.807        | \$290.774        | \$332.105          | \$326.961          | \$333.881          |
| 30             | Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs     | 0.000            | 0.000            | 9.585            | 31.352             | 43.533             | 43.533             |
| 31             | Transportation Resolution Commercial Paper   | 7.932            | 6.250            | 8.215            | 8.215              | 8.215              | 16.336             |
| 32             | Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds                                | 40.699           | 40.390           | 33.089           | 40.308             | 40.321             | 40.337             |
| 33             | <u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>  | <u>0.000</u>     | <u>0.000</u>     | <u>3.048</u>     | <u>9.968</u>       | <u>13.839</u>      | <u>13.839</u>      |
| 35             | <i>Sub-Total MTA Paid Debt Service</i>   | \$372.350        | \$289.446        | \$344.710        | \$421.947          | \$432.869          | \$447.927          |
| 36             |  |                  |                  |                  |                    |                    |                    |
| 37             | Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds                        | \$62.409         | \$71.776         | \$78.381         | \$94.453           | \$94.208           | \$94.175           |
| 38             | <u>Budgeted Gross Debt Service for Existing TBTA (B&amp;T) Subordinate Revenue Bonds</u>         | <u>36.474</u>    | <u>36.057</u>    | <u>34.747</u>    | <u>36.725</u>      | <u>36.628</u>      | <u>36.771</u>      |
| 39             | <i>Sub-Total B&amp;T Paid Debt Service</i>   | \$98.882         | \$107.833        | \$113.128        | \$131.178          | \$130.836          | \$130.946          |
| 40             |  |                  |                  |                  |                    |                    |                    |
| 41             | <b>Total CRR Debt Service</b>  | <b>\$471.233</b> | <b>\$397.279</b> | <b>\$457.839</b> | <b>\$553.125</b>   | <b>\$563.705</b>   | <b>\$578.873</b>   |
| 42             |  |                  |                  |                  |                    |                    |                    |
| 43             | <b><u>Bridges and Tunnels:</u></b>   |                  |                  |                  |                    |                    |                    |
| 44             |  |                  |                  |                  |                    |                    |                    |
| 45             | Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds                        | \$107.724        | \$124.243        | \$113.001        | \$136.171          | \$135.817          | \$135.770          |
| 46             | Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds                    | 33.356           | 32.418           | 31.240           | 33.019             | 32.932             | 33.060             |
| 47             | Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs | 0.000            | 0.000            | 7.943            | 22.573             | 34.723             | 45.312             |
| 48             | 2 Broadway Certificates of Participation - TBTA Share  | 2.753            | 2.578            | 3.095            | 3.096              | 3.097              | 3.098              |
| 50             |  |                  |                  |                  |                    |                    |                    |
| 51             | <b>Total B&amp;T Debt Service</b>  | <b>\$143.832</b> | <b>\$159.240</b> | <b>\$155.280</b> | <b>\$194.858</b>   | <b>\$206.568</b>   | <b>\$217.239</b>   |
| 52             |  |                  |                  |                  |                    |                    |                    |
| 53             | <b><u>MTA Bus:</u></b>   |                  |                  |                  |                    |                    |                    |
| 54             |  |                  |                  |                  |                    |                    |                    |
| 55             | Budgeted Gross Debt Service for Existing Transportation Revenue Bonds                            | \$5.865          | \$8.217          | \$9.214          | \$10.524           | \$10.361           | \$10.580           |
| 56             | Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs     | 0.000            | 0.000            | 1.000            | 2.344              | 3.128              | 3.872              |
| 57             | Transportation Resolution Commercial Paper   | 2.944            | 2.747            | 4.193            | 4.193              | 4.193              | 8.338              |
| 58             |  |                  |                  |                  |                    |                    |                    |
| 59             | <b>Total MTA Bus Debt Service</b>  | <b>\$8.809</b>   | <b>\$10.964</b>  | <b>\$14.407</b>  | <b>\$17.061</b>    | <b>\$17.682</b>    | <b>\$22.790</b>    |
| 60             |  |                  |                  |                  |                    |                    |                    |
| 61             | <b>Total MTA HQ Debt Service for 2 Broadway Certificates of Participation</b>                    | <b>\$2.898</b>   | <b>\$2.502</b>   | <b>\$3.003</b>   | <b>\$3.004</b>     | <b>\$3.004</b>     | <b>\$3.005</b>     |

**Metropolitan Transportation Authority**  
**February Financial Plan 2009 - 2012**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

| Line<br>Number |  | ACTUAL             |                    |                    |                    |                    |                    | FORECAST |      |      |      |      |      |
|----------------|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------|------|------|------|------|------|
|                |  | 2007               | 2008               | 2009               | 2010               | 2011               | 2012               | 2007     | 2008 | 2009 | 2010 | 2011 | 2012 |
| 62             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 63             | <b><u>MTA Total:</u></b>   |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 64             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 65             | Budgeted Gross Debt Service for Existing Transportation Revenue Bonds                            | \$654.088          | \$700.433          | \$674.414          | \$770.277          | \$758.347          | \$774.396          |          |      |      |      |      |      |
| 66             | Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds                                | 247.925            | 257.047            | 207.602            | 252.897            | 252.976            | 253.080            |          |      |      |      |      |      |
| 67             | Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds                        | 309.562            | 354.181            | 358.136            | 431.569            | 430.450            | 430.299            |          |      |      |      |      |      |
| 68             | Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds                    | 153.521            | 150.543            | 145.074            | 153.331            | 152.928            | 153.524            |          |      |      |      |      |      |
| 69             | 2 Broadway Certificates of Participation   | 26.856             | 23.313             | 27.986             | 27.994             | 27.999             | 28.006             |          |      |      |      |      |      |
| 70             | Transportation Resolution Commercial Paper   | 22.678             | 20.777             | 31.575             | 31.575             | 31.575             | 62.792             |          |      |      |      |      |      |
| 71             | Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs     | 0.000              | 0.000              | 56.601             | 163.326            | 246.425            | 310.319            |          |      |      |      |      |      |
| 72             | Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs         | 0.000              | 0.000              | 17.683             | 51.186             | 77.336             | 97.384             |          |      |      |      |      |      |
| 73             | Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs | 0.000              | 0.000              | 7.943              | 22.573             | 34.723             | 45.312             |          |      |      |      |      |      |
| 75             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 76             | <b>Total Debt Service</b>  | <b>\$1,414.628</b> | <b>\$1,506.294</b> | <b>\$1,527.014</b> | <b>\$1,904.727</b> | <b>\$2,012.758</b> | <b>\$2,155.113</b> |          |      |      |      |      |      |
| 77             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 78             | <b><u>MTA Investment Income by Resolution</u></b>  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 79             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 80             | Investment Income from Transportation Debt Service Fund  | \$0.000            | (\$0.404)          | (\$1.736)          | (\$2.217)          | (\$2.386)          | (\$2.576)          |          |      |      |      |      |      |
| 81             | Investment Income from Dedicated Tax Fund Debt Service Fund                                      | 0.000              | (0.746)            | (\$0.535)          | (\$0.722)          | (\$0.784)          | (\$0.832)          |          |      |      |      |      |      |
| 82             | Investment Income from TBTA (B&T) General Revenue Debt Service Fund                              | 0.000              | (0.232)            | (\$0.869)          | (\$1.079)          | (\$1.105)          | (\$1.130)          |          |      |      |      |      |      |
| 83             | Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund                          | 0.000              | (0.455)            | (\$0.345)          | (\$0.364)          | (\$0.363)          | (\$0.365)          |          |      |      |      |      |      |
| 84             | Investment Income from 2 Broadway Certificates of Participation Debt Service Fund                | 0.000              | 0.000              | 0.000              | 0.000              | 0.000              | 0.000              |          |      |      |      |      |      |
| 85             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 86             | <b>Total MTA Wide Investment Income</b>  | <b>\$0.000</b>     | <b>(\$1.836)</b>   | <b>(\$3.485)</b>   | <b>(\$4.382)</b>   | <b>(\$4.639)</b>   | <b>(\$4.903)</b>   |          |      |      |      |      |      |
| 87             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 88             | <b><u>MTA Wide Net Total</u></b>   |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 89             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 90             | Net Transportation Revenue Bonds Debt Service  | \$654.088          | \$700.030          | \$729.279          | \$931.385          | \$1,002.386        | \$1,082.139        |          |      |      |      |      |      |
| 91             | Transportation Resolution Commercial Paper   | 22.678             | 20.777             | 31.575             | 31.575             | 31.575             | 62.792             |          |      |      |      |      |      |
| 92             | Net Dedicated Tax Fund Bonds Debt Service  | 247.925            | 256.301            | 224.750            | 303.360            | 329.527            | 349.632            |          |      |      |      |      |      |
| 93             | Net TBTA (B&T) General Revenue Bonds Debt Service  | 309.562            | 353.949            | 365.210            | 453.064            | 464.068            | 474.481            |          |      |      |      |      |      |
| 94             | Net TBTA (B&T) Subordinate Revenue Bonds Debt Service  | 153.521            | 150.088            | 144.729            | 152.967            | 152.564            | 153.160            |          |      |      |      |      |      |
| 95             | Net 2 Broadway Certificates of Participation Debt Service  | 26.856             | 23.313             | 27.986             | 27.994             | 27.999             | 28.006             |          |      |      |      |      |      |
| 96             | Planned Long-term Refinancing of \$50 million note due 11/15/2009                                | 0.000              | 0.000              | (50.000)           | 3.899              | 3.899              | 3.899              |          |      |      |      |      |      |
| 97             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 98             | <b>Total MTA Wide Net Debt Service for Approved Capital Programs</b>                             | <b>\$1,414.628</b> | <b>\$1,504.458</b> | <b>\$1,473.529</b> | <b>\$1,904.244</b> | <b>\$2,012.018</b> | <b>\$2,154.110</b> |          |      |      |      |      |      |
| 99             |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 100            | <b>MTA Wide Debt Service Associated with 2010-2014 Capital Programs</b>                          | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$7.752</b>     | <b>\$37.788</b>    | <b>\$111.972</b>   |          |      |      |      |      |      |
| 101            |  |                    |                    |                    |                    |                    |                    |          |      |      |      |      |      |
| 102            | <b>Total MTA Wide Net Debt Service including 2010-2014 Capital Programs</b>                      | <b>\$1,711.816</b> | <b>\$1,504.458</b> | <b>\$1,473.529</b> | <b>\$1,911.995</b> | <b>\$2,049.806</b> | <b>\$2,266.082</b> |          |      |      |      |      |      |



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# MTA 2009 - 2012 Financial Plan

## Debt Affordability Statement

\$ in millions

| Forecasted Debt Service and Borrowing Schedule     |  | Notes   | 2007    | 2008    | 2009    | 2010    | 2011    | 2012    |
|--|--|---------|---------|---------|---------|---------|---------|---------|
| Combined MTA/TBTA Forecasted Debt Service Schedule |  | 1, 2, 3 | 1,685.0 | 1,481.1 | 1,445.5 | 1,884.0 | 2,021.8 | 2,238.1 |
| Forecasted New Money Bonds Issued                  |  | 4       | 1,978.7 | 1,912.0 | 2,289.3 | 2,204.4 | 1,910.8 | 2,601.6 |

  

| Forecasted Debt Service by Credit                                |  | Notes | 2007      | 2008      | 2009      | 2010      | 2011      | 2012      |
|--|--|-------|-----------|-----------|-----------|-----------|-----------|-----------|
| Transportation Revenue Bonds                                     |  |       |           |           |           |           |           |           |
| Pledged Revenues   |  | 5     | \$8,569.9 | \$8,538.5 | \$8,706.7 | \$8,978.0 | \$9,122.0 | \$9,370.2 |
| Debt Service   |  | 9     | 832.6     | 720.8     | 710.9     | 974.5     | 1,074.6   | 1,257.1   |
| Debt Service as a % of Pledged Revenues                          |  |       | 10%       | 8%        | 8%        | 11%       | 12%       | 13%       |
| Dedicated Tax Fund Bonds   |  |       |           |           |           |           |           |           |
| Pledged Revenues   |  | 6     | \$611.1   | \$611.5   | \$625.5   | \$630.4   | \$632.5   | \$634.9   |
| Debt Service   |  | 9     | 299.2     | 256.3     | 224.7     | 303.4     | 329.5     | 349.6     |
| Debt Service as a % of Pledged Revenues                          |  |       | 49%       | 42%       | 36%       | 48%       | 52%       | 55%       |
| Triborough Bridge and Tunnel Authority General Revenue Bonds     |  |       |           |           |           |           |           |           |
| Pledged Revenues   |  | 7     | \$899.9   | \$862.7   | \$1,038.4 | \$1,130.0 | \$1,116.0 | \$1,113.2 |
| Debt Service   |  | 9     | 390.2     | 353.9     | 365.2     | 453.2     | 465.1     | 478.2     |
| Debt Service as a % of Total Pledged Revenues                    |  |       | 43%       | 41%       | 35%       | 40%       | 42%       | 43%       |
| Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds |  |       |           |           |           |           |           |           |
| Pledged Revenues   |  | 8     | \$509.6   | \$508.8   | \$673.2   | \$676.8   | \$650.9   | \$635.0   |
| Debt Service   |  | 9     | 163.0     | 150.1     | 144.7     | 153.0     | 152.6     | 153.2     |
| Debt Service as a % of Total Pledged Revenues                    |  |       | 32%       | 29%       | 21%       | 23%       | 23%       | 24%       |

  

| Cumulative Debt Service (Excluding State Service Contract Bonds) |  | Notes | 2007      | 2008      | 2009      | 2010      | 2011      | 2012      |
|--|--|-------|-----------|-----------|-----------|-----------|-----------|-----------|
| Total Debt Service   |  |       | \$1,685.0 | \$1,481.1 | \$1,445.5 | \$1,884.0 | \$2,021.8 | \$2,238.1 |
| Operating Revenues and Subsidies                                 |  |       | 10,285.1  | 10,134.2  | 10,502.4  | 11,057.2  | 11,283.5  | 11,594.2  |
| Total Debt Service as a % of Operating Revenues and Subsidies    |  |       | 16%       | 15%       | 14%       | 17%       | 18%       | 19%       |
| Fare and Toll Revenues   |  |       | 5,245.9   | 5,522.0   | 6,220.5   | 6,724.6   | 6,808.4   | 6,902.4   |
| Total Debt Service as a % of Fare and Toll Revenue               |  |       | 32%       | 27%       | 23%       | 28%       | 30%       | 32%       |
| Non-reimbursable expenses  |  |       | 11,532.6  | 12,370.7  | 12,854.2  | 13,296.3  | 13,824.8  | 14,313.4  |
| Total Debt Service as % of Non-reimbursable expenses             |  |       | 15%       | 12%       | 11%       | 14%       | 15%       | 16%       |

Notes on the following page are integral to this table.

## **Notes**

- 1** Unhedged tax-exempt variable rate debt forecast at 4.00%.
- 2** Synthetic fixed-rate debt assumed at swap rate.
- 3** Total debt service excludes COPS lease payments. All debt service numbers reduced by expected investment income.
- 4** New money bonds amortized as 30-year level debt. New debt issued assumed 75% fixed-rate and 25% variable rate. Actual 2008 issuance to date is included with the forecast.
- 5** Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central Terminal and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.
- 6** Dedicated Tax Fund pledged revenues consist generally of the following: petroleum business tax, motor fuel tax and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; and the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Mass Transportation Operating Assistance Account for the benefit of the MTA. Thereafter, such payments are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRTQA.
- 7** Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.
- 8** Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.
- 9** Debt service schedules for each credit are attached as addendum hereto.

## **Special Notes**

- (1) Debt service associated with the 2010-2014 Capital Programs is included in the table above.
- (2) Includes effect of cash defeasance implemented in September 2007.

Revenue numbers do not include those items listed as part of the below-the-line Gap Closing Programs on the financial schedules.

**Metropolitan Transportation Authority (including Triborough Bridge and Tunnel Authority)**

**Total Budgeted Annual Debt Service**

All Issuance to October 23, 2008 (\$ in millions)

| Fiscal Year | Transportation Revenue Resolution |               |          | Dedicated Tax Fund Resolution |               |          | TBTA General Revenue Resolution |               |          | TBTA Subordinate Resolution |               |          | MTA and TBTA Debt Service |               |          |
|-------------|-----------------------------------|---------------|----------|-------------------------------|---------------|----------|---------------------------------|---------------|----------|-----------------------------|---------------|----------|---------------------------|---------------|----------|
|             | Existing DS                       | Additional DS | Combined | Existing DS                   | Additional DS | Combined | Existing DS                     | Additional DS | Combined | Existing DS                 | Additional DS | Combined | Existing DS               | Additional DS | Combined |
| 2008        | 736.3                             | -             | 736.3    | 227.1                         | -             | 227.1    | 366.1                           | -             | 366.1    | 137.6                       | -             | 137.6    | 1,467.1                   | -             | 1,467.1  |
| 2009        | 706.0                             | 56.6          | 762.6    | 207.6                         | 17.7          | 225.3    | 358.1                           | 7.9           | 366.1    | 145.1                       | -             | 145.1    | 1,416.8                   | 82.2          | 1,499.0  |
| 2010        | 801.9                             | 170.9         | 972.8    | 252.9                         | 51.2          | 304.1    | 431.6                           | 22.7          | 454.3    | 153.3                       | -             | 153.3    | 1,639.6                   | 244.8         | 1,884.5  |
| 2011        | 789.9                             | 283.2         | 1,073.1  | 253.0                         | 77.3          | 330.3    | 430.5                           | 35.8          | 466.2    | 152.9                       | -             | 152.9    | 1,626.3                   | 396.3         | 2,022.5  |
| 2012        | 834.9                             | 418.6         | 1,253.5  | 253.1                         | 97.4          | 350.5    | 430.3                           | 49.0          | 479.3    | 153.5                       | -             | 153.5    | 1,671.8                   | 565.0         | 2,236.8  |
| 2013        | 828.4                             | 611.1         | 1,439.5  | 255.0                         | 113.7         | 368.7    | 431.2                           | 64.1          | 495.2    | 152.8                       | -             | 152.8    | 1,667.3                   | 788.9         | 2,456.2  |
| 2014        | 835.4                             | 834.1         | 1,669.5  | 253.1                         | 121.0         | 374.1    | 430.2                           | 80.7          | 510.9    | 153.7                       | -             | 153.7    | 1,672.3                   | 1,035.8       | 2,708.2  |
| 2015        | 836.2                             | 1,054.1       | 1,890.2  | 253.4                         | 121.8         | 375.1    | 430.3                           | 97.6          | 527.9    | 152.9                       | -             | 152.9    | 1,672.7                   | 1,273.4       | 2,946.1  |
| 2016        | 835.6                             | 1,253.3       | 2,088.9  | 253.5                         | 121.8         | 375.2    | 429.9                           | 112.3         | 542.2    | 153.7                       | -             | 153.7    | 1,672.7                   | 1,487.3       | 3,160.1  |
| 2017        | 835.4                             | 1,397.4       | 2,232.8  | 253.6                         | 121.8         | 375.4    | 430.4                           | 122.6         | 553.0    | 156.0                       | -             | 156.0    | 1,675.5                   | 1,641.8       | 3,317.3  |
| 2018        | 835.5                             | 1,476.0       | 2,311.5  | 254.0                         | 121.8         | 375.7    | 430.1                           | 128.2         | 558.4    | 149.8                       | -             | 149.8    | 1,669.3                   | 1,726.0       | 3,395.3  |
| 2019        | 833.9                             | 1,510.3       | 2,344.2  | 248.2                         | 121.8         | 369.9    | 430.0                           | 130.7         | 560.7    | 145.8                       | -             | 145.8    | 1,657.9                   | 1,762.8       | 3,420.7  |
| 2020        | 832.8                             | 1,521.0       | 2,353.7  | 250.2                         | 121.8         | 371.9    | 430.4                           | 131.5         | 561.9    | 145.2                       | -             | 145.2    | 1,658.4                   | 1,774.2       | 3,432.7  |
| 2021        | 833.0                             | 1,522.4       | 2,355.4  | 248.7                         | 121.8         | 370.4    | 427.5                           | 131.6         | 559.1    | 145.9                       | -             | 145.9    | 1,655.1                   | 1,775.8       | 3,430.8  |
| 2022        | 831.7                             | 1,522.4       | 2,354.1  | 245.4                         | 121.8         | 367.1    | 430.2                           | 131.6         | 561.8    | 145.4                       | -             | 145.4    | 1,652.6                   | 1,775.8       | 3,428.4  |
| 2023        | 843.7                             | 1,522.4       | 2,366.1  | 248.0                         | 121.8         | 369.8    | 426.0                           | 131.6         | 557.6    | 146.1                       | -             | 146.1    | 1,663.8                   | 1,775.8       | 3,439.6  |
| 2024        | 859.4                             | 1,522.4       | 2,381.8  | 247.2                         | 121.8         | 369.0    | 430.2                           | 131.6         | 561.8    | 146.0                       | -             | 146.0    | 1,682.7                   | 1,775.8       | 3,458.5  |
| 2025        | 860.2                             | 1,522.4       | 2,382.6  | 246.8                         | 121.8         | 368.6    | 430.0                           | 131.6         | 561.6    | 146.0                       | -             | 146.0    | 1,683.0                   | 1,775.8       | 3,458.7  |
| 2026        | 869.3                             | 1,522.4       | 2,391.7  | 244.2                         | 121.8         | 365.9    | 428.7                           | 131.6         | 560.3    | 146.2                       | -             | 146.2    | 1,688.3                   | 1,775.8       | 3,464.1  |
| 2027        | 879.9                             | 1,522.4       | 2,402.3  | 237.4                         | 121.8         | 359.2    | 428.5                           | 131.6         | 560.1    | 146.2                       | -             | 146.2    | 1,692.0                   | 1,775.8       | 3,467.8  |
| 2028        | 871.9                             | 1,522.4       | 2,394.3  | 245.7                         | 121.8         | 367.5    | 430.2                           | 131.6         | 561.8    | 146.5                       | -             | 146.5    | 1,694.4                   | 1,775.8       | 3,470.2  |
| 2029        | 815.8                             | 1,522.4       | 2,338.2  | 244.7                         | 121.8         | 366.4    | 428.2                           | 131.6         | 559.8    | 146.4                       | -             | 146.4    | 1,635.1                   | 1,775.8       | 3,410.9  |
| 2030        | 816.1                             | 1,522.4       | 2,338.5  | 243.1                         | 121.8         | 364.9    | 430.3                           | 131.6         | 561.9    | 146.7                       | -             | 146.7    | 1,636.2                   | 1,775.8       | 3,412.0  |
| 2031        | 813.6                             | 1,522.4       | 2,336.0  | 239.3                         | 121.8         | 361.0    | 452.6                           | 131.6         | 584.2    | 140.8                       | -             | 140.8    | 1,646.3                   | 1,775.8       | 3,422.0  |
| 2032        | 716.9                             | 1,522.4       | 2,239.3  | 217.2                         | 121.8         | 338.9    | 371.3                           | 131.6         | 502.9    | 86.4                        | -             | 86.4     | 1,391.7                   | 1,775.8       | 3,167.5  |
| 2033        | 412.9                             | 1,522.4       | 1,935.3  | 90.6                          | 121.8         | 212.3    | 149.7                           | 131.6         | 281.3    | -                           | -             | -        | 653.2                     | 1,775.8       | 2,428.9  |
| 2034        | 413.1                             | 1,522.4       | 1,935.5  | 52.8                          | 121.8         | 174.6    | 149.7                           | 131.6         | 281.3    | -                           | -             | -        | 615.6                     | 1,775.8       | 2,391.4  |
| 2035        | 385.7                             | 1,522.4       | 1,908.1  | 45.5                          | 121.8         | 167.3    | 148.2                           | 131.6         | 279.8    | -                           | -             | -        | 579.4                     | 1,775.8       | 2,355.2  |
| 2036        | 201.8                             | 1,522.4       | 1,724.2  | 22.3                          | 121.8         | 144.1    | 141.0                           | 131.6         | 272.6    | -                           | -             | -        | 365.0                     | 1,775.8       | 2,140.8  |
| 2037        | 170.8                             | 1,522.4       | 1,693.2  | -                             | 121.8         | 121.8    | 140.8                           | 131.6         | 272.4    | -                           | -             | -        | 311.6                     | 1,775.8       | 2,087.4  |
| 2038        | 115.8                             | 1,522.4       | 1,638.2  | -                             | 121.8         | 121.8    | 122.3                           | 131.6         | 253.9    | -                           | -             | -        | 238.1                     | 1,775.8       | 2,013.9  |
| 2039        | 60.5                              | 1,465.8       | 1,526.3  | -                             | 104.1         | 104.1    | -                               | 123.7         | 123.7    | -                           | -             | -        | 60.5                      | 1,693.5       | 1,754.0  |
| 2040        | 60.5                              | 1,351.5       | 1,412.0  | -                             | 70.6          | 70.6     | -                               | 108.9         | 108.9    | -                           | -             | -        | 60.5                      | 1,530.9       | 1,591.4  |
| 2041        | -                                 | 1,239.2       | 1,239.2  | -                             | 44.4          | 44.4     | -                               | 95.8          | 95.8     | -                           | -             | -        | -                         | 1,379.5       | 1,379.5  |
| 2042        | -                                 | 1,103.8       | 1,103.8  | -                             | 24.4          | 24.4     | -                               | 82.6          | 82.6     | -                           | -             | -        | -                         | 1,210.8       | 1,210.8  |
| 2043        | -                                 | 911.3         | 911.3    | -                             | 8.1           | 8.1      | -                               | 67.6          | 67.6     | -                           | -             | -        | -                         | 986.9         | 986.9    |
| 2044        | -                                 | 688.3         | 688.3    | -                             | 0.8           | 0.8      | -                               | 50.9          | 50.9     | -                           | -             | -        | -                         | 739.9         | 739.9    |
| 2045        | -                                 | 468.3         | 468.3    | -                             | -             | -        | -                               | 34.0          | 34.0     | -                           | -             | -        | -                         | 502.3         | 502.3    |
| 2046        | -                                 | 269.1         | 269.1    | -                             | -             | -        | -                               | 19.3          | 19.3     | -                           | -             | -        | -                         | 288.4         | 288.4    |
| 2047        | -                                 | 125.0         | 125.0    | -                             | -             | -        | -                               | 9.0           | 9.0      | -                           | -             | -        | -                         | 134.0         | 134.0    |
| 2048        | -                                 | 46.4          | 46.4     | -                             | -             | -        | -                               | 3.4           | 3.4      | -                           | -             | -        | -                         | 49.7          | 49.7     |
| 2049        | -                                 | 12.1          | 12.1     | -                             | -             | -        | -                               | 0.9           | 0.9      | -                           | -             | -        | -                         | 12.9          | 12.9     |
| 2050        | -                                 | 1.4           | 1.4      | -                             | -             | -        | -                               | 0.1           | 0.1      | -                           | -             | -        | -                         | 1.5           | 1.5      |

**Notes:**

Does not include debt service for State Service Contract Bonds and Convention Center Bonds, which is paid by NY State. Also excludes COPS lease payments.

Includes interest budgeted for Transportation Revenue Commercial Paper and debt service on bonds that will defease the CP in 2012

Forecasted Investment Income is not included above.

Debt service associated with the 2010-2014 Capital programs is included in the table above

Includes effect of cash defeasance implemented in September 2007.

