

MTA 2010 BUDGET ADOPTION MATERIALS

**MTA Finance Committee
MTA Board**

**December 14, 2009
December 16, 2009**



Metropolitan Transportation Authority

MTA 2010 Budget Adoption Materials

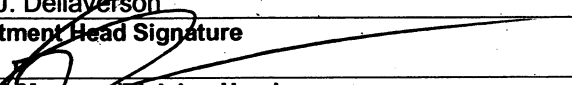
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**I. Staff Summary MTA Consolidated
2010 Budget**



Staff Summary

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Subject MTA Consolidated 2010 Operating Budget
Department Chief Financial Officer
Department Head Name Gary J. Dellaverson
Department Head Signature 
Project Manager/Division Head Douglas F. Johnson/ Gary M. Lanigan

Date December 13, 2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	12/14	X		
2	Board	12/16	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Chief Financial Officer	1	
2	Legal	2	
	Administration		
	Procurement		Other

Purpose:

- (1) To secure MTA Board adoption of MTA's Consolidated and Agencies' 2009 Final Estimate, the 2010 Final Proposed Budget, and the Four-Year Financial Plan for 2010-2013 (December Plan). This includes the approval of Policy Actions, Gap Closing Programs, and Cash Management Actions.
- (2) To obtain Board authorization for staff, under the direction of the Chairman, to proceed with steps necessary for MTA to notice and conduct public hearings to elicit public comment, prior to any final Board action with respect to major service reductions and phase-out of school fare discounts, and for staff, as directed by the Chairman, to take other needed administrative actions consistent with the 2010 Final Proposed Budget following its adoption.

Discussion:

This document summarizes the Financial Plan presented to the Board in November ("November Plan") and describes recent developments that have adversely impacted the November Plan and which require the Board's consideration of additional budgetary measures to be incorporated into the 2010 Final Proposed Budget and Four Year Financial Plan.

The November Financial Plan

The Chief Financial Officer submitted a final proposed budget for 2010 to the Board in November which, while similar in many respect to the July Plan, identified new developments and risks, many of which were the result of the continuing economic downturn.

The July Plan assumed a significant reduction in passenger and toll revenue as a result of reduced economic activity, especially employment, in the region. These job losses have taken a toll on MTA utilization levels; however, the situation is slightly less dire than forecasted in July. MTA consolidated ridership in 2009 is expected to better the Mid-Year Forecast by 0.5%, and B&T traffic forecasts have been increased by 1.2% over the Mid-Year Forecast. The net impact on fare and toll revenue, as captured in the November Plan, was a combined favorable \$36 million in 2009, \$32 million in 2010, \$46 million in 2011, \$69 million in 2012 and \$80 million in 2013.

Offsetting those favorable results was a reduction in real estate tax revenues. The regional and global recessions, coupled with the freeze of the financial credit markets, have continued to adversely impact real estate tax revenues, which have dropped further and quicker than forecasts anticipated. Receipts for the real estate transaction taxes have fallen short of the Mid-Year Forecast, which already anticipated a continuing weak real estate market. The Mid-Year Forecast projected 2009 real estate receipts to be 52% lower than 2008 receipts, falling to its lowest level since 2000. Since June, however, real estate tax receipts have been \$21 million less than anticipated, a 13% short-fall from July through October, primarily in Urban Tax receipts. The November Plan recognized the continued falloff in Urban Tax revenue, and reduced projections of real estate tax receipts for 2009 by an additional \$56 million, with a further reduction of \$188 million in total from 2010 to 2013 as compared with the July Financial Plan.

The November Plan also recognized certain risks including the potential for lower revenues from ridership if assumptions on an economic recovery are not realized and the possibility of reductions in appropriated funds to the MTA in 2009 (at the time of the November Plan such reductions had been proposed by the Governor to address the State's deficit but it was not then known what gap closing measures would in fact be adopted by the State Legislature). Moreover, the Plan identified financial risks associated with the levels of receipts of new legislated taxes, since we did not have any history that would allow us to predict with certainty the level or timing of these new revenues.

The litigation over the TWU Impasse Award also added additional uncertainty regarding labor costs. An arbitration award covering the TWU was issued in August 2009, which would result in significantly higher costs than those anticipated in the July Financial Plan. The July Plan assumed a 2009 wage increase of 1.47%, followed by CPI-U increases of 1.87% in 2010 and 2.23% in 2011. The arbitration panel award was significantly higher, resulting in wage increases that approximate 4% in 2009, 4% in 2010, and 3% in 2011. The arbitration award also granted a reduction in the amount of the employee health benefit contribution, raising the total value of the award to approximately 11.5% over three years. While the timing of the increases would result in minimal budget impact in 2009, preliminary estimates indicate that this award would cost the MTA approximately \$90 million in 2010, \$200 million in 2011 and \$250 million in 2012 and beyond above the amounts already included in the July Financial Plan. The MTA moved in September to vacate the decision as legally flawed and the wage assumptions remained unchanged in the November Plan from the July Plan.

These risks to revenues and labor costs caused the MTA to make recommendations regarding the establishment of additional reserves. While the November Plan included the traditional \$75 million General Reserve in 2010 and beyond, it also retained the \$38 million reserve for 2009 and added an additional 2009 reserve of \$85 million. The November Plan projected a net cash surplus of \$28 million in 2009 and \$5 million in 2010, while projecting cash deficits of \$34 million, \$319 million and \$58 million for 2011, 2012 and 2013, respectively.

New Developments

Subsequent to presenting the November Financial Plan, the MTA has experienced several significant unfavorable developments. First, as part of the State's deficit reduction plan, the State Legislature reduced its prior appropriation to the MTA for 2009 by \$143 million. This is the first time that an existing appropriation to MTA has been reduced under circumstances in which the money was derived from a 'dedicated' MTA tax and had already been collected by the State. Because of the way funds flow from the State to the MTA, this entire reduction will occur in December of 2009. We further understand that the State is now projecting reduced MMTOA collections of \$49 million in 2010 and \$74 million in future years.

Second, receipts from the recently enacted mobility tax now are significantly under-running projections. The State is projecting an estimated reduction of \$229 million for calendar year 2009. This is surprising both because of the magnitude of the under-run (over 20%) and the late date of its discovery. State DOB advises that it believes that a significant portion of the shortfall (\$179 million) is the result of timing and is expected to be made up in 2010. However, State DOB also projected lower PMT receipts of \$50 million a year starting in 2010.

Over the 2009-2010 period, these combined losses are approximately \$300 million, with most coming in 2009.

Third, on December 11, 2009, an unfavorable ruling was issued in the legal proceeding in which MTA challenged the August arbitration award. The Court denied the petition to vacate the August award and granted the TWU Local 100 petition for award confirmation. MTA is considering whether to take an appeal from this judgment. As noted above, if this award is implemented, it would cost the MTA significant sums beyond the amounts that were included in the July Financial Plan, although the November Plan contained a one-time contingency of \$85 million to partially offset this and other financial risks.

Partially mitigating these losses in the short term are lower estimated debt service costs (\$56 million) and the favorable timing of Agency expenses. Cash expenditures are projected to be lower than Plan by \$106 million. However, much of that is timing, including the delay of TWU award. The net impact of 2009 Agency results is expected to be \$35 million when compared with the November Plan.

Through cash management actions, including delaying pension payments and the above-mentioned timing variances, the MTA will satisfy its 2009 cash obligations but will roll this problem into 2010. The December Plan identifies significant additional cost-cutting measures beginning in 2010 to solve the larger long-term problem. As a result of these actions and MTA re-estimates, the December Plan assumes that 2009 will end with a \$31 million cash balance. The 2010 Proposed Budget includes service reductions and other reductions to balance the Budget and end the year with a \$2 million cash

balance. The out-years of the Plan project a cash balance of \$1 million in 2011, a deficit of \$188 million in 2012, and a cash balance of \$65 million in 2013.

Policy Actions

This Financial Plan includes a number of Policy Actions, for which approval is requested in this staff summary:

Special Labor Reserve – the MTA is proposing the establishment of reserves in 2010 to mitigate significant financial risks from labor costs. Given the court ruling noted above that issued on December 11, 2009, it is appropriate for the 2010 budget and the Four Year Plan to reserve funds against the wage amounts set forth in the Award (see description of TWU Impasse Award above). The reserve will be used to supplement funding already provided in the agency budgets and be distributed as settlements are reached. The reserve will be established at \$91 million in 2010, \$173 million in 2011, \$190 million in 2012 and \$196 million in 2013. Please note that the \$85 million Economic Volatility Reserve and the remaining \$28 million 2009 general reserve have been removed from this plan. The remaining reserve in the November Plan was \$38 million; however, real estate taxes are now projected to decrease \$10 million by year end.

Pay-As-You-Go Capital - The Final Proposed Budget continues to assume that a portion of the new tax revenues will be contributed to the capital program in the form of "pay-as-you-go capital". These payments are planned at \$50 million in 2010. In 2011 and beyond these payments will ramp up in \$50 million increments until the annual contribution achieves \$450 million in 2018. This level of contribution will be necessary to support the first two years of necessary local funding of the next capital program, including support for "mega" projects like East Side Access and the Second Avenue Subway.

B&T Holdback - The Plan proposes that a portion of the 7.5% toll increases for 2011 and 2013 (equivalent to 2.5% in each year) will be used to fund new B&T capital projects through pay-as-you-go funding and additional debt service.

Gap Closing/Cash Management Actions

This Financial Plan includes a number of Gap Closing/Cash Management Actions, for which approval is requested in this staff summary:

Gap Closing/Cash Management Measures included in the November Plan

2010 Agency Program to Eliminate the Gap - The 2010 Program to Eliminate the Gap (PEG) consists of savings of \$23 million and 118 positions in 2009, \$72 million and 375 positions in 2010, \$71 million and 356 positions in 2011, \$72 million and 347 positions in 2012, and \$75 million and 390 positions in 2013.

Post-2010 Agency Program to Eliminate the Gap – Agencies will identify PEGs beginning in 2011 during next year's budget cycle. The value of these "unspecified" PEGs is \$90 million in 2011, \$188 million in 2012, and \$280 million in 2013.

Non-Represented Wage Freeze in 2009 – Non-represented employees did not receive a cost of living raise in 2009.

Federal Legislative Actions - The MTA is proposing changes in federal legislation that would eliminate certain federal mandates for commuter rail employees without impacting employee benefits. This Plan delays the assumed initiation of these changes until the third quarter of 2010.

2011 Increased Fare and Toll Yields – The Plan proposes a 7.5% increase in MTA consolidated farebox and toll revenue yields beginning January 1, 2011. Consolidated fare and toll revenues, excluding MTA Bus revenues, are expected to increase by \$408 million in 2011, \$425 million in 2012 and \$429 million in 2013. MTA Bus revenue is expected to increase by \$12 million in 2011 and by \$13 million in 2012 and 2013. These additional MTA Bus revenues will be used to hold down the NYC subsidy used to cover the costs associated with MTA Bus operations.

The July Financial Plan also assumed a 7.5% increase in MTA consolidated farebox and toll revenue yields starting on January 1, 2011 as a post-2010 gap closing action. The projections from this action are slightly improved from the estimates prepared for the July Plan due to higher baseline farebox and toll revenue forecasts.

2013 Increased Fare and Toll Yields – A 7.5% consolidated farebox and toll revenue yield increase is also proposed for implementation on January 1, 2013, and is estimated to yield an additional \$449 million in 2013, excluding yield increases for MTA Bus. The 7.5% farebox yield increase at MTA Bus is expected to generate additional revenue of \$14 million in 2013, and will be used to hold down the NYC subsidy to MTA Bus.

Forward Energy Contracts – The Plan continues to assume that an energy hedging strategy or similar mechanism will be used to lock in fuel prices for 2010. The Plan assumes that the MTA will set-aside \$73 million in 2009 to be used to lock in pricing for approximately one-third of its fuel budget for 2010. It also assumes that in 2010, the MTA will set-aside \$82 million to lock in one-third of its expected 2011 fuel requirement.

Additional Gap Closing/Cash Management Measures

It is recommended that the Board adopt additional actions described below and included in this Financial Plan:

Additional Actions for Budget Balance – When the New York State Legislature approved the regional mobility taxes in May of 2009, the MTA was able to lower the budgeted fare/toll increase and eliminate those Additional Actions for Budget Balance (AABBs) that directly impacted scheduled service to the public. Recent negative financial developments, however, have altered the MTA's financial picture, and the MTA must now make some choices that it was able to avoid in 2009. Attachment D captures these Additional Actions for Budget Balance (AABB), including most of the items that were restored last May. Major service changes included in Attachment D will be noticed for public hearing. Many of the AABB items are adjustments to scheduled service to better match demand. These reductions have been re-evaluated since May and cost savings have been modified and are now valued at \$62 million in 2010 and \$129 million each year thereafter. In addition to these AABB service items, the AABB Gap Closing actions include the elimination of the Rockaway/Broad Channel residents' rebate program.

Administrative Savings – The MTA will take additional administrative savings beyond those taken in PEGs, AABB or BSC savings projections. Efforts are underway at the direction of the Chairman to uncover permanent savings in various administrative areas including purchases, professional services and labor. These savings programs are expected to yield \$49 million in 2010 and \$65 million each year thereafter. If necessary, furloughs and an increase in the length of the pay-lag for non-represented employees may be used to augment savings, so that these savings targets will be achieved.

Student Fare – Prior to 1994, New York City and New York State paid the entire costs of the program to fund free or half-price student fares. In 1995, an agreement was made between NYC, NYS and the MTA to divide these costs equally. Over time, MTA costs increased but reimbursements from NYS and NYC did not. In November of 2009, NYS dramatically reduced its school fare reimbursement from \$25 million to only \$6 million. The MTA can no longer afford to subsidize this free service and, therefore, is proposing a roll back of the discount for school transportation. This proposal assumes that one half of the current discount will be eliminated in September of 2010 and the remaining half discount will be discontinued in September of 2011. This is expected to save \$31 million in 2010 and \$62 million in 2011, with savings annualizing to \$170 million in 2012 and beyond.

Paratransit Savings – Paratransit costs at the MTA are rising at an extraordinary rate and the level of contribution from our funding partners has not come close to keeping up. The MTA is looking at ways that it can save costs without jeopardizing our ability to deliver these necessary services consistent with legal requirements. It is anticipated that savings of \$40 million can be achieved in 2010 with annual savings of \$80 million each year thereafter. Sources of savings that are anticipated include: improvements in scheduling efficiency, an increase in the use of vouchers and taxis, better coordination of feeder service with accessible fixed route service, improved eligibility screening, and the elimination of the most expensive carriers.

Delay 2009 Pension Payment – To assist short-term cash flow, the MTA will delay the scheduled payment of \$100 million in pension payments from 2009 to 2010.

Recommendation:

It is recommended that the Board:

- Adopt the 2010 Budget and Financial Plan as summarized in the attached MTA Consolidated Statement of Operations and described above. This includes approving the 2009 Final Estimate, the general reserve, the

additional reserves, as well as all Policy, Gap Closing and Cash Management actions that include Additional Actions for Budget Balance, the phase-out of student fare discounts and the adjustment of some paratransit service.

- Authorize staff, under the direction of the Chair/CEO, to proceed with steps necessary to notice and conduct public hearings to elicit public comment, prior to any final Board action with respect to proposed major service reductions and the phase-out of student fare discounts, and for staff, as directed by the Chair/ CEO, to take other needed administrative actions consistent with the 2010 Final Proposed Budget following its adoption.
- Adopt Agency 2010 Budgets, including approving the 2009 Final Estimate, and any applicable gap closing actions included in the consolidated Budget. Separate actions on the phase-out of the school fare discount and major service reductions included in the AABs will also be brought to the Board in 2010 subsequent to the conclusion of the public hearing process.
- Authorize technical adjustments to Agency Budgets and forecasts of a non-material nature in the February Financial Plan.
- Authorize adjustment of Agency 2010 Budgets and forecasts to reflect labor settlements approved from time to time by the Board.
- Authorize staff, under the direction of the Chair/CEO, to take actions consistent with the energy hedging strategy set forth in the 2010 Final Proposed Budget.
- Approve additional budget and cash management actions, as has been done in past budget adoptions, below:

General Reserve

The Board should authorize the Chairman to allocate these reserves in order to cover contingencies as may become necessary in order to ensure the continued operations of MTA Headquarters and the operating agencies. Such expenditures shall be funded from the MTA Corporate Account (MRT-2), and/or Regional Mobility Taxes, and/or other new taxes legislated in 2009.