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**Baseline Total Non-Reimbursable/Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Agency**

| Category                           | 2008<br>Final<br>Estimate | 2009<br>Adopted<br>Budget | 2010          | 2011          | 2012          |
|------------------------------------|---------------------------|---------------------------|---------------|---------------|---------------|
| <b>Baseline Total Positions</b>    | <b>70,615</b>             | <b>67,934</b>             | <b>67,884</b> | <b>67,753</b> | <b>67,124</b> |
| NYC Transit                        | 49,177                    | 46,839                    | 46,629        | 46,375        | 45,770        |
| Long Island Rail Road              | 6,950                     | 6,728                     | 6,806         | 6,747         | 6,741         |
| Metro-North Railroad               | 6,030                     | 6,070                     | 6,149         | 6,142         | 6,190         |
| Bridges & Tunnels                  | 1,832                     | 1,801                     | 1,801         | 1,792         | 1,767         |
| Headquarters                       | 1,535                     | 1,565                     | 1,568         | 1,820         | 1,779         |
| Long Island Bus                    | 1,153                     | 1,131                     | 1,131         | 1,116         | 1,116         |
| Staten Island Railway              | 277                       | 277                       | 277           | 274           | 274           |
| Capital Construction Company       | 150                       | 150                       | 150           | 147           | 147           |
| Bus Company                        | 3,511                     | 3,373                     | 3,373         | 3,340         | 3,340         |
| <b>Total Non-Reimbursable</b>      | <b>63,280</b>             | <b>60,763</b>             | <b>60,809</b> | <b>60,938</b> | <b>60,354</b> |
| NYC Transit                        | 43,528                    | 41,343                    | 41,425        | 41,414        | 40,855        |
| Long Island Rail Road              | 6,125                     | 5,952                     | 5,845         | 5,802         | 5,796         |
| Metro-North Railroad               | 5,449                     | 5,448                     | 5,527         | 5,520         | 5,568         |
| Bridges & Tunnels                  | 1,779                     | 1,756                     | 1,748         | 1,739         | 1,714         |
| Headquarters                       | 1,491                     | 1,517                     | 1,517         | 1,767         | 1,725         |
| Long Island Bus                    | 1,139                     | 1,116                     | 1,116         | 1,101         | 1,101         |
| Staten Island Railway              | 274                       | 274                       | 274           | 271           | 271           |
| Capital Construction Company       | -                         | -                         | -             | -             | -             |
| Bus Company                        | 3,495                     | 3,357                     | 3,357         | 3,324         | 3,324         |
| <b>Total Reimbursable</b>          | <b>7,335</b>              | <b>7,171</b>              | <b>7,075</b>  | <b>6,815</b>  | <b>6,770</b>  |
| NYC Transit                        | 5,649                     | 5,496                     | 5,204         | 4,961         | 4,915         |
| Long Island Rail Road              | 825                       | 776                       | 961           | 945           | 945           |
| Metro-North Railroad               | 581                       | 622                       | 622           | 622           | 622           |
| Bridges & Tunnels                  | 53                        | 45                        | 53            | 53            | 53            |
| Headquarters                       | 44                        | 48                        | 51            | 53            | 54            |
| Long Island Bus                    | 14                        | 15                        | 15            | 15            | 15            |
| Staten Island Railway              | 3                         | 3                         | 3             | 3             | 3             |
| Capital Construction Company       | 150                       | 150                       | 150           | 147           | 147           |
| Bus Company                        | 16                        | 16                        | 16            | 16            | 16            |
| <b>Total Full-Time</b>             | <b>70,301</b>             | <b>67,655</b>             | <b>67,627</b> | <b>67,496</b> | <b>66,867</b> |
| NYC Transit                        | 48,973                    | 46,670                    | 46,482        | 46,228        | 45,623        |
| Long Island Rail Road              | 6,950                     | 6,728                     | 6,806         | 6,747         | 6,741         |
| Metro-North Railroad               | 6,025                     | 6,065                     | 6,144         | 6,137         | 6,185         |
| Bridges & Tunnels                  | 1,832                     | 1,801                     | 1,801         | 1,792         | 1,767         |
| Headquarters                       | 1,535                     | 1,565                     | 1,568         | 1,820         | 1,779         |
| Long Island Bus                    | 1,048                     | 1,026                     | 1,026         | 1,011         | 1,011         |
| Staten Island Railway              | 277                       | 277                       | 277           | 274           | 274           |
| Capital Construction Company       | 150                       | 150                       | 150           | 147           | 147           |
| Bus Company                        | 3,511                     | 3,373                     | 3,373         | 3,340         | 3,340         |
| <b>Total Full-Time-Equivalents</b> | <b>314</b>                | <b>279</b>                | <b>257</b>    | <b>257</b>    | <b>257</b>    |
| NYC Transit                        | 204                       | 169                       | 147           | 147           | 147           |
| Long Island Rail Road              | -                         | -                         | -             | -             | -             |
| Metro-North Railroad               | 5                         | 5                         | 5             | 5             | 5             |
| Bridges & Tunnels                  | -                         | -                         | -             | -             | -             |
| Headquarters                       | -                         | -                         | -             | -             | -             |
| Long Island Bus                    | 105                       | 105                       | 105           | 105           | 105           |
| Staten Island Railway              | -                         | -                         | -             | -             | -             |
| Capital Construction Company       | -                         | -                         | -             | -             | -             |
| Bus Company                        | -                         | -                         | -             | -             | -             |

NOTE: It is assumed Program to Eliminate the Gap and Business Service Center positions are Non-Reimbursable and Full-Time.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**

| <b>Function</b>                                     | <b>2008<br/>Final<br/>Estimate</b> | <b>2009<br/>Adopted<br/>Budget</b> | <b>2010</b>    | <b>2011</b>    | <b>2012</b>    |
|---|------------------------------------|------------------------------------|----------------|----------------|----------------|
| <b>Administration</b>                               | <b>5,171</b>                       | <b>5,251</b>                       | <b>5,263</b>   | <b>5,241</b>   | <b>4,952</b>   |
| NYC Transit   | 2,499                              | 2,517                              | 2,512          | 2,424          | 2,195          |
| Long Island Rail Road                               | 753                                | 764                                | 758            | 697            | 697            |
| Metro-North Railroad                                | 735                                | 720                                | 740            | 681            | 682            |
| Bridges & Tunnels                                   | 144                                | 141                                | 141            | 125            | 105            |
| Headquarters  | 751                                | 797                                | 800            | 1,052          | 1,011          |
| Long Island Bus                                     | 87                                 | 87                                 | 87             | 72             | 72             |
| Staten Island Railway                               | 28                                 | 26                                 | 26             | 24             | 24             |
| Capital Construction Company                        | 30                                 | 30                                 | 30             | 30             | 30             |
| Bus Company   | 144                                | 169                                | 169            | 136            | 136            |
| <b>Operations</b>                                   | <b>31,171</b>                      | <b>31,061</b>                      | <b>31,006</b>  | <b>31,018</b>  | <b>31,029</b>  |
| NYC Transit   | 23,196                             | 23,038                             | 22,963         | 22,955         | 22,948         |
| Long Island Rail Road                               | 2,108                              | 2,079                              | 2,078          | 2,078          | 2,078          |
| Metro-North Railroad                                | 1,864                              | 1,891                              | 1,912          | 1,933          | 1,951          |
| Bridges & Tunnels                                   | 800                                | 800                                | 800            | 800            | 800            |
| Headquarters  | 0                                  | 0                                  | 0              | 0              | 0              |
| Long Island Bus                                     | 791                                | 785                                | 785            | 785            | 785            |
| Staten Island Railway                               | 94                                 | 99                                 | 99             | 98             | 98             |
| Capital Construction Company                        | 0                                  | 0                                  | 0              | 0              | 0              |
| Bus Company   | 2,318                              | 2,369                              | 2,369          | 2,369          | 2,369          |
| <b>Maintenance</b>                                  | <b>30,627</b>                      | <b>30,743</b>                      | <b>30,900</b>  | <b>30,760</b>  | <b>30,409</b>  |
| NYC Transit   | 21,513                             | 21,603                             | 21,484         | 21,329         | 20,960         |
| Long Island Rail Road                               | 3,950                              | 3,908                              | 4,146          | 4,123          | 4,117          |
| Metro-North Railroad                                | 3,326                              | 3,440                              | 3,478          | 3,509          | 3,538          |
| Bridges & Tunnels                                   | 400                                | 400                                | 400            | 407            | 402            |
| Headquarters  | 0                                  | 0                                  | 0              | 0              | 0              |
| Long Island Bus                                     | 258                                | 263                                | 263            | 263            | 263            |
| Staten Island Railway                               | 155                                | 154                                | 154            | 154            | 154            |
| Capital Construction Company                        | 0                                  | 0                                  | 0              | 0              | 0              |
| Bus Company   | 1,025                              | 975                                | 975            | 975            | 975            |
| <b>Engineering/Capital</b>                          | <b>2,052</b>                       | <b>2,026</b>                       | <b>2,026</b>   | <b>2,023</b>   | <b>2,023</b>   |
| NYC Transit   | 1,470                              | 1,438                              | 1,438          | 1,438          | 1,438          |
| Long Island Rail Road                               | 139                                | 142                                | 142            | 142            | 142            |
| Metro-North Railroad                                | 105                                | 107                                | 107            | 107            | 107            |
| Bridges & Tunnels                                   | 190                                | 190                                | 190            | 190            | 190            |
| Headquarters  | 0                                  | 0                                  | 0              | 0              | 0              |
| Long Island Bus                                     | 14                                 | 15                                 | 15             | 15             | 15             |
| Staten Island Railway                               | 0                                  | 0                                  | 0              | 0              | 0              |
| Capital Construction Company                        | 120                                | 120                                | 120            | 117            | 117            |
| Bus Company   | 14                                 | 14                                 | 14             | 14             | 14             |
| <b>Public Safety</b>                                | <b>1,594</b>                       | <b>1,618</b>                       | <b>1,617</b>   | <b>1,614</b>   | <b>1,614</b>   |
| NYC Transit   | 499                                | 515                                | 514            | 511            | 511            |
| Long Island Rail Road                               | 0                                  | 0                                  | 0              | 0              | 0              |
| Metro-North Railroad                                | 0                                  | 0                                  | 0              | 0              | 0              |
| Bridges & Tunnels                                   | 298                                | 298                                | 298            | 298            | 298            |
| Headquarters  | 784                                | 789                                | 789            | 789            | 789            |
| Long Island Bus                                     | 3                                  | 2                                  | 2              | 2              | 2              |
| Staten Island Railway                               | 0                                  | 0                                  | 0              | 0              | 0              |
| Capital Construction Company                        | 0                                  | 0                                  | 0              | 0              | 0              |
| Bus Company   | 10                                 | 14                                 | 14             | 14             | 14             |
| <b>Additional Actions for Budget Balance (AABB)</b> | <b>0</b>                           | <b>(2,765)</b>                     | <b>(2,928)</b> | <b>(2,903)</b> | <b>(2,903)</b> |
| NYC Transit   | 0                                  | (2,272)                            | (2,282)        | (2,282)        | (2,282)        |
| Long Island Rail Road                               | 0                                  | (165)                              | (318)          | (293)          | (293)          |
| Metro-North Railroad                                | 0                                  | (88)                               | (88)           | (88)           | (88)           |
| Bridges & Tunnels                                   | 0                                  | (28)                               | (28)           | (28)           | (28)           |
| Headquarters  | 0                                  | (21)                               | (21)           | (21)           | (21)           |
| Long Island Bus                                     | 0                                  | (21)                               | (21)           | (21)           | (21)           |
| Staten Island Railway                               | 0                                  | (2)                                | (2)            | (2)            | (2)            |
| Capital Construction Company                        | 0                                  | 0                                  | 0              | 0              | 0              |
| Bus Company   | 0                                  | (168)                              | (168)          | (168)          | (168)          |

**Metropolitan Transportation Authority**  
**February Financial Plan 2009 - 2012**  
**Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**

| FUNCTION/OCCUPATIONAL GROUP                         |   | 2008<br>Final<br>Estimate | 2009<br>Adopted<br>Budget | 2010    | 2011    | 2012    |
|---|---|---------------------------|---------------------------|---------|---------|---------|
| <b>Administration</b>                               |   |                           |                           |         |         |         |
|   | Managers/Supervisors                    | 1,842                     | 1,922                     | 1,918   | 2,010   | 1,927   |
|   | Professional, Technical, Clerical       | 3,257                     | 3,259                     | 3,268   | 3,154   | 2,948   |
|   | Operational Hourlies                    | 72                        | 70                        | 77      | 77      | 77      |
|   | Total Administration                    | 5,171                     | 5,251                     | 5,263   | 5,241   | 4,952   |
| <b>Operations</b>                                   |   |                           |                           |         |         |         |
|   | Managers/Supervisors                    | 3,340                     | 3,253                     | 3,249   | 3,241   | 3,239   |
|   | Professional, Technical, Clerical       | 1,075                     | 1,069                     | 1,064   | 1,064   | 1,064   |
|   | Operational Hourlies                    | 26,756                    | 26,739                    | 26,693  | 26,713  | 26,726  |
|   | Total Operations                        | 31,171                    | 31,061                    | 31,006  | 31,018  | 31,029  |
| <b>Maintenance</b>                                  |   |                           |                           |         |         |         |
|   | Managers/Supervisors                    | 4,901                     | 4,986                     | 4,943   | 4,916   | 4,873   |
|   | Professional, Technical, Clerical       | 2,664                     | 2,680                     | 2,644   | 2,611   | 2,590   |
|   | Operational Hourlies                    | 23,062                    | 23,077                    | 23,313  | 23,233  | 22,946  |
|   | Total Maintenance                       | 30,627                    | 30,743                    | 30,900  | 30,760  | 30,409  |
| <b>Engineering/Capital</b>                          |   |                           |                           |         |         |         |
|   | Managers/Supervisors                    | 530                       | 535                       | 535     | 535     | 535     |
|   | Professional, Technical, Clerical       | 1,520                     | 1,489                     | 1,489   | 1,486   | 1,486   |
|   | Operational Hourlies                    | 2                         | 2                         | 2       | 2       | 2       |
|   | Total Engineering/Capital               | 2,052                     | 2,026                     | 2,026   | 2,023   | 2,023   |
| <b>Public Safety</b>                                |   |                           |                           |         |         |         |
|   | Managers/Supervisors                    | 147                       | 150                       | 150     | 150     | 150     |
|   | Professional, Technical, Clerical       | 146                       | 161                       | 161     | 158     | 158     |
|   | Operational Hourlies                    | 1,301                     | 1,307                     | 1,306   | 1,306   | 1,306   |
|   | Total Public Safety                     | 1,594                     | 1,618                     | 1,617   | 1,614   | 1,614   |
| <b>Additional Actions for Budget Balance (AABB)</b> |   |                           |                           |         |         |         |
| <i>Add'l. Actions for Budget Balance</i>            |   |                           |                           |         |         |         |
|   | Managers/Supervisors                    | -                         | (314)                     | (315)   | (315)   | (315)   |
|   | Professional, Technical, Clerical       | -                         | (231)                     | (212)   | (212)   | (212)   |
|   | Operational Hourlies                    | -                         | (2,220)                   | (2,401) | (2,376) | (2,376) |
|   | <b>Add'l Actions for Budget Balance</b> | -                         | (2,765)                   | (2,928) | (2,903) | (2,903) |
| <b>Baseline Total Positions</b>                     |   |                           |                           |         |         |         |
|   | Managers/Supervisors                    | 10,760                    | 10,532                    | 10,480  | 10,537  | 10,409  |
|   | Professional, Technical, Clerical       | 8,662                     | 8,427                     | 8,414   | 8,261   | 8,034   |
|   | Operational Hourlies                    | 51,193                    | 48,975                    | 48,990  | 48,955  | 48,681  |
|   | Baseline Total Positions                | 70,615                    | 67,934                    | 67,884  | 67,753  | 67,124  |



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**Year to Year Changes for Baseline Positions by Function and Agency**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents**

| Function                           | Change       |             |              |            |
|------------------------------------|--------------|-------------|--------------|------------|
|                                    | 2009-2008    | 2010-2009   | 2011-2010    | 2012-2011  |
| <b>Baseline Total Positions</b>    | <b>2,681</b> | <b>50</b>   | <b>131</b>   | <b>629</b> |
| NYC Transit                        | 2,338        | 210         | 254          | 605        |
| Long Island Rail Road              | 222          | (78)        | 59           | 6          |
| Metro-North Railroad               | (40)         | (79)        | 7            | (48)       |
| Bridges & Tunnels                  | 31           | 0           | 9            | 25         |
| Headquarters                       | (30)         | (3)         | (252)        | 41         |
| Long Island Bus                    | 22           | 0           | 15           | 0          |
| Staten Island Railway              | 0            | 0           | 3            | 0          |
| Capital Construction Company       | 0            | 0           | 3            | 0          |
| Bus Company                        | 138          | 0           | 33           | 0          |
| <b>Non-Reimbursable</b>            | <b>2,517</b> | <b>(46)</b> | <b>(129)</b> | <b>584</b> |
| NYC Transit                        | 2,185        | (82)        | 11           | 559        |
| Long Island Rail Road              | 173          | 107         | 43           | 6          |
| Metro-North Railroad               | 1            | (79)        | 7            | (48)       |
| Bridges & Tunnels                  | 23           | 8           | 9            | 25         |
| Headquarters                       | (26)         | 0           | (250)        | 42         |
| Long Island Bus                    | 23           | 0           | 15           | 0          |
| Staten Island Railway              | 0            | 0           | 3            | 0          |
| Capital Construction Company       | 0            | 0           | 0            | 0          |
| Bus Company                        | 138          | 0           | 33           | 0          |
| <b>Reimbursable</b>                | <b>164</b>   | <b>96</b>   | <b>260</b>   | <b>45</b>  |
| NYC Transit                        | 153          | 292         | 243          | 46         |
| Long Island Rail Road              | 49           | (185)       | 16           | 0          |
| Metro-North Railroad               | (41)         | 0           | 0            | 0          |
| Bridges & Tunnels                  | 8            | (8)         | 0            | 0          |
| Headquarters                       | (4)          | (3)         | (2)          | (1)        |
| Long Island Bus                    | (1)          | 0           | 0            | 0          |
| Staten Island Railway              | 0            | 0           | 0            | 0          |
| Capital Construction Company       | 0            | 0           | 3            | 0          |
| Bus Company                        | 0            | 0           | 0            | 0          |
| <b>Total Full-Time</b>             | <b>2,646</b> | <b>28</b>   | <b>131</b>   | <b>629</b> |
| NYC Transit                        | 2,303        | 188         | 254          | 605        |
| Long Island Rail Road              | 222          | (78)        | 59           | 6          |
| Metro-North Railroad               | (40)         | (79)        | 7            | (48)       |
| Bridges & Tunnels                  | 31           | 0           | 9            | 25         |
| Headquarters                       | (30)         | (3)         | (252)        | 41         |
| Long Island Bus                    | 22           | 0           | 15           | 0          |
| Staten Island Railway              | 0            | 0           | 3            | 0          |
| Capital Construction Company       | 0            | 0           | 3            | 0          |
| Bus Company                        | 138          | 0           | 33           | 0          |
| <b>Total Full-Time-Equivalents</b> | <b>35</b>    | <b>22</b>   | <b>0</b>     | <b>0</b>   |
| NYC Transit                        | 35           | 22          | 0            | 0          |
| Long Island Rail Road              | 0            | 0           | 0            | 0          |
| Metro-North Railroad               | 0            | 0           | 0            | 0          |
| Bridges & Tunnels                  | 0            | 0           | 0            | 0          |
| Headquarters                       | 0            | 0           | 0            | 0          |
| Long Island Bus                    | 0            | 0           | 0            | 0          |
| Staten Island Railway              | 0            | 0           | 0            | 0          |
| Capital Construction Company       | 0            | 0           | 0            | 0          |
| Bus Company                        | 0            | 0           | 0            | 0          |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**Year to Year Changes for Baseline Positions by Function and Agency**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents**

| Function  | Change       |              |             |             |
|---|--------------|--------------|-------------|-------------|
|   | 2009-2008    | 2010-2009    | 2011-2010   | 2012-2011   |
| <b>Administration</b>                               | <b>(80)</b>  | <b>(12)</b>  | <b>22</b>   | <b>289</b>  |
| NYC Transit   | (18)         | 5            | 88          | 229         |
| Long Island Rail Road                               | (11)         | 6            | 61          | 0           |
| Metro-North Railroad                                | 15           | (20)         | 59          | (1)         |
| Bridges & Tunnels                                   | 3            | 0            | 16          | 20          |
| Headquarters  | (46)         | (3)          | (252)       | 41          |
| Long Island Bus                                     | 0            | 0            | 15          | 0           |
| Staten Island Railway                               | 2            | 0            | 2           | 0           |
| Capital Construction Company                        | 0            | 0            | 0           | 0           |
| Bus Company   | (25)         | 0            | 33          | 0           |
| <b>Operations</b>                                   | <b>110</b>   | <b>55</b>    | <b>(12)</b> | <b>(11)</b> |
| NYC Transit   | 158          | 75           | 8           | 7           |
| Long Island Rail Road                               | 29           | 1            | 0           | 0           |
| Metro-North Railroad                                | (27)         | (21)         | (21)        | (18)        |
| Bridges & Tunnels                                   | 0            | 0            | 0           | 0           |
| Headquarters  | 0            | 0            | 0           | 0           |
| Long Island Bus                                     | 6            | 0            | 0           | 0           |
| Staten Island Railway                               | (5)          | 0            | 1           | 0           |
| Capital Construction Company                        | 0            | 0            | 0           | 0           |
| Bus Company   | (51)         | 0            | 0           | 0           |
| <b>Maintenance</b>                                  | <b>(116)</b> | <b>(157)</b> | <b>140</b>  | <b>351</b>  |
| NYC Transit   | (90)         | 119          | 155         | 369         |
| Long Island Rail Road                               | 42           | (238)        | 23          | 6           |
| Metro-North Railroad                                | (114)        | (38)         | (31)        | (29)        |
| Bridges & Tunnels                                   | 0            | 0            | (7)         | 5           |
| Headquarters  | 0            | 0            | 0           | 0           |
| Long Island Bus                                     | (5)          | 0            | 0           | 0           |
| Staten Island Railway                               | 1            | 0            | 0           | 0           |
| Capital Construction Company                        | 0            | 0            | 0           | 0           |
| Bus Company   | 50           | 0            | 0           | 0           |
| <b>Engineering/Capital</b>                          | <b>26</b>    | <b>0</b>     | <b>3</b>    | <b>0</b>    |
| NYC Transit   | 32           | 0            | 0           | 0           |
| Long Island Rail Road                               | (3)          | 0            | 0           | 0           |
| Metro-North Railroad                                | (2)          | 0            | 0           | 0           |
| Bridges & Tunnels                                   | 0            | 0            | 0           | 0           |
| Headquarters  | 0            | 0            | 0           | 0           |
| Long Island Bus                                     | (1)          | 0            | 0           | 0           |
| Staten Island Railway                               | 0            | 0            | 0           | 0           |
| Capital Construction Company                        | 0            | 0            | 3           | 0           |
| Bus Company   | 0            | 0            | 0           | 0           |
| <b>Public Safety</b>                                | <b>(24)</b>  | <b>1</b>     | <b>3</b>    | <b>0</b>    |
| NYC Transit   | (16)         | 1            | 3           | 0           |
| Long Island Rail Road                               | 0            | 0            | 0           | 0           |
| Metro-North Railroad                                | 0            | 0            | 0           | 0           |
| Bridges & Tunnels                                   | 0            | 0            | 0           | 0           |
| Headquarters  | (5)          | 0            | 0           | 0           |
| Long Island Bus                                     | 1            | 0            | 0           | 0           |
| Staten Island Railway                               | 0            | 0            | 0           | 0           |
| Capital Construction Company                        | 0            | 0            | 0           | 0           |
| Bus Company   | (4)          | 0            | 0           | 0           |
| <b>Additional Actions for Budget Balance (AABB)</b> | <b>2,765</b> | <b>163</b>   | <b>(25)</b> | <b>0</b>    |
| NYC Transit   | 2,272        | 10           | 0           | 0           |
| Long Island Rail Road                               | 165          | 153          | (25)        | 0           |
| Metro-North Railroad                                | 88           | 0            | 0           | 0           |
| Bridges & Tunnels                                   | 28           | 0            | 0           | 0           |
| Headquarters  | 21           | 0            | 0           | 0           |
| Long Island Bus                                     | 21           | 0            | 0           | 0           |
| Staten Island Railway                               | 2            | 0            | 0           | 0           |
| Capital Construction Company                        | 0            | 0            | 0           | 0           |
| Bus Company   | 168          | 0            | 0           | 0           |

**Metropolitan Transportation Authority**  
**February Financial Plan 2009 - 2012**  
**Year to Year Changes for Positions by Function and Occupational Group**  
**Baseline Total Full-time Positions and Full-time Equivalents**

| FUNCTION/OCCUPATIONAL GROUP                         | 2008   | 2009    | Change<br>2009-2008 | 2010    | Change<br>2010-2009 | 2011    | Change<br>2011-2010 | 2012    | Change<br>2012-2011 |
|---|--------|---------|---------------------|---------|---------------------|---------|---------------------|---------|---------------------|
| <b>Administration</b>                               |        |         |                     |         |                     |         |                     |         |                     |
| Managers/Supervisors                                | 1,842  | 1,922   | (80)                | 1,918   | 4                   | 2,010   | (92)                | 1,927   | 83                  |
| Professional, Technical, Clerical                   | 3,257  | 3,259   | (2)                 | 3,268   | (9)                 | 3,154   | 114                 | 2,948   | 206                 |
| Operational Hourlies                                | 72     | 70      | 2                   | 77      | (7)                 | 77      | -                   | 77      | -                   |
| Total Administration                                | 5,171  | 5,251   | (80)                | 5,263   | (12)                | 5,241   | 22                  | 4,952   | 289                 |
| <b>Operations</b>                                   |        |         |                     |         |                     |         |                     |         |                     |
| Managers/Supervisors                                | 3,340  | 3,253   | 87                  | 3,249   | 4                   | 3,241   | 8                   | 3,239   | 2                   |
| Professional, Technical, Clerical                   | 1,075  | 1,069   | 6                   | 1,064   | 5                   | 1,064   | -                   | 1,064   | -                   |
| Operational Hourlies                                | 26,756 | 26,739  | 17                  | 26,693  | 46                  | 26,713  | (20)                | 26,726  | (13)                |
| Total Operations                                    | 31,171 | 31,061  | 110                 | 31,006  | 55                  | 31,018  | (12)                | 31,029  | (11)                |
| <b>Maintenance</b>                                  |        |         |                     |         |                     |         |                     |         |                     |
| Managers/Supervisors                                | 4,901  | 4,986   | (85)                | 4,943   | 43                  | 4,916   | 27                  | 4,873   | 43                  |
| Professional, Technical, Clerical                   | 2,664  | 2,680   | (16)                | 2,644   | 36                  | 2,611   | 33                  | 2,590   | 21                  |
| Operational Hourlies                                | 23,062 | 23,077  | (15)                | 23,313  | (236)               | 23,233  | 80                  | 22,946  | 287                 |
| Total Maintenance                                   | 30,627 | 30,743  | (116)               | 30,900  | (157)               | 30,760  | 140                 | 30,409  | 351                 |
| <b>Engineering/Capital</b>                          |        |         |                     |         |                     |         |                     |         |                     |
| Managers/Supervisors                                | 530    | 535     | (5)                 | 535     | -                   | 535     | -                   | 535     | -                   |
| Professional, Technical, Clerical                   | 1,520  | 1,489   | 31                  | 1,489   | -                   | 1,486   | 3                   | 1,486   | -                   |
| Operational Hourlies                                | 2      | 2       | -                   | 2       | -                   | 2       | -                   | 2       | -                   |
| Total Engineering/Capital                           | 2,052  | 2,026   | 26                  | 2,026   | -                   | 2,023   | 3                   | 2,023   | -                   |
| <b>Public Safety</b>                                |        |         |                     |         |                     |         |                     |         |                     |
| Managers/Supervisors                                | 147    | 150     | (3)                 | 150     | -                   | 150     | -                   | 150     | -                   |
| Professional, Technical, Clerical                   | 146    | 161     | (15)                | 161     | -                   | 158     | 3                   | 158     | -                   |
| Operational Hourlies                                | 1,301  | 1,307   | (6)                 | 1,306   | 1                   | 1,306   | -                   | 1,306   | -                   |
| Total Public Safety                                 | 1,594  | 1,618   | (24)                | 1,617   | 1                   | 1,614   | 3                   | 1,614   | -                   |
| <b>Additional Actions for Budget Balance (AABB)</b> |        |         |                     |         |                     |         |                     |         |                     |
| <i>Add'l. Actions for Budget Balance</i>            |        |         |                     |         |                     |         |                     |         |                     |
| Managers/Supervisors                                | -      | (314)   | 314                 | (315)   | 1                   | (315)   | -                   | (315)   | -                   |
| Professional, Technical, Clerical                   | -      | (231)   | 231                 | (212)   | (19)                | (212)   | -                   | (212)   | -                   |
| Operational Hourlies                                | -      | (2,220) | 2,220               | (2,401) | 181                 | (2,376) | (25)                | (2,376) | -                   |
| Add'l Actions for Budget Balance                    | -      | (2,765) | 2,765               | (2,928) | 163                 | (2,903) | (25)                | (2,903) | -                   |
| <b>Baseline Total Positions</b>                     |        |         |                     |         |                     |         |                     |         |                     |
| Managers/Supervisors                                | 10,760 | 10,532  | 228                 | 10,480  | 52                  | 10,537  | (57)                | 10,409  | 128                 |
| Professional, Technical, Clerical                   | 8,662  | 8,427   | 235                 | 8,414   | 13                  | 8,261   | 153                 | 8,034   | 227                 |
| Operational Hourlies                                | 51,193 | 48,975  | 2,218               | 48,990  | (15)                | 48,955  | 35                  | 48,681  | 274                 |
| Baseline Total Positions                            | 70,615 | 67,934  | 2,681               | 67,884  | 50                  | 67,753  | 131                 | 67,124  | 629                 |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**Baseline Change Between 2008 November Financial Plan vs. 2009 February Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Agency**

| Category                           | Change     |              |              |              |              |
|------------------------------------|------------|--------------|--------------|--------------|--------------|
|                                    | 2008       | 2009         | 2010         | 2011         | 2012         |
| <b>Baseline Total Positions</b>    | <b>103</b> | <b>3,137</b> | <b>3,344</b> | <b>3,383</b> | <b>3,617</b> |
| NYC Transit                        | 113        | 2,705        | 2,767        | 2,891        | 3,058        |
| Long Island Rail Road              | 11         | 182          | 337          | 373          | 373          |
| Metro-North Railroad               | 24         | 70           | 60           | 120          | 120          |
| Bridges & Tunnels                  | 0          | 31           | 31           | 47           | 72           |
| Headquarters                       | (46)       | (71)         | (71)         | (321)        | (279)        |
| Long Island Bus                    | 0          | 22           | 22           | 37           | 37           |
| Staten Island Railway              | 1          | 6            | 6            | 8            | 8            |
| Capital Construction Company       | 0          | 0            | 0            | 3            | 3            |
| Bus Company                        | 0          | 192          | 192          | 225          | 225          |
| <b>Non-Reimbursable</b>            | <b>92</b>  | <b>3,196</b> | <b>3,387</b> | <b>3,398</b> | <b>3,630</b> |
| NYC Transit                        | 109        | 2,770        | 2,817        | 2,921        | 3,086        |
| Long Island Rail Road              | 11         | 182          | 336          | 367          | 367          |
| Metro-North Railroad               | 17         | 63           | 53           | 113          | 113          |
| Bridges & Tunnels                  | 0          | 31           | 31           | 47           | 72           |
| Headquarters                       | (46)       | (71)         | (71)         | (321)        | (279)        |
| Long Island Bus                    | 0          | 23           | 23           | 38           | 38           |
| Staten Island Railway              | 1          | 6            | 6            | 8            | 8            |
| Capital Construction Company       | 0          | 0            | 0            | 0            | 0            |
| Bus Company                        | 0          | 192          | 192          | 225          | 225          |
| <b>Reimbursable</b>                | <b>11</b>  | <b>(59)</b>  | <b>(43)</b>  | <b>(15)</b>  | <b>(13)</b>  |
| NYC Transit                        | 4          | (65)         | (50)         | (30)         | (28)         |
| Long Island Rail Road              | 0          | 0            | 1            | 6            | 6            |
| Metro-North Railroad               | 7          | 7            | 7            | 7            | 7            |
| Bridges & Tunnels                  | 0          | 0            | 0            | 0            | 0            |
| Headquarters                       | 0          | 0            | 0            | 0            | 0            |
| Long Island Bus                    | 0          | (1)          | (1)          | (1)          | (1)          |
| Staten Island Railway              | 0          | 0            | 0            | 0            | 0            |
| Capital Construction Company       | 0          | 0            | 0            | 3            | 3            |
| Bus Company                        | 0          | 0            | 0            | 0            | 0            |
| <b>Total Full-Time</b>             | <b>93</b>  | <b>3,110</b> | <b>3,295</b> | <b>3,334</b> | <b>3,568</b> |
| NYC Transit                        | 107        | 2,682        | 2,722        | 2,846        | 3,013        |
| Long Island Rail Road              | 11         | 182          | 337          | 373          | 373          |
| Metro-North Railroad               | 24         | 70           | 60           | 120          | 120          |
| Bridges & Tunnels                  | 0          | 31           | 31           | 47           | 72           |
| Headquarters                       | (46)       | (71)         | (71)         | (321)        | (279)        |
| Long Island Bus                    | (4)        | 18           | 18           | 33           | 33           |
| Staten Island Railway              | 1          | 6            | 6            | 8            | 8            |
| Capital Construction Company       | 0          | 0            | 0            | 3            | 3            |
| Bus Company                        | 0          | 192          | 192          | 225          | 225          |
| <b>Total Full-Time-Equivalents</b> | <b>10</b>  | <b>27</b>    | <b>49</b>    | <b>49</b>    | <b>49</b>    |
| NYC Transit                        | 6          | 23           | 45           | 45           | 45           |
| Long Island Rail Road              | 0          | 0            | 0            | 0            | 0            |
| Metro-North Railroad               | 0          | 0            | 0            | 0            | 0            |
| Bridges & Tunnels                  | 0          | 0            | 0            | 0            | 0            |
| Headquarters                       | 0          | 0            | 0            | 0            | 0            |
| Long Island Bus                    | 4          | 4            | 4            | 4            | 4            |
| Staten Island Railway              | 0          | 0            | 0            | 0            | 0            |
| Capital Construction Company       | 0          | 0            | 0            | 0            | 0            |
| Bus Company                        | 0          | 0            | 0            | 0            | 0            |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**Baseline Change Between 2008 November Financial Plan vs. 2009 February Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**