Advance of Bridges and Tunnels Operating Surplus

As has been done on previous occasions, the Board should authorize Bridges and Tunnels to advance to MTA and NYC Transit, to the extent funds are available, all or a part of the estimated operating surplus for the year 2010, when and as directed by the Chairman or his designee.

Inter-Agency Loans

The Board is requested to authorize the Chairman or his designee, acting under Section 1266 (6-a) of the Public Authorities Law, to enter into inter-agency loan agreements among the Metropolitan Transportation Authority and its affiliates and subsidiaries. This authorization would allow the temporary movement of funds among agencies to meet cash flow requirements for operating or capital purposes resulting from a mismatch between the receipt of subsidies and other monies and cash flow needs. The statute requires that any such inter-agency loans be repaid no later than the end of the next succeeding calendar year.

Advance of MTA (Mortgage Recording Tax #2) Corporate Account Monies

Unlike many other forms of intergovernmental aid, these subsidy moneys, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that these funds be used to support the MTA Police, the All-Agency Security Pool (see above), other MTA Headquarters operations, the funding of MTA reserves, MTA Bus capital projects as described below, and to temporarily help stabilize cash-flow requirements. As in the past, except as described below in the case of MTA Bus capital projects, the advance of such funds to the MTA and its affiliates and subsidiaries to stabilize cash-flow requirements may be made, provided that such advances are repaid prior to the end of the fiscal year in which made.

Use of All-Agency Security Pool

The 2009 MTA Headquarters (MTAHQ) Operating Budget authorizes the use of up to \$10 million and the 2010 MTAHQ Budget authorizes the use of up to \$10 million for certain MTA-wide security-related projects. This funding level is assumed in every year of the Plan. Actual payments for these projects may occur in the fiscal year subsequent to the

year of authorization. In order to implement this program, and to provide for these cross-fiscal-year expenses, the Board hereby authorizes the deposit in the Mortgage Recording Tax #2 (MRT-2) Corporate Purposes Account of such amounts from MRT-2 receipts (moneys that by statute are allocable at the Board's discretion); and the payment, subject to the approval of the Chairman or his designee, from such MRT-2 Corporate Account, of reimbursements of Agency expenses (including MTAHQ expenses) for the security-related projects contemplated in this Financial Plan for such purposes.

MRT-2 Corporate Payments to MTA Bus Company

The MTA has agreed to pay the capital costs of the MTABC 2005-2009 capital program to the extent not otherwise paid from Federal grants assigned by the City to the MTA, together with the City's matching funds relating thereto, and other funding sources specifically dedicated to MTABC capital projects. This will require the MTA to (1) reimburse those funds expended prior to November 2006 on MTABC capital projects from other available sources, and (2) pay debt service for bonds and commercial paper expended after November 2006 on MTABC capital projects. The MTA is required to make such reimbursement and debt service payments until such amounts are paid in full. The amounts budgeted for such purposes to be transferred during the 2009 through 2010 period from MRT-2 to the MTA Bus Company are \$23 million for 2009 and \$25 million for 2010. The amounts budgeted for such purposes to be transferred from MRT-2 to the MTA Bus Company during the MTA Financial Plan period are \$23 million for 2009 and \$25 million for each year beginning in 2010 through 2013. These funds are to be administered by the MTA Treasurer and used only for the purpose of funding the 2005-2009 capital program debt service requirements and repayment of the non-MTABC capital funds expended for the MTABC.

In addition to the foregoing, for the MTA Plan period, the NYCT will reimburse the MTABC approximately \$11.5 million per year for debt service, which reflects the fact that the Federal grants and matching City moneys originally intended for use by the City franchise buses taken over by MTABC could not be used by MTABC, so they were assigned to NYCTA for use in its capital projects. MTA bond proceeds (which otherwise would have been used to finance the NYCTA projects) were used to finance certain MTABC projects, with the Federal grants and City matching moneys transferred from New York City to the NYCT. Consequently, to hold MTABC and NYCT harmless for this transfer, NYCT will pay the debt service on an equal amount of bonds and commercial paper. The MTA Treasurer is hereby authorized and directed to use NYCTA funds to pay debt service on bonds and commercial paper issued for the MTABC projects. Both the MRT-2 funds and the NYCT reimbursement funds, plus any earnings on the funds, will be held by the MTA Treasurer in an account called MTABC Stabilization Fund and used only for paying for the MTABC 2005-2009 capital program costs.

Advance of Regional Mobility Taxes and Other New Taxes

On May 7, 2009, legislation was enacted in New York State (the May Legislation) providing additional sources of revenues in the form of taxes, fees and surcharges within the MTA Commuter Transportation District to address the financial needs of the MTA. The new law (Chapter 25 of the Laws of 2009) imposed a payroll mobility tax of 0.34 percent on payroll expenses and net earnings from self-employment (effective as of March 1, 2009, except school districts, effective September 1, 2009). In addition, it imposed fees on learner's permits and driver's licenses, registration and renewals of registrants of motor vehicles, taxicab rides originating in New York City, and automobile rentals.

The revenues from the Regional Mobility Tax (the Regional Mobility Tax Revenues) can be: (i) pledged by MTA to secure and be applied to the payment of bonds to be issued in the future, to fund capital projects of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary and (ii) used by MTA to pay capital costs, including debt service of MTA, its subsidiaries and MTA New York City Transit and its subsidiary. Subject to the provisions of any such pledge, or in the event there is no such pledge, the Regional Mobility Tax Revenues can be used by MTA to pay for costs, including operating costs of MTA, its subsidiaries and MTA New York City Transit and its subsidiary. It is recommended that the Board authorize the Chairman or his designee to release these funds as needed in any of the areas described above.

Use of Stabilization Reserve: Provision for Prompt Payment of Contractual Obligations

In 1996, the Board approved the establishment of a Stabilization Reserve, to be held by the MTA Treasurer (the "Treasurer"), to stabilize MTA Agencies' cash flow requirements. The fund consists of two accounts, the MTA New York City Transit Account (the "Transit Account") and the MTA Commuter Railroad Account (the "Commuter Railroad Account"). The Board should authorize the use of any balances in such accounts, plus any amounts authorized below to be transferred to such accounts, to meet the cash flow requirements of MTA New York City Transit and the MTA Commuter Railroads. MTA New York City Transit is hereby authorized to pay to the Treasurer for deposit in the Transit Account such amounts as it deems necessary to accomplish the purpose thereof, consistent with this Financial Plan; and the Treasurer, subject to the approval of the Chairman or his designee, is hereby authorized to pay into the Commuter Railroad Account, such amounts as are deemed necessary to accomplish the purpose thereof, consistent with this Financial Plan. The Treasurer, upon request of MTA New York City Transit, shall pay to NYCT such amounts as are

necessary to meet cash flow requirements of NYCT and as authorized by the Chairman or his designee, shall transfer from the Commuter Railroad Account such amounts as are necessary to meet the cash flow requirements of MTA Commuter Railroads. The Treasurer shall also use such funds as from time to time may be necessary or convenient to timely make debt service payments on MTA bonds.

Government Accounting Standards Board (GASB) Contributions

In June 2008, the MTA approved the establishment of the "MTA Retiree Welfare Benefits Trust" to govern the administration and investment of the OPEB trust assets. Pending transfer to the "Trust" the Treasurer will continue to hold the 2006 through 2009 funds set aside in discrete sub-accounts that comprise the GASB Account. Moreover, agencies will make contributions of \$62 million as set forth in the 2010 Budget to the GASB Account in 2010 (with additional contributions in the outer years of the Plan). The Treasurer is authorized to use the GASB accounts to fund intra-agency loans as well as inter-agency loans. If an agency uses its own "GASB" funds to meet 2010 cash flow needs, the amounts withdrawn in 2010 must be paid back by December 31, 2012. If the GASB funds are used as inter-agency loans in 2010, they would be subject to repayment no later than December 31, 2011, consistent with the Inter-Agency Loan provision described above.

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METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2010 - 2013
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.						
7	Non-Reimbursable					
8		2008	2009	2010		
9		Actual	Final Estimate	Final Proposed Budget	2011	2012
10	Operating Revenue					2013
11	Farebox Revenue	\$4,241	\$4,357	\$4,529	\$4,621	\$4,765
12	Toll Revenue	1,274	1,331	1,402	1,411	1,419
13	Other Revenue	449	464	513	543	603
14	Total Operating Revenue	\$5,964	\$6,152	\$6,443	\$6,575	\$6,694
15						
16	Operating Expense					
17	Labor Expenses:					
18	Payroll	\$4,087	\$4,177	\$4,269	\$4,366	\$4,568
19	Overtime	472	483	474	483	504
20	Health & Welfare	685	711	774	836	988
21	OPEB Current Payment	319	340	373	407	483
22	Pensions	897	1,004	1,039	1,103	1,248
23	Other-Fringe Benefits	503	460	462	478	509
24	Reimbursable Overhead	(311)	(330)	(347)	(327)	(328)
25	Sub-total Labor Expenses	\$6,652	\$6,846	\$7,044	\$7,346	\$7,972
26						
27	Non-Labor Expenses:					
28	Traction and Propulsion Power	307	334	382	430	534
29	Fuel for Buses and Trains	287	185	217	242	277
30	Insurance	29	43	42	44	50
31	Claims	152	176	186	194	208
32	Paratransit Service Contracts	299	375	423	474	641
33	Maintenance and Other Operating Contracts	594	617	668	693	743
34	Professional Service Contracts	197	216	225	222	233
35	Materials & Supplies	533	558	617	605	655
36	Other Business Expenses	155	200	215	219	230
37	Sub-total Non-Labor Expenses	\$2,553	\$2,705	\$2,977	\$3,124	\$3,570
38						
39	Other Expense Adjustments:					
40	Other	(\$14)	(\$19)	(\$27)	(\$26)	(\$30)
41	General Reserve	0	38	75	75	75
42	Sub-total Other Expense Adjustments	(\$14)	\$18	\$48	\$49	\$45
43						
44	Total Operating Expense before Non-Cash Liability Adjs.	\$9,191	\$9,569	\$10,069	\$10,519	\$11,587
45						
46	Depreciation	\$1,791	\$1,964	\$2,034	\$2,120	\$2,277
47	OPEB Obligation	1,349	1,414	1,470	1,529	1,657
48	Environmental Remediation	42	10	10	10	11
49						
50	Total Operating Expense	\$12,373	\$12,957	\$13,582	\$14,178	\$15,532
51						
52	Net Operating Deficit Before Subsidies and Debt Service	(\$6,410)	(\$6,805)	(\$7,139)	(\$7,603)	(\$8,745)
53						
54	Dedicated Taxes and State/Local Subsidies	\$4,078	\$4,563	\$5,349	\$5,548	\$6,124
55	Debt Service (excludes Service Contract Bonds)	(1,516)	(1,469)	(1,914)	(2,078)	(2,401)
56						
57	Net Deficit After Subsidies and Debt Service	(\$3,848)	(\$3,712)	(\$3,703)	(\$4,132)	(\$5,022)
58						
59	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,182	\$3,388	\$3,513	\$3,659	\$3,945
60	Conversion to Cash Basis: GASB Account	(56)	(60)	(62)	(65)	(71)
61	Conversion to Cash Basis: All Other	490	211	132	(143)	(31)
62						
63	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	(\$232)	(\$173)	(\$120)	(\$681)	(\$1,180)
64	POLICY ACTIONS	0	(85)	(50)	(154)	(256)
65	GAP CLOSING PROGRAMS	0	96	156	712	1,378
66	CASH MANAGEMENT ACTION	0	(73)	(9)	84	0
67	PRIOR-YEAR CARRY-OVER	495	263	28	5	0
68	NET CASH BALANCE	\$263	\$28	\$5	(\$34)	(\$58)

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2010 - 2013
Re-estimates, Gap Closing, Cash Management and Policy Actions
(\$ in millions)

No.		2009 Final Estimate	2010 Final Proposed Budget	2011	2012	2013
11	November Cash Balance Before Prior-Year Carry-Over	(\$173)	(\$120)	(\$681)	(\$953)	(\$1,180)
13	POLICY ACTIONS:					
14	Economic Volatility/State Actions/Labor Reserve	(85)	0	0	0	0
15	B&T Holdback	0	0	(54)	(44)	(56)
16	Pay-As-You-Go Capital	0	(50)	(100)	(150)	(200)
17	Sub-Total	(85)	(50)	(154)	(194)	(256)
18	GAP CLOSING PROGRAMS:					
19	Internal Actions:					
20	2010 Agency Program to Eliminate the Gap	23	72	71	72	75
21	Post-2010 Agency Program to Eliminate the Gap	0	0	90	188	279
22	New Contracts Labor Contribution	60	65	77	77	79
23	Non-Represented Wage Freeze in 2009	13	3	3	3	3
24	Sub-Total	96	141	242	340	435
25	External Actions:					
26	Federal Legislative Actions	0	15	62	63	66
28	Fare/Toll:					
29	Fare/Toll Yields on 1/1/11: 7.5%	0	0	408	425	429
30	Fare/Toll Yields on 1/1/13: 7.5%	0	0	0	0	449
31	Sub-Total	0	0	408	425	878
32	CASH MANAGEMENT ACTION:					
33	Forward Energy Contracts	(73)	(9)	84	0	0
35	TOTAL ADJUSTMENTS	(62)	97	642	635	1,122
37	Prior-Year Carry-Over	263	28	5	0	0
39	Net Cash Surplus/(Deficit)	\$28	\$5	(\$34)	(\$319)	(\$58)
41	Changes to November Plan:					
43	State Tax Subsidies:					
44	Deficit Reduction Program (DRP)	(143)	-	-	-	-
45	Re-estimate of New State Taxes	(229)	129	(50)	(50)	(50)
46	Re-estimate of MMTA Receipts	-	(49)	(74)	(74)	(74)
47	Sub-Total	(372)	80	(124)	(124)	(124)
49	MTA Re-estimates:					
50	Agencies Baseline	106	(71)	-	-	-
51	Debt Service	56	-	-	-	-
52	Remaining 2009 General Reserve	28	-	-	-	-
53	Sub-Total	190	(71)	-	-	-
55	POLICY ACTIONS:					
56	Labor Reserve	-	(91)	(173)	(190)	(196)
57	Eliminate Economic Volatility/State Actions/Labor Reserve	85	-	-	-	-
58	Reinstate AAB's (exclude fare actions; include Rockaways)	-	62	129	129	129
59	Furlough (April 1, 2010)	-	49	-	-	-
60	Administrative Savings	-	-	65	65	65
61	Student Fare (restore 1/2 fare in 9/10; full fare in 9/11)	-	31	62	170	170
62	Paratransit Savings	-	40	80	80	80
63	Sub-Total	85	91	163	253	247
65	CASH MANAGEMENT ACTION:					
66	Delay 2009 Pension Payment	100	(106)	-	-	-
68	TOTAL ADJUSTMENTS	3	(6)	39	129	123
70	Prior-year Carryover	0	3	(4)	1	0
72	December Cash Surplus/(Deficit)	\$31	\$2	\$1	(\$188)	\$65

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2010-2013
Consolidated Positions Including Impact of Gap Closing Program