| Function Category                                   | Change     |              |              |              |              |
|---|------------|--------------|--------------|--------------|--------------|
|   | 2008       | 2009         | 2010         | 2011         | 2012         |
| <b>Administration</b>                               | <b>(6)</b> | <b>(64)</b>  | <b>(75)</b>  | <b>(57)</b>  | <b>233</b>   |
| NYC Transit   | 6          | 11           | 10           | 91           | 319          |
| Long Island Rail Road                               | 0          | (1)          | (1)          | 60           | 60           |
| Metro-North Railroad                                | 24         | 26           | 16           | 76           | 76           |
| Bridges & Tunnels                                   | 0          | 3            | 3            | 19           | 39           |
| Headquarters  | (46)       | (87)         | (87)         | (337)        | (295)        |
| Long Island Bus                                     | 9          | 6            | 6            | 21           | 21           |
| Staten Island Railway                               | 1          | 3            | 3            | 5            | 5            |
| Capital Construction Company                        | 0          | 0            | 0            | 0            | 0            |
| Bus Company   | 0          | (25)         | (25)         | 8            | 8            |
| <b>Operations</b>                                   | <b>23</b>  | <b>18</b>    | <b>99</b>    | <b>99</b>    | <b>99</b>    |
| NYC Transit   | 37         | 69           | 150          | 150          | 150          |
| Long Island Rail Road                               | 0          | 2            | 2            | 2            | 2            |
| Metro-North Railroad                                | 0          | (51)         | (51)         | (51)         | (51)         |
| Bridges & Tunnels                                   | 0          | 0            | 0            | 0            | 0            |
| Headquarters  | 0          | 0            | 0            | 0            | 0            |
| Long Island Bus                                     | (14)       | (4)          | (4)          | (4)          | (4)          |
| Staten Island Railway                               | 0          | 1            | 1            | 1            | 1            |
| Capital Construction Company                        | 0          | 0            | 0            | 0            | 0            |
| Bus Company   | 0          | 1            | 1            | 1            | 1            |
| <b>Maintenance</b>                                  | <b>84</b>  | <b>414</b>   | <b>388</b>   | <b>431</b>   | <b>375</b>   |
| NYC Transit   | 70         | 340          | 312          | 355          | 294          |
| Long Island Rail Road                               | 11         | 15           | 17           | 17           | 17           |
| Metro-North Railroad                                | 0          | 7            | 7            | 7            | 7            |
| Bridges & Tunnels                                   | 0          | 0            | 0            | 0            | 5            |
| Headquarters  | 0          | 0            | 0            | 0            | 0            |
| Long Island Bus                                     | 3          | 0            | 0            | 0            | 0            |
| Staten Island Railway                               | 0          | 0            | 0            | 0            | 0            |
| Capital Construction Company                        | 0          | 0            | 0            | 0            | 0            |
| Bus Company   | 0          | 52           | 52           | 52           | 52           |
| <b>Engineering/Capital</b>                          | <b>2</b>   | <b>0</b>     | <b>0</b>     | <b>3</b>     | <b>3</b>     |
| NYC Transit   | 0          | 0            | 0            | 0            | 0            |
| Long Island Rail Road                               | 0          | 1            | 1            | 1            | 1            |
| Metro-North Railroad                                | 0          | 0            | 0            | 0            | 0            |
| Bridges & Tunnels                                   | 0          | 0            | 0            | 0            | 0            |
| Headquarters  | 0          | 0            | 0            | 0            | 0            |
| Long Island Bus                                     | 2          | (1)          | (1)          | (1)          | (1)          |
| Staten Island Railway                               | 0          | 0            | 0            | 0            | 0            |
| Capital Construction Company                        | 0          | 0            | 0            | 3            | 3            |
| Bus Company   | 0          | 0            | 0            | 0            | 0            |
| <b>Public Safety</b>                                | <b>0</b>   | <b>4</b>     | <b>4</b>     | <b>4</b>     | <b>4</b>     |
| NYC Transit   | 0          | 13           | 13           | 13           | 13           |
| Long Island Rail Road                               | 0          | 0            | 0            | 0            | 0            |
| Metro-North Railroad                                | 0          | 0            | 0            | 0            | 0            |
| Bridges & Tunnels                                   | 0          | 0            | 0            | 0            | 0            |
| Headquarters  | 0          | (5)          | (5)          | (5)          | (5)          |
| Long Island Bus                                     | 0          | 0            | 0            | 0            | 0            |
| Staten Island Railway                               | 0          | 0            | 0            | 0            | 0            |
| Capital Construction Company                        | 0          | 0            | 0            | 0            | 0            |
| Bus Company   | 0          | (4)          | (4)          | (4)          | (4)          |
| <b>Additional Actions for Budget Balance (AABB)</b> | <b>0</b>   | <b>2,765</b> | <b>2,928</b> | <b>2,903</b> | <b>2,903</b> |
| NYC Transit   | 0          | 2,272        | 2,282        | 2,282        | 2,282        |
| Long Island Rail Road                               | 0          | 165          | 318          | 293          | 293          |
| Metro-North Railroad                                | 0          | 88           | 88           | 88           | 88           |
| Bridges & Tunnels                                   | 0          | 28           | 28           | 28           | 28           |
| Headquarters  | 0          | 21           | 21           | 21           | 21           |
| Long Island Bus                                     | 0          | 21           | 21           | 21           | 21           |
| Staten Island Railway                               | 0          | 2            | 2            | 2            | 2            |
| Capital Construction Company                        | 0          | 0            | 0            | 0            | 0            |
| Bus Company   | 0          | 168          | 168          | 168          | 168          |
| <b>Baseline Total Positions</b>                     | <b>103</b> | <b>3,137</b> | <b>3,344</b> | <b>3,383</b> | <b>3,617</b> |
| NYC Transit   | 113        | 2,705        | 2,767        | 2,891        | 3,058        |
| Long Island Rail Road                               | 11         | 182          | 337          | 373          | 373          |
| Metro-North Railroad                                | 24         | 70           | 60           | 120          | 120          |
| Bridges & Tunnels                                   | 0          | 31           | 31           | 47           | 72           |
| Headquarters  | (46)       | (71)         | (71)         | (321)        | (279)        |
| Long Island Bus                                     | 0          | 22           | 22           | 37           | 37           |
| Staten Island Railway                               | 1          | 6            | 6            | 8            | 8            |
| Capital Construction Company                        | 0          | 0            | 0            | 3            | 3            |
| Bus Company   | 0          | 192          | 192          | 225          | 225          |

**Metropolitan Transportation Authority**  
**February Financial Plan 2009 - 2012**  
**Baseline Change Between 2008 November Financial Plan vs. 2009 February Financial Plan**  
**Full-time Positions and Full-time Equivalents by Occupational Group and Agency**

| <b>Favorable/(Unfavorable) Variance</b>             |             |             |             |             |             |
|---|-------------|-------------|-------------|-------------|-------------|
| <b>FUNCTION/OCCUPATIONAL GROUP</b>                  | <b>2008</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> |
| <b>Administration</b>                               |             |             |             |             |             |
| Managers/Supervisors                                | (5)         | (78)        | (79)        | (173)       | (91)        |
| Professional, Technical, Clerical                   | 1           | 20          | 9           | 121         | 329         |
| Operational Hourlies                                | (2)         | (6)         | (5)         | (5)         | (5)         |
| Total Administration                                | (6)         | (64)        | (75)        | (57)        | 233         |
| <b>Operations</b>                                   |             |             |             |             |             |
| Managers/Supervisors                                | (8)         | 29          | 30          | 30          | 30          |
| Professional, Technical, Clerical                   | 11          | 27          | 31          | 31          | 31          |
| Operational Hourlies                                | 20          | (38)        | 38          | 38          | 38          |
| Total Operations                                    | 23          | 18          | 99          | 99          | 99          |
| <b>Maintenance</b>                                  |             |             |             |             |             |
| Managers/Supervisors                                | 6           | 18          | 23          | 21          | 21          |
| Professional, Technical, Clerical                   | 7           | 30          | 32          | 32          | 37          |
| Operational Hourlies                                | 71          | 366         | 333         | 378         | 317         |
| Total Maintenance                                   | 84          | 414         | 388         | 431         | 375         |
| <b>Engineering/Capital</b>                          |             |             |             |             |             |
| Managers/Supervisors                                | -           | (1)         | (1)         | (1)         | (1)         |
| Professional, Technical, Clerical                   | 2           | 1           | 1           | 4           | 4           |
| Operational Hourlies                                | -           | -           | -           | -           | -           |
| Total Engineering/Capital                           | 2           | -           | -           | 3           | 3           |
| <b>Public Safety</b>                                |             |             |             |             |             |
| Managers/Supervisors                                | -           | (3)         | (3)         | (3)         | (3)         |
| Professional, Technical, Clerical                   | -           | (3)         | (3)         | (3)         | (3)         |
| Operational Hourlies                                | -           | 10          | 10          | 10          | 10          |
| Total Public Safety                                 | -           | 4           | 4           | 4           | 4           |
| <b>Additional Actions for Budget Balance (AABB)</b> |             |             |             |             |             |
| <i>Addtl. Actions for Budget Balance</i>            |             |             |             |             |             |
| Managers/Supervisors                                | -           | 314         | 315         | 315         | 315         |
| Professional, Technical, Clerical                   | -           | 231         | 212         | 212         | 212         |
| Operational Hourlies                                | -           | 2,220       | 2,401       | 2,376       | 2,376       |
| <b>Add'l Actions for Budget Balance</b>             | -           | 2,765       | 2,928       | 2,903       | 2,903       |
| <b>Baseline Total Positions</b>                     |             |             |             |             |             |
| Managers/Supervisors                                | (7)         | 279         | 285         | 189         | 271         |
| Professional, Technical, Clerical                   | 21          | 306         | 282         | 397         | 610         |
| Operational Hourlies                                | 89          | 2,552       | 2,777       | 2,797       | 2,736       |
| Baseline Total Positions                            | 103         | 3,137       | 3,344       | 3,383       | 3,617       |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Financial Plan 2009-2012**  
**Consolidated Positions Including Impact of Gap Closing Program**  
**(Favorable/Unfavorable)**

| <b>Category</b>                                     | <b>2008</b>   | <b>2009</b>   | <b>2010</b>   | <b>2011</b>   | <b>2012</b>   |
|---|---------------|---------------|---------------|---------------|---------------|
| <b>November Plan Baseline Total Positions</b>       | <b>70,718</b> | <b>71,071</b> | <b>71,228</b> | <b>71,136</b> | <b>70,741</b> |
| NYC Transit   | 49,290        | 49,544        | 49,396        | 49,266        | 48,828        |
| Long Island Rail Road                               | 6,961         | 6,910         | 7,143         | 7,120         | 7,114         |
| Metro-North Railroad                                | 6,054         | 6,140         | 6,209         | 6,262         | 6,310         |
| Bridges & Tunnels                                   | 1,832         | 1,832         | 1,832         | 1,839         | 1,839         |
| Headquarters  | 1,489         | 1,494         | 1,497         | 1,499         | 1,500         |
| Long Island Bus                                     | 1,153         | 1,153         | 1,153         | 1,153         | 1,153         |
| Staten Island Railway                               | 278           | 283           | 283           | 282           | 282           |
| Capital Construction Company                        | 150           | 150           | 150           | 150           | 150           |
| Bus Company   | 3,511         | 3,565         | 3,565         | 3,565         | 3,565         |
| <b>Technical Adjustments</b>                        | <b>4</b>      | <b>(49)</b>   | <b>(38)</b>   | <b>(30)</b>   | <b>(28)</b>   |
| NYC Transit/Staten Island Railway                   | 4             | (67)          | (46)          | (38)          | (36)          |
| Long Island Rail Road                               | -             | 2             | 2             | 2             | 2             |
| Metro-North Railroad                                | -             | 10            | -             | -             | -             |
| Bridges & Tunnels                                   | -             | -             | -             | -             | -             |
| Headquarters  | -             | (1)           | (1)           | (1)           | (1)           |
| Long Island Bus                                     | -             | (1)           | (1)           | (1)           | (1)           |
| Staten Island Railway                               | -             | -             | -             | -             | -             |
| Capital Construction Company                        | -             | -             | -             | -             | -             |
| Bus Company   | -             | 8             | 8             | 8             | 8             |
| <b>2009 Agency Program to Eliminate the Gap</b>     | <b>121</b>    | <b>478</b>    | <b>509</b>    | <b>544</b>    | <b>481</b>    |
| NYC Transit/Staten Island Railway                   | 110           | 516           | 547           | 582           | 519           |
| Long Island Rail Road                               | 11            | 15            | 15            | 15            | 15            |
| Metro-North Railroad                                | -             | (52)          | (52)          | (52)          | (52)          |
| Bridges & Tunnels                                   | -             | 3             | 3             | 3             | 3             |
| Headquarters  | -             | -             | -             | -             | -             |
| Long Island Bus                                     | -             | 2             | 2             | 2             | 2             |
| Staten Island Railway                               | -             | -             | -             | -             | -             |
| Capital Construction Company                        | -             | -             | -             | -             | -             |
| Bus Company   | 0             | (6)           | (6)           | (6)           | (6)           |
| <b>Additional Actions for Budget Balance (AABB)</b> | <b>-</b>      | <b>2,775</b>  | <b>2,940</b>  | <b>2,915</b>  | <b>2,915</b>  |
| NYC Transit/Staten Island Railway                   | -             | 2,262         | 2,272         | 2,272         | 2,272         |
| Long Island Rail Road                               | -             | 165           | 320           | 295           | 295           |
| Metro-North Railroad                                | -             | 88            | 88            | 88            | 88            |
| Bridges & Tunnels                                   | -             | 28            | 28            | 28            | 28            |
| Headquarters  | -             | 21            | 21            | 21            | 21            |
| Long Island Bus                                     | -             | 21            | 21            | 21            | 21            |
| Staten Island Railway                               | -             | -             | -             | -             | -             |
| Capital Construction Company                        | -             | -             | -             | -             | -             |
| Bus Company   | 0             | 190           | 190           | 190           | 190           |
| <b>Business Service Center</b>                      | <b>(22)</b>   | <b>(67)</b>   | <b>(67)</b>   | <b>(46)</b>   | <b>249</b>    |
| NYC Transit/Staten Island Railway                   | 0             | 0             | 0             | 83            | 311           |
| Long Island Rail Road                               | 0             | 0             | 0             | 61            | 61            |
| Metro-North Railroad                                | 24            | 24            | 24            | 84            | 84            |
| Bridges & Tunnels                                   | 0             | 0             | 0             | 16            | 41            |
| Headquarters  | (46)          | (91)          | (91)          | (341)         | (299)         |
| Long Island Bus                                     | 0             | 0             | 0             | 15            | 15            |
| Staten Island Railway                               | -             | -             | -             | -             | -             |
| Capital Construction Company                        | 0             | 0             | 0             | 3             | 3             |
| Bus Company   | 0             | 0             | 0             | 33            | 33            |
| <b>February Plan Baseline Total Positions</b>       | <b>70,615</b> | <b>67,934</b> | <b>67,884</b> | <b>67,753</b> | <b>67,124</b> |
| NYC Transit/Staten Island Railway                   | 49,454        | 47,116        | 46,906        | 46,649        | 46,044        |
| Long Island Rail Road                               | 6,950         | 6,728         | 6,806         | 6,747         | 6,741         |
| Metro-North Railroad                                | 6,030         | 6,070         | 6,149         | 6,142         | 6,190         |
| Bridges & Tunnels                                   | 1,832         | 1,801         | 1,801         | 1,792         | 1,767         |
| Headquarters  | 1,535         | 1,565         | 1,568         | 1,820         | 1,779         |
| Long Island Bus                                     | 1,153         | 1,131         | 1,131         | 1,116         | 1,116         |
| Staten Island Railway                               | 278           | 283           | 283           | 282           | 282           |
| Capital Construction Company                        | 150           | 150           | 150           | 147           | 147           |
| Bus Company   | 3,511         | 3,373         | 3,373         | 3,340         | 3,340         |

|  |               |               |               |               |               |
|--|---------------|---------------|---------------|---------------|---------------|
| <b>February Plan Baseline Total Positions</b>        | <b>70,615</b> | <b>67,934</b> | <b>67,884</b> | <b>67,753</b> | <b>67,124</b> |
| NYC Transit/Staten Island Railway                    | 49,454        | 47,116        | 46,906        | 46,649        | 46,044        |
| Long Island Rail Road                                | 6,950         | 6,728         | 6,806         | 6,747         | 6,741         |
| Metro-North Railroad                                 | 6,030         | 6,070         | 6,149         | 6,142         | 6,190         |
| Bridges & Tunnels                                    | 1,832         | 1,801         | 1,801         | 1,792         | 1,767         |
| Headquarters   | 1,535         | 1,565         | 1,568         | 1,820         | 1,779         |
| Long Island Bus                                      | 1,153         | 1,131         | 1,131         | 1,116         | 1,116         |
| Staten Island Railway                                | 278           | 283           | 283           | 282           | 282           |
| Capital Construction Company                         | 150           | 150           | 150           | 147           | 147           |
| Bus Company  | 3,511         | 3,373         | 3,373         | 3,340         | 3,340         |
| <b>Post-2009 Agency Program to Eliminate the Gap</b> | <b>0</b>      | <b>0</b>      | <b>10</b>     | <b>10</b>     | <b>10</b>     |
| NYC Transit/Staten Island Railway                    | 0             | 0             | 0             | 0             | 0             |
| Long Island Rail Road                                | 0             | 0             | 10            | 10            | 10            |
| Metro-North Railroad                                 | 0             | 0             | 0             | 0             | 0             |
| Bridges & Tunnels                                    | 0             | 0             | 0             | 0             | 0             |
| Headquarters   | 0             | 0             | 0             | 0             | 0             |
| Long Island Bus                                      | 0             | 0             | 0             | 0             | 0             |
| Staten Island Railway                                | 0             | 0             | 0             | 0             | 0             |
| Capital Construction Company                         | 0             | 0             | 0             | 0             | 0             |
| Bus Company  | 0             | 0             | 0             | 0             | 0             |
| <b>February Plan Total Positions</b>                 | <b>70,615</b> | <b>67,934</b> | <b>67,874</b> | <b>67,743</b> | <b>67,114</b> |
| NYC Transit/Staten Island Railway                    | 49,454        | 47,116        | 46,906        | 46,649        | 46,044        |
| Long Island Rail Road                                | 6,950         | 6,728         | 6,796         | 6,737         | 6,731         |
| Metro-North Railroad                                 | 6,030         | 6,070         | 6,149         | 6,142         | 6,190         |
| Bridges & Tunnels                                    | 1,832         | 1,801         | 1,801         | 1,792         | 1,767         |
| Headquarters   | 1,535         | 1,565         | 1,568         | 1,820         | 1,779         |
| Long Island Bus                                      | 1,153         | 1,131         | 1,131         | 1,116         | 1,116         |
| Staten Island Railway                                | 278           | 283           | 283           | 282           | 282           |
| Capital Construction Company                         | 150           | 150           | 150           | 147           | 147           |
| Bus Company  | 3,511         | 3,373         | 3,373         | 3,340         | 3,340         |



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METROPOLITAN TRANSPORTATION AUTHORITY  
February Plan 2009-2012  
Summary of 2009 Program to Eliminate the Gap(PEGs)  
(\$ in millions)

|                                   | 2008             |                | 2009             |                | 2010             |                | 2011             |                | 2012             |                |
|-----------------------------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|
| <b>MTA-Wide</b>                   | <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> |
| MTA METRO-NORTH RAILROAD          | 0                | 0.000          | (52)             | 9.226          | (52)             | 9.274          | (52)             | 9.258          | (52)             | 9.174          |
| MTA LONG ISLAND RAIL ROAD         | 11               | 5.094          | 17               | 7.872          | 17               | 5.702          | 17               | 5.256          | 17               | 5.359          |
| MTA BRIDGES AND TUNNELS           | 0                | 0.000          | 3                | 0.264          | 3                | 0.313          | 3                | 0.323          | 3                | 0.334          |
| MTA HEADQUARTERS                  | 0                | 1.044          | 0                | 2.446          | 0                | 2.498          | 0                | 2.557          | 0                | 2.609          |
| MTA STATEN ISLAND RAILWAY         | 1                | 0.225          | 4                | 0.743          | 4                | 0.428          | 4                | 0.428          | 4                | 0.428          |
| MTA NEW YORK CITY TRANSIT         | 103              | 9.929          | 501              | 60.973         | 510              | 61.939         | 545              | 69.303         | 482              | 59.114         |
| MTA BUS COMPANY                   | 0                | 2.563          | (6)              | 6.555          | (6)              | 6.291          | (6)              | 7.307          | (6)              | 7.964          |
| MTA LONG ISLAND BUS               | 0                | 0.000          | 2                | 0.640          | 2                | 0.540          | 2                | 0.400          | 2                | 0.340          |
| <b>Total MTA-Wide</b>             | 115              | \$ 18.855      | 469              | \$ 88.719      | 478              | \$ 86.985      | 513              | \$ 94.832      | 450              | \$ 85.322      |
| <b>MTA-Wide by Category</b>       |                  |                |                  |                |                  |                |                  |                |                  |                |
| Administration                    | 16               | 5.386          | 59               | 17.883         | 62               | 19.030         | 62               | 19.834         | 62               | 20.278         |
| Customer Convenience/Amenities    | 0                | 0.000          | 0                | 5.354          | 0                | 0.000          | 0                | 0.000          | 0                | 0.000          |
| Maintenance                       | 78               | 12.026         | 351              | 46.873         | 355              | 41.340         | 390              | 48.037         | 327              | 37.941         |
| Other                             | 0                | 0.000          | 15               | 4.708          | 15               | 10.385         | 15               | 10.499         | 15               | 10.550         |
| Revenue Enhancement               | 0                | 0.000          | (62)             | 1.150          | (62)             | 1.509          | (62)             | 1.308          | (62)             | 1.109          |
| Safety                            | 0                | 0.000          | 0                | 0.478          | 0                | 0.650          | 0                | 0.839          | 0                | 1.047          |
| Security                          | 0                | 0.000          | 0                | 0.639          | 0                | 0.669          | 0                | 0.695          | 0                | 0.712          |
| Service                           | 0                | 0.000          | 3                | 1.259          | 3                | 2.046          | 3                | 2.112          | 3                | 2.174          |
| Service Support                   | 21               | 1.443          | 103              | 10.375         | 105              | 11.356         | 105              | 11.508         | 105              | 11.511         |
| <b>Total MTA-Wide by Category</b> | 115              | \$ 18.855      | 469              | \$ 88.719      | 478              | \$ 86.985      | 513              | \$ 94.832      | 450              | \$ 85.322      |

METROPOLITAN TRANSPORTATION AUTHORITY  
February 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>LIST of AGENCY PROGRAMS</b>                   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| <b>Administration</b>                            |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| MTA NEW YORK CITY TRANSIT                        | 15               | 1.766            | 58               | 9.567            | 61               | 12.445           | 61               | 12.428           | 61               | 12.428           |
| MTA STATEN ISLAND RAILWAY                        | 1                | 0.225            | 3                | 0.666            | 3                | 0.351            | 3                | 0.351            | 3                | 0.351            |
| MTA LONG ISLAND RAIL ROAD                        | 0                | 0.500            | 1                | 2.081            | 1                | 1.083            | 1                | 1.086            | 1                | 1.090            |
| MTA HEADQUARTERS                                 | 0                | 1.044            | 0                | 1.807            | 0                | 1.829            | 0                | 1.862            | 0                | 1.897            |
| MTA BRIDGES AND TUNNELS                          | 0                | 0.000            | 3                | 0.264            | 3                | 0.313            | 3                | 0.323            | 3                | 0.334            |
| MTA BUS COMPANY                                  | 0                | 1.851            | (6)              | 3.498            | (6)              | 3.009            | (6)              | 3.784            | (6)              | 4.178            |
| <b>Sub-Total: Administration</b>                 | <b>16</b>        | <b>\$ 5.386</b>  | <b>59</b>        | <b>\$ 17.883</b> | <b>62</b>        | <b>\$ 19.030</b> | <b>62</b>        | <b>\$ 19.834</b> | <b>62</b>        | <b>\$ 20.278</b> |
| <b>Customer Convenience/Amenities</b>            |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| MTA METRO-NORTH RAILROAD                         | 0                | 0.000            | 0                | 5.354            | 0                | 0.000            | 0                | 0.000            | 0                | 0.000            |
| <b>Sub-Total: Customer Convenience/Amenities</b> | <b>0</b>         | <b>\$ 0.000</b>  | <b>0</b>         | <b>\$ 5.354</b>  | <b>0</b>         | <b>\$ 0.000</b>  | <b>0</b>         | <b>\$ 0.000</b>  | <b>0</b>         | <b>\$ 0.000</b>  |
| <b>Maintenance</b>                               |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| MTA NEW YORK CITY TRANSIT                        | 67               | 6.720            | 328              | 39.351           | 332              | 36.467           | 367              | 43.698           | 304              | 33.509           |
| MTA LONG ISLAND RAIL ROAD                        | 11               | 4.594            | 13               | 3.776            | 13               | 1.155            | 13               | 0.635            | 13               | 0.665            |
| MTA METRO-NORTH RAILROAD                         | 0                | 0.000            | 8                | 0.797            | 8                | 0.816            | 8                | 0.840            | 8                | 0.868            |
| MTA BUS COMPANY                                  | 0                | 0.712            | 0                | 2.579            | 0                | 2.632            | 0                | 2.684            | 0                | 2.739            |
| MTA LONG ISLAND BUS                              | 0                | 0.000            | 2                | 0.370            | 2                | 0.270            | 2                | 0.180            | 2                | 0.160            |
| <b>Sub-Total: Maintenance</b>                    | <b>78</b>        | <b>\$ 12.026</b> | <b>351</b>       | <b>\$ 46.873</b> | <b>355</b>       | <b>\$ 41.340</b> | <b>390</b>       | <b>\$ 48.037</b> | <b>327</b>       | <b>\$ 37.941</b> |
| <b>Other</b>                                     |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| MTA METRO-NORTH RAILROAD                         | 0                | 0.000            | 2                | 2.036            | 2                | 7.063            | 2                | 7.227            | 2                | 7.318            |
| MTA NEW YORK CITY TRANSIT                        | 0                | 0.000            | 13               | 1.752            | 13               | 1.752            | 13               | 1.752            | 13               | 1.752            |
| MTA LONG ISLAND RAIL ROAD                        | 0                | 0.000            | 0                | 0.650            | 0                | 1.300            | 0                | 1.300            | 0                | 1.300            |
| MTA LONG ISLAND BUS                              | 0                | 0.000            | 0                | 0.270            | 0                | 0.270            | 0                | 0.220            | 0                | 0.180            |
| <b>Sub-Total: Other</b>                          | <b>0</b>         | <b>\$ 0.000</b>  | <b>15</b>        | <b>\$ 4.708</b>  | <b>15</b>        | <b>\$ 10.385</b> | <b>15</b>        | <b>\$ 10.499</b> | <b>15</b>        | <b>\$ 10.550</b> |
| <b>Revenue Enhancement</b>                       |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| MTA LONG ISLAND RAIL ROAD                        | 0                | 0.000            | 0                | 0.111            | 0                | 0.114            | 0                | 0.117            | 0                | 0.121            |

METROPOLITAN TRANSPORTATION AUTHORITY  
February 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>LIST of AGENCY PROGRAMS</b>        |                  |                |                  |                |                  |                |                  |                |                  |                |
| MTA METRO-NORTH RAILROAD              | 0                | 0.000          | (62)             | 1.039          | (62)             | 1.395          | (62)             | 1.191          | (62)             | 0.988          |
| <b>Sub-Total: Revenue Enhancement</b> | 0                | \$ 0.000       | (62)             | \$ 1.150       | (62)             | \$ 1.509       | (62)             | \$ 1.308       | (62)             | \$ 1.109       |
| <b>Safety</b>                         |                  |                |                  |                |                  |                |                  |                |                  |                |
| MTA BUS COMPANY                       | 0                | 0.000          | 0                | 0.478          | 0                | 0.650          | 0                | 0.839          | 0                | 1.047          |
| <b>Sub-Total: Safety</b>              | 0                | \$ 0.000       | 0                | \$ 0.478       | 0                | \$ 0.650       | 0                | \$ 0.839       | 0                | \$ 1.047       |
| <b>Security</b>                       |                  |                |                  |                |                  |                |                  |                |                  |                |
| MTA HEADQUARTERS                      | 0                | 0.000          | 0                | 0.639          | 0                | 0.669          | 0                | 0.695          | 0                | 0.712          |
| <b>Sub-Total: Security</b>            | 0                | \$ 0.000       | 0                | \$ 0.639       | 0                | \$ 0.669       | 0                | \$ 0.695       | 0                | \$ 0.712       |
| <b>Service</b>                        |                  |                |                  |                |                  |                |                  |                |                  |                |
| MTA LONG ISLAND RAIL ROAD             | 0                | 0.000          | 2                | 1.182          | 2                | 1.969          | 2                | 2.035          | 2                | 2.097          |
| MTA STATEN ISLAND RAILWAY             | 0                | 0.000          | 1                | 0.077          | 1                | 0.077          | 1                | 0.077          | 1                | 0.077          |
| <b>Sub-Total: Service</b>             | 0                | \$ 0.000       | 3                | \$ 1.259       | 3                | \$ 2.046       | 3                | \$ 2.112       | 3                | \$ 2.174       |
| <b>Service Support</b>                |                  |                |                  |                |                  |                |                  |                |                  |                |
| MTA NEW YORK CITY TRANSIT             | 21               | 1.443          | 102              | 10.303         | 104              | 11.275         | 104              | 11.425         | 104              | 11.425         |
| MTA LONG ISLAND RAIL ROAD             | 0                | 0.000          | 1                | 0.072          | 1                | 0.081          | 1                | 0.083          | 1                | 0.086          |
| <b>Sub-Total: Service Support</b>     | 21               | \$ 1.443       | 103              | \$ 10.375      | 105              | \$ 11.356      | 105              | \$ 11.508      | 105              | \$ 11.511      |
| <b>Total Agency PEGs</b>              | 115              | \$ 18.855      | 469              | \$ 88.719      | 478              | \$ 86.985      | 513              | \$ 94.832      | 450              | \$ 85.322      |

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**Metropolitan Transportation Authority  
February Financial Plan 2009-2012  
Additional Actions for Budget Balance by Agency  
(\$ in millions)**

|   | 2008      |               | 2009         |                | 2010         |                | 2011         |                | 2012         |                |
|---|-----------|---------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|
|   | Positions | Dollars       | Positions    | Dollars        | Positions    | Dollars        | Positions    | Dollars        | Positions    | Dollars        |
| New York City Transit/Staten Island Railway | 0         | \$12.7        | 2,274        | \$154.5        | 2,284        | \$279.8        | 2,284        | \$279.8        | 2,284        | \$279.8        |
| Bridges & Tunnels                           | 0         | 0             | 28           | 14.9           | 28           | 20.6           | 28           | 3.8            | 28           | 7.1            |
| Long Island Rail Road                       | 0         | 0             | 165          | 36.2           | 318          | 52.8           | 293          | 52.6           | 293          | 54.0           |
| Metro North Railroad                        | 0         | 0             | 88           | 35.0           | 88           | 35.0           | 88           | 35.0           | 88           | 35.0           |
| MTA Headquarters                            | 0         | 0             | 21           | 10.8           | 21           | 12.6           | 21           | 12.9           | 21           | 13.2           |
| Long Island Bus                             | 0         | 0             | 21           | 5.4            | 21           | 5.9            | 21           | 5.9            | 21           | 5.9            |
| Other Administrative Reductions             | 0         | 5.0           | 0            | 10.0           | 0            | 0              | 0            | 0              | 0            | 0              |
| Reimbursement Offset                        | 0         | 0             | 0            | (5.8)          | 0            | (5.8)          | 0            | (5.8)          | 0            | (5.8)          |
| <b>Total MTA-Wide</b>                       | <b>0</b>  | <b>\$17.7</b> | <b>2,597</b> | <b>\$261.0</b> | <b>2,760</b> | <b>\$400.9</b> | <b>2,735</b> | <b>\$384.3</b> | <b>2,735</b> | <b>\$389.2</b> |
| MTA Bus                                     |           |               | 168          | \$16.2         | 168          | \$22.8         | 168          | \$21.3         | 168          | \$22.1         |

Note: MTA Bus impact from Additional Actions for Budget Balance will be used to reduce NYC subsidy. MTACC is contributing an administrative reduction of 5% (\$1.1M). There are no position reductions.