ATTACHMENT B

Category	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Baseline Non-Reimbursable	63,329	62,934	63,008	62,603	62,427	62,754
NYC Transit	44,166	43,129	42,893	42,762	42,512	42,628
Long Island Rail Road	6,050	6,226	6,297	5,858	5,874	6,011
Metro-North Railroad	5,306	5,396	5,611	5,624	5,692	5,774
Bridges & Tunnels	1,723	1,774	1,769	1,768	1,743	1,743
Headquarters	1,394	1,517	1,517	1,729	1,742	1,726
Long Island Bus	1,104	1,135	1,134	1,119	1,119	1,119
Staten Island Railway	264	274	274	271	271	271
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,322	3,483	3,513	3,472	3,474	3,482
Gap Closing Program						
2010 Agency Program to Eliminate the Gap		(95)	(357)	(338)	(329)	(372)
NYC Transit ¹	-	(78)	(291)	(283)	(274)	(317)
Long Island Rail Road	-	-	(4)	(4)	(4)	(4)
Metro-North Railroad	-	(12)	(56)	(44)	(44)	(44)
Bridges & Tunnels	-	(3)	(3)	(3)	(3)	(3)
Headquarters	-	-	-	-	-	-
Long Island Bus	-	-	-	-	-	-
Staten Island Railway	-	(2)	(3)	(4)	(4)	(4)
Capital Construction Company	-	-	-	-	-	-
Bus Company	-	-	-	-	-	-
Post-2010 Agency Program to Eliminate the Gap						
Total Non-Reimbursable	63,329	62,839	62,651	62,265	62,098	62,382
NYC Transit	44,166	43,051	42,602	42,479	42,238	42,311
Long Island Rail Road	6,050	6,226	6,293	5,854	5,870	6,007
Metro-North Railroad	5,306	5,384	5,555	5,580	5,648	5,730
Bridges & Tunnels	1,723	1,771	1,766	1,765	1,740	1,740
Headquarters	1,394	1,517	1,517	1,729	1,742	1,726
Long Island Bus	1,104	1,135	1,134	1,119	1,119	1,119
Staten Island Railway	264	272	271	267	267	267
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,322	3,483	3,513	3,472	3,474	3,482
Reimbursable	6,427	7,107	6,754	6,838	6,753	6,691
NYC Transit	4,843	5,537	5,299	5,018	4,937	4,875
Long Island Rail Road	756	675	532	898	893	893
Metro-North Railroad	611	601	612	612	612	612
Bridges & Tunnels	52	45	53	53	53	53
Headquarters	20	48	51	53	54	54
Long Island Bus	13	15	15	15	15	15
Staten Island Railway	3	3	3	3	3	3
Capital Construction Company	129	150	150	147	147	147
Bus Company	-	33	39	39	39	39
Total Full-Time	69,405	69,665	69,148	68,847	68,594	68,816
NYC Transit	48,760	48,415	47,752	47,348	47,026	47,037
Long Island Rail Road	6,806	6,901	6,825	6,753	6,763	6,900
Metro-North Railroad	5,912	5,982	6,164	6,189	6,257	6,339
Bridges & Tunnels	1,775	1,816	1,819	1,818	1,793	1,793
Headquarters	1,414	1,565	1,568	1,782	1,796	1,780
Long Island Bus	1,020	1,045	1,044	1,029	1,029	1,029
Staten Island Railway	267	275	274	270	270	270
Capital Construction Company	129	150	150	147	147	147
Bus Company	3,322	3,516	3,552	3,511	3,513	3,521
Total Full-Time-Equivalents	351	281	257	257	257	257
NYC Transit	249	173	149	149	149	149
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	5	3	3	3	3	3
Bridges & Tunnels	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-
Long Island Bus	97	105	105	105	105	105
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	-	-	-	-	-	-
Total Positions	69,756	69,946	69,405	69,104	68,851	69,073
NYC Transit	49,009	48,588	47,901	47,497	47,175	47,186
Long Island Rail Road	6,806	6,901	6,825	6,753	6,763	6,900
Metro-North Railroad	5,917	5,985	6,167	6,192	6,260	6,342
Bridges & Tunnels	1,775	1,816	1,819	1,818	1,793	1,793
Headquarters	1,414	1,565	1,568	1,782	1,796	1,780
Long Island Bus	1,117	1,150	1,149	1,134	1,134	1,134
Staten Island Railway	267	275	274	270	270	270
Capital Construction Company	129	150	150	147	147	147
Bus Company	3,322	3,516	3,552	3,511	3,513	3,521

¹NYCT PEGs include Full-Time positions only.

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METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

	2009		2010		2011		2012		2013	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
MTA-Wide										
NYC Transit	101	\$16.219	309	\$51.718	301	\$54.499	292	\$54.907	335	\$57.674
Long Island Rail Road	0	1.500	4	4.265	4	0.376	4	0.388	4	0.399
Metro-North Railroad	12	0.725	56	9.673	44	9.350	44	9.393	44	9.453
Bridges & Tunnels	3	0.063	3	0.607	3	0.621	3	0.634	3	0.647
MTA Headquarters	0	4.179	0	4.277	0	4.376	0	4.478	0	4.583
Long Island Bus	0	0.000	0	1.400	0	1.419	0	1.450	0	1.483
Staten Island Railway	2	0.090	3	0.330	4	0.420	4	0.420	4	0.420
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Total MTA-Wide By Category	118	\$22.776	375	\$72.270	356	\$71.061	347	\$71.670	390	\$74.659
MTA-Wide by Category										
Administration:	9	\$7.374	29	\$7.027	29	\$7.909	29	\$7.618	29	\$7.300
Customer Convenience & Amenities:	1	0.035	14	1.183	14	1.196	14	1.218	14	1.241
Service:	0	0.000	9	5.378	9	6.110	9	6.105	9	6.109
Maintenance:	73	8.223	244	37.601	224	37.287	215	38.022	258	41.140
Revenue Enhancements:	0	0.000	0	3.000	0	0.000	0	0.000	0	0.000
Other:	4	1.055	31	11.387	36	11.673	36	11.701	36	11.740
Service Support:	31	1.910	36	1.172	36	1.646	36	1.646	36	1.646
Safety:	0	0.000	12	1.245	8	0.864	8	0.882	8	0.900
Security:	0	4.179	0	4.277	0	4.376	0	4.478	0	4.583
Total MTA-Wide by Category	118	\$22.776	375	\$72.270	356	\$71.061	347	\$71.670	390	\$74.659

¹ Reflects the impact of amendments on full-time year-end positions.

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

LIST of AGENCY PROGRAMS

Administration:

	2009		2010		2011		2012		2013	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
NYC Transit	0	\$5.369	14	\$5.209	14	\$6.179	14	\$5.851	14	\$5.498
Long Island Rail Road	0	1.500	4	0.490	4	0.376	4	0.388	4	0.399
Metro-North Railroad	8	0.450	10	1.170	10	1.192	10	1.217	10	1.241
Bridges & Tunnels	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
MTA Headquarters	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Staten Island Railway	1	0.055	1	0.158	1	0.162	1	0.162	1	0.162
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Sub-Total Administration	9	\$7.374	29	\$7.027	29	\$7.909	29	\$7.618	29	\$7.300

Customer Convenience & Amenities:

NYC Transit	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Long Island Rail Road	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Metro-North Railroad	0	0.000	13	1.097	13	1.110	13	1.132	13	1.155
Bridges & Tunnels	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
MTA Headquarters	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Staten Island Railway	1	0.035	1	0.086	1	0.086	1	0.086	1	0.086
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Sub-Total Customer Convenience & Amenities	1	\$0.035	14	\$1.183	14	\$1.196	14	\$1.218	14	\$1.241

Service:

NYC Transit	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Long Island Rail Road	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Metro-North Railroad	0	0.000	9	3.978	9	4.691	9	4.655	9	4.626
Bridges & Tunnels	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
MTA Headquarters	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	1.400	0	1.419	0	1.450	0	1.483
Staten Island Railway	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Sub-Total Service	0	\$0.000	9	\$5.378	9	\$6.110	9	\$6.105	9	\$6.109

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

LIST of AGENCY PROGRAMS

Maintenance:

	2009		2010		2011		2012		2013	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
NYC Transit	70	\$8.160	232	\$36.199	219	\$36.524	210	\$37.260	253	\$40.380
Long Island Rail Road	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Metro-North Railroad	0	0.000	8	0.709	0	(0.030)	0	(0.044)	0	(0.059)
Bridges & Tunnels	3	0.063	3	0.607	3	0.621	3	0.634	3	0.647
MTA Headquarters	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Staten Island Railway	0	0.000	1	0.086	2	0.172	2	0.172	2	0.172
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Sub-Total Maintenance	73	\$8.223	244	\$37.601	224	\$37.287	215	\$38.022	258	\$41.140