**Metropolitan Transportation Authority**  
**February Financial Plan 2009-2012**  
**Additional Actions for Budget Balance by Agency Programs**  
(\$ in millions)

|  | 2008      |              | 2009         |               | 2010         |                | 2011         |                | 2012         |                |
|--|-----------|--------------|--------------|---------------|--------------|----------------|--------------|----------------|--------------|----------------|
|  | Positions | Dollars      | Positions    | Dollars       | Positions    | Dollars        | Positions    | Dollars        | Positions    | Dollars        |
| Administration   |           |              |              |               |              |                |              |                |              |                |
| New York City Transit/Staten Island Railway            |           | 0.3          | 352          | 31.1          | 331          | 37.0           | 331          | 37.2           | 331          | 37.2           |
| Bridges & Tunnels                                      |           |              | 14           | 4.8           | 14           | 3.0            | 14           | 3.0            | 14           | 3.0            |
| Long Island Rail Road                                  |           |              | 27           | 4.7           | 32           | 4.8            | 32           | 5.1            | 32           | 5.2            |
| Metro North Railroad                                   |           |              | 18           | 13.8          | 18           | 18.9           | 18           | 18.9           | 18           | 18.9           |
| MTA Headquarters                                       |           |              | 21           | 10.8          | 21           | 12.6           | 21           | 12.9           | 21           | 13.2           |
| Long Island Bus  |           |              | 6            | 1.7           | 6            | 1.6            | 6            | 1.7            | 6            | 1.7            |
| <b>Sub-Total: Administration</b>                       | <b>0</b>  | <b>\$0.3</b> | <b>438</b>   | <b>\$66.9</b> | <b>422</b>   | <b>\$77.9</b>  | <b>422</b>   | <b>\$78.8</b>  | <b>422</b>   | <b>\$79.3</b>  |
| Customer Convenience & Amenities                       |           |              |              |               |              |                |              |                |              |                |
| New York City Transit/Staten Island Railway            |           |              | 808          | 25.1          | 808          | 52.0           | 808          | 52.0           | 808          | 52.0           |
| Bridges & Tunnels                                      |           |              |              | 0.7           |              | 0.9            |              | 0.9            |              | 0.9            |
| Long Island Rail Road                                  |           |              | 12           | 2.5           | 43           | 4.5            | 43           | 4.6            | 43           | 4.7            |
| Metro North Railroad                                   |           |              | 34           | 3.4           | 34           | 3.2            | 34           | 3.2            | 34           | 3.2            |
| <b>Sub-Total: Customer Convenience &amp; Amenities</b> | <b>0</b>  | <b>\$0.0</b> | <b>854</b>   | <b>\$31.7</b> | <b>885</b>   | <b>\$60.5</b>  | <b>885</b>   | <b>\$60.6</b>  | <b>885</b>   | <b>\$60.8</b>  |
| Maintenance  |           |              |              |               |              |                |              |                |              |                |
| New York City Transit/ Staten Island Railway           |           |              | 153          | 14.7          | 153          | 20.8           | 153          | 20.5           | 153          | 20.5           |
| Bridges & Tunnels                                      |           |              |              | 6.1           |              | 13.1           |              | (3.7)          |              | (0.4)          |
| Long Island Rail Road                                  |           |              | 56           | 12.1          | 105          | 21.0           | 100          | 21.9           | 100          | 22.4           |
| Metro North Railroad                                   |           |              | 10           | 9.2           | 10           | 4.2            | 10           | 4.2            | 10           | 4.2            |
| <b>Sub-Total: Maintenance</b>                          | <b>0</b>  | <b>\$0.0</b> | <b>219</b>   | <b>\$42.1</b> | <b>268</b>   | <b>\$59.1</b>  | <b>263</b>   | <b>\$42.9</b>  | <b>263</b>   | <b>\$46.7</b>  |
| Service  |           |              |              |               |              |                |              |                |              |                |
| New York City Transit/Staten Island Railway            |           |              | 961          | 56.3          | 992          | 113.6          | 992          | 113.6          | 992          | 113.6          |
| Bridges & Tunnels                                      |           |              |              | 0.6           |              | 0.8            |              | 0.8            |              | 0.8            |
| Long Island Rail Road                                  |           |              | 49           | 6.7           | 94           | 14.8           | 74           | 13.2           | 74           | 13.6           |
| Metro North Railroad                                   |           |              | 16           | 7.6           | 16           | 7.7            | 16           | 7.7            | 16           | 7.7            |
| Long Island Bus  |           |              | 15           | 1.3           | 15           | 1.8            | 15           | 1.8            | 15           | 1.8            |
| <b>Sub-Total: Service</b>                              | <b>0</b>  | <b>\$0.0</b> | <b>1,041</b> | <b>\$72.4</b> | <b>1,117</b> | <b>\$138.6</b> | <b>1,097</b> | <b>\$137.1</b> | <b>1,097</b> | <b>\$137.6</b> |
| Service Support  |           |              |              |               |              |                |              |                |              |                |
| Bridges & Tunnels                                      |           |              |              | 0.3           |              | 0.3            |              | 0.3            |              | 0.3            |
| Long Island Rail Road                                  |           |              | 19           | 2.5           | 42           | 4.5            | 42           | 4.6            | 42           | 4.7            |
| <b>Sub-Total: Service Support</b>                      | <b>0</b>  | <b>\$0.0</b> | <b>19</b>    | <b>\$2.7</b>  | <b>42</b>    | <b>\$4.7</b>   | <b>42</b>    | <b>\$4.8</b>   | <b>42</b>    | <b>\$5.0</b>   |

|   | 2008      |               | 2009         |                | 2010         |                | 2011         |                | 2012         |                |
|---|-----------|---------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|
|   | Positions | Dollars       | Positions    | Dollars        | Positions    | Dollars        | Positions    | Dollars        | Positions    | Dollars        |
| Safety/Security                             |           |               |              |                |              |                |              |                |              |                |
| Long Island Rail Road                       |           |               | 2            | 6.2            | 2            | 0.2            | 2            | 0.2            | 2            | 0.2            |
| Metro North Railroad                        |           |               | 10           | 1.0            | 10           | 1.0            | 10           | 1.0            | 10           | 1.0            |
| <b>Sub-Total: Safety/Security</b>           | <b>0</b>  | <b>\$0.0</b>  | <b>12</b>    | <b>\$7.2</b>   | <b>12</b>    | <b>\$1.2</b>   | <b>12</b>    | <b>\$1.2</b>   | <b>12</b>    | <b>\$1.2</b>   |
| Revenue                                     |           |               |              |                |              |                |              |                |              |                |
| New York City Transit/Staten Island Railway |           | 2.4           |              |                |              |                |              |                |              |                |
| MTA HQ                                      |           |               |              | 0.0            |              | 0.0            |              | 0.0            |              | 0.0            |
| Long Island Rail Road                       |           |               |              | 1.5            |              | 3.0            |              | 3.0            |              | 3.0            |
| <b>Sub-Total: Revenue</b>                   | <b>0</b>  | <b>\$2.4</b>  | <b>0</b>     | <b>\$1.5</b>   | <b>0</b>     | <b>\$3.0</b>   | <b>0</b>     | <b>\$3.0</b>   | <b>0</b>     | <b>\$3.0</b>   |
| Paratransit                                 |           |               |              |                |              |                |              |                |              |                |
| New York City Transit/Staten Island Railway |           |               |              | 27.3           | 0            | 56.5           | 0            | 56.5           | 0            | 56.5           |
| <b>Sub-Total: Paratransit</b>               | <b>0</b>  | <b>\$0.0</b>  | <b>0</b>     | <b>\$27.3</b>  | <b>0</b>     | <b>\$56.5</b>  | <b>0</b>     | <b>\$56.5</b>  | <b>0</b>     | <b>\$56.5</b>  |
| Other                                       |           |               |              |                |              |                |              |                |              |                |
| New York City Transit/Staten Island Railway |           | 10.0          |              |                |              |                |              |                |              |                |
| Bridges & Tunnels                           |           |               | 14           | 2.5            | 14           | 2.5            | 14           | 2.5            | 14           | 2.5            |
| Long Island Bus                             |           |               |              | 2.4            |              | 2.5            |              | 2.4            |              | 2.4            |
| <b>Sub-Total: Other</b>                     | <b>0</b>  | <b>\$10.0</b> | <b>14</b>    | <b>\$4.9</b>   | <b>14</b>    | <b>\$5.0</b>   | <b>14</b>    | <b>\$4.9</b>   | <b>14</b>    | <b>\$4.9</b>   |
| Other Administrative Reductions             | <b>0</b>  | <b>\$5.0</b>  | <b>0</b>     | <b>\$10.0</b>  |              |                |              |                |              |                |
| Reimbursement Offset                        |           |               |              | (\$5.8)        |              | (\$5.8)        |              | (\$5.8)        |              | (\$5.8)        |
| <b>Total MTA-Wide by Category</b>           | <b>0</b>  | <b>\$17.7</b> | <b>2,597</b> | <b>\$261.0</b> | <b>2,760</b> | <b>\$400.9</b> | <b>2,735</b> | <b>\$384.3</b> | <b>2,735</b> | <b>\$389.2</b> |
| <b>MTA Bus</b>                              |           |               |              |                |              |                |              |                |              |                |
| Administration                              |           |               | 18           | 2.4            | 18           | 2.4            | 18           | 2.5            | 18           | 2.6            |
| Maintenance                                 |           |               | 22           | 2.1            | 22           | 1.5            | 22           | 1.6            | 22           | 1.6            |
| Service                                     |           |               | 128          | 10.0           | 128          | 17.1           | 128          | 17.3           | 128          | 17.9           |
| Other                                       |           |               |              | 1.7            |              | 1.7            |              | 0.0            |              | 0.0            |
| <b>Total MTA Bus</b>                        | <b>0</b>  | <b>\$0.0</b>  | <b>168</b>   | <b>\$16.2</b>  | <b>168</b>   | <b>\$22.8</b>  | <b>168</b>   | <b>\$21.3</b>  | <b>168</b>   | <b>\$22.1</b>  |

Note: MTA Bus impact from Additional Actions for Budget Balance will be used to reduce NYC subsidy. MTACC is contributing an administrative reduction of 5% (\$1.1M). There are no position reductions.



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METROPOLITAN TRANSPORTATION AUTHORITY  
February 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>MTA-Wide</b>                   |                  |                |                  |                |                  |                |                  |                |                  |                |
| MTA BRIDGES AND TUNNELS           | 0                | 0.000          | 0                | 0.000          | 0                | 2.010          | 0                | 11.308         | 0                | 16.962         |
| MTA HEADQUARTERS                  | 0                | 0.000          | 0                | 0.000          | 0                | 2.162          | 0                | 4.431          | 0                | 6.707          |
| MTA LONG ISLAND RAIL ROAD         | 0                | 0.000          | 0                | 0.000          | 10               | 21.973         | 10               | 18.247         | 10               | 40.271         |
| MTA LONG ISLAND BUS               | 0                | 0.000          | 0                | 0.000          | 0                | 1.491          | 0                | 2.982          | 0                | 4.473          |
| MTA NEW YORK CITY TRANSIT         | 0                | 0.000          | 0                | 0.000          | 0                | 59.613         | 0                | 119.226        | 0                | 178.839        |
| MTA STATEN ISLAND RAILWAY         | 0                | 0.000          | 0                | 0.000          | 0                | 0.420          | 0                | 0.840          | 0                | 1.260          |
| MTA METRO-NORTH RAILROAD          | 0                | 0.000          | 0                | 0.000          | 0                | 9.251          | 0                | 18.502         | 0                | 27.753         |
| MTA BUS COMPANY                   | 0                | 0.000          | 0                | 0.000          | 0                | 4.965          | 0                | 9.930          | 0                | 14.895         |
| <b>Total MTA-Wide</b>             | 0                | \$ 0.000       | 0                | \$ 0.000       | 10               | \$ 101.885     | 10               | \$ 185.466     | 10               | \$ 291.160     |
| <b>MTA-Wide by Category</b>       |                  |                |                  |                |                  |                |                  |                |                  |                |
| Administration                    | 0                | 0.000          | 0                | 0.000          | 4                | 0.400          | 4                | 0.412          | 4                | 0.424          |
| Other                             | 0                | 0.000          | 0                | 0.000          | 5                | 101.403        | 5                | 184.969        | 5                | 290.649        |
| Service Support                   | 0                | 0.000          | 0                | 0.000          | 1                | 0.082          | 1                | 0.085          | 1                | 0.087          |
| <b>Total MTA-Wide by Category</b> | 0                | \$ 0.000       | 0                | \$ 0.000       | 10               | \$ 101.885     | 10               | \$ 185.466     | 10               | \$ 291.160     |

METROPOLITAN TRANSPORTATION AUTHORITY  
February 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>LIST of AGENCY PROGRAMS</b>    |                  |                |                  |                |                  |                |                  |                |                  |                |
| <b>Administration</b>             |                  |                |                  |                |                  |                |                  |                |                  |                |
| MTA LONG ISLAND RAIL ROAD         | 0                | 0.000          | 0                | 0.000          | 4                | 0.400          | 4                | 0.412          | 4                | 0.424          |
| <b>Sub-Total: Administration</b>  | 0                | \$ 0.000       | 0                | \$ 0.000       | 4                | \$ 0.400       | 4                | \$ 0.412       | 4                | \$ 0.424       |
| <b>Other</b>                      |                  |                |                  |                |                  |                |                  |                |                  |                |
| MTA BRIDGES AND TUNNELS           | 0                | 0.000          | 0                | 0.000          | 0                | 2.010          | 0                | 11.308         | 0                | 16.962         |
| MTA HEADQUARTERS                  | 0                | 0.000          | 0                | 0.000          | 0                | 2.162          | 0                | 4.431          | 0                | 6.707          |
| MTA BUS COMPANY                   | 0                | 0.000          | 0                | 0.000          | 0                | 4.965          | 0                | 9.930          | 0                | 14.895         |
| MTA STATEN ISLAND RAILWAY         | 0                | 0.000          | 0                | 0.000          | 0                | 0.420          | 0                | 0.840          | 0                | 1.260          |
| MTA LONG ISLAND RAIL ROAD         | 0                | 0.000          | 0                | 0.000          | 5                | 21.491         | 5                | 17.750         | 5                | 39.760         |
| MTA NEW YORK CITY TRANSIT         | 0                | 0.000          | 0                | 0.000          | 0                | 59.613         | 0                | 119.226        | 0                | 178.839        |
| MTA METRO-NORTH RAILROAD          | 0                | 0.000          | 0                | 0.000          | 0                | 9.251          | 0                | 18.502         | 0                | 27.753         |
| MTA LONG ISLAND BUS               | 0                | 0.000          | 0                | 0.000          | 0                | 1.491          | 0                | 2.982          | 0                | 4.473          |
| <b>Sub-Total: Other</b>           | 0                | \$ 0.000       | 0                | \$ 0.000       | 5                | \$ 101.403     | 5                | \$ 184.969     | 5                | \$ 290.649     |
| <b>Service Support</b>            |                  |                |                  |                |                  |                |                  |                |                  |                |
| MTA LONG ISLAND RAIL ROAD         | 0                | 0.000          | 0                | 0.000          | 1                | 0.082          | 1                | 0.085          | 1                | 0.087          |
| <b>Sub-Total: Service Support</b> | 0                | \$ 0.000       | 0                | \$ 0.000       | 1                | \$ 0.082       | 1                | \$ 0.085       | 1                | \$ 0.087       |
| <b>Total Agency PEGs</b>          | 0                | \$ 0.000       | 0                | \$ 0.000       | 10               | \$ 101.885     | 10               | \$ 185.466     | 10               | \$ 291.160     |

## **IV. Other MTA Consolidated Materials**

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

| Line No. |  | 2007<br>Actual   | 2008<br>Final<br>Estimate | 2009<br>Adopted<br>Budget | 2010             | 2011             | 2012             |
|----------|--|------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| 7        | <b>Non-Reimbursable</b>  |                  |                           |                           |                  |                  |                  |
| 10       | <b>Operating Revenue</b>                                       |                  |                           |                           |                  |                  |                  |
| 11       | Farebox Revenue  | \$3,995          | \$4,246                   | \$4,237                   | \$4,262          | \$4,328          | \$4,399          |
| 12       | Fare Increase 6/1/09   | -                | -                         | 526                       | 889              | 902              | 916              |
| 13       | LI Bus Deficit Reduction ( Revenue Enhancement)                | -                | -                         | 5                         | 3                | 2                | 2                |
| 14       | Additional Actions for Budget Balance: Revenue Impact          | -                | 2                         | 5                         | 7                | 7                | 7                |
| 15       | Toll Revenue   | 1,251            | 1,273                     | 1,264                     | 1,264            | 1,268            | 1,275            |
| 16       | Toll Increase 6/1/09   | -                | -                         | 173                       | 291              | 292              | 293              |
| 17       | Eliminate E-Z Pass Forgiveness                                 | -                | -                         | 10                        | 10               | 10               | 10               |
| 18       | Other Revenue  | 480              | 459                       | 481                       | 503              | 529              | 561              |
| 19       | <b>Total Operating Revenue</b>                                 | <b>\$5,726</b>   | <b>\$5,981</b>            | <b>\$6,701</b>            | <b>\$7,227</b>   | <b>\$7,337</b>   | <b>\$7,464</b>   |
| 21       | <b>Operating Expense</b>                                       |                  |                           |                           |                  |                  |                  |
| 22       | <b>Labor Expenses:</b>   |                  |                           |                           |                  |                  |                  |
| 23       | Payroll  | \$3,861          | \$4,086                   | \$4,217                   | \$4,336          | \$4,430          | \$4,498          |
| 24       | Overtime   | 482              | 490                       | 473                       | 479              | 489              | 499              |
| 25       | Health & Welfare   | 617              | 685                       | 744                       | 809              | 874              | 944              |
| 26       | OPEB Current Payment   | 270              | 327                       | 355                       | 386              | 423              | 462              |
| 27       | Pensions   | 851              | 889                       | 948                       | 965              | 974              | 1,013            |
| 28       | Other-Fringe Benefits  | 445              | 477                       | 485                       | 501              | 514              | 521              |
| 29       | Reimbursable Overhead  | (274)            | (310)                     | (324)                     | (318)            | (316)            | (321)            |
| 30       | <b>Sub-total Labor Expenses</b>                                | <b>\$6,252</b>   | <b>\$6,643</b>            | <b>\$6,897</b>            | <b>\$7,158</b>   | <b>\$7,388</b>   | <b>\$7,615</b>   |
| 32       | <b>Non-Labor Expenses:</b>                                     |                  |                           |                           |                  |                  |                  |
| 33       | Traction and Propulsion Power                                  | 294              | 314                       | 349                       | 399              | 426              | 456              |
| 34       | Fuel for Buses and Trains                                      | 193              | 305                       | 266                       | 262              | 267              | 282              |
| 35       | Insurance  | 54               | 33                        | 48                        | 58               | 69               | 81               |
| 36       | Claims   | 164              | 175                       | 156                       | 165              | 172              | 175              |
| 37       | Paratransit Service Contracts                                  | 233              | 284                       | 367                       | 423              | 482              | 561              |
| 38       | Maintenance and Other Operating Contracts                      | 533              | 627                       | 676                       | 689              | 693              | 717              |
| 39       | Professional Service Contracts                                 | 181              | 188                       | 229                       | 218              | 219              | 220              |
| 40       | Materials & Supplies   | 516              | 537                       | 589                       | 633              | 664              | 639              |
| 41       | Other Business Expenses  | 152              | 179                       | 185                       | 182              | 189              | 195              |
| 42       | <b>Sub-total Non-Labor Expenses</b>                            | <b>\$2,320</b>   | <b>\$2,643</b>            | <b>\$2,866</b>            | <b>\$3,030</b>   | <b>\$3,181</b>   | <b>\$3,327</b>   |
| 44       | <b>Other Expense Adjustments:</b>                              |                  |                           |                           |                  |                  |                  |
| 45       | Other  | (\$18)           | (\$10)                    | (\$6)                     | (\$1)            | (\$1)            | (\$2)            |
| 46       | General Reserve  | 0                | 0                         | 75                        | 75               | 75               | 75               |
| 47       | <b>Sub-total Other Expense Adjustments</b>                     | <b>(\$18)</b>    | <b>(\$10)</b>             | <b>\$69</b>               | <b>\$74</b>      | <b>\$74</b>      | <b>\$73</b>      |
| 49       | <b>Gap Closing Expenses:</b>                                   |                  |                           |                           |                  |                  |                  |
| 50       | Fare Increase 6/1/09 (West of Hudson Subsidy Change)           | -                | -                         | (\$2)                     | (\$3)            | (\$4)            | (\$4)            |
| 51       | Additional Actions for Budget Balance: Expense Impact          | -                | (10)                      | (268)                     | (420)            | (401)            | (407)            |
| 52       | <b>Total Operating Expense before Non-Cash Liability Adjs.</b> | <b>\$8,554</b>   | <b>\$9,265</b>            | <b>\$9,563</b>            | <b>\$9,838</b>   | <b>\$10,239</b>  | <b>\$10,604</b>  |
| 54       | Depreciation   | \$1,687          | \$1,755                   | \$1,905                   | \$2,015          | \$2,082          | \$2,144          |
| 55       | OPEB Obligation  | 1,291            | 1,313                     | 1,379                     | 1,436            | 1,495            | 1,556            |
| 56       | Environmental Remediation                                      | 0                | 38                        | 8                         | 8                | 8                | 9                |
| 58       | <b>Total Operating Expense</b>                                 | <b>\$11,533</b>  | <b>\$12,371</b>           | <b>\$12,854</b>           | <b>\$13,296</b>  | <b>\$13,825</b>  | <b>\$14,313</b>  |
| 60       | <b>Net Operating Deficit Before Subsidies and Debt Service</b> | <b>(\$5,807)</b> | <b>(\$6,390)</b>          | <b>(\$6,153)</b>          | <b>(\$6,069)</b> | <b>(\$6,488)</b> | <b>(\$6,850)</b> |
| 62       | Dedicated Taxes and State/Local Subsidies                      | \$4,559          | \$4,154                   | \$3,801                   | \$3,830          | \$3,947          | \$4,131          |
| 63       | Debt Service (excludes Service Contract Bonds)                 | (1,712)          | (1,504)                   | (1,474)                   | (1,912)          | (2,050)          | (2,266)          |
| 65       | <b>Net Deficit After Subsidies and Debt Service</b>            | <b>(\$2,959)</b> | <b>(\$3,741)</b>          | <b>(\$3,825)</b>          | <b>(\$4,151)</b> | <b>(\$4,591)</b> | <b>(\$4,985)</b> |
| 67       | Conversion to Cash Basis: Non-Cash Liability Adjs.             | \$2,978          | \$3,105                   | \$3,292                   | \$3,458          | \$3,585          | \$3,709          |
| 68       | Conversion to Cash Basis: GASB Account                         | (77)             | (57)                      | (60)                      | (63)             | (66)             | (69)             |
| 69       | Conversion to Cash Basis: All Other                            | (384)            | 463                       | 260                       | 127              | (64)             | (63)             |
| 71       | <b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>               | <b>(\$442)</b>   | <b>(\$230)</b>            | <b>(\$334)</b>            | <b>(\$629)</b>   | <b>(\$1,136)</b> | <b>(\$1,408)</b> |
| 72       | <b>MTA GAP CLOSING PROGRAMS</b>                                | <b>0</b>         | <b>0</b>                  | <b>118</b>                | <b>290</b>       | <b>679</b>       | <b>796</b>       |
| 73       | <b>PRIOR-YEAR CARRY-OVER</b>                                   | <b>937</b>       | <b>495</b>                | <b>265</b>                | <b>49</b>        | <b>0</b>         | <b>0</b>         |
| 74       | <b>NET CASH BALANCE</b>  | <b>\$495</b>     | <b>\$265</b>              | <b>\$49</b>               | <b>(\$290)</b>   | <b>(\$457)</b>   | <b>(\$612)</b>   |

# METROPOLITAN TRANSPORTATION AUTHORITY

February Financial Plan 2009 - 2012

## Gap Closing Programs

(\$ in millions)

Line

No.

|    |  | 2008<br>Final<br>Estimate | 2009<br>Adopted<br>Budget | 2010    | 2011      | 2012      |
|----|--|---------------------------|---------------------------|---------|-----------|-----------|
| 11 | February Cash Balance Before Prior-Year Carry-Over | (\$230)                   | (\$334)                   | (\$629) | (\$1,136) | (\$1,408) |
| 13 | <b><u>GAP CLOSING</u></b>                          |                           |                           |         |           |           |
| 15 | <b>Internal Actions:</b>                           |                           |                           |         |           |           |
| 16 | Post-2009 Agency Program to Eliminate the Gap      | 0                         | 0                         | 97      | 175       | 276       |
| 17 | New Contracts Labor Contribution                   | 0                         | 53                        | 82      | 85        | 86        |
| 18 | <i>Sub-Total</i>                                   | 0                         | 53                        | 178     | 259       | 362       |
| 20 | <b>External Actions:</b>                           |                           |                           |         |           |           |
| 21 | Federal Legislative Actions                        | -                         | 15                        | 62      | 63        | 66        |
| 22 | State Legislative Actions - Tax Statute Revisions  | -                         | 50                        | 50      | 50        | 50        |
| 23 | <i>Sub-Total</i>                                   | -                         | 65                        | 112     | 113       | 116       |
| 25 | <b>Fare/Toll:</b>                                  |                           |                           |         |           |           |
| 26 | Fare/Toll Yields on 1/1/11: 5.0%                   | -                         | -                         | -       | 307       | 319       |
| 28 | <b>TOTAL GAP CLOSING</b>                           | 0                         | 118                       | 290     | 679       | 796       |
| 30 | <i>Prior-Year Carry-Over</i>                       | 495                       | 265                       | 49      | 0         | 0         |
| 32 | <b>Net Cash Surplus/(Deficit)</b>                  | \$265                     | \$49                      | (\$290) | (\$457)   | (\$612)   |

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2009 - 2012

### MTA Consolidated Statement Of Operations By Category

(\$ in millions)

| Line<br>Number | Reimbursable  | 2007<br>Actual | 2008<br>Final<br>Estimate | 2009<br>Adopted<br>Budget | 2010           | 2011           | 2012           |
|----------------|---|----------------|---------------------------|---------------------------|----------------|----------------|----------------|
| 7              |   |                |                           |                           |                |                |                |
| 8              |   |                |                           |                           |                |                |                |
| 9              |   |                |                           |                           |                |                |                |
| 10             | <b>Operating Revenue</b>                              |                |                           |                           |                |                |                |
| 11             | Farebox Revenue                                       | \$0            | \$0                       | \$0                       | \$0            | \$0            | \$0            |
| 12             | Additional Actions for Budget Balance: Revenue Impact | 0              | 0                         | (1)                       | (1)            | (1)            | (1)            |
| 13             | Toll Revenue  | 0              | 0                         | 0                         | 0              | 0              | 0              |
| 14             | Other Revenue   | 0              | 0                         | 0                         | 0              | 0              | 0              |
| 15             | Capital and Other Reimbursements                      | 1,251          | 1,390                     | 1,474                     | 1,442          | 1,386          | 1,417          |
| 16             | <b>Total Operating Revenue</b>                        | <b>\$1,251</b> | <b>\$1,390</b>            | <b>\$1,473</b>            | <b>\$1,440</b> | <b>\$1,385</b> | <b>\$1,416</b> |
| 17             |   |                |                           |                           |                |                |                |
| 18             | <b>Operating Expense</b>                              |                |                           |                           |                |                |                |
| 19             | <b>Labor Expenses:</b>                                |                |                           |                           |                |                |                |
| 20             | Payroll   | \$465          | \$508                     | \$552                     | \$543          | \$534          | \$541          |
| 21             | Overtime  | 104            | 106                       | 89                        | 89             | 89             | 91             |
| 22             | Health & Welfare                                      | 43             | 47                        | 51                        | 55             | 59             | 63             |
| 23             | OPEB Current Payment                                  | 1              | 1                         | 1                         | 2              | 2              | 2              |
| 24             | Pensions  | 46             | 54                        | 46                        | 44             | 45             | 45             |
| 25             | Other-Fringe Benefits                                 | 117            | 130                       | 137                       | 134            | 132            | 134            |
| 26             | Reimbursable Overhead                                 | 276            | 308                       | 322                       | 317            | 316            | 321            |
| 27             | <b>Sub-total Labor Expenses</b>                       | <b>\$1,052</b> | <b>\$1,154</b>            | <b>\$1,199</b>            | <b>\$1,184</b> | <b>\$1,176</b> | <b>\$1,196</b> |
| 28             |   |                |                           |                           |                |                |                |
| 29             | <b>Non-Labor Expenses:</b>                            |                |                           |                           |                |                |                |
| 30             | Traction and Propulsion Power                         | \$0            | \$0                       | \$0                       | \$0            | \$0            | \$0            |
| 31             | Fuel for Buses and Trains                             | 0              | 0                         | 0                         | 0              | 0              | 0              |
| 32             | Insurance   | 7              | 7                         | 5                         | 5              | 5              | 6              |
| 33             | Claims  | 0              | 0                         | 0                         | 0              | 0              | 0              |
| 34             | Paratransit Service Contracts                         | 0              | 0                         | 0                         | 0              | 0              | 0              |
| 35             | Maintenance and Other Operating Contracts             | 65             | 81                        | 95                        | 81             | 68             | 67             |
| 36             | Professional Service Contracts                        | 26             | 38                        | 44                        | 52             | 53             | 54             |
| 37             | Materials & Supplies                                  | 100            | 109                       | 129                       | 118            | 82             | 92             |
| 38             | Other Business Expenses                               | 0              | 1                         | 2                         | 2              | 2              | 2              |
| 39             | <b>Sub-total Non-Labor Expenses</b>                   | <b>\$198</b>   | <b>\$236</b>              | <b>\$276</b>              | <b>\$258</b>   | <b>\$210</b>   | <b>\$220</b>   |
| 40             |   |                |                           |                           |                |                |                |
| 41             | <b>Other Expense Adjustments:</b>                     |                |                           |                           |                |                |                |
| 42             | Other   | \$0            | \$0                       | \$0                       | \$0            | \$0            | \$0            |
| 43             | <b>Sub-total Other Expense Adjustments</b>            | <b>\$0</b>     | <b>\$0</b>                | <b>\$0</b>                | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     |
| 44             |   |                |                           |                           |                |                |                |
| 45             | <b>Gap Closing Expenses:</b>                          |                |                           |                           |                |                |                |
| 46             | Additional Actions for Budget Balance: Revenue Impact | \$0            | \$0                       | (\$1)                     | (\$1)          | (\$1)          | (\$1)          |
| 47             | <b>Total Operating Expense</b>                        | <b>\$1,251</b> | <b>\$1,390</b>            | <b>\$1,473</b>            | <b>\$1,440</b> | <b>\$1,385</b> | <b>\$1,416</b> |
| 48             |   |                |                           |                           |                |                |                |
| 49             | <b>Baseline Surplus/(Deficit)</b>                     | <b>\$0</b>     | <b>\$0</b>                | <b>\$0</b>                | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