Revenue Enhancements:

NYC Transit	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Long Island Rail Road	0	0.000	0	3.000	0	0.000	0	0.000	0	0.000
Metro-North Railroad	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bridges & Tunnels	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
MTA Headquarters	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Staten Island Railway	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Sub-Total Revenue Enhancements	0	\$0.000	0	\$3.000	0	\$0.000	0	\$0.000	0	\$0.000

Other :

NYC Transit	0	\$0.780	27	\$9.138	32	\$10.150	32	\$10.150	32	\$10.150
Long Island Rail Road	0	0.000	0	0.775	0	0.000	0	0.000	0	0.000
Metro-North Railroad	4	0.275	4	1.474	4	1.523	4	1.551	4	1.590
Bridges & Tunnels	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
MTA Headquarters	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Staten Island Railway	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Sub-Total Other	4	\$1.055	31	\$11.387	36	\$11.673	36	\$11.701	36	\$11.740

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

LIST of AGENCY PROGRAMS

Service Support:

	2009		2010		2011		2012		2013	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
NYC Transit	31	\$1.910	36	\$1.172	36	\$1.646	36	\$1.646	36	\$1.646
Long Island Rail Road	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Metro-North Railroad	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bridges & Tunnels	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
MTA Headquarters	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Staten Island Railway	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000

Sub-Total Service Support

31	\$1.910	36	\$1.172	36	\$1.646	36	\$1.646	36	\$1.646
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Safety

NYC Transit	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Long Island Rail Road	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Metro-North Railroad	0	0.000	12	1.245	8	0.864	8	0.882	8	0.900
Bridges & Tunnels	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
MTA Headquarters	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Staten Island Railway	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000

Sub-Total Safety

0	\$0.000	12	\$1.245	8	\$0.864	8	\$0.882	8	\$0.900
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Security

NYC Transit	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Long Island Rail Road	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Metro-North Railroad	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bridges & Tunnels	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
MTA Headquarters	0	4.179	0	4.277	0	4.376	0	4.478	0	4.583
Long Island Bus	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Staten Island Railway	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000

Sub-Total Security

0	\$4.179	0	\$4.277	0	\$4.376	0	\$4.478	0	\$4.583
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Total Agency PEGs

118	\$22.776	375	\$72.270	356	\$71.061	347	\$71.670	390	\$74.659
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¹ Reflects the impact of amendments on full-time year-end positions.

METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

	2009		2010		2011		2012		2013	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
MTA-Wide										
NYC Transit	0	\$0.000	0	\$0.000	0	\$61.700	0	\$123.300	0	\$185.000
Long Island Rail Road	0	0.000	0	0.000	0	12.300	0	24.500	0	36.800
Metro-North Railroad	0	0.000	0	0.000	0	14.500	0	33.045	0	34.400
Bridges & Tunnels	0	0.000	0	0.000	0	0.000	0	3.776	0	18.251
MTA Headquarters	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Long Island Bus	0	0.000	0	0.000	0	1.481	0	2.962	0	4.442
Staten Island Railway	0	0.000	0	0.000	0	0.350	0	0.700	0	1.050
Capital Construction Company	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Bus Company	0	0.000	0	0.000	0	5.369	0	10.738	0	16.107
Total MTA-Wide By Category	0	\$0.000	0	\$0.000	0	\$95.700	0	\$199.021	0	\$296.050
MTA-Wide by Category										
Administration:	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Customer Convenience & Amenities:	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Service:	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Maintenance:	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Revenue Enhancements:	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Other :	0	0.000	0	0.000	0	95.700	0	199.021	0	296.050
Service Support:	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Safety:	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Security:	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Total MTA-Wide by Category	0	\$0.000	0	\$0.000	0	\$95.700	0	\$199.021	0	\$296.050

¹ Reflects the impact of amendments on full-time year-end positions.

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METROPOLITAN TRANSPORTATION AUTHORITY
Financial Plan 2010-2013
Additional Actions for Budget Balance - IMPLEMENT
(\$ in millions)

	2010 ¹		2011 ²	
	<u>Pos</u>	<u>Dollars</u>	<u>Pos</u>	<u>Dollars</u>
New York City Transit/Staten Island Railway				
Administration				
Managerial 5% Reduction - Bus Service Streamlining	12	0.9	12	1.7
Customer Convenience/Amenities				
Reduce Station Staffing	450	13.2	330	20.7
Service-Subway				
Shorten G to Court Square All Times	8	0.1	8	1.4
Increase B Subdiv Headway on Weekends to 10 Minutes	20	1.3	20	2.5
Revise Midday & Evening Guidelines to 125% Seated Load	11	0.4	11	4.2
Increase Headways During 2-5am to 30 Minutes	-	0.3	-	3.6
Eliminate W and Extend Q to Astoria	9	0.3	9	3.0
Operate M to Broad St Rush Hrs; Eliminate Z; Add J Local Svce	26	0.2	26	2.4
Service-Buses				
Express Bus Service Adjustments to Reflect Demand	2	0.1	2	0.3
Eliminate Low Performing Weekend Express Bus Svc	8	0.5	8	0.9
Discontinue Overnight Service on Low Performing Routes	19	1.0	19	2.0
Discontinue Bus to Baretto Park Pool & SIR Baseball Special	-	0.1	-	0.1
Reduce Service Span on Low Performing Routes	16	0.8	16	1.6
Restructure Local Bus Routes to Elim Underutilized Segments	51	2.2	51	4.4
Discontinue Weekend Service on Low Performing Routes	131	6.4	131	12.8
Elim or Restruc Local Bus Routes that Duplicate Subway	56	2.9	56	5.8
Discontinue Low Performing Local Routes w/ Alts Available	315	16.3	315	32.6
Bus Maint & Cleaning Positions Assoc with Actions Above	98	0.0	98	0.0
New York City Transit Implement	1,232	\$46.7	1,111	\$100.0
Long Island Rail Road				
Service Reductions	85	6	65	11
Total Long Island Rail Road Implement	85	6	65	11
Metro North Railroad				
Reduce car consist and increase loading standards for East of Hudson	-	2.0	-	4.1
Reduce car consist and increase loading standards for West of Hudson	-	0.1	-	0.2
Reduce service for East of Hudson, net of revenues	12	0.8	12	1.5
Reduce service for West of Hudson, net of revenues	-	0.3	-	0.5
Total Metro North Railroad Implement	12	\$3.2	12	\$6.3
Bridges & Tunnels				
Truck Weight Enforcement	-	0.5	-	1.0
B&T Facility Security Assignments	14	0.8	14	1.5
Manual Toll Lane Scheduling	-	0.4	-	0.8
Total Bridges & Tunnels Implement	14	\$1.7	14	\$3.3
MTA Headquarters				
Rockaway Resident - Cross Bay Toll Rebate Program	-	2.1	-	4.1
Total MTA Headquarters Implement	-	\$2.1	-	\$4.1
MTA Bus				
Adjust peak period express bus to meet loading guidelines	18	1.1	18	2.2
Discontinue underused express and local routes	7	0.2	7	0.5
Total MTA Bus Implement	25	\$1.3	25	\$2.7
Long Island Bus				
Service Reductions	15	0.6	15	1.3
Total Long Island Bus Implement	15	\$0.6	15	\$1.3
Total MTA-Wide Implement	1,383	\$61.9	1,242	\$128.7

1 - Assumes July 1, 2010 implementation date

2- Fully annualized value.

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II. Staff Summaries Agencies' 2010 Budgets

Bridges and Tunnels

Staff Summary



Page 1 of 2

Subject 2010 Budget
Department Office of the Chief Financial Officer
Department Head Name Don Spero
Department Head Signature <i>[Signature]</i>
Project Manager Name Katherine DeDonno <i>KCD</i>

Date 12/01/2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/09/09	X		
2	Finance Committee	12/14/09	X		
3	MTA Board	12/16/09	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>[Signature]</i>		VP Staff Services
2	Executive Vice President <i>[Signature]</i>		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer <i>[Signature]</i>		Chief Technology Officer		Chief Health & Safety Officer		Other
	Chief Security Officer		Chief Maintenance Officer		Chief EEO Officer		

PURPOSE:

To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2009 November Forecast and 2010 Final Proposed Budget.

DISCUSSION:

The 2009 November Forecast and 2010 Final Proposed Budget provide the funding necessary for B&T to maintain service levels and secure and maintain its facilities. The budget proposal does not include MTA Policy Actions and other below-the-line items, which will be presented as part of MTA consolidated materials.

B&T estimates that for 2009 and 2010 combined, it will provide \$1,890.5 million in baseline net operating income, \$44.2 million or 2.3% higher than what was estimated for the July Financial Plan.

The 2009 November Forecast contains \$1,358.0 million in revenues offset by \$430.5 million in total expenses, resulting in \$927.5 million in net income, which is \$28.4 million better than the Mid-Year Forecast. This consists of a \$19.4 million increase in revenues and a \$9.0 million reduction in expenses. The higher revenues are the result of higher traffic due to fewer actual job losses compared to Global Insight's previous employment forecast, and less severe impacts than planned from the toll increase implemented on July 12th. The reduction in expenses are primarily the result of lower payroll costs and corresponding fringe benefits due to higher than expected vacancies (\$1.5 million), re-estimates of: overtime expenses (\$2.6 million), planning studies (\$1.8 million), maintenance of security systems (\$1.7 million), and E-ZPass credit card fees (\$0.5 million).

The 2010 Final Proposed Budget contains \$1,429.8 million in revenues offset by \$466.8 million in total expenses, resulting in \$963.0 million in net income, which is \$15.8 million higher than the Mid-Year Forecast. This consists of higher revenues of \$17.6 million, offset by a \$1.8 million increase in expenses. The higher revenues are the result of favorable traffic trends continuing from 2009 and the most current projections for employment and inflation issued by Global Insight. The higher expenses are the result of increases in pension costs (\$1.2 million) due to the allocation of a pension reserve that was captured in Volume 1 of the July Plan, and higher overtime requirements projected for 2010 (\$0.7 million).

PROGRAM TO ELIMINATE THE GAP (PEGs):

B&T's PEG program is unchanged from the July Financial Plan. In 2010, the PEGs are estimated to generate \$0.607 million in net operating income, bringing the total net operating income to \$963.6 million for 2010 and \$1,891.1 million for 2009 and 2010 combined. PEGs include the elimination of three maintenance positions resulting from the transfer of the responsibility for toll system maintenance from one department to another and roadway sweeping services to be performed in-house.

RECOMMENDATION:

It is recommended that the Board approve B&T's 2009 November Forecast and 2010 Final Proposed Budget.

MTA BRIDGES AND TUNNELS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Operating Revenue						
Vehicle Toll Revenue	\$1,273.974	\$1,330.916	\$1,401.595	\$1,411.290	\$1,418.583	\$1,419.195
Other Operating Revenue	13.316	11.925	10.856	11.014	11.163	11.303
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	4.491	0.270	0.699	2.624	4.107	4.487
Total Revenue	\$1,291.781	\$1,343.111	\$1,413.150	\$1,424.928	\$1,433.853	\$1,434.985
Operating Expenses						
Labor:						
Payroll	\$121.260	\$125.467	\$132.966	\$136.925	\$139.831	\$144.373
Overtime	25.946	26.200	28.231	28.947	29.582	30.163
Health and Welfare	18.665	20.434	22.728	24.412	26.131	28.164
OPEB Current Payment	11.378	11.704	13.479	14.428	15.443	16.530
Pensions	20.028	24.081	25.458	28.630	31.998	35.581
Other Fringe Benefits	16.858	16.842	16.427	16.425	16.336	16.951
Reimbursable Overhead	(6.830)	(6.037)	(7.170)	(7.314)	(7.460)	(7.192)
Total Labor Expenses	\$207.305	\$218.691	\$232.118	\$242.453	\$251.862	\$264.570
Non-Labor:						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	8.284	8.225	8.903	9.736	10.649	11.638
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	161.354	152.008	151.336	161.545	170.840	175.696
Professional Service Contracts	14.207	16.381	19.365	18.896	20.223	20.577
Materials & Supplies	15.819	17.645	34.903	37.230	30.047	32.247
Other Business Expenses	1.021	2.685	3.524	3.389	3.512	3.569
Total Non-Labor Expenses	\$200.685	\$196.944	\$218.031	\$230.796	\$235.271	\$243.727
Other Expense Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$407.990	\$415.635	\$450.149	\$473.250	\$487.132	\$508.297
Add: Depreciation	\$77.213	\$81.000	\$85.100	\$89.400	\$93.900	\$98.600
Add: OPEB Obligation	66.323	70.920	76.200	79.400	82.800	86.700
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adj.	\$551.526	\$567.555	\$611.449	\$642.050	\$663.832	\$693.597
Less: Depreciation	77.213	81.000	85.100	89.400	93.900	98.600
Less: OPEB Obligation	66.323	70.920	76.200	79.400	82.800	86.700
Total Expenses	\$407.990	\$415.635	\$450.149	\$473.250	\$487.132	\$508.297
Baseline Income/(Deficit)	\$883.792	\$927.476	\$963.001	\$951.678	\$946.721	\$926.688
2010 PEGs	\$0.000	\$0.063	\$0.607	\$0.621	\$0.634	\$0.647
Post-2010 PEGs	0.000	0.000	0.000	0.000	3.776	18.251
Total PEGs	\$0.000	\$0.063	\$0.607	\$0.621	\$4.410	\$18.898
Net Income/(Deficit)	\$883.792	\$927.539	\$963.609	\$952.299	\$951.131	\$945.586

MTA BRIDGES AND TUNNELS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE

	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Revenue						
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	16.447	14.840	16.657	17.065	17.529	17.036
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$16.447	\$14.840	\$16.657	\$17.065	\$17.529	\$17.036
Expenses						
Labor:						
Payroll	\$5.897	\$5.941	\$6.013	\$6.133	\$6.256	\$6.031
Overtime	0.438	0.049	0.135	0.100	0.100	0.100
Health and Welfare	1.761	1.457	1.733	1.878	2.036	2.089
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.375	0.740	0.907	0.923	0.942	0.910
Other Fringe Benefits	1.146	0.616	0.699	0.717	0.735	0.713
Reimbursable Overhead	6.830	6.037	7.170	7.314	7.460	7.192
Total Labor Expenses	\$16.447	\$14.840	\$16.657	\$17.065	\$17.529	\$17.036
Non-Labor:						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$16.447	\$14.840	\$16.657	\$17.065	\$17.529	\$17.036
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adj.	\$16.447	\$14.840	\$16.657	\$17.065	\$17.529	\$17.036
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$16.447	\$14.840	\$16.657	\$17.065	\$17.529	\$17.036
Net Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
Page 1 of 2