| Line Number | Non-Reimbursable / Reimbursable                                | 2007 Actual      | 2008 Final Estimate | 2009 Adopted Budget | 2010             | 2011             | 2012             |
|-------------|--|------------------|---------------------|---------------------|------------------|------------------|------------------|
| 7           |  |                  |                     |                     |                  |                  |                  |
| 8           |  |                  |                     |                     |                  |                  |                  |
| 9           |  |                  |                     |                     |                  |                  |                  |
| 10          | <b>Operating Revenue</b>                                       |                  |                     |                     |                  |                  |                  |
| 11          | Farebox Revenue  | \$3,995          | \$4,246             | \$4,237             | \$4,262          | \$4,328          | \$4,399          |
| 12          | Fare Increase 6/1/09   | -                | -                   | 526                 | 889              | 902              | 916              |
| 13          | LI Bus Deficit Reduction ( Revenue Enhancement)                | -                | -                   | 5                   | 3                | 2                | 2                |
| 14          | Additional Actions for Budget Balance: Revenue Impact          | -                | 2                   | 4                   | 6                | 6                | 6                |
| 15          | Toll Revenue   | 1,251            | 1,273               | 1,264               | 1,264            | 1,268            | 1,275            |
| 16          | Toll Increase 6/1/09   | -                | -                   | 173                 | 291              | 292              | 293              |
| 17          | Eliminate E-Z Pass Forgiveness                                 | -                | -                   | 10                  | 10               | 10               | 10               |
| 18          | Other Revenue  | 480              | 459                 | 481                 | 503              | 529              | 561              |
| 19          | Capital and Other Reimbursements                               | 1,251            | 1,390               | 1,474               | 1,442            | 1,386            | 1,417            |
| 20          | <b>Total Operating Revenue</b>                                 | <b>\$6,977</b>   | <b>\$7,371</b>      | <b>\$8,174</b>      | <b>\$8,668</b>   | <b>\$8,722</b>   | <b>\$8,879</b>   |
| 21          |  |                  |                     |                     |                  |                  |                  |
| 22          | <b>Operating Expense</b>                                       |                  |                     |                     |                  |                  |                  |
| 23          | <b>Labor Expenses:</b>   |                  |                     |                     |                  |                  |                  |
| 24          | Payroll  | \$4,327          | \$4,594             | \$4,769             | \$4,879          | \$4,964          | \$5,039          |
| 25          | Overtime   | 586              | 596                 | 562                 | 568              | 579              | 590              |
| 26          | Health & Welfare   | 659              | 732                 | 795                 | 864              | 933              | 1,006            |
| 27          | OPEB Current Payment   | 271              | 329                 | 357                 | 388              | 424              | 464              |
| 28          | Pensions   | 897              | 943                 | 994                 | 1,009            | 1,019            | 1,058            |
| 29          | Other-Fringe Benefits  | 562              | 606                 | 622                 | 635              | 646              | 655              |
| 30          | Reimbursable Overhead  | 1                | (1)                 | (2)                 | (0)              | (0)              | (0)              |
| 31          | <b>Sub-total Labor Expenses</b>                                | <b>\$7,304</b>   | <b>\$7,797</b>      | <b>\$8,096</b>      | <b>\$8,342</b>   | <b>\$8,564</b>   | <b>\$8,812</b>   |
| 32          |  |                  |                     |                     |                  |                  |                  |
| 33          | <b>Non-Labor Expenses:</b>                                     |                  |                     |                     |                  |                  |                  |
| 34          | Traction and Propulsion Power                                  | \$294            | \$314               | \$349               | \$399            | \$426            | \$456            |
| 35          | Fuel for Buses and Trains                                      | 193              | 305                 | 266                 | 262              | 267              | 282              |
| 36          | Insurance  | 61               | 39                  | 53                  | 63               | 74               | 86               |
| 37          | Claims   | 164              | 175                 | 156                 | 165              | 172              | 175              |
| 38          | Paratransit Service Contracts                                  | 233              | 284                 | 367                 | 423              | 482              | 561              |
| 39          | Maintenance and Other Operating Contracts                      | 598              | 708                 | 772                 | 770              | 761              | 785              |
| 40          | Professional Service Contracts                                 | 207              | 227                 | 273                 | 270              | 272              | 274              |
| 41          | Materials & Supplies   | 616              | 647                 | 719                 | 751              | 746              | 731              |
| 42          | Other Business Expenses  | 152              | 180                 | 187                 | 184              | 191              | 197              |
| 43          | <b>Sub-total Non-Labor Expenses</b>                            | <b>\$2,518</b>   | <b>\$2,879</b>      | <b>\$3,142</b>      | <b>\$3,287</b>   | <b>\$3,391</b>   | <b>\$3,547</b>   |
| 44          |  |                  |                     |                     |                  |                  |                  |
| 45          | <b>Other Expense Adjustments:</b>                              |                  |                     |                     |                  |                  |                  |
| 46          | Other  | (\$18)           | (\$10)              | (\$6)               | (\$1)            | (\$1)            | (\$2)            |
| 47          | General Reserve  | 0                | 0                   | 75                  | 75               | 75               | 75               |
| 48          | <b>Sub-total Other Expense Adjustments</b>                     | <b>(\$18)</b>    | <b>(\$10)</b>       | <b>\$69</b>         | <b>\$74</b>      | <b>\$74</b>      | <b>\$73</b>      |
| 49          |  |                  |                     |                     |                  |                  |                  |
| 50          | <b>Gap Closing Expenses:</b>                                   |                  |                     |                     |                  |                  |                  |
| 51          | Fare Increase 6/1/09 (West of Hudson Subsidy Change)           | -                | -                   | (\$2)               | (\$3)            | (\$4)            | (\$4)            |
| 52          | Additional Actions for Budget Balance: Expense Impact          | -                | (10,318)            | (268,755)           | (421,464)        | (402,416)        | (408,185)        |
| 53          | <b>Total Operating Expense before Non-Cash Liability Adjs.</b> | <b>\$9,805</b>   | <b>\$10,655</b>     | <b>\$11,036</b>     | <b>\$11,278</b>  | <b>\$11,624</b>  | <b>\$12,020</b>  |
| 54          |  |                  |                     |                     |                  |                  |                  |
| 55          | Depreciation   | \$1,687          | \$1,755             | \$1,905             | \$2,015          | \$2,082          | \$2,144          |
| 56          | OPEB Obligation  | 1,291            | 1,313               | 1,379               | 1,436            | 1,495            | 1,556            |
| 57          | Environmental Remediation                                      | 0                | 38                  | 8                   | 8                | 8                | 9                |
| 58          |  |                  |                     |                     |                  |                  |                  |
| 59          | <b>Total Operating Expense</b>                                 | <b>\$12,783</b>  | <b>\$13,761</b>     | <b>\$14,328</b>     | <b>\$14,737</b>  | <b>\$15,210</b>  | <b>\$15,729</b>  |
| 60          |  |                  |                     |                     |                  |                  |                  |
| 61          | <b>Net Operating Deficit Before Subsidies and Debt Service</b> | <b>(\$5,807)</b> | <b>(\$6,390)</b>    | <b>(\$6,153)</b>    | <b>(\$6,069)</b> | <b>(\$6,488)</b> | <b>(\$6,850)</b> |
| 62          |  |                  |                     |                     |                  |                  |                  |
| 63          | Dedicated Taxes and State/Local Subsidies                      | \$4,559          | \$4,154             | \$3,801             | \$3,830          | \$3,947          | \$4,131          |
| 64          | Debt Service (excludes Service Contract Bonds)                 | (1,712)          | (1,504)             | (1,474)             | (1,912)          | (2,050)          | (2,266)          |
| 65          |  |                  |                     |                     |                  |                  |                  |
| 66          | <b>Net Deficit After Subsidies and Debt Service</b>            | <b>(\$2,959)</b> | <b>(\$3,741)</b>    | <b>(\$3,825)</b>    | <b>(\$4,151)</b> | <b>(\$4,591)</b> | <b>(\$4,985)</b> |
| 67          |  |                  |                     |                     |                  |                  |                  |
| 68          | Conversion to Cash Basis: Non-Cash Liability Adjs.             | \$2,978          | \$3,105             | \$3,292             | \$3,458          | \$3,585          | \$3,709          |
| 69          | Conversion to Cash Basis: GASB Account                         | (77)             | (57)                | (60)                | (63)             | (66)             | (69)             |
| 70          | Conversion to Cash Basis: All Other                            | (384)            | 463                 | 260                 | 127              | (64)             | (63)             |
| 71          |  |                  |                     |                     |                  |                  |                  |
| 72          | <b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>               | <b>(\$442)</b>   | <b>(\$230)</b>      | <b>(\$334)</b>      | <b>(\$629)</b>   | <b>(\$1,136)</b> | <b>(\$1,408)</b> |
| 73          | <b>MTA GAP CLOSING PROGRAMS</b>                                | <b>0</b>         | <b>0</b>            | <b>118</b>          | <b>290</b>       | <b>679</b>       | <b>796</b>       |
| 74          | <b>PRIOR-YEAR CARRY-OVER</b>                                   | <b>937</b>       | <b>495</b>          | <b>265</b>          | <b>49</b>        | <b>0</b>         | <b>0</b>         |
| 75          | <b>NET CASH BALANCE</b>  | <b>\$495</b>     | <b>\$265</b>        | <b>\$49</b>         | <b>(\$290)</b>   | <b>(\$457)</b>   | <b>(\$612)</b>   |



# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2009 - 2012

### MTA Consolidated Cash Receipts and Expenditures

(\$ in millions)

| Line<br>Number | CASH RECEIPTS AND EXPENDITURES                            | 2007<br>Actual   | 2008<br>Final<br>Estimate | 2009<br>Adopted<br>Budget | 2010             | 2011             | 2012             |
|----------------|---|------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| 9              |   |                  |                           |                           |                  |                  |                  |
| 10             |   |                  |                           |                           |                  |                  |                  |
| 11             | <b>Receipts</b>   |                  |                           |                           |                  |                  |                  |
| 12             | Farebox Revenue   | \$4,048          | \$4,293                   | \$4,278                   | \$4,299          | \$4,365          | \$4,437          |
| 13             | Fare Increase 6/1/09                                      | -                | -                         | 526                       | 889              | 902              | 916              |
| 14             | LI Bus Deficit Reduction ( Revenue Enhancement)           | -                | -                         | 5                         | 3                | 2                | 2                |
| 15             | Additional Actions for Budget Balance: Revenue Impact     | -                | 2                         | 4                         | 6                | 6                | 6                |
| 16             | Other Operating Revenue                                   | 502              | 564                       | 511                       | 535              | 561              | 593              |
| 17             | Capital and Other Reimbursements                          | 1,224            | 1,350                     | 1,578                     | 1,455            | 1,420            | 1,424            |
| 18             | <b>Total Receipts</b>                                     | <b>\$5,774</b>   | <b>\$6,210</b>            | <b>\$6,901</b>            | <b>\$7,187</b>   | <b>\$7,256</b>   | <b>\$7,378</b>   |
| 19             |   |                  |                           |                           |                  |                  |                  |
| 20             | <b>Expenditures</b>                                       |                  |                           |                           |                  |                  |                  |
| 21             | <b>Labor:</b>   |                  |                           |                           |                  |                  |                  |
| 22             | Payroll   | \$4,170          | \$4,456                   | \$4,609                   | \$4,709          | \$4,790          | \$4,856          |
| 23             | Overtime  | 551              | 570                       | 534                       | 539              | 550              | 560              |
| 24             | Health and Welfare  | 631              | 731                       | 780                       | 848              | 916              | 988              |
| 25             | OPEB Current Payment                                      | 257              | 311                       | 334                       | 363              | 397              | 435              |
| 26             | Pensions  | 899              | 709                       | 956                       | 995              | 1,000            | 1,032            |
| 27             | Other Fringe Benefits                                     | 508              | 547                       | 559                       | 573              | 583              | 593              |
| 28             | Contribution to GASB Fund                                 | 77               | 57                        | 60                        | 63               | 66               | 69               |
| 29             | <b>Total Labor Expenditures</b>                           | <b>\$7,093</b>   | <b>\$7,381</b>            | <b>\$7,833</b>            | <b>\$8,090</b>   | <b>\$8,303</b>   | <b>\$8,533</b>   |
| 30             |   |                  |                           |                           |                  |                  |                  |
| 31             | <b>Non-Labor:</b>   |                  |                           |                           |                  |                  |                  |
| 32             | Traction and Propulsion Power                             | \$304            | \$351                     | \$358                     | \$408            | \$435            | \$465            |
| 33             | Fuel for Buses and Trains                                 | 192              | 306                       | 266                       | 262              | 267              | 281              |
| 34             | Insurance   | 49               | 49                        | 50                        | 59               | 74               | 81               |
| 35             | Claims  | 143              | 150                       | 137                       | 143              | 152              | 156              |
| 36             | Paratransit Service Contracts                             | 231              | 280                       | 362                       | 418              | 477              | 556              |
| 37             | Maintenance and Other Operating Contracts                 | 488              | 575                       | 657                       | 631              | 627              | 637              |
| 38             | Professional Service Contracts                            | 192              | 219                       | 246                       | 245              | 247              | 247              |
| 39             | Materials & Supplies                                      | 700              | 669                       | 722                       | 752              | 744              | 736              |
| 40             | Other Business Expenditures                               | 248              | 179                       | 187                       | 186              | 197              | 196              |
| 41             | <b>Total Non-Labor Expenditures</b>                       | <b>\$2,547</b>   | <b>\$2,777</b>            | <b>\$2,985</b>            | <b>\$3,105</b>   | <b>\$3,220</b>   | <b>\$3,357</b>   |
| 42             |   |                  |                           |                           |                  |                  |                  |
| 43             | <b>Other Expenditure Adjustments:</b>                     |                  |                           |                           |                  |                  |                  |
| 44             | Other   | \$47             | \$34                      | \$56                      | \$53             | \$46             | \$48             |
| 45             | General Reserve   | 0                | 0                         | 75                        | 75               | 75               | 75               |
| 46             | <b>Total Other Expenditure Adjustments</b>                | <b>\$47</b>      | <b>\$34</b>               | <b>\$131</b>              | <b>\$128</b>     | <b>\$121</b>     | <b>\$123</b>     |
| 47             |   |                  |                           |                           |                  |                  |                  |
| 48             | <b>Gap Closing Expenses:</b>                              |                  |                           |                           |                  |                  |                  |
| 49             | Fare Increase 6/1/09 (West of Hudson Subsidy Change)      | -                | -                         | (\$2)                     | (\$3)            | (\$4)            | (\$4)            |
| 50             | Additional Actions for Budget Balance: Expense Impact     | -                | (10,318)                  | (254,342)                 | (403,405)        | (402,138)        | (404,556)        |
| 51             | <b>Total Expenditures</b>                                 | <b>\$9,687</b>   | <b>\$10,183</b>           | <b>\$10,692</b>           | <b>\$10,916</b>  | <b>\$11,239</b>  | <b>\$11,604</b>  |
| 52             |   |                  |                           |                           |                  |                  |                  |
| 53             | <b>Net Cash Deficit Before Subsidies and Debt Service</b> | <b>(\$3,912)</b> | <b>(\$3,973)</b>          | <b>(\$3,791)</b>          | <b>(\$3,730)</b> | <b>(\$3,983)</b> | <b>(4,226)</b>   |
| 54             |   |                  |                           |                           |                  |                  |                  |
| 55             | Dedicated Taxes and State/Local Subsidies                 | \$4,618          | \$4,729                   | \$4,403                   | \$4,386          | \$4,258          | \$4,427          |
| 56             | Debt Service (excludes Service Contract Bonds)            | (1,147)          | (987)                     | (946)                     | (1,286)          | (1,411)          | (1,609)          |
| 57             |   |                  |                           |                           |                  |                  |                  |
| 58             | <b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>          | <b>(\$442)</b>   | <b>(\$230)</b>            | <b>(\$334)</b>            | <b>(\$629)</b>   | <b>(\$1,136)</b> | <b>(\$1,408)</b> |
| 59             | <b>MTA GAP CLOSING PROGRAMS</b>                           | <b>0</b>         | <b>0</b>                  | <b>118</b>                | <b>290</b>       | <b>679</b>       | <b>796</b>       |
| 60             | <b>PRIOR-YEAR CARRY-OVER</b>                              | <b>937</b>       | <b>495</b>                | <b>265</b>                | <b>49</b>        | <b>0</b>         | <b>0</b>         |
| 61             | <b>NET CASH BALANCE</b>                                   | <b>\$495</b>     | <b>\$265</b>              | <b>\$49</b>               | <b>(\$290)</b>   | <b>(\$457)</b>   | <b>(\$612)</b>   |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**Cash Conversion Detail**  
(\$ in millions)

|   | <u>2007<br/>Actual</u> | <u>2008<br/>Final<br/>Estimate</u> | <u>2009<br/>Adopted<br/>Budget</u> | <u>2010</u>    | <u>2011</u>    | <u>2012</u>    |
|---|------------------------|------------------------------------|------------------------------------|----------------|----------------|----------------|
| <b><u>Depreciation</u></b>                    |                        |                                    |                                    |                |                |                |
| New York City Transit                         | \$1,061                | \$1,109                            | \$1,185                            | \$1,267        | \$1,322        | \$1,377        |
| Metro-North Railroad                          | 214                    | 223                                | 266                                | 276            | 286            | 296            |
| Long Island Rail Road                         | 276                    | 283                                | 298                                | 311            | 308            | 303            |
| MTA Bus Company                               | 30                     | 30                                 | 37                                 | 40             | 42             | 42             |
| MTA Headquarters                              | 30                     | 26                                 | 31                                 | 28             | 26             | 21             |
| Staten Island Railway                         | 7                      | 10                                 | 10                                 | 10             | 10             | 10             |
| Bridges & Tunnels                             | 70                     | 73                                 | 78                                 | 83             | 89             | 95             |
| <i>Sub-Total</i>                              | <i>1,687</i>           | <i>1,755</i>                       | <i>1,905</i>                       | <i>2,015</i>   | <i>2,082</i>   | <i>2,144</i>   |
| <b><u>Other Post Employment Benefits</u></b>  |                        |                                    |                                    |                |                |                |
| New York City Transit                         | \$991                  | \$1,010                            | \$1,055                            | \$1,099        | \$1,145        | \$1,192        |
| Metro-North Railroad                          | 49                     | 51                                 | 53                                 | 55             | 56             | 58             |
| Long Island Rail Road                         | 78                     | 76                                 | 79                                 | 82             | 86             | 89             |
| MTA Bus Company                               | 46                     | 45                                 | 52                                 | 54             | 56             | 58             |
| MTA Headquarters                              | 58                     | 61                                 | 64                                 | 67             | 70             | 73             |
| Bridges & Tunnels                             | 61                     | 61                                 | 66                                 | 69             | 72             | 76             |
| Long Island Bus                               | 6                      | 6                                  | 6                                  | 7              | 7              | 8              |
| Staten Island Railway                         | 2                      | 3                                  | 3                                  | 3              | 3              | 3              |
| <i>Sub-Total</i>                              | <i>1,291</i>           | <i>1,313</i>                       | <i>1,379</i>                       | <i>1,436</i>   | <i>1,495</i>   | <i>1,556</i>   |
| <b><u>Environmental Remediation</u></b>       |                        |                                    |                                    |                |                |                |
| New York City Transit                         | 0                      | 18                                 | 0                                  | 0              | 0              | 0              |
| Metro-North Railroad                          | 0                      | 7                                  | 7                                  | 7              | 7              | 7              |
| Long Island Rail Road                         | 0                      | 13                                 | 2                                  | 2              | 2              | 2              |
| <i>Sub-Total</i>                              | <i>0</i>               | <i>38</i>                          | <i>8</i>                           | <i>8</i>       | <i>8</i>       | <i>9</i>       |
| <b><u>Operating</u></b>                       |                        |                                    |                                    |                |                |                |
| New York City Transit                         | (59)                   | 159                                | 156                                | 45             | 45             | 54             |
| Metro-North Railroad                          | (80)                   | 1                                  | (22)                               | (18)           | (26)           | (26)           |
| Long Island Rail Road                         | (6)                    | 18                                 | (9)                                | (12)           | 14             | (1)            |
| MTA Bus Company                               | 11                     | 9                                  | (3)                                | (4)            | (4)            | (4)            |
| MTA Headquarters                              | (78)                   | (12)                               | (11)                               | (8)            | (4)            | (3)            |
| Long Island Bus                               | (1)                    | (5)                                | (1)                                | 1              | 1              | 1              |
| Staten Island Railway                         | (1)                    | 2                                  | (0)                                | (0)            | (0)            | (0)            |
| First Mutual Transportation Assurance Company | (11)                   | 0                                  | 2                                  | 4              | 7              | 5              |
| Other   | 53                     | 11                                 | 14                                 | 17             | 18             | 23             |
| <i>Sub-Total</i>                              | <i>(171)</i>           | <i>185</i>                         | <i>126</i>                         | <i>25</i>      | <i>49</i>      | <i>48</i>      |
| <b><u>Subsidies</u></b>                       |                        |                                    |                                    |                |                |                |
| New York City Transit                         | (229)                  | 195                                | 166                                | 118            | (151)          | (151)          |
| Commuter Railroads                            | (170)                  | 83                                 | (27)                               | (7)            | (1)            | (2)            |
| Headquarters                                  | 161                    | (76)                               | (69)                               | (74)           | (25)           | (25)           |
| MTA Bus Company                               | (60)                   | 14                                 | 3                                  | 1              | (2)            | (2)            |
| Long Island Bus                               | 8                      | 5                                  | 0                                  | 0              | 0              | 0              |
| Staten Island Railway                         | 2                      | 0                                  | 0                                  | 0              | 0              | 0              |
| <i>Sub-Total</i>                              | <i>(289)</i>           | <i>220</i>                         | <i>73</i>                          | <i>39</i>      | <i>(179)</i>   | <i>(180)</i>   |
| <b>Total Cash Conversion</b>                  | <b>\$2,518</b>         | <b>\$3,511</b>                     | <b>\$3,491</b>                     | <b>\$3,522</b> | <b>\$3,455</b> | <b>\$3,577</b> |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2009 - 2012**  
**Changes Year-to-Year By Category**

Favorable/(Unfavorable)

| Line Number |  | 2008<br>Final<br>Estimate | Change<br>2008 - 2007 | 2009<br>Adopted<br>Budget | Change<br>2009 - 2008 | 2010             | Change<br>2010 - 2009 | 2011             | Change<br>2011 - 2010 | 2012             | Change<br>2012 - 2011 |
|-------------|--|---------------------------|-----------------------|---------------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|
| 7           | <b>Non-Reimbursable</b>  |                           |                       |                           |                       |                  |                       |                  |                       |                  |                       |
| 10          | <b>Operating Revenue</b>                                       |                           |                       |                           |                       |                  |                       |                  |                       |                  |                       |
| 11          | Farebox Revenue  | \$4,246                   | \$251                 | \$4,237                   | (\$9)                 | \$4,262          | \$24                  | \$4,328          | \$66                  | \$4,399          | \$71                  |
| 12          | Fare Increase 6/1/09   | 0                         | 0                     | 526                       | 526                   | 889              | 363                   | 902              | 13                    | 916              | 14                    |
| 13          | LI Bus Deficit Reduction ( Revenue Enhancement)                | 0                         | 0                     | 5                         | 5                     | 3                | (2)                   | 2                | (1)                   | 2                | 0                     |
| 14          | Additional Actions for Budget Balance: Revenue Impact          | 2                         | 2                     | 5                         | 2                     | 7                | 2                     | 7                | 0                     | 7                | 0                     |
| 15          | Toll Revenue   | 1,273                     | 23                    | 1,264                     | (9)                   | 1,264            | (0)                   | 1,268            | 4                     | 1,275            | 7                     |
| 16          | Toll Increase 6/1/09   | 0                         | 0                     | 173                       | 173                   | 291              | 117                   | 292              | 1                     | 293              | 2                     |
| 17          | Eliminate E-Z Pass Forgiveness                                 | 0                         | 0                     | 10                        | 10                    | 10               | 0                     | 10               | 0                     | 10               | 0                     |
| 18          | Other Revenue  | 459                       | (21)                  | 481                       | 22                    | 503              | 22                    | 529              | 26                    | 561              | 33                    |
| 19          | Capital and Other Reimbursements                               | 0                         | 0                     | 0                         | 0                     | 0                | 0                     | 0                | 0                     | 0                | 0                     |
| 20          | <b>Total Operating Revenue</b>                                 | <b>\$5,981</b>            | <b>\$255</b>          | <b>\$6,701</b>            | <b>\$720</b>          | <b>\$7,227</b>   | <b>\$526</b>          | <b>\$7,337</b>   | <b>\$110</b>          | <b>\$7,464</b>   | <b>\$127</b>          |
| 22          | <b>Operating Expense</b>                                       |                           |                       |                           |                       |                  |                       |                  |                       |                  |                       |
| 23          | <b>Labor Expenses:</b>   |                           |                       |                           |                       |                  |                       |                  |                       |                  |                       |
| 24          | Payroll  | \$4,086                   | (\$224)               | \$4,217                   | (\$132)               | \$4,336          | (\$119)               | \$4,430          | (\$94)                | \$4,498          | (\$68)                |
| 25          | Overtime   | 490                       | (8)                   | 473                       | 17                    | 479              | (6)                   | 489              | (11)                  | 499              | (10)                  |
| 26          | Health & Welfare   | 685                       | (68)                  | 744                       | (59)                  | 809              | (65)                  | 874              | (66)                  | 944              | (69)                  |
| 27          | OPEB Current Payment   | 327                       | (57)                  | 355                       | (28)                  | 386              | (31)                  | 423              | (36)                  | 462              | (40)                  |
| 28          | Pensions   | 889                       | (38)                  | 948                       | (59)                  | 965              | (17)                  | 974              | (10)                  | 1,013            | (38)                  |
| 29          | Other-Fringe Benefits  | 477                       | (32)                  | 485                       | (8)                   | 501              | (16)                  | 514              | (13)                  | 521              | (7)                   |
| 30          | Reimbursable Overhead  | (310)                     | 35                    | (324)                     | 14                    | (318)            | (6)                   | (316)            | (2)                   | (321)            | 5                     |
| 31          | <b>Sub-total Labor Expenses</b>                                | <b>\$6,643</b>            | <b>(\$391)</b>        | <b>\$6,897</b>            | <b>(\$254)</b>        | <b>\$7,158</b>   | <b>(\$260)</b>        | <b>\$7,388</b>   | <b>(\$231)</b>        | <b>\$7,615</b>   | <b>(\$227)</b>        |
| 33          | <b>Non-Labor Expenses:</b>                                     |                           |                       |                           |                       |                  |                       |                  |                       |                  |                       |
| 34          | Traction and Propulsion Power                                  | \$314                     | (\$20)                | \$349                     | (\$35)                | \$399            | (\$50)                | \$426            | (\$27)                | \$456            | (\$30)                |
| 35          | Fuel for Buses and Trains                                      | 305                       | (112)                 | 266                       | 39                    | 262              | 4                     | 267              | (5)                   | 282              | (14)                  |
| 36          | Insurance  | 33                        | 21                    | 48                        | (15)                  | 58               | (10)                  | 69               | (11)                  | 81               | (12)                  |
| 37          | Claims   | 175                       | (11)                  | 156                       | 19                    | 165              | (8)                   | 172              | (7)                   | 175              | (3)                   |
| 38          | Paratransit Service Contracts                                  | 284                       | (51)                  | 367                       | (82)                  | 423              | (56)                  | 482              | (58)                  | 561              | (80)                  |
| 39          | Maintenance and Other Operating Contracts                      | 627                       | (94)                  | 676                       | (49)                  | 689              | (13)                  | 693              | (4)                   | 717              | (24)                  |
| 40          | Professional Service Contracts                                 | 188                       | (8)                   | 229                       | (41)                  | 218              | 11                    | 219              | (1)                   | 220              | (1)                   |
| 41          | Materials & Supplies   | 537                       | (21)                  | 589                       | (52)                  | 633              | (44)                  | 664              | (31)                  | 639              | 25                    |
| 42          | Other Business Expenses  | 179                       | (27)                  | 185                       | (6)                   | 182              | 3                     | 189              | (7)                   | 195              | (6)                   |
| 43          | <b>Sub-total Non-Labor Expenses</b>                            | <b>\$2,643</b>            | <b>(\$323)</b>        | <b>\$2,866</b>            | <b>(\$223)</b>        | <b>\$3,030</b>   | <b>(\$164)</b>        | <b>\$3,181</b>   | <b>(\$152)</b>        | <b>\$3,327</b>   | <b>(\$145)</b>        |
| 44          | <b>Other Expense Adjustments:</b>                              |                           |                       |                           |                       |                  |                       |                  |                       |                  |                       |
| 45          | Other  | (\$10)                    | 7                     | (\$6)                     | 4                     | (\$1)            | 5                     | (\$1)            | 0                     | (\$2)            | (2)                   |
| 46          | General Reserve  | 0                         | 0                     | 75                        | (75)                  | 75               | 0                     | 75               | 0                     | 75               | 0                     |
| 47          | <b>Sub-total Other Expense Adjustments</b>                     | <b>(\$10)</b>             | <b>\$7</b>            | <b>\$69</b>               | <b>(\$71)</b>         | <b>\$74</b>      | <b>\$5</b>            | <b>\$74</b>      | <b>\$0</b>            | <b>\$73</b>      | <b>(\$2)</b>          |
| 49          | <b>Gap Closing Expenses:</b>                                   |                           |                       |                           |                       |                  |                       |                  |                       |                  |                       |
| 50          | Fare Increase 6/1/09 (West of Hudson Subsidy Change)           | \$0                       | 0                     | (\$2)                     | (2)                   | (\$3)            | (1)                   | (\$4)            | (0)                   | (\$4)            | (0)                   |
| 51          | Additional Actions for Budget Balance: Expense Impact          | (10)                      | 10                    | (268)                     | 257                   | (420)            | 153                   | (401)            | (19)                  | (407)            | 6                     |
| 52          | <b>Total Operating Expense before Non-Cash Liability Adjs.</b> | <b>\$9,265</b>            | <b>(\$711)</b>        | <b>\$9,563</b>            | <b>(\$297)</b>        | <b>\$9,838</b>   | <b>(\$275)</b>        | <b>\$10,239</b>  | <b>(\$401)</b>        | <b>\$10,604</b>  | <b>(\$365)</b>        |
| 54          | Depreciation   | 1,755                     | (68)                  | 1,905                     | (150)                 | 2,015            | (110)                 | 2,082            | (67)                  | 2,144            | (62)                  |
| 55          | OPEB Obligation  | 1,313                     | (22)                  | 1,379                     | (65)                  | 1,436            | (57)                  | 1,495            | (59)                  | 1,556            | (61)                  |
| 56          | Environmental Remediation                                      | 38                        | (38)                  | 8                         | 29                    | 8                | (0)                   | 8                | (0)                   | 9                | (0)                   |
| 57          | <b>Total Operating Expense</b>                                 | <b>\$12,371</b>           | <b>(\$838)</b>        | <b>\$12,854</b>           | <b>(\$484)</b>        | <b>\$13,296</b>  | <b>(\$442)</b>        | <b>\$13,825</b>  | <b>(\$528)</b>        | <b>\$14,313</b>  | <b>(\$489)</b>        |
| 58          | <b>Net Operating Deficit Before Subsidies and Debt Service</b> | <b>(\$6,390)</b>          | <b>(\$583)</b>        | <b>(\$6,153)</b>          | <b>\$237</b>          | <b>(\$6,069)</b> | <b>\$84</b>           | <b>(\$6,488)</b> | <b>(\$419)</b>        | <b>(\$6,850)</b> | <b>(\$362)</b>        |
| 60          | Dedicated Taxes and State/Local Subsidies                      | \$4,154                   | (\$406)               | \$3,801                   | (\$352)               | \$3,830          | \$29                  | \$3,947          | \$117                 | \$4,131          | \$184                 |
| 61          | Debt Service (excludes Service Contract Bonds)                 | (1,504)                   | 207                   | (1,474)                   | 31                    | (1,912)          | (438)                 | (2,050)          | (138)                 | (2,266)          | (216)                 |
| 62          | <b>Net Deficit After Subsidies and Debt Service</b>            | <b>(\$3,741)</b>          | <b>(\$782)</b>        | <b>(\$3,825)</b>          | <b>(\$84)</b>         | <b>(\$4,151)</b> | <b>(\$326)</b>        | <b>(\$4,591)</b> | <b>(\$440)</b>        | <b>(\$4,985)</b> | <b>(\$394)</b>        |
| 63          | Conversion to Cash Basis: Non-Cash Liability Adjs.             | \$3,105                   | \$127                 | \$3,292                   | \$186                 | \$3,458          | \$167                 | \$3,585          | \$127                 | \$3,709          | \$124                 |
| 64          | Conversion to Cash Basis: GASB Account                         | (57)                      | 19                    | (60)                      | (3)                   | (63)             | (3)                   | (66)             | (3)                   | (69)             | (3)                   |
| 65          | Conversion to Cash Basis: All Other                            | 463                       | 846                   | 260                       | (203)                 | 127              | (133)                 | (64)             | (191)                 | (63)             | 1                     |
| 66          | Net Cash Balance from Previous Year                            | 495                       | (442)                 | 265                       | (230)                 | 0                | (265)                 | 0                | 0                     | 0                | 0                     |
| 67          | <b>Baseline Net Cash Balance</b>                               | <b>\$265</b>              | <b>(\$230)</b>        | <b>(\$69)</b>             | <b>(\$334)</b>        | <b>(\$629)</b>   | <b>(\$560)</b>        | <b>(\$1,136)</b> | <b>(\$507)</b>        | <b>(\$1,408)</b> | <b>(\$272)</b>        |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN 2009-2012**  
**NON-RECURRING REVENUES AND SAVINGS - BASELINE**  
(\$ in millions)

Non-recurring revenues and savings with a value of \$1 million or more in calendar years 2008 through 2012.

| Agency                                  | 2008 Final Estimate |  | 2009 Adopted Budget |   | 2010 Plan | 2011 Plan | 2012 Plan |
|---|---------------------|--|---------------------|---|-----------|-----------|-----------|
| <b>Bridges &amp; Tunnels</b>            | \$                  | 1.1 E-ZPass Customer Service Center            | \$                  | 0.6 E-ZPass Customer Service Center           | \$ - None | \$ - None | \$ - None |
| <b>Subtotal</b>                         | \$                  | 1.1  | \$                  | 0.6   | \$ -      | \$ -      | \$ -      |
| <b>Long Island Bus</b>                  | \$                  | - None   | \$                  | - None  | \$ - None | \$ - None | \$ - None |
| <b>Subtotal</b>                         | \$                  | -  | \$                  | -   | \$ -      | \$ -      | \$ -      |
| <b>Long Island Rail Road</b>            | \$                  | 74.5 Prepayment of 2008 Pension by MTA in 2007 | \$                  | - None  | \$ - None | \$ - None | \$ - None |
| <b>Subtotal</b>                         | \$                  | 74.5   | \$                  | -   | \$ -      | \$ -      | \$ -      |
| <b>Metro-North Railroad</b>             | \$                  | 18.3 Prepayment of 2008 Pension by MTA in 2007 | \$                  | 5.4 Prepayment of 2008 Pension by MTA in 2007 | \$ - None | \$ - None | \$ - None |
| <b>Subtotal</b>                         | \$                  | 18.3   | \$                  | 5.4   | \$ -      | \$ -      | \$ -      |
| <b>Staten Island Railway</b>            | \$                  | 2.0 Prepayment of 2008 Pension by MTA in 2007  | \$                  | - None  | \$ - None | \$ - None | \$ - None |
| <b>Subtotal</b>                         | \$                  | 2.0  | \$                  | -   | \$ -      | \$ -      | \$ -      |
| <b>MTA Capital Construction Company</b> | \$                  | - None   | \$                  | - None  | \$ - None | \$ - None | \$ - None |
| <b>Subtotal</b>                         | \$                  | -  | \$                  | -   | \$ -      | \$ -      | \$ -      |
| <b>MTA Headquarters</b>                 | \$                  | 7.6 Prepayment of 2008 Pension by MTA in 2007  | \$                  | - None  | \$ - None | \$ - None | \$ - None |
| <b>Subtotal</b>                         | \$                  | 7.6  | \$                  | -   | \$ -      | \$ -      | \$ -      |

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN 2009-2012**  
**NON-RECURRING REVENUES AND SAVINGS - BASELINE**  
(\$ in millions)

Non-recurring revenues and savings with a value of \$1 million or more in calendar years 2008 through 2012.

| Agency   | 2008 Final Estimate |       |   | 2009 Adopted Budget |       |      | 2010 Plan |   |      | 2011 Plan |   |      | 2012 Plan |   |      |
|--|---------------------|-------|---|---------------------|-------|------|-----------|---|------|-----------|---|------|-----------|---|------|
| New York City Transit                            |                     |       |   |                     |       |      |           |   |      |           |   |      |           |   |      |
| TAB Fund Drawdown                                | \$                  | 38.7  | Accumulated Transit Adjudication Bureau Fund Drawdown | \$                  | -     | None | \$        | - | None | \$        | - | None | \$        | - | None |
| 2007 Pension Prepayment                          | \$                  | 108.0 | 2008 Cash Savings from 2007 Prepayment                |                     |       |      |           |   |      |           |   |      |           |   |      |
| Subtotal   | \$                  | 146.7 |   | \$                  | -     |      | \$        | - |      | \$        | - |      | \$        | - |      |
| MTA Bus  |                     |       |   |                     |       |      |           |   |      |           |   |      |           |   |      |
|  | \$                  | -     | None  | \$                  | -     | None | \$        | - | None | \$        | - | None | \$        | - | None |
| Subtotal   | \$                  | -     |   | \$                  | -     |      | \$        | - |      | \$        | - |      | \$        | - |      |
| MTA Transactions                                 | \$                  | -     |   | \$                  | -     |      | \$        | - | None | \$        | - | None | \$        | - | None |
| Debt Service Defeasance                          | \$                  | 37.5  |   | \$                  | 283.3 |      |           |   |      |           |   |      |           |   |      |
| Transfers from GASB                              | \$                  | 118.0 |   | \$                  | -     |      |           |   |      |           |   |      |           |   |      |
| Subtotal   | \$                  | 155.5 |   | \$                  | 366.3 |      | \$        | - |      | \$        | - |      | \$        | - |      |
| Total Non-Recurring Resources (>or = \$1million) | \$                  | 405.7 |   | \$                  | 372.4 |      | \$        | - |      | \$        | - |      | \$        | - |      |

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN 2009-2012**  
**MTA OPERATING BUDGET RESERVES - BASELINE**  
(\$ in millions)

|                                 | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>2012</u> |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|
| <b><u>MTA Consolidated:</u></b> |             |             |             |             |             |
| <i>MTA General Reserve</i>      | \$0         | \$75        | \$75        | \$75        | \$75        |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2009 Adopted Budget Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

| NON-REIMBURSABLE  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                    |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
|   | Jan              | Feb              | Mar              | Apr              | May              | Jun              | Jul              | Aug              | Sep              | Oct              | Nov              | Dec              | Total              |
| <b>Operating Revenue</b>  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                    |
| Farebox Revenue   | \$331.9          | \$318.0          | \$357.1          | \$349.8          | \$355.4          | \$364.9          | \$366.5          | \$355.7          | \$356.5          | \$371.6          | \$348.2          | \$361.7          | \$4,237.4          |
| Toll Revenue  | 94.3             | 92.3             | 106.4            | 104.9            | 111.6            | 110.7            | 110.9            | 113.4            | 104.9            | 107.7            | 102.3            | 104.4            | 1,263.7            |
| Fare Increase 6/1/09  | -                | -                | -                | -                | -                | 75.7             | 76.7             | 74.5             | 74.3             | 77.2             | 72.3             | 75.8             | 526.5              |
| LJ Bus Reduction (Revenue Enhancement)                                      | -                | -                | -                | -                | -                | 0.6              | 0.7              | 0.7              | 0.7              | 0.7              | 0.6              | 0.6              | 4.5                |
| Toll Increase 6/1/09  | -                | -                | -                | -                | -                | 25.5             | 25.3             | 25.8             | 24.1             | 24.8             | 23.7             | 24.2             | 173.5              |
| Additional Actions for Budget Balance: Revenue Impact                       | (0.1)            | (0.1)            | (0.1)            | (0.1)            | (0.1)            | 0.6              | 0.8              | 0.8              | 0.8              | 0.9              | 0.8              | 0.7              | 4.8                |
| Eliminate E-Z Pass Forgiveness  | 0.7              | 0.7              | 0.8              | 0.8              | 0.9              | 0.9              | 0.9              | 0.9              | 0.8              | 0.9              | 0.8              | 0.8              | 10.0               |
| Other Operating Revenue   | 40.7             | 39.2             | 45.2             | 40.6             | 43.4             | 40.0             | 35.0             | 33.5             | 38.7             | 42.7             | 41.6             | 40.1             | 480.7              |
| Capital and Other Reimbursements  | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                  |
| <b>Total Revenue</b>  | <b>\$467.6</b>   | <b>\$450.1</b>   | <b>\$509.4</b>   | <b>\$496.0</b>   | <b>\$511.2</b>   | <b>\$618.8</b>   | <b>\$616.8</b>   | <b>\$605.3</b>   | <b>\$600.7</b>   | <b>\$626.3</b>   | <b>\$590.5</b>   | <b>\$608.4</b>   | <b>\$6,701.1</b>   |
| <b>Operating Expenses</b>   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                    |
| <b>Labor:</b>   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                    |
| Payroll   | \$355.1          | \$327.6          | \$358.8          | \$347.0          | \$341.3          | \$354.9          | \$355.0          | \$358.1          | \$351.6          | \$342.0          | \$360.9          | \$364.7          | \$4,217.1          |
| Overtime  | 39.8             | 39.5             | 38.8             | 39.1             | 40.1             | 38.5             | 40.1             | 38.0             | 38.7             | 40.1             | 38.5             | 41.4             | 472.7              |
| Health and Welfare  | 61.7             | 60.3             | 61.0             | 61.2             | 61.1             | 61.3             | 63.5             | 62.9             | 62.9             | 62.9             | 62.4             | 62.6             | 743.8              |
| OPEB Current Payment  | 29.3             | 28.9             | 29.0             | 29.0             | 29.1             | 29.2             | 29.9             | 30.1             | 29.9             | 29.9             | 29.9             | 31.1             | 355.4              |
| Pensions  | 35.9             | 35.2             | 35.1             | 35.3             | 35.2             | 44.7             | 548.4            | 35.1             | 35.6             | 35.7             | 35.3             | 36.3             | 947.9              |
| Other Fringe Benefits   | 41.1             | 38.8             | 43.5             | 40.5             | 39.0             | 43.0             | 42.5             | 41.1             | 40.9             | 36.5             | 39.8             | 38.0             | 484.7              |
| Reimbursable Overhead   | (28.5)           | (24.2)           | (26.3)           | (26.4)           | (29.6)           | (26.9)           | (26.4)           | (29.5)           | (25.4)           | (29.7)           | (25.6)           | (25.8)           | (324.3)            |
| <b>Total Labor Expenses</b>   | <b>\$534.5</b>   | <b>\$506.2</b>   | <b>\$539.9</b>   | <b>\$525.7</b>   | <b>\$516.2</b>   | <b>\$544.7</b>   | <b>\$1,053.1</b> | <b>\$535.8</b>   | <b>\$534.3</b>   | <b>\$517.4</b>   | <b>\$541.2</b>   | <b>\$548.3</b>   | <b>\$6,897.3</b>   |
| <b>Non-Labor:</b>   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                    |
| Traction and Propulsion Power   | \$28.7           | \$30.4           | \$30.4           | \$27.7           | \$26.9           | \$27.9           | \$30.5           | \$30.1           | \$30.1           | \$29.6           | \$26.7           | \$30.2           | \$349.1            |
| Fuel for Buses and Trains   | 22.9             | 21.6             | 21.9             | 22.6             | 23.1             | 21.5             | 22.9             | 23.1             | 20.6             | 22.8             | 22.1             | 21.1             | 266.1              |
| Insurance   | 3.4              | 3.0              | 4.6              | 3.8              | 3.9              | 4.1              | 3.9              | 3.9              | 4.1              | 4.2              | 4.4              | 4.6              | 48.0               |
| Claims  | 13.1             | 13.0             | 13.0             | 13.0             | 13.0             | 13.0             | 13.0             | 13.0             | 13.0             | 13.0             | 13.0             | 12.9             | 156.1              |
| Paratransit Service Contracts   | 29.4             | 29.1             | 32.4             | 29.1             | 29.4             | 30.0             | 29.8             | 29.2             | 29.1             | 33.0             | 32.8             | 33.5             | 366.7              |
| Maintenance and Other Operating Contracts                                   | 48.5             | 52.3             | 58.4             | 51.3             | 51.0             | 64.4             | 49.8             | 55.5             | 60.1             | 56.8             | 59.4             | 68.8             | 676.2              |
| Professional Service Contracts  | 19.4             | 16.3             | 20.3             | 17.0             | 16.4             | 20.4             | 19.1             | 16.9             | 20.7             | 18.1             | 16.2             | 28.5             | 229.2              |
| Materials & Supplies  | 44.7             | 45.9             | 53.3             | 47.1             | 47.7             | 52.5             | 49.6             | 50.5             | 50.9             | 48.0             | 48.3             | 51.0             | 589.4              |
| Other Business Expenses   | 22.6             | 21.0             | 23.4             | 19.3             | 9.1              | 14.0             | 18.5             | 15.6             | 5.6              | 13.8             | 8.8              | 13.5             | 185.1              |
| <b>Total Non-Labor Expenses</b>   | <b>\$232.7</b>   | <b>\$232.6</b>   | <b>\$257.7</b>   | <b>\$230.9</b>   | <b>\$220.4</b>   | <b>\$247.7</b>   | <b>\$237.2</b>   | <b>\$237.7</b>   | <b>\$234.2</b>   | <b>\$239.4</b>   | <b>\$231.5</b>   | <b>\$263.9</b>   | <b>\$2,865.9</b>   |
| <b>Other Expenses Adjustments:</b>  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                    |
| B&T Capital Transfer  | \$1.6            | \$1.7            | \$2.7            | \$2.7            | \$2.2            | \$2.5            | \$2.7            | \$2.9            | \$3.1            | \$2.8            | \$3.4            | \$4.3            | \$32.8             |
| GASB Reserve  | -                | -                | 0.6              | -                | -                | 0.6              | -                | -                | 0.6              | -                | -                | 0.6              | 2.2                |
| Interagency Subsidy   | (7.5)            | (9.3)            | (10.7)           | (8.1)            | 2.0              | (2.4)            | (7.3)            | (4.3)            | 5.9              | (2.5)            | 2.5              | 0.5              | (41.1)             |
| Agency Other  | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                  |
| Other   | (5.9)            | (7.6)            | (7.4)            | (5.3)            | 4.2              | 0.7              | (4.6)            | (1.4)            | 9.6              | 0.3              | 5.9              | 5.4              | (6.1)              |
| General Reserve   | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | 75.0             | 75.0               |
| <b>Total Other Expense Adjustments</b>                                      | <b>(\$5.9)</b>   | <b>(\$7.6)</b>   | <b>(\$7.4)</b>   | <b>(\$5.3)</b>   | <b>\$4.2</b>     | <b>\$0.7</b>     | <b>(\$4.6)</b>   | <b>(\$1.4)</b>   | <b>\$9.6</b>     | <b>\$0.3</b>     | <b>\$5.9</b>     | <b>\$80.4</b>    | <b>\$68.9</b>      |
| <b>Gap Closing Expenses:</b>  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                    |
| Fare Increase 6/1/09 (West of Hudson Subsidy Change)                        | \$0.0            | \$0.0            | \$0.0            | \$0.0            | \$0.0            | (\$0.3)          | (\$0.3)          | (\$0.3)          | (\$0.3)          | (\$0.3)          | (\$0.3)          | (\$0.3)          | (\$1.9)            |
| Additional Actions for Budget Balance: Expense Impact                       | (7.9)            | (8.0)            | (8.8)            | (8.8)            | (17.2)           | (27.2)           | (33.3)           | (26.5)           | (30.7)           | (28.8)           | (33.1)           | (37.4)           | (267.7)            |
| <b>Total Gap Closing Expenses</b>   | <b>(\$7.9)</b>   | <b>(\$8.0)</b>   | <b>(\$8.8)</b>   | <b>(\$8.8)</b>   | <b>(\$17.2)</b>  | <b>(\$27.5)</b>  | <b>(\$33.6)</b>  | <b>(\$26.8)</b>  | <b>(\$30.9)</b>  | <b>(\$29.0)</b>  | <b>(\$33.4)</b>  | <b>(\$37.6)</b>  | <b>(\$269.5)</b>   |
| <b>Total Expenses/Expenditures before Non-Cash Liability Adj.</b>           | <b>\$753.4</b>   | <b>\$723.3</b>   | <b>\$781.3</b>   | <b>\$742.5</b>   | <b>\$723.7</b>   | <b>\$765.7</b>   | <b>\$1,252.2</b> | <b>\$745.2</b>   | <b>\$747.1</b>   | <b>\$728.1</b>   | <b>\$745.2</b>   | <b>\$855.0</b>   | <b>\$9,562.7</b>   |
| Depreciation  | 152.9            | 153.8            | 154.5            | 156.3            | 156.9            | 157.4            | 158.6            | 159.7            | 160.8            | 163.2            | 164.3            | 166.5            | 1,905.0            |
| OPEB Obligation   | 21.4             | 21.4             | 301.8            | 21.4             | 21.4             | 301.8            | 21.4             | 21.4             | 301.8            | 21.4             | 21.4             | 301.8            | 1,378.6            |
| Environmental Remediation   | 0.5              | 0.5              | 0.9              | 0.5              | 0.5              | 0.9              | 0.5              | 0.5              | 0.9              | 0.5              | 0.5              | 0.9              | 8.0                |
| <b>Net Operating Expenses</b>   | <b>\$928.3</b>   | <b>\$899.0</b>   | <b>\$1,238.6</b> | <b>\$920.8</b>   | <b>\$902.6</b>   | <b>\$1,225.8</b> | <b>\$1,432.7</b> | <b>\$926.9</b>   | <b>\$1,210.6</b> | <b>\$913.3</b>   | <b>\$931.5</b>   | <b>\$1,324.2</b> | <b>\$12,854.2</b>  |
| <b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b> | <b>(\$460.8)</b> | <b>(\$449.0)</b> | <b>(\$729.2)</b> | <b>(\$424.8)</b> | <b>(\$391.4)</b> | <b>(\$606.9)</b> | <b>(\$815.9)</b> | <b>(\$321.6)</b> | <b>(\$609.9)</b> | <b>(\$287.0)</b> | <b>(\$341.0)</b> | <b>(\$715.7)</b> | <b>(\$6,153.1)</b> |
| Subsidies   | \$169.7          | \$180.7          | \$167.8          | \$1,809.9        | \$171.2          | \$162.8          | \$322.7          | \$163.9          | \$162.3          | \$162.4          | \$164.5          | \$163.5          | \$3,801.3          |
| Debt Service  | 119.8            | 119.5            | 119.7            | 114.1            | 114.4            | 119.7            | 133.5            | 133.4            | 131.2            | 74.3             | 137.8            | 156.1            | 1,473.5            |

[illegible]



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2009 Adopted Budget Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

| NON-REIMBURSABLE / REIMBURSABLE                                      | Jan       | Feb       | Mar       | Apr       | May       | Jun       | Jul       | Aug       | Sep       | Oct       | Nov       | Dec       | Total       |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| Revenue  |           |           |           |           |           |           |           |           |           |           |           |           |             |
| Farebox Revenue  | \$331.9   | \$318.0   | \$357.1   | \$349.8   | \$355.4   | \$364.9   | \$366.5   | \$355.7   | \$356.5   | \$371.6   | \$348.2   | \$361.7   | \$4,237.4   |
| Toll Revenue   | 94.3      | 92.3      | 106.4     | 104.9     | 111.6     | 110.7     | 110.9     | 113.4     | 104.9     | 107.7     | 102.3     | 104.4     | 1,263.7     |
| Fare Increase 6/1/09   | -         | -         | -         | -         | -         | 75.7      | 76.7      | 74.5      | 74.3      | 77.2      | 72.3      | 75.8      | 526.5       |
| LI Bus Reduction (Revenue Enhancement)                               | -         | -         | -         | -         | -         | 0.6       | 0.7       | 0.7       | 0.7       | 0.7       | 0.6       | 0.6       | 4.5         |
| Toll Increase 6/1/09   | -         | -         | -         | -         | -         | 25.5      | 25.3      | 25.8      | 24.1      | 24.8      | 23.7      | 24.2      | 173.5       |
| Additional Actions for Budget Balance: Revenue Impact                | (0.2)     | (0.2)     | (0.2)     | (0.2)     | (0.2)     | 0.5       | 0.7       | 0.7       | 0.7       | 0.8       | 0.7       | 0.7       | 3.7         |
| Eliminate E-Z Pass Forgiveness                                       | 0.7       | 0.7       | 0.8       | 0.8       | 0.9       | 0.9       | 0.9       | 0.9       | 0.8       | 0.9       | 0.8       | 0.8       | 10.0        |
| Other Operating Revenue  | 40.7      | 39.2      | 45.2      | 40.6      | 43.4      | 40.0      | 35.0      | 33.5      | 38.7      | 42.7      | 41.6      | 40.1      | 480.7       |
| Capital and Other Reimbursements                                     | 116.4     | 106.7     | 118.1     | 116.5     | 124.9     | 121.9     | 140.2     | 132.3     | 122.4     | 132.3     | 120.5     | 122.2     | 1,474.4     |
| Total Revenue  | \$583.9   | \$556.7   | \$627.4   | \$612.5   | \$636.1   | \$740.7   | \$756.9   | \$737.5   | \$723.0   | \$758.5   | \$710.9   | \$730.5   | \$8,174.5   |
| Expenses   |           |           |           |           |           |           |           |           |           |           |           |           |             |
| Labor:   |           |           |           |           |           |           |           |           |           |           |           |           |             |
| Payroll  | \$401.4   | \$369.1   | \$405.9   | \$392.3   | \$390.1   | \$401.9   | \$400.4   | \$406.7   | \$395.6   | \$391.0   | \$405.3   | \$409.2   | \$4,768.9   |
| Overtime   | 47.1      | 45.8      | 45.8      | 46.3      | 48.4      | 45.8      | 47.5      | 46.4      | 46.0      | 48.4      | 45.7      | 48.7      | 562.1       |
| Health and Welfare   | 65.6      | 64.1      | 65.4      | 65.5      | 65.3      | 65.9      | 67.8      | 67.4      | 67.3      | 67.3      | 66.8      | 66.8      | 795.2       |
| OPeB Current Payment   | 29.4      | 29.0      | 29.2      | 29.1      | 29.2      | 29.3      | 30.1      | 30.2      | 30.0      | 30.0      | 30.0      | 31.2      | 356.8       |
| Pensions   | 37.9      | 37.1      | 37.9      | 37.9      | 37.7      | 47.5      | 568.0     | 37.9      | 37.9      | 38.0      | 37.8      | 38.3      | 993.8       |
| Other Fringe Benefits  | 52.9      | 49.1      | 54.8      | 51.6      | 51.5      | 54.4      | 53.5      | 53.4      | 51.7      | 49.0      | 50.6      | 48.8      | 621.5       |
| Reimbursable Overhead  | (0.2)     | (0.1)     | (0.3)     | (0.4)     | (0.4)     | (0.4)     | (0.2)     | (0.1)     | (0.1)     | (0.1)     | (0.1)     | (0.1)     | (2.4)       |
| Total Labor Expenses   | \$634.2   | \$594.2   | \$638.7   | \$622.3   | \$621.9   | \$644.4   | \$1,167.2 | \$641.8   | \$628.4   | \$623.6   | \$636.2   | \$643.1   | \$8,095.9   |
| Non-Labor:   |           |           |           |           |           |           |           |           |           |           |           |           |             |
| Traction and Propulsion Power  | \$28.7    | \$30.4    | \$30.4    | \$27.7    | \$26.9    | \$27.9    | \$30.5    | \$30.1    | \$30.1    | \$29.6    | \$26.7    | \$30.2    | \$349.1     |
| Fuel for Buses and Trains  | 22.9      | 21.6      | 21.9      | 22.6      | 23.1      | 21.5      | 22.9      | 23.1      | 20.6      | 22.8      | 22.1      | 21.1      | 266.1       |
| Insurance  | 3.8       | 3.4       | 5.0       | 4.2       | 4.3       | 4.5       | 4.4       | 4.4       | 4.6       | 4.7       | 4.8       | 5.0       | 53.2        |
| Claims   | 13.1      | 13.0      | 13.0      | 13.0      | 13.0      | 13.0      | 13.0      | 13.0      | 13.0      | 13.0      | 13.0      | 12.9      | 156.1       |
| Paratransit Service Contracts  | 29.4      | 29.1      | 32.4      | 29.1      | 29.4      | 30.0      | 29.8      | 29.2      | 29.1      | 33.0      | 32.8      | 33.5      | 366.7       |
| Maintenance and Other Operating Contracts                            | 52.7      | 56.7      | 63.4      | 56.3      | 56.1      | 70.4      | 60.4      | 66.3      | 70.8      | 68.1      | 70.3      | 80.0      | 771.6       |
| Professional Service Contracts                                       | 22.3      | 19.4      | 23.8      | 20.7      | 19.7      | 24.1      | 22.7      | 20.4      | 24.7      | 22.1      | 20.0      | 33.1      | 273.2       |
| Materials & Supplies   | 53.6      | 57.1      | 64.1      | 57.5      | 57.7      | 64.2      | 60.7      | 61.5      | 63.5      | 57.9      | 58.1      | 62.6      | 718.6       |
| Other Business Expenses  | 22.9      | 20.7      | 22.8      | 19.7      | 9.5       | 14.3      | 18.9      | 15.9      | 6.0       | 14.3      | 9.2       | 12.9      | 187.1       |
| Total Non-Labor Expenses   | \$249.4   | \$251.4   | \$276.9   | \$250.9   | \$239.7   | \$269.9   | \$263.3   | \$263.9   | \$262.5   | \$265.5   | \$256.9   | \$291.3   | \$3,141.8   |
| Other Expenses Adjustments:  |           |           |           |           |           |           |           |           |           |           |           |           |             |
| B&T Capital Transfer   | \$1.6     | \$1.7     | \$2.7     | \$2.7     | \$2.2     | \$2.5     | \$2.7     | \$2.9     | \$3.1     | \$2.8     | \$3.4     | \$4.3     | \$32.8      |
| GASB Reserve   | -         | -         | 0.6       | -         | -         | 0.6       | -         | -         | 0.6       | -         | -         | 0.6       | 2.2         |
| Interagency Subsidy  | (7.5)     | (9.3)     | (10.7)    | (8.1)     | 2.0       | (2.4)     | (7.3)     | (4.3)     | 5.9       | (2.5)     | 2.5       | 0.5       | (41.1)      |
| Agency Other   | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         | -           |
| Other  | (5.9)     | (7.6)     | (7.4)     | (5.3)     | 4.2       | 0.7       | (4.6)     | (1.4)     | 9.6       | 0.3       | 5.9       | 5.4       | (6.1)       |
| General Reserve  | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         | 75.0      | 75.0        |
| Total Other Expense Adjustments                                      | (\$5.9)   | (\$7.6)   | (\$7.4)   | (\$5.3)   | \$4.2     | \$0.7     | (\$4.6)   | (\$1.4)   | \$9.6     | \$0.3     | \$5.9     | \$80.4    | \$68.9      |
| Gap Closing Expenses:  |           |           |           |           |           |           |           |           |           |           |           |           |             |
| Fare Increase 6/1/09 (West of Hudson Subsidy Change)                 | \$0.0     | \$0.0     | \$0.0     | \$0.0     | \$0.0     | (\$0.3)   | (\$0.3)   | (\$0.3)   | (\$0.3)   | (\$0.3)   | (\$0.3)   | (\$0.3)   | (\$1.9)     |
| Additional Actions for Budget Balance: Expense Impact                | (7.9)     | (8.0)     | (8.8)     | (8.8)     | (17.2)    | (27.2)    | (33.3)    | (26.5)    | (30.7)    | (28.8)    | (33.1)    | (37.4)    | (267.7)     |
| Total Gap Closing Expenses   | (\$7.9)   | (\$8.0)   | (\$8.8)   | (\$8.8)   | (\$17.2)  | (\$27.5)  | (\$33.6)  | (\$26.8)  | (\$30.9)  | (\$29.0)  | (\$33.4)  | (\$37.6)  | (\$269.5)   |
| Total Expenses/Expenditures before Depreciation & Other              | \$869.8   | \$830.0   | \$899.4   | \$859.0   | \$848.7   | \$887.6   | \$1,392.4 | \$877.5   | \$869.5   | \$860.4   | \$865.7   | \$977.1   | \$11,037.1  |
| Post Employment Benefits   |           |           |           |           |           |           |           |           |           |           |           |           |             |
| Depreciation   | 152.9     | 153.8     | 154.5     | 156.3     | 156.9     | 157.4     | 158.6     | 159.7     | 160.8     | 163.2     | 164.3     | 166.5     | 1,905.0     |
| OPeB Obligation  | 21.4      | 21.4      | 301.8     | 21.4      | 21.4      | 301.8     | 21.4      | 21.4      | 301.8     | 21.4      | 21.4      | 301.8     | 1,378.6     |
| Environmental Remediation  | 0         | 0.5       | 0.5       | 0.9       | 0.5       | 0.5       | 0.9       | 0.5       | 0.9       | 0.5       | 0.5       | 0.9       | 8.0         |
| Net Operating Expenses   | \$1,044.7 | \$1,005.8 | \$1,356.6 | \$1,037.4 | \$1,027.6 | \$1,347.7 | \$1,572.9 | \$1,059.1 | \$1,333.0 | \$1,045.6 | \$1,052.0 | \$1,446.3 | \$14,328.7  |
| Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service | (\$460.8) | (\$449.1) | (\$729.3) | (\$424.9) | (\$391.5) | (\$607.0) | (\$816.0) | (\$321.7) | (\$610.0) | (\$287.1) | (\$341.1) | (\$715.8) | (\$6,154.2) |
| Subsidies  | \$169.7   | \$180.7   | \$167.8   | \$1,809.9 | \$171.2   | \$162.8   | \$322.7   | \$163.9   | \$162.3   | \$162.4   | \$164.5   | \$163.5   | \$3,801.3   |
| Debt Service   | 119.8     | 119.5     | 119.7     | 114.1     | 114.4     | 119.7     | 133.5     | 133.4     | 131.2     | 74.3      | 137.8     | 156.1     | 1,473.5     |

**Metropolitan Transportation Authority**  
**February Financial Plan - 2009 Adopted Budget**  
**Consolidated Subsidies - Accrued Basis**  
(\$ in millions)

**Accrued Subsidies:**

***Dedicated Taxes***

|                                      | Jan            | Feb            | Mar            | Apr              | May            | Jun            | Jul            | Aug            | Sep            | Oct            | Nov            | Dec            | Total            |
|--------------------------------------|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| MMTOA <sup>(a)</sup>                 | \$0.0          | \$0.0          | \$0.0          | \$1,423.3        | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | 1,423.3          |
| Petroleum Business Tax               | 52.2           | 52.2           | 52.2           | 52.2             | 52.2           | 52.2           | 52.2           | 52.2           | 52.2           | 52.2           | 52.2           | 52.2           | 625.9            |
| MRT <sup>(b)</sup> 1 (Gross)         | 20.9           | 20.9           | 20.9           | 20.9             | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 250.3            |
| MRT <sup>(b)</sup> 2 (Gross)         | 10.7           | 10.7           | 10.7           | 10.7             | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 128.1            |
| Other MRT <sup>(b)</sup> Adjustments | -              | -              | -              | (1.3)            | -              | (1.3)          | -              | -              | (1.3)          | -              | -              | (2.1)          | (5.9)            |
| Urban Tax                            | 41.6           | 41.6           | 41.6           | 41.6             | 41.6           | 41.6           | 41.6           | 41.6           | 41.6           | 41.6           | 41.6           | 41.6           | 499.5            |
| Investment Income                    | -              | -              | 0.5            | -                | -              | 0.5            | -              | -              | 0.5            | -              | -              | 0.5            | 2.0              |
|                                      | <b>\$125.3</b> | <b>\$125.3</b> | <b>\$125.8</b> | <b>\$1,547.4</b> | <b>\$125.3</b> | <b>\$124.6</b> | <b>\$125.3</b> | <b>\$125.3</b> | <b>\$124.6</b> | <b>\$125.3</b> | <b>\$125.3</b> | <b>\$123.7</b> | <b>\$2,923.2</b> |

***State and Local Subsidies***

|                              |               |               |               |                |               |               |                |               |               |               |               |               |                |
|------------------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|
| NYS Operating Assistance     | -             | -             | -             | 190.9          | -             | -             | -              | -             | -             | -             | -             | -             | 190.9          |
| NYC and Local 18b:           |               |               |               |                |               |               |                |               |               |               |               |               |                |
| New York City                | -             | -             | -             | 1.9            | -             | -             | 158.7          | -             | -             | -             | -             | -             | 160.5          |
| Nassau County                | -             | -             | -             | 11.6           | -             | -             | -              | -             | -             | -             | -             | -             | 11.6           |
| Suffolk County               | -             | -             | -             | 7.5            | -             | -             | -              | -             | -             | -             | -             | -             | 7.5            |
| Westchester County           | -             | -             | -             | 7.3            | -             | -             | -              | -             | -             | -             | -             | -             | 7.3            |
| Putnam County                | -             | -             | -             | 0.4            | -             | -             | -              | -             | -             | -             | -             | -             | 0.4            |
| Dutchess County              | -             | -             | -             | 0.4            | -             | -             | -              | -             | -             | -             | -             | -             | 0.4            |
| Orange County                | -             | -             | -             | 0.1            | -             | -             | -              | -             | -             | -             | -             | -             | 0.1            |
| Rockland County              | -             | -             | -             | 0.0            | -             | -             | -              | -             | -             | -             | -             | -             | 0.0            |
| Nassau County Subsidy to LIB | -             | 10.5          | -             | -              | -             | -             | -              | -             | -             | -             | -             | -             | 10.5           |
| CDOT Subsidies               | 7.8           | 7.0           | 6.1           | 6.0            | 10.6          | 5.9           | 6.3            | 6.1           | 6.1           | 6.6           | 7.0           | 7.5           | 82.9           |
| Station Maintenance          | 12.5          | 12.5          | 12.5          | 12.5           | 12.5          | 12.5          | 12.5           | 12.5          | 12.5          | 12.5          | 12.5          | 12.5          | 150.1          |
|                              | <b>\$20.3</b> | <b>\$30.0</b> | <b>\$18.6</b> | <b>\$238.7</b> | <b>\$23.1</b> | <b>\$18.4</b> | <b>\$177.5</b> | <b>\$18.6</b> | <b>\$18.6</b> | <b>\$19.2</b> | <b>\$19.5</b> | <b>\$20.0</b> | <b>\$622.4</b> |

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

|  |                |                |                |                  |                |                |                |                |                |                |                |                |                  |
|--|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
|  | <b>\$145.6</b> | <b>\$155.4</b> | <b>\$144.4</b> | <b>\$1,786.1</b> | <b>\$148.4</b> | <b>\$143.0</b> | <b>\$302.8</b> | <b>\$143.9</b> | <b>\$143.2</b> | <b>\$144.5</b> | <b>\$144.8</b> | <b>\$143.7</b> | <b>\$3,545.6</b> |
|--|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|

City Subsidy for MTA Bus

|  |      |      |      |      |      |      |      |      |      |      |      |      |       |
|--|------|------|------|------|------|------|------|------|------|------|------|------|-------|
|  | 24.1 | 25.3 | 23.4 | 23.8 | 22.8 | 19.9 | 19.9 | 20.0 | 19.1 | 17.9 | 19.7 | 19.8 | 255.7 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|-------|

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

|  |                |                |                |                  |                |                |                |                |                |                |                |                |                  |
|--|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
|  | <b>\$169.7</b> | <b>\$180.7</b> | <b>\$167.8</b> | <b>\$1,809.9</b> | <b>\$171.2</b> | <b>\$162.8</b> | <b>\$322.7</b> | <b>\$163.9</b> | <b>\$162.3</b> | <b>\$162.4</b> | <b>\$164.5</b> | <b>\$163.5</b> | <b>\$3,801.3</b> |
|--|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|

MTA Subsidy to Subsidiaries  
B&T Operating Surplus Transfer

|  |      |      |      |      |       |      |      |      |       |      |       |       |       |
|--|------|------|------|------|-------|------|------|------|-------|------|-------|-------|-------|
|  | 7.5  | 9.3  | 10.7 | 8.1  | (2.0) | 2.4  | 7.3  | 4.3  | (5.9) | 2.5  | (2.5) | (0.5) | 41.1  |
|  | 15.0 | 19.5 | 15.8 | 26.5 | 28.6  | 43.7 | 53.9 | 53.5 | 39.2  | 46.1 | 37.4  | 17.9  | 397.2 |

|                        |                |                |                |                  |                |                |                |                |                |                |                |                |                  |
|------------------------|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| <b>Total Subsidies</b> | <b>\$192.2</b> | <b>\$209.5</b> | <b>\$194.3</b> | <b>\$1,844.5</b> | <b>\$197.8</b> | <b>\$208.9</b> | <b>\$383.9</b> | <b>\$221.8</b> | <b>\$195.5</b> | <b>\$210.9</b> | <b>\$199.4</b> | <b>\$180.8</b> | <b>\$4,239.6</b> |
|------------------------|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|

**Notes**

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2009 Adopted Budget**

**Debt Service**  
**(\$ in millions)**

|                            | Jan            | Feb            | Mar            | Apr            | May            | Jun            | Jul            | Aug            | Sep            | Oct           | Nov            | Dec            | Total            |
|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|----------------|----------------|------------------|
| <b>Debt Service:</b>       |                |                |                |                |                |                |                |                |                |               |                |                |                  |
| MTA Transportation Revenue |                |                |                |                |                |                |                |                |                |               |                |                |                  |
| <i>Transit</i>             | 30.500         | 30.478         | 30.456         | 30.434         | 30.518         | 30.496         | 38.143         | 38.121         | 38.099         | 10.318        | 40.800         | 43.362         | 391.727          |
| <i>Commuter</i>            | 23.686         | 23.669         | 23.652         | 23.635         | 23.700         | 23.683         | 25.263         | 25.246         | 25.229         | 3.655         | 27.326         | 29.316         | 278.059          |
| <i>Bus Company</i>         | 0.751          | 0.750          | 0.749          | 0.749          | 0.751          | 0.750          | 0.917          | 0.916          | 0.916          | 0.232         | 0.982          | 1.045          | 9.508            |
|                            | <b>54.937</b>  | <b>54.897</b>  | <b>54.858</b>  | <b>54.818</b>  | <b>54.969</b>  | <b>54.929</b>  | <b>64.323</b>  | <b>64.284</b>  | <b>64.244</b>  | <b>14.205</b> | <b>69.108</b>  | <b>73.723</b>  | <b>679.294</b>   |
| Commercial Paper           |                |                |                |                |                |                |                |                |                |               |                |                |                  |
| <i>Transit</i>             | 1.628          | 1.470          | 1.628          | 1.575          | 1.628          | 1.575          | 1.628          | 1.628          | 1.575          | 1.628         | 1.575          | 1.628          | 19.168           |
| <i>Commuter</i>            | 0.698          | 0.630          | 0.698          | 0.675          | 0.698          | 0.675          | 0.698          | 0.698          | 0.675          | 0.698         | 0.675          | 0.698          | 8.215            |
| <i>Bus Company</i>         | 0.356          | 0.322          | 0.356          | 0.345          | 0.356          | 0.345          | 0.356          | 0.356          | 0.345          | 0.356         | 0.345          | 0.356          | 4.193            |
|                            | <b>2.682</b>   | <b>2.422</b>   | <b>2.682</b>   | <b>2.595</b>   | <b>2.682</b>   | <b>2.595</b>   | <b>2.682</b>   | <b>2.682</b>   | <b>2.595</b>   | <b>2.682</b>  | <b>2.595</b>   | <b>2.682</b>   | <b>31.575</b>    |
| TBTA General Resolution    |                |                |                |                |                |                |                |                |                |               |                |                |                  |
| <i>Transit</i>             | 13.459         | 13.452         | 13.444         | 13.436         | 13.464         | 13.456         | 13.475         | 13.467         | 13.459         | 13.452        | 15.128         | 16.771         | 166.463          |
| <i>Commuter</i>            | 6.326          | 6.323          | 6.319          | 6.316          | 6.329          | 6.325          | 6.334          | 6.330          | 6.326          | 6.323         | 7.111          | 7.883          | 78.244           |
| <i>TBTA</i>                | 9.121          | 9.115          | 9.110          | 9.105          | 9.124          | 9.119          | 10.455         | 10.450         | 10.445         | 10.439        | 11.575         | 12.689         | 120.746          |
|                            | <b>28.907</b>  | <b>28.890</b>  | <b>28.873</b>  | <b>28.857</b>  | <b>28.916</b>  | <b>28.900</b>  | <b>30.264</b>  | <b>30.247</b>  | <b>30.230</b>  | <b>30.214</b> | <b>33.813</b>  | <b>37.343</b>  | <b>365.454</b>   |
| TBTA Subordinate           |                |                |                |                |                |                |                |                |                |               |                |                |                  |
| <i>Transit</i>             | 6.528          | 6.525          | 6.521          | 6.518          | 6.533          | 6.529          | 6.526          | 6.522          | 6.519          | 6.516         | 6.750          | 6.962          | 78.949           |
| <i>Commuter</i>            | 2.868          | 2.867          | 2.865          | 2.864          | 2.870          | 2.869          | 2.867          | 2.866          | 2.864          | 2.863         | 2.966          | 3.059          | 34.687           |
| <i>TBTA</i>                | 2.579          | 2.577          | 2.576          | 2.575          | 2.580          | 2.579          | 2.578          | 2.576          | 2.575          | 2.574         | 2.666          | 2.750          | 31.186           |
|                            | <b>11.975</b>  | <b>11.969</b>  | <b>11.963</b>  | <b>11.956</b>  | <b>11.983</b>  | <b>11.977</b>  | <b>11.971</b>  | <b>11.965</b>  | <b>11.958</b>  | <b>11.952</b> | <b>12.382</b>  | <b>12.771</b>  | <b>144.822</b>   |
| Dedicated Tax Fund         |                |                |                |                |                |                |                |                |                |               |                |                |                  |
| <i>Transit</i>             | 15.973         | 15.964         | 15.954         | 11.404         | 11.398         | 15.933         | 18.363         | 18.354         | 16.676         | 10.783        | 14.707         | 22.829         | 188.337          |
| <i>Commuter</i>            | 3.029          | 3.027          | 3.025          | 2.162          | 2.161          | 3.021          | 3.527          | 3.526          | 3.207          | 2.090         | 2.834          | 4.374          | 35.983           |
|                            | <b>19.001</b>  | <b>18.990</b>  | <b>18.979</b>  | <b>13.566</b>  | <b>13.559</b>  | <b>18.955</b>  | <b>21.891</b>  | <b>21.880</b>  | <b>19.883</b>  | <b>12.873</b> | <b>17.541</b>  | <b>27.203</b>  | <b>224.321</b>   |
| 2 Broadway COPs            |                |                |                |                |                |                |                |                |                |               |                |                |                  |
| <i>Transit</i>             | 1.824          | 1.824          | 1.824          | 1.824          | 1.824          | 1.824          | 1.824          | 1.824          | 1.824          | 1.824         | 1.824          | 1.824          | 21.888           |
| <i>TBTA</i>                | 0.258          | 0.258          | 0.258          | 0.258          | 0.258          | 0.258          | 0.258          | 0.258          | 0.258          | 0.258         | 0.258          | 0.258          | 3.095            |
| <i>Headquarters</i>        | 0.250          | 0.250          | 0.250          | 0.250          | 0.250          | 0.250          | 0.250          | 0.250          | 0.250          | 0.250         | 0.250          | 0.250          | 3.003            |
|                            | <b>2.332</b>   | <b>2.332</b>   | <b>2.332</b>   | <b>2.332</b>   | <b>2.332</b>   | <b>2.332</b>   | <b>2.332</b>   | <b>2.332</b>   | <b>2.332</b>   | <b>2.332</b>  | <b>2.332</b>   | <b>2.332</b>   | <b>27.986</b>    |
| <b>Total Debt Service</b>  | <b>119.834</b> | <b>119.501</b> | <b>119.687</b> | <b>114.125</b> | <b>114.441</b> | <b>119.688</b> | <b>133.462</b> | <b>133.389</b> | <b>131.243</b> | <b>74.258</b> | <b>137.771</b> | <b>156.053</b> | <b>1,473.452</b> |

**Notes:**

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

**Metropolitan Transportation Authority**  
**February Financial Plan - 2009 Adopted Budget**  
**Consolidated Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

|                                      | Jan            | Feb            | Mar            | Apr            | May            | Jun            | Jul            | Aug            | Sep            | Oct            | Nov            | Dec            | Total            |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| MMTOA <sup>(a)</sup>                 | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$154.8        | \$275.1        | \$218.5        | \$134.4        | \$179.9        | \$135.4        | \$134.3        | \$190.9        | 1,423.3          |
| Petroleum Business Tax               | 50.0           | 49.2           | 52.6           | 52.6           | 52.6           | 52.6           | 52.6           | 52.6           | 52.6           | 52.6           | 52.6           | 52.6           | 625.5            |
| MRT <sup>(b)</sup> 1 (Gross)         | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 20.9           | 251.2            |
| MRT <sup>(b)</sup> 2 (Gross)         | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 10.7           | 128.6            |
| Other MRT <sup>(b)</sup> Adjustments | -              | -              | (1.3)          | -              | -              | (1.3)          | -              | -              | (1.3)          | -              | -              | 18.1           | 14.3             |
| Urban Tax                            | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 500.7            |
| Investment Income                    | -              | -              | 0.5            | -              | -              | 0.5            | -              | -              | 0.5            | -              | -              | 0.5            | 2.0              |
|                                      | <b>\$123.4</b> | <b>\$122.6</b> | <b>\$125.2</b> | <b>\$126.0</b> | <b>\$280.8</b> | <b>\$400.3</b> | <b>\$344.5</b> | <b>\$260.4</b> | <b>\$305.1</b> | <b>\$261.4</b> | <b>\$260.3</b> | <b>\$335.4</b> | <b>\$2,945.6</b> |

***State and Local Subsidies***

|                              |              |               |               |              |               |               |                |               |               |              |               |               |                |
|------------------------------|--------------|---------------|---------------|--------------|---------------|---------------|----------------|---------------|---------------|--------------|---------------|---------------|----------------|
| NYS Operating Assistance     | -            | -             | -             | -            | 47.7          | -             | -              | 47.7          | -             | -            | 47.7          | 47.7          | 190.9          |
| NYC and Local 18b:           |              |               |               |              |               |               |                |               |               |              |               |               |                |
| New York City                | -            | -             | 0.5           | -            | -             | 0.5           | 123.7          | -             | 0.5           | -            | -             | 35.5          | 160.5          |
| Nassau County                | -            | -             | 2.9           | -            | -             | 2.9           | -              | -             | 2.9           | -            | -             | 2.9           | 11.6           |
| Suffolk County               | -            | -             | 1.9           | -            | -             | 1.9           | -              | -             | 1.9           | -            | -             | 1.9           | 7.5            |
| Westchester County           | -            | -             | 1.8           | -            | -             | 1.8           | -              | -             | 1.8           | -            | -             | 1.8           | 7.3            |
| Putnam County                | -            | -             | 0.1           | -            | -             | 0.1           | -              | -             | 0.1           | -            | -             | 0.1           | 0.4            |
| Dutchess County              | -            | -             | 0.1           | -            | -             | 0.1           | -              | -             | 0.1           | -            | -             | 0.1           | 0.4            |
| Orange County                | -            | -             | 0.0           | -            | -             | 0.0           | -              | -             | 0.0           | -            | -             | 0.0           | 0.1            |
| Rockland County              | -            | -             | 0.0           | -            | -             | 0.0           | -              | -             | 0.0           | -            | -             | 0.0           | 0.0            |
| Nassau County Subsidy to LIB | -            | 2.6           | -             | 2.6          | -             | 2.6           | -              | -             | -             | 2.6          | -             | -             | 10.5           |
| CDOT Subsidies               | 7.5          | 7.8           | 7.0           | 6.1          | 6.0           | 10.6          | 5.9            | 6.3           | 6.1           | 6.1          | 6.6           | 7.0           | 82.9           |
| Station Maintenance          | -            | -             | -             | -            | -             | 71.6          | -              | -             | 76.5          | -            | -             | -             | 148.1          |
| AMTAP                        | -            | -             | -             | -            | -             | -             | -              | -             | -             | -            | -             | -             | -              |
|                              | <b>\$7.5</b> | <b>\$10.4</b> | <b>\$14.3</b> | <b>\$8.7</b> | <b>\$53.7</b> | <b>\$92.1</b> | <b>\$129.5</b> | <b>\$54.0</b> | <b>\$89.8</b> | <b>\$8.8</b> | <b>\$54.4</b> | <b>\$97.1</b> | <b>\$620.3</b> |

***Other Subsidy Adjustments***

|  |              |              |              |              |              |              |              |              |              |              |              |                |                |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|
| 55/25 Pension Funding                    |              |              |              |              |              |              |              |              |              |              |              |                |                |
| Fulton Street/#1 Train -Port Authority   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | (50.0)         | (50.0)         |
| 2006 Surplus Recovery                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | (40.0)         | (40.0)         |
| Inter-Agency Loan                        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 134.5          | 134.5          |
| NYCT Charge Back of MTA Bus Debt Service | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | (11.5)         | (11.5)         |
| Energy Hedging Strategy                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 114.3          | 114.3          |
|  | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$147.3</b> | <b>\$147.3</b> |

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

|  |                |                |                |                |                |                |                |                |                |                |                |                |                  |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
|  | <b>\$130.9</b> | <b>\$133.0</b> | <b>\$139.6</b> | <b>\$134.7</b> | <b>\$334.5</b> | <b>\$492.4</b> | <b>\$474.1</b> | <b>\$314.4</b> | <b>\$395.0</b> | <b>\$270.2</b> | <b>\$314.7</b> | <b>\$579.7</b> | <b>\$3,713.2</b> |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|

City Subsidy to MTA Bus

|  |      |      |      |      |      |      |      |      |      |      |      |      |       |
|--|------|------|------|------|------|------|------|------|------|------|------|------|-------|
|  | 24.1 | 25.3 | 23.4 | 23.8 | 22.8 | 19.9 | 19.9 | 20.0 | 19.1 | 17.9 | 19.7 | 23.1 | 259.0 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|-------|

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

|  |                |                |                |                |                |                |                |                |                |                |                |                |                  |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
|  | <b>\$155.0</b> | <b>\$158.3</b> | <b>\$163.0</b> | <b>\$158.6</b> | <b>\$357.4</b> | <b>\$512.3</b> | <b>\$494.0</b> | <b>\$334.5</b> | <b>\$414.0</b> | <b>\$288.1</b> | <b>\$334.4</b> | <b>\$602.8</b> | <b>\$3,972.2</b> |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|

***Inter-agency Subsidy Transactions***

|                                |     |      |      |      |       |      |      |      |       |      |       |       |       |
|--------------------------------|-----|------|------|------|-------|------|------|------|-------|------|-------|-------|-------|
| MTA Subsidy to Subsidiaries    | 7.5 | 9.3  | 10.7 | 8.1  | (2.0) | 2.4  | 7.3  | 4.3  | (5.9) | 2.5  | (2.5) | (0.5) | 41.1  |
| B&T Operating Surplus Transfer | -   | 45.8 | 17.5 | 14.3 | 23.9  | 25.8 | 39.3 | 48.5 | 48.2  | 35.3 | 41.5  | 49.8  | 389.8 |

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

|  |                |                |                |                |                |                |                |                |                |                |                |                |                |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|  | <b>\$162.5</b> | <b>\$213.5</b> | <b>\$191.2</b> | <b>\$180.9</b> | <b>\$379.2</b> | <b>\$540.4</b> | <b>\$540.6</b> | <b>\$387.3</b> | <b>\$456.3</b> | <b>\$325.9</b> | <b>\$373.3</b> | <b>\$652.1</b> | <b>4,403.1</b> |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|

**Notes**

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

**Metropolitan Transportation Authority**  
**February Financial Plan - 2009 Adopted Budget**  
**New York City Transit Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

**Dedicated Taxes**

|                                      | Jan           | Feb           | Mar           | Apr           | May           | Jun            | Jul            | Aug            | Sep            | Oct            | Nov            | Dec            | Total            |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| MMTOA <sup>(a)</sup>                 | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$181.8        | \$179.5        | \$91.4         | \$94.6         | \$92.3         | \$92.3         | \$178.7        | \$910.7          |
| Petroleum Business Tax               | 42.5          | 41.8          | 44.7          | 44.7          | 44.7          | 44.7           | 44.7           | 44.7           | 44.7           | 44.7           | 44.7           | 44.7           | 531.6            |
| MRT <sup>(b)</sup> 1 (Gross)         | -             | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -                |
| MRT <sup>(b)</sup> 2 (Gross)         | -             | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -                |
| Other MRT <sup>(b)</sup> Adjustments | -             | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -                |
| Urban Tax                            | 41.7          | 41.7          | 41.7          | 41.7          | 41.7          | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 41.7           | 500.7            |
| Investment Income                    | -             | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -                |
|                                      | <b>\$84.3</b> | <b>\$83.6</b> | <b>\$86.4</b> | <b>\$86.4</b> | <b>\$86.4</b> | <b>\$268.2</b> | <b>\$265.9</b> | <b>\$177.8</b> | <b>\$181.1</b> | <b>\$178.8</b> | <b>\$178.8</b> | <b>\$265.2</b> | <b>\$1,943.0</b> |

**State and Local Subsidies**

|  |              |              |              |              |               |              |                |               |              |              |               |                |                |
|--|--------------|--------------|--------------|--------------|---------------|--------------|----------------|---------------|--------------|--------------|---------------|----------------|----------------|
| NYS Operating Assistance                 | -            | -            | -            | -            | 39.5          | -            | -              | 39.5          | -            | -            | 39.5          | 39.5           | 158.2          |
| NYC and Local 18b:                       |              |              |              |              |               |              |                |               |              |              |               |                |                |
| New York City                            | -            | -            | -            | -            | -             | -            | 123.2          | -             | -            | -            | -             | 35.0           | 158.2          |
| Nassau County                            | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Suffolk County                           | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Westchester County                       | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Putnam County                            | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Dutchess County                          | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Orange County                            | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Rockland County                          | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Nassau County Subsidy to LIB             | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| CDOT Subsidies                           | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Station Maintenance                      | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| AMTAP                                    | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| 2006 Surplus Recovery                    | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Inter-Agency Loan                        | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | 134.5          | 134.5          |
| 55/25 Pension Funding                    | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | -              | -              |
| Fulton Street #1 Train - Port Authority  | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | (50.0)         | (50.0)         |
| NYCT Charge Back of MTA Bus Debt Service | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | (11.5)         | (11.5)         |
| Energy Hedging Strategy                  | -            | -            | -            | -            | -             | -            | -              | -             | -            | -            | -             | 94.4           | 94.4           |
|  | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$39.5</b> | <b>\$0.0</b> | <b>\$123.2</b> | <b>\$39.5</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$39.5</b> | <b>\$241.9</b> | <b>\$483.7</b> |

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

**Inter-agency Subsidy Transactions**

|                                |               |               |               |               |                |                |                |                |                |                |                |                |                |
|--------------------------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| MTA Subsidy to Subsidiaries    | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| B&T Operating Surplus Transfer | -             | 12.5          | 4.3           | 2.1           | 7.1            | 7.9            | 14.8           | 19.2           | 19.1           | 12.8           | 15.7           | 15.0           | 130.5          |
| <b>Total Subsidies</b>         | <b>\$84.3</b> | <b>\$96.1</b> | <b>\$90.8</b> | <b>\$88.6</b> | <b>\$133.1</b> | <b>\$276.1</b> | <b>\$403.9</b> | <b>\$236.6</b> | <b>\$200.2</b> | <b>\$191.6</b> | <b>\$234.0</b> | <b>\$522.1</b> | <b>2,557.3</b> |

**Notes**

(a) Metropolitan Mass Transportation Operating Assistance

(b) Mortgage Recording Tax

**Metropolitan Transportation Authority**  
**February Financial Plan - 2009 Adopted Budget**  
**Commuter Railroads Subsidies - Cash Basis**

(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

|                                      | Jan          | Feb          | Mar          | Apr          | May            | Jun            | Jul           | Aug           | Sep           | Oct           | Nov           | Dec          | Total          |
|--------------------------------------|--------------|--------------|--------------|--------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|--------------|----------------|
| MMTOA <sup>(a)</sup>                 | \$0.0        | \$0.0        | \$0.0        | \$0.0        | \$143.2        | \$92.7         | \$38.5        | \$42.8        | \$73.4        | \$42.8        | \$30.1        | \$0.0        | \$463.5        |
| Petroleum Business Tax               | 7.5          | 7.4          | 7.9          | 7.9          | 7.9            | 7.9            | 7.9           | 7.9           | 7.9           | 7.9           | 7.9           | 7.9          | 93.8           |
| MRT <sup>(b)</sup> 1 (Gross)         | -            | -            | -            | -            | -              | -              | -             | -             | -             | -             | -             | -            | -              |
| MRT <sup>(b)</sup> 2 (Gross)         | -            | -            | -            | -            | -              | -              | -             | -             | -             | -             | -             | -            | -              |
| Other MRT <sup>(b)</sup> Adjustments | -            | -            | -            | -            | -              | -              | -             | -             | -             | -             | -             | -            | -              |
| Urban Tax                            | -            | -            | -            | -            | -              | -              | -             | -             | -             | -             | -             | -            | -              |
| Investment Income                    | -            | -            | 0.5          | -            | -              | 0.5            | -             | -             | 0.5           | -             | -             | 0.5          | 2.0            |
|                                      | <b>\$7.5</b> | <b>\$7.4</b> | <b>\$8.4</b> | <b>\$7.9</b> | <b>\$151.1</b> | <b>\$101.1</b> | <b>\$46.4</b> | <b>\$50.7</b> | <b>\$81.8</b> | <b>\$50.7</b> | <b>\$38.0</b> | <b>\$8.4</b> | <b>\$559.3</b> |

***State and Local Subsidies***

|                              |              |              |               |              |               |               |              |               |               |              |               |              |                |
|------------------------------|--------------|--------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|--------------|----------------|
| NYS Operating Assistance     | -            | -            | -             | -            | 7.3           | -             | -            | 7.3           | -             | -            | 7.3           | 7.3          | 29.3           |
| NYC and Local 18b:           |              |              |               |              |               |               |              |               |               |              |               |              |                |
| New York City                | -            | -            | 0.5           | -            | -             | 0.5           | -            | -             | 0.5           | -            | -             | 0.5          | 1.9            |
| Nassau County                | -            | -            | 2.9           | -            | -             | 2.9           | -            | -             | 2.9           | -            | -             | 2.9          | 11.6           |
| Suffolk County               | -            | -            | 1.9           | -            | -             | 1.9           | -            | -             | 1.9           | -            | -             | 1.9          | 7.5            |
| Westchester County           | -            | -            | 1.8           | -            | -             | 1.8           | -            | -             | 1.8           | -            | -             | 1.8          | 7.3            |
| Putnam County                | -            | -            | 0.1           | -            | -             | 0.1           | -            | -             | 0.1           | -            | -             | 0.1          | 0.4            |
| Dutchess County              | -            | -            | 0.1           | -            | -             | 0.1           | -            | -             | 0.1           | -            | -             | 0.1          | 0.4            |
| Orange County                | -            | -            | 0.0           | -            | -             | 0.0           | -            | -             | 0.0           | -            | -             | 0.0          | 0.1            |
| Rockland County              | -            | -            | 0.0           | -            | -             | 0.0           | -            | -             | 0.0           | -            | -             | 0.0          | 0.0            |
| Nassau County Subsidy to LIB | -            | -            | -             | -            | -             | -             | -            | -             | -             | -            | -             | -            | -              |
| CDOT Subsidies               | 7.5          | 7.8          | 7.0           | 6.1          | 6.0           | 10.6          | 5.9          | 6.3           | 6.1           | 6.1          | 6.6           | 7.0          | 82.9           |
| Station Maintenance          | -            | -            | -             | -            | -             | 71.6          | -            | -             | 76.5          | -            | -             | -            | 148.1          |
| AMTAP                        | -            | -            | -             | -            | -             | -             | -            | -             | -             | -            | -             | -            | -              |
| 2006 Surplus Recovery        | -            | -            | -             | -            | -             | -             | -            | -             | -             | -            | -             | (40.0)       | (40.0)         |
| Energy Hedging Strategy      | -            | -            | -             | -            | -             | -             | -            | -             | -             | -            | -             | 19.9         | 19.9           |
|                              | <b>\$7.5</b> | <b>\$7.8</b> | <b>\$14.3</b> | <b>\$6.1</b> | <b>\$13.3</b> | <b>\$89.5</b> | <b>\$5.9</b> | <b>\$13.6</b> | <b>\$89.8</b> | <b>\$6.1</b> | <b>\$14.0</b> | <b>\$1.5</b> | <b>\$269.4</b> |

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

|  |             |             |             |             |              |              |             |             |              |             |             |            |              |
|--|-------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|------------|--------------|
|  | <b>15.0</b> | <b>15.2</b> | <b>22.7</b> | <b>14.0</b> | <b>164.4</b> | <b>190.6</b> | <b>52.3</b> | <b>64.3</b> | <b>171.6</b> | <b>56.8</b> | <b>52.0</b> | <b>9.9</b> | <b>828.7</b> |
|--|-------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|------------|--------------|

***Inter-agency Subsidy Transactions***

|                                |   |      |      |      |      |      |      |      |      |      |      |      |       |
|--------------------------------|---|------|------|------|------|------|------|------|------|------|------|------|-------|
| MTA Subsidy to Subsidiaries    | - | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     |
| B&T Operating Surplus Transfer | - | 33.4 | 13.2 | 12.2 | 16.8 | 17.9 | 24.5 | 29.3 | 29.1 | 22.5 | 25.8 | 34.8 | 259.3 |

**Total Subsidies**

|  |               |               |               |               |                |                |               |               |                |               |               |                |                  |
|--|---------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|---------------|---------------|----------------|------------------|
|  | <b>\$48.3</b> | <b>\$28.4</b> | <b>\$34.9</b> | <b>\$30.8</b> | <b>\$182.4</b> | <b>\$215.1</b> | <b>\$81.5</b> | <b>\$93.4</b> | <b>\$194.1</b> | <b>\$82.6</b> | <b>\$86.7</b> | <b>\$269.2</b> | <b>\$1,088.0</b> |
|--|---------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|---------------|---------------|----------------|------------------|

**Notes**

(a) Metropolitan Mass Transportation Operating Assistance

(b) Mortgage Recording Tax

**Metropolitan Transportation Authority**  
**February Financial Plan - 2009 Adopted Budget**  
**Long Island Bus Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

|                                      | Jan          | Feb          | Mar          | Apr          | May           | Jun          | Jul          | Aug          | Sep           | Oct          | Nov           | Dec           | Total         |
|--------------------------------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|---------------|--------------|---------------|---------------|---------------|
| MMTOA <sup>(a)</sup>                 | \$0.0        | \$0.0        | \$0.0        | \$0.0        | \$11.6        | \$0.0        | \$0.0        | \$0.0        | \$11.6        | \$0.0        | \$11.6        | \$11.6        | \$46.3        |
| Petroleum Business Tax               | -            | -            | -            | -            | -             | -            | -            | -            | -             | -            | -             | -             | -             |
| MRT <sup>(b)</sup> 1 (Gross)         | -            | -            | -            | -            | -             | -            | -            | -            | -             | -            | -             | -             | -             |
| MRT <sup>(b)</sup> 2 (Gross)         | -            | -            | -            | -            | -             | -            | -            | -            | -             | -            | -             | -             | -             |
| Other MRT <sup>(b)</sup> Adjustments | -            | -            | -            | -            | -             | -            | -            | -            | -             | -            | -             | -             | -             |
| Urban Tax                            | -            | -            | -            | -            | -             | -            | -            | -            | -             | -            | -             | -             | -             |
| Investment Income                    | -            | -            | -            | -            | -             | -            | -            | -            | -             | -            | -             | -             | -             |
|                                      | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$11.6</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$11.6</b> | <b>\$0.0</b> | <b>\$11.6</b> | <b>\$11.6</b> | <b>\$46.3</b> |

***State and Local Subsidies***

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

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

|                                |              |              |              |              |               |              |              |              |               |              |               |               |               |
|--------------------------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|---------------|--------------|---------------|---------------|---------------|
|                                | <b>\$0.0</b> | <b>\$2.6</b> | <b>\$0.0</b> | <b>\$2.6</b> | <b>\$12.3</b> | <b>\$2.6</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$12.3</b> | <b>\$2.6</b> | <b>\$12.3</b> | <b>\$12.3</b> | <b>\$59.7</b> |
| MTA Subsidy to Subsidiaries    | 5.0          | 7.0          | 7.0          | 5.0          | (5.0)         | -            | 5.0          | 3.0          | (9.0)         | -            | (5.0)         | (3.0)         | 10.0          |
| B&T Operating Surplus Transfer | -            | -            | -            | -            | -             | -            | -            | -            | -             | -            | -             | -             | -             |

**Total Subsidies**

|  |              |              |              |              |              |              |              |              |              |              |              |              |               |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
|  | <b>\$5.0</b> | <b>\$9.6</b> | <b>\$7.0</b> | <b>\$7.6</b> | <b>\$7.3</b> | <b>\$2.6</b> | <b>\$5.0</b> | <b>\$3.0</b> | <b>\$3.3</b> | <b>\$2.6</b> | <b>\$7.3</b> | <b>\$9.3</b> | <b>\$69.7</b> |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|

**Notes**

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

**Metropolitan Transportation Authority**  
**February Financial Plan - 2009 Adopted Budget**  
**Staten Island Railway Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

|                                      | Jan          | Feb          | Mar          | Apr          | May          | Jun          | Jul          | Aug          | Sep          | Oct          | Nov          | Dec          | Total        |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| MMTOA <sup>(a)</sup>                 | \$0.0        | \$0.0        | \$0.0        | \$0.0        | \$0.0        | \$0.6        | \$0.6        | \$0.3        | \$0.3        | \$0.3        | \$0.3        | \$0.6        | \$2.9        |
| Petroleum Business Tax               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MRT <sup>(b)</sup> 1 (Gross)         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MRT <sup>(b)</sup> 2 (Gross)         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Other MRT <sup>(b)</sup> Adjustments | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Urban Tax                            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Investment Income                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
|                                      | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.6</b> | <b>\$0.6</b> | <b>\$0.3</b> | <b>\$0.3</b> | <b>\$0.3</b> | <b>\$0.3</b> | <b>\$0.6</b> | <b>\$2.9</b> |

***State and Local Subsidies***

|                              |              |              |              |              |              |              |              |              |              |              |              |              |              |
|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| NYS Operating Assistance     |              | -            | -            | -            | 0.1          | -            | -            | 0.1          | -            | -            | 0.1          | 0.1          | 0.5          |
| NYC and Local 18b:           |              |              |              |              |              |              |              |              |              |              |              |              |              |
| New York City                | -            | -            | -            | -            | -            | -            | 0.5          | -            | -            | -            | -            | -            | 0.5          |
| Nassau County                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Suffolk County               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Westchester County           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Putnam County                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Dutchess County              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Orange County                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rockland County              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Nassau County Subsidy to LIB | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CDOT Subsidies               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Station Maintenance          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| AMTAP                        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
|                              | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.1</b> | <b>\$0.0</b> | <b>\$0.5</b> | <b>\$0.1</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.1</b> | <b>\$0.1</b> | <b>\$1.0</b> |

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

|                                |              |              |              |              |              |              |              |              |              |              |              |              |              |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.1</b> | <b>\$0.6</b> | <b>\$1.1</b> | <b>\$0.4</b> | <b>\$0.3</b> | <b>\$0.3</b> | <b>\$0.4</b> | <b>\$0.7</b> | <b>\$3.9</b> |
| MTA Subsidy to Subsidiaries    | 2.5          | 2.3          | 3.7          | 3.1          | 3.0          | 2.4          | 2.3          | 1.3          | 3.1          | 2.5          | 2.5          | 2.5          | \$31.1       |
| B&T Operating Surplus Transfer | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**Total Subsidies**

|  |              |              |              |              |              |              |              |              |              |              |              |              |               |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
|  | <b>\$2.5</b> | <b>\$2.3</b> | <b>\$3.7</b> | <b>\$3.1</b> | <b>\$3.1</b> | <b>\$3.0</b> | <b>\$3.3</b> | <b>\$1.8</b> | <b>\$3.4</b> | <b>\$2.8</b> | <b>\$2.9</b> | <b>\$3.2</b> | <b>\$35.0</b> |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|

**Notes**

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



**Metropolitan Transportation Authority**  
**February Financial Plan - 2009 Adopted Budget**  
**MTA Bus Company**  
**Subsidies - Cash Basis**  
(\$ in millions)

| Jan    | Feb    | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep    | Oct    | Nov    | Dec    | Total   |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|
| \$24.1 | \$25.3 | \$23.4 | \$23.8 | \$22.8 | \$19.9 | \$19.9 | \$20.0 | \$19.1 | \$17.9 | \$19.7 | \$23.1 | \$259.0 |

**Metropolitan Transportation Authority**  
**February Financial Plan - 2009 Adopted Budget**  
**MTA Headquarters Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

***Dedicated Taxes***

|                                      | Jan         | Feb           | Mar           | Apr           | May           | Jun           | Jul           | Aug           | Sep           | Oct           | Nov           | Dec           | Total          |
|--------------------------------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MMTOA <sup>(a)</sup>                 | \$0.0       | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$0.0         | \$0.0          |
| Petroleum Business Tax               | -           | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -              |
| MRT <sup>(b)</sup> 1 (Gross)         | 20.9        | 20.9          | 20.9          | 20.9          | 20.9          | 20.9          | 20.9          | 20.9          | 20.9          | 20.9          | 20.9          | 20.9          | 251.2          |
| MRT <sup>(b)</sup> 2 (Gross)         | 10.7        | 10.7          | 10.7          | 10.7          | 10.7          | 10.7          | 10.7          | 10.7          | 10.7          | 10.7          | 10.7          | 10.7          | 128.6          |
| Other MRT <sup>(b)</sup> Adjustments | -           | -             | (1.3)         | -             | -             | (1.3)         | -             | -             | (1.3)         | -             | -             | 18.1          | 14.3           |
| Urban Tax                            | -           | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -              |
| Investment Income                    | -           | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -              |
|                                      | <b>31.7</b> | <b>\$31.7</b> | <b>\$30.4</b> | <b>\$31.7</b> | <b>\$31.7</b> | <b>\$30.4</b> | <b>\$31.7</b> | <b>\$31.7</b> | <b>\$30.4</b> | <b>\$31.7</b> | <b>\$31.7</b> | <b>\$49.7</b> | <b>\$394.1</b> |

***State and Local Subsidies***

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

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

|                                |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MTA Subsidy to Subsidiaries    | - | - | - | - | - | - | - | - | - | - | - | - | - |
| B&T Operating Surplus Transfer | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Total Subsidies**

|  |             |               |               |               |               |               |               |               |               |               |               |               |                |
|--|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
|  | <b>31.7</b> | <b>\$31.7</b> | <b>\$30.4</b> | <b>\$31.7</b> | <b>\$31.7</b> | <b>\$30.4</b> | <b>\$31.7</b> | <b>\$31.7</b> | <b>\$30.4</b> | <b>\$31.7</b> | <b>\$31.7</b> | <b>\$49.7</b> | <b>\$394.1</b> |
|--|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|

**Notes**

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2009 Adopted Budget Forecast**  
**Total Positions by Function/Agency**

| FUNCTION/AGENCY                            | Jan           | Feb           | Mar           | Apr           | May            | Jun            | Jul            | Aug            | Sep            | Oct            | Nov            | Dec            |
|--|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Administration</b>                      | <b>5,053</b>  | <b>5,053</b>  | <b>5,068</b>  | <b>5,071</b>  | <b>5,090</b>   | <b>5,101</b>   | <b>5,122</b>   | <b>5,133</b>   | <b>5,153</b>   | <b>5,167</b>   | <b>5,177</b>   | <b>5,251</b>   |
| NYC Transit                                | 2,517         | 2,517         | 2,517         | 2,517         | 2,517          | 2,517          | 2,517          | 2,517          | 2,517          | 2,517          | 2,517          | 2,517          |
| Long Island Rail Road                      | 764           | 764           | 764           | 765           | 764            | 764            | 764            | 764            | 764            | 764            | 764            | 764            |
| Metro-North Railroad                       | 719           | 719           | 719           | 720           | 720            | 720            | 720            | 720            | 720            | 720            | 720            | 720            |
| Bridges & Tunnels                          | 142           | 142           | 142           | 142           | 142            | 142            | 142            | 142            | 142            | 141            | 141            | 141            |
| Headquarters                               | 667           | 667           | 682           | 683           | 703            | 714            | 736            | 747            | 767            | 782            | 792            | 797            |
| Long Island Bus                            | 17            | 17            | 17            | 17            | 17             | 17             | 17             | 17             | 17             | 17             | 17             | 87             |
| Staten Island Railway                      | 28            | 28            | 28            | 28            | 28             | 28             | 27             | 27             | 27             | 27             | 27             | 26             |
| Capital Construction Company               | 30            | 30            | 30            | 30            | 30             | 30             | 30             | 30             | 30             | 30             | 30             | 30             |
| Bus Company                                | 169           | 169           | 169           | 169           | 169            | 169            | 169            | 169            | 169            | 169            | 169            | 169            |
| <b>Operations</b>                          | <b>31,038</b> | <b>31,029</b> | <b>31,049</b> | <b>31,089</b> | <b>31,072</b>  | <b>31,104</b>  | <b>31,131</b>  | <b>31,110</b>  | <b>31,117</b>  | <b>31,107</b>  | <b>31,063</b>  | <b>31,061</b>  |
| NYC Transit                                | 23,038        | 23,038        | 23,038        | 23,038        | 23,038         | 23,038         | 23,038         | 23,038         | 23,038         | 23,038         | 23,038         | 23,038         |
| Long Island Rail Road                      | 2,064         | 2,055         | 2,075         | 2,112         | 2,096          | 2,126          | 2,148          | 2,128          | 2,136          | 2,129          | 2,082          | 2,079          |
| Metro-North Railroad                       | 1,889         | 1,889         | 1,889         | 1,891         | 1,890          | 1,891          | 1,894          | 1,892          | 1,891          | 1,888          | 1,891          | 1,891          |
| Bridges & Tunnels                          | 800           | 800           | 800           | 800           | 800            | 800            | 800            | 800            | 800            | 800            | 800            | 800            |
| Headquarters                               | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Long Island Bus                            | 785           | 785           | 785           | 785           | 785            | 785            | 785            | 785            | 785            | 785            | 785            | 785            |
| Staten Island Railway                      | 93            | 93            | 93            | 94            | 94             | 95             | 97             | 98             | 98             | 98             | 98             | 99             |
| Capital Construction Company               | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Bus Company                                | 2,369         | 2,369         | 2,369         | 2,369         | 2,369          | 2,369          | 2,369          | 2,369          | 2,369          | 2,369          | 2,369          | 2,369          |
| <b>Maintenance</b>                         | <b>30,678</b> | <b>30,722</b> | <b>30,923</b> | <b>30,992</b> | <b>30,977</b>  | <b>30,923</b>  | <b>30,897</b>  | <b>30,861</b>  | <b>30,887</b>  | <b>30,861</b>  | <b>30,795</b>  | <b>30,743</b>  |
| NYC Transit                                | 21,603        | 21,603        | 21,603        | 21,603        | 21,603         | 21,603         | 21,603         | 21,603         | 21,603         | 21,603         | 21,603         | 21,603         |
| Long Island Rail Road                      | 3,968         | 4,011         | 4,208         | 4,273         | 4,260          | 4,205          | 4,168          | 4,130          | 4,150          | 4,125          | 4,059          | 3,908          |
| Metro-North Railroad                       | 3,420         | 3,421         | 3,424         | 3,426         | 3,424          | 3,425          | 3,436          | 3,438          | 3,442          | 3,441          | 3,440          | 3,440          |
| Bridges & Tunnels                          | 400           | 400           | 400           | 400           | 400            | 400            | 400            | 400            | 400            | 400            | 400            | 400            |
| Headquarters                               | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Long Island Bus                            | 164           | 164           | 164           | 164           | 164            | 164            | 164            | 164            | 164            | 164            | 164            | 263            |
| Staten Island Railway                      | 148           | 148           | 149           | 151           | 151            | 151            | 151            | 151            | 153            | 153            | 154            | 154            |
| Capital Construction Company               | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Bus Company                                | 975           | 975           | 975           | 975           | 975            | 975            | 975            | 975            | 975            | 975            | 975            | 975            |
| <b>Engineering/Capital</b>                 | <b>2,026</b>  | <b>2,026</b>  | <b>2,026</b>  | <b>2,026</b>  | <b>2,026</b>   | <b>2,030</b>   | <b>2,030</b>   | <b>2,030</b>   | <b>2,026</b>   | <b>2,026</b>   | <b>2,026</b>   | <b>2,026</b>   |
| NYC Transit                                | 1,438         | 1,438         | 1,438         | 1,438         | 1,438          | 1,438          | 1,438          | 1,438          | 1,438          | 1,438          | 1,438          | 1,438          |
| Long Island Rail Road                      | 142           | 142           | 142           | 142           | 142            | 146            | 146            | 146            | 142            | 142            | 142            | 142            |
| Metro-North Railroad                       | 107           | 107           | 107           | 107           | 107            | 107            | 107            | 107            | 107            | 107            | 107            | 107            |
| Bridges & Tunnels                          | 190           | 190           | 190           | 190           | 190            | 190            | 190            | 190            | 190            | 190            | 190            | 190            |
| Headquarters                               | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Long Island Bus                            | 15            | 15            | 15            | 15            | 15             | 15             | 15             | 15             | 15             | 15             | 15             | 15             |
| Staten Island Railway                      | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Capital Construction Company               | 120           | 120           | 120           | 120           | 120            | 120            | 120            | 120            | 120            | 120            | 120            | 120            |
| Bus Company                                | 14            | 14            | 14            | 14            | 14             | 14             | 14             | 14             | 14             | 14             | 14             | 14             |
| <b>Public Safety</b>                       | <b>1,594</b>  | <b>1,594</b>  | <b>1,599</b>  | <b>1,601</b>  | <b>1,606</b>   | <b>1,609</b>   | <b>1,614</b>   | <b>1,614</b>   | <b>1,614</b>   | <b>1,616</b>   | <b>1,617</b>   | <b>1,618</b>   |
| NYC Transit                                | 515           | 515           | 515           | 515           | 515            | 515            | 515            | 515            | 515            | 515            | 515            | 515            |
| Long Island Rail Road                      | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Metro-North Railroad                       | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Bridges & Tunnels                          | 298           | 298           | 298           | 298           | 298            | 298            | 298            | 298            | 298            | 298            | 298            | 298            |
| Headquarters                               | 765           | 765           | 770           | 772           | 777            | 780            | 785            | 785            | 785            | 787            | 788            | 789            |
| Long Island Bus                            | 2             | 2             | 2             | 2             | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              |
| Staten Island Railway                      | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Capital Construction Company               | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Bus Company                                | 14            | 14            | 14            | 14            | 14             | 14             | 14             | 14             | 14             | 14             | 14             | 14             |
| <b>Impact of Gap Closing Actions</b>       |               |               |               |               |                |                |                |                |                |                |                |                |
| Addtl. Actions for Budget Balance          |               |               |               |               |                |                |                |                |                |                |                |                |
| NYC Transit                                | (197)         | (203)         | (205)         | (212)         | (1,847)        | (2,155)        | (2,171)        | (2,171)        | (2,182)        | (2,183)        | (2,244)        | (2,272)        |
| Long Island Rail Road                      | (99)          | (99)          | (99)          | (99)          | (99)           | (99)           | (148)          | (148)          | (148)          | (148)          | (148)          | (165)          |
| Metro-North Railroad                       | (88)          | (88)          | (88)          | (88)          | (88)           | (88)           | (88)           | (88)           | (88)           | (88)           | (88)           | (88)           |
| Bridges & Tunnels                          | (28)          | (28)          | (28)          | (28)          | (28)           | (28)           | (28)           | (28)           | (28)           | (28)           | (28)           | (28)           |
| Headquarters                               | -             | -             | -             | -             | -              | (21)           | (21)           | (21)           | (21)           | (21)           | (21)           | (21)           |
| Long Island Bus                            | (6)           | (6)           | (6)           | (6)           | (6)            | (21)           | (21)           | (21)           | (21)           | (21)           | (21)           | (21)           |
| Staten Island Railway                      | (2)           | (2)           | (2)           | (2)           | (2)            | (2)            | (2)            | (2)            | (2)            | (2)            | (2)            | (2)            |
| Capital Construction Company               | -             | -             | -             | -             | -              | -              | -              | -              | -              | -              | -              | -              |
| Bus Company                                | (40)          | (40)          | (40)          | (40)          | (40)           | (40)           | (168)          | (168)          | (168)          | (168)          | (168)          | (168)          |
| <b>Total Impact of Gap Closing Actions</b> | <b>(460)</b>  | <b>(466)</b>  | <b>(468)</b>  | <b>(475)</b>  | <b>(2,110)</b> | <b>(2,454)</b> | <b>(2,647)</b> | <b>(2,647)</b> | <b>(2,658)</b> | <b>(2,659)</b> | <b>(2,720)</b> | <b>(2,765)</b> |

| FUNCTION/AGENCY                 | Jan           | Feb           | Mar           | Apr           | May           | Jun           | Jul           | Aug           | Sep           | Oct           | Nov           | Dec           |
|---------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Baseline Total Positions</b> | <b>69,929</b> | <b>69,958</b> | <b>70,197</b> | <b>70,304</b> | <b>68,661</b> | <b>68,313</b> | <b>68,147</b> | <b>68,101</b> | <b>68,139</b> | <b>68,118</b> | <b>67,958</b> | <b>67,934</b> |
| NYC Transit                     | 48,914        | 48,908        | 48,906        | 48,899        | 47,264        | 46,956        | 46,940        | 46,940        | 46,929        | 46,928        | 46,867        | 46,839        |
| Long Island Rail Road           | 6,839         | 6,873         | 7,090         | 7,193         | 7,163         | 7,142         | 7,078         | 7,020         | 7,044         | 7,012         | 6,899         | 6,728         |
| Metro-North Railroad            | 6,047         | 6,048         | 6,051         | 6,056         | 6,053         | 6,055         | 6,069         | 6,069         | 6,072         | 6,068         | 6,070         | 6,070         |
| Bridges & Tunnels               | 1,802         | 1,802         | 1,802         | 1,802         | 1,802         | 1,802         | 1,802         | 1,802         | 1,802         | 1,801         | 1,801         | 1,801         |
| Headquarters                    | 1,432         | 1,432         | 1,452         | 1,455         | 1,480         | 1,473         | 1,500         | 1,511         | 1,531         | 1,548         | 1,559         | 1,565         |
| Long Island Bus                 | 977           | 977           | 977           | 977           | 977           | 962           | 962           | 962           | 962           | 962           | 962           | 1,131         |
| Staten Island Railway           | 267           | 267           | 268           | 271           | 271           | 272           | 273           | 274           | 276           | 276           | 277           | 277           |
| Capital Construction Company    | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           |
| Bus Company                     | 3,501         | 3,501         | 3,501         | 3,501         | 3,501         | 3,501         | 3,373         | 3,373         | 3,373         | 3,373         | 3,373         | 3,373         |
| <b>Non-Reimbursable</b>         | <b>62,750</b> | <b>62,743</b> | <b>62,712</b> | <b>62,730</b> | <b>61,098</b> | <b>60,808</b> | <b>60,708</b> | <b>60,692</b> | <b>60,761</b> | <b>60,761</b> | <b>60,608</b> | <b>60,763</b> |
| NYC Transit                     | 43,418        | 43,412        | 43,410        | 43,403        | 41,768        | 41,460        | 41,444        | 41,444        | 41,433        | 41,432        | 41,371        | 41,343        |
| Long Island Rail Road           | 6,020         | 6,024         | 6,002         | 6,052         | 6,045         | 6,085         | 6,064         | 6,029         | 6,046         | 6,044         | 5,956         | 5,952         |
| Metro-North Railroad            | 5,455         | 5,450         | 5,422         | 5,392         | 5,377         | 5,377         | 5,416         | 5,423         | 5,465         | 5,452         | 5,436         | 5,448         |
| Bridges & Tunnels               | 1,757         | 1,757         | 1,757         | 1,757         | 1,757         | 1,757         | 1,757         | 1,757         | 1,757         | 1,756         | 1,756         | 1,756         |
| Headquarters                    | 1,389         | 1,389         | 1,409         | 1,411         | 1,436         | 1,428         | 1,453         | 1,464         | 1,483         | 1,500         | 1,511         | 1,517         |
| Long Island Bus                 | 962           | 962           | 962           | 962           | 962           | 947           | 947           | 947           | 947           | 947           | 947           | 1,116         |
| Staten Island Railway           | 264           | 264           | 265           | 268           | 268           | 269           | 270           | 271           | 273           | 273           | 274           | 274           |
| Capital Construction Company    | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Bus Company                     | 3,485         | 3,485         | 3,485         | 3,485         | 3,485         | 3,485         | 3,357         | 3,357         | 3,357         | 3,357         | 3,357         | 3,357         |
| <b>Reimbursable</b>             | <b>7,179</b>  | <b>7,215</b>  | <b>7,485</b>  | <b>7,574</b>  | <b>7,563</b>  | <b>7,505</b>  | <b>7,439</b>  | <b>7,409</b>  | <b>7,378</b>  | <b>7,357</b>  | <b>7,350</b>  | <b>7,171</b>  |
| NYC Transit                     | 5,496         | 5,496         | 5,496         | 5,496         | 5,496         | 5,496         | 5,496         | 5,496         | 5,496         | 5,496         | 5,496         | 5,496         |
| Long Island Rail Road           | 819           | 849           | 1,088         | 1,141         | 1,118         | 1,057         | 1,014         | 991           | 998           | 968           | 943           | 776           |
| Metro-North Railroad            | 592           | 598           | 629           | 664           | 676           | 678           | 653           | 646           | 607           | 616           | 634           | 622           |
| Bridges & Tunnels               | 45            | 45            | 45            | 45            | 45            | 45            | 45            | 45            | 45            | 45            | 45            | 45            |
| Headquarters                    | 43            | 43            | 43            | 44            | 44            | 45            | 47            | 47            | 48            | 48            | 48            | 48            |
| Long Island Bus                 | 15            | 15            | 15            | 15            | 15            | 15            | 15            | 15            | 15            | 15            | 15            | 15            |
| Staten Island Railway           | 3             | 3             | 3             | 3             | 3             | 3             | 3             | 3             | 3             | 3             | 3             | 3             |
| Capital Construction Company    | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           | 150           |
| Bus Company                     | 16            | 16            | 16            | 16            | 16            | 16            | 16            | 16            | 16            | 16            | 16            | 16            |
| <b>Total Full-Time</b>          | <b>69,638</b> | <b>69,667</b> | <b>69,906</b> | <b>70,013</b> | <b>68,370</b> | <b>68,034</b> | <b>67,868</b> | <b>67,822</b> | <b>67,860</b> | <b>67,839</b> | <b>67,679</b> |               |

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2009 Adopted Budget Forecast**  
**Total Positions by Function and Occupational Group**

| <b>FUNCTION/OCCUPATIONAL GROUP</b>                | <b>Jan</b>    | <b>Feb</b>    | <b>Mar</b>    | <b>Apr</b>    | <b>May</b>     | <b>Jun</b>     | <b>Jul</b>     | <b>Aug</b>     | <b>Sep</b>     | <b>Oct</b>     | <b>Nov</b>     | <b>Dec</b>     |
|---|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Administration</b>                             | <b>5,123</b>  | <b>5,123</b>  | <b>5,138</b>  | <b>5,141</b>  | <b>5,160</b>   | <b>5,171</b>   | <b>5,192</b>   | <b>5,203</b>   | <b>5,223</b>   | <b>5,237</b>   | <b>5,247</b>   | <b>5,251</b>   |
| Managers/Supervisors                              | 1,834         | 1,834         | 1,844         | 1,844         | 1,859          | 1,867          | 1,882          | 1,889          | 1,904          | 1,914          | 1,920          | 1,922          |
| Professional, Technical, Clerical                 | 3,219         | 3,219         | 3,224         | 3,227         | 3,231          | 3,234          | 3,240          | 3,244          | 3,249          | 3,253          | 3,257          | 3,259          |
| Operational Hourlies                              | 70            | 70            | 70            | 70            | 70             | 70             | 70             | 70             | 70             | 70             | 70             | 70             |
| <b>Operations</b>                                 | <b>31,038</b> | <b>31,029</b> | <b>31,049</b> | <b>31,089</b> | <b>31,072</b>  | <b>31,104</b>  | <b>31,131</b>  | <b>31,110</b>  | <b>31,117</b>  | <b>31,107</b>  | <b>31,063</b>  | <b>31,061</b>  |
| Managers/Supervisors                              | 3,252         | 3,252         | 3,252         | 3,252         | 3,252          | 3,253          | 3,253          | 3,253          | 3,252          | 3,252          | 3,252          | 3,253          |
| Professional, Technical, Clerical                 | 1,070         | 1,070         | 1,070         | 1,071         | 1,076          | 1,083          | 1,083          | 1,084          | 1,076          | 1,070          | 1,069          | 1,069          |
| Operational Hourlies                              | 26,716        | 26,707        | 26,727        | 26,766        | 26,744         | 26,768         | 26,795         | 26,773         | 26,789         | 26,785         | 26,742         | 26,739         |
| <b>Maintenance</b>                                | <b>30,777</b> | <b>30,821</b> | <b>31,022</b> | <b>31,091</b> | <b>31,076</b>  | <b>31,022</b>  | <b>30,996</b>  | <b>30,960</b>  | <b>30,986</b>  | <b>30,960</b>  | <b>30,894</b>  | <b>30,743</b>  |
| Managers/Supervisors                              | 4,999         | 5,004         | 5,017         | 5,022         | 5,020          | 5,017          | 5,012          | 5,008          | 5,006          | 5,004          | 4,999          | 4,986          |
| Professional, Technical, Clerical                 | 2,677         | 2,678         | 2,678         | 2,679         | 2,678          | 2,678          | 2,679          | 2,679          | 2,679          | 2,680          | 2,680          | 2,680          |
| Operational Hourlies                              | 23,101        | 23,139        | 23,327        | 23,390        | 23,378         | 23,327         | 23,305         | 23,273         | 23,301         | 23,276         | 23,215         | 23,077         |
| <b>Engineering/Capital</b>                        | <b>2,026</b>  | <b>2,026</b>  | <b>2,026</b>  | <b>2,026</b>  | <b>2,026</b>   | <b>2,030</b>   | <b>2,030</b>   | <b>2,030</b>   | <b>2,026</b>   | <b>2,026</b>   | <b>2,026</b>   | <b>2,026</b>   |
| Managers/Supervisors                              | 535           | 535           | 535           | 535           | 535            | 535            | 535            | 535            | 535            | 535            | 535            | 535            |
| Professional, Technical, Clerical                 | 1,489         | 1,489         | 1,489         | 1,489         | 1,489          | 1,493          | 1,493          | 1,493          | 1,489          | 1,489          | 1,489          | 1,489          |
| Operational Hourlies                              | 2             | 2             | 2             | 2             | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              |
| <b>Public Safety</b>                              | <b>1,594</b>  | <b>1,594</b>  | <b>1,599</b>  | <b>1,601</b>  | <b>1,606</b>   | <b>1,609</b>   | <b>1,614</b>   | <b>1,614</b>   | <b>1,614</b>   | <b>1,616</b>   | <b>1,617</b>   | <b>1,618</b>   |
| Managers/Supervisors                              | 148           | 148           | 148           | 148           | 148            | 148            | 149            | 149            | 149            | 150            | 150            | 150            |
| Professional, Technical, Clerical                 | 149           | 149           | 154           | 156           | 158            | 158            | 159            | 159            | 159            | 160            | 160            | 161            |
| Operational Hourlies                              | 1,297         | 1,297         | 1,297         | 1,297         | 1,300          | 1,303          | 1,306          | 1,306          | 1,306          | 1,306          | 1,307          | 1,307          |
| <b>Impact of Gap Closing Actions</b>              | <b>(460)</b>  | <b>(466)</b>  | <b>(468)</b>  | <b>(475)</b>  | <b>(2,110)</b> | <b>(2,454)</b> | <b>(2,647)</b> | <b>(2,647)</b> | <b>(2,658)</b> | <b>(2,659)</b> | <b>(2,720)</b> | <b>(2,765)</b> |
| Fare Increase & Addtl. Actions for Budget Balance |               |               |               |               |                |                |                |                |                |                |                |                |
| Managers/Supervisors                              | (149)         | (149)         | (147)         | (147)         | (183)          | (289)          | (298)          | (298)          | (298)          | (297)          | (315)          | (314)          |
| Professional, Technical, Clerical                 | (75)          | (81)          | (85)          | (86)          | (86)           | (247)          | (247)          | (247)          | (247)          | (246)          | (240)          | (231)          |
| Operational Hourlies                              | (236)         | (236)         | (236)         | (242)         | (1,841)        | (1,918)        | (2,102)        | (2,102)        | (2,113)        | (2,116)        | (2,165)        | (2,220)        |
| <b>Total Positions</b>                            | <b>70,098</b> | <b>70,127</b> | <b>70,366</b> | <b>70,473</b> | <b>68,830</b>  | <b>68,482</b>  | <b>68,316</b>  | <b>68,270</b>  | <b>68,308</b>  | <b>68,287</b>  | <b>68,127</b>  | <b>67,934</b>  |
| Managers/Supervisors                              | 10,619        | 10,624        | 10,649        | 10,654        | 10,631         | 10,531         | 10,533         | 10,536         | 10,548         | 10,558         | 10,541         | 10,532         |
| Professional, Technical, Clerical                 | 8,529         | 8,524         | 8,530         | 8,536         | 8,546          | 8,399          | 8,407          | 8,412          | 8,405          | 8,406          | 8,415          | 8,427          |
| Operational Hourlies                              | 50,950        | 50,979        | 51,187        | 51,283        | 49,653         | 49,552         | 49,376         | 49,322         | 49,355         | 49,323         | 49,171         | 48,975         |

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