	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Revenue						
Vehicle Toll Revenue	\$1,273.974	\$1,330.916	\$1,401.595	\$1,411.290	\$1,418.583	\$1,419.195
Other Operating Revenue	13.316	11.925	10.856	11.014	11.163	11.303
Capital and Other Reimbursements	16.447	14.840	16.657	17.065	17.529	17.036
Investment Income	4.491	0.270	0.699	2.624	4.107	4.487
Total Revenue	\$1,308.228	\$1,357.951	\$1,429.807	\$1,441.993	\$1,451.382	\$1,452.021
Expenses						
Labor:						
Payroll	\$127.157	\$131.408	\$138.979	\$143.058	\$146.087	\$150.404
Overtime	26.384	26.249	28.366	29.047	29.682	30.263
Health and Welfare	20.426	21.891	24.460	26.290	28.167	30.253
OPEB Current Payment	11.378	11.704	13.479	14.428	15.443	16.530
Pensions	20.403	24.821	26.365	29.554	32.940	36.491
Other Fringe Benefits	18.004	17.458	17.127	17.141	17.071	17.664
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$223.752	\$233.531	\$248.775	\$259.518	\$269.391	\$281.606
Non-Labor:						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	8.284	8.225	8.903	9.736	10.649	11.638
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	161.354	152.008	151.336	161.545	170.840	175.696
Professional Service Contracts	14.207	16.381	19.365	18.896	20.223	20.577
Materials & Supplies	15.819	17.645	34.903	37.230	30.047	32.247
Other Business Expenses	1.021	2.685	3.524	3.389	3.512	3.569
Total Non-Labor Expenses	\$200.685	\$196.944	\$218.031	\$230.796	\$235.271	\$243.727
Other Expense Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$424.436	\$430.475	\$466.805	\$490.315	\$504.662	\$525.332
Add: Depreciation	\$77.213	\$81.000	\$85.100	\$89.400	\$93.900	\$98.600
Add: OPEB Obligation	66.323	70.920	76.200	79.400	82.800	86.700
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adj.	\$567.972	\$582.395	\$628.105	\$659.115	\$681.362	\$710.632
Less: Depreciation	\$77.213	\$81.000	\$85.100	\$89.400	\$93.900	\$98.600
Less: OPEB Obligation	66.323	70.920	76.200	79.400	82.800	86.700
Total Expenses	\$424.436	\$430.475	\$466.805	\$490.315	\$504.662	\$525.332
Baseline Net Income/(Deficit)	\$883.792	\$927.476	\$963.001	\$951.678	\$946.721	\$926.688
2010 PEGs	\$0.000	\$0.063	\$0.607	\$0.621	\$0.634	\$0.647
Post-2010 PEGs	0.000	0.000	0.000	0.000	3.776	18.251
Total PEGs	\$0.000	\$0.063	\$0.607	\$0.621	\$4.410	\$18.898
Net Income/(Deficit)	\$883.792	\$927.539	\$963.609	\$952.299	\$951.131	\$945.586

MTA BRIDGES AND TUNNELS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
Page 2 of 2

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Baseline Income/(Deficit)	\$883.792	\$927.476	\$963.001	\$951.678	\$946.721	\$926.688
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$11.806	\$14.690	\$18.497	\$18.695	\$18.639	\$18.600
Reserves	11.421	13.953	14.162	14.409	14.640	14.881
GASB 45 Reserves	1.980	2.210	2.431	2.479	2.529	2.581
Adjusted Baseline Income/(Deficit)	\$858.584	\$896.623	\$927.911	\$916.095	\$910.913	\$890.626
Less: Debt Service	506.978	601.403	618.101	629.498	646.879	677.633
Income Available for Distribution	\$351.606	\$295.220	\$309.810	\$286.598	\$264.034	\$212.993
<u>Distributable To:</u>						
MTA - Investment Income	\$4.491	\$0.270	\$0.699	\$2.624	\$4.107	\$4.487
MTA - Distributable Income	226.855	211.952	216.251	203.544	191.205	165.440
NYCT - Distributable Income	120.260	82.998	92.860	80.430	68.722	43.066
Total Distributable Income:	\$351.606	\$295.220	\$309.810	\$286.598	\$264.034	\$212.993
<u>Actual Cash Transfers:</u>						
MTA - Investment Income	\$5.558	\$4.491	\$0.270	\$0.699	\$2.624	\$4.107
MTA - Transfers	232.285	216.567	215.821	204.814	192.439	168.016
NYCT - Transfers	127.177	82.878	91.874	81.673	69.893	45.632
Total Cash Transfers:	\$365.021	\$303.936	\$307.965	\$287.186	\$264.955	\$217.755
<u>SUPPORT TO MASS TRANSIT:</u>						
Total Revenues	\$1,308.228	\$1,357.951	\$1,429.807	\$1,441.993	\$1,451.382	\$1,452.021
Less: Net Operating Expenses	424.436	430.475	466.805	490.315	504.662	525.332
2010 Agency Program to Eliminate the Gap	0.000	0.063	0.607	0.621	0.634	0.647
Post-2010 Agency Program to Eliminate the Gap	0.000	0.000	0.000	0.000	3.776	18.251
Net Operating Income:	\$883.792	\$927.539	\$963.609	\$952.299	\$951.131	\$945.586
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$150.269	\$199.639	\$218.445	\$230.596	\$249.760	\$280.767
Capitalized Assets	11.806	14.690	18.497	18.695	18.639	18.600
Reserves	11.421	13.953	14.162	14.409	14.640	14.881
GASB Reserves	1.980	2.210	2.431	2.479	2.529	2.581
Total Deductions from Operating Income:	\$175.476	\$230.492	\$253.536	\$266.179	\$285.568	\$316.830
Total Support to Mass Transit:	\$708.315	\$697.047	\$710.073	\$686.120	\$665.563	\$628.757

MTA BRIDGES AND TUNNELS
Novmeber Financial Plan 2010-2013
Ridership/Traffic Volume (Utilization)

2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
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TRAFFIC VOLUME

Baseline Total Traffic Volume

295.680	290.920	290.284	292.758	294.741	295.342
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Impact of:

2010 Program to Eliminate the Gap

0.000 0.000 0.000 0.000 0.000 0.000

Post 2010 Program to Eliminate the Gap

0.000 0.000 0.000 0.000 0.000 0.000

Total Traffic Volume

295.680	290.920	290.284	292.758	294.741	295.342
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TOLL REVENUE

Baseline Total Toll Revenue

\$1,273.974	\$1,330.916	\$1,401.595	\$1,411.290	\$1,418.583	\$1,419.195
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Impact of:

2010 Program to Eliminate the Gap

0.000 0.000 0.000 0.000 0.000 0.000

Post 2010 Program to Eliminate the Gap

0.000 0.000 0.000 0.000 0.000 0.000

Total Toll Revenue

\$1,273.974	\$1,330.916	\$1,401.595	\$1,411.290	\$1,418.583	\$1,419.195
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MTA BRIDGES AND TUNNELS
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

	2009		2010		2011		2012		2013	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Maintenance										
2010-01 - In-Lane Toll Equipment	3	0.063	3	0.253	3	0.258	3	0.264	3	0.270
2010-02 - Roadway Sweeping	0	0.000	0	0.355	0	0.363	0	0.370	0	0.377
Sub-Total Maintenance	3	\$0.063	3	\$0.607	3	\$0.621	3	\$0.634	3	\$0.647
Total Programs	3	\$0.063	3	\$0.607	3	\$0.621	3	\$0.634	3	\$0.647

MTA BRIDGES AND TUNNELS
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		2009		2010		2011		2012		2013	
		<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>
Other:											
UNSPECIFIED			\$0.000		\$0.000		\$0.000	0	\$3.776	0	\$18.251
Sub-Total	Other	0	\$0.000	0	\$0.000	0	\$0.000	0	\$3.776	0	\$18.251
Total Programs		0	\$0.000	0	\$0.000	0	\$0.000	0	\$3.776	0	\$18.251

MTA BRIDGES AND TUNNELS
November Financial Plan 2010-2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Executive	2	2	2	2	2	2
Law	9	9	9	9	9	9
CFO ⁽¹⁾	34	36	36	28	19	19
Labor Relations	5	5	5	5	5	5
Procurement & Materials	40	41	41	41	41	41
Staff Services ⁽²⁾	44	45	45	45	33	33
EEO	1	1	1	1	1	1
Total Administration	135	139	139	131	110	110
Operations						
Revenue Management	43	43	43	43	43	43
Operations (Non-Security)	727	750	750	750	750	750
Total Operations	770	793	793	793	793	793
Maintenance						
Maintenance	108	111	111	118	118	118
Operations - Maintainers	171	173	173	173	173	173
Procurement & Materials	13	14	14	14	14	14
Technology	56	63	63	63	59	59
Internal Security - Tech Svcs	33	36	36	36	36	36
Total Maintenance	381	397	397	404	400	400
Engineering/Capital						
Engineering & Construction	160	167	167	167	167	167
Health & Safety	10	10	10	10	10	10
Planning & Budget Capital	9	9	9	9	9	9
Total Engineering/Capital	179	186	186	186	186	186
Public Safety						
Operations (Security)	266	252	252	252	252	252
Internal Security - Operations	44	52	55	55	55	55
Total Public Safety	310	304	307	307	307	307
Total Baseline Positions	1,775	1,819	1,822	1,821	1,796	1,796
Non-Reimbursable	1,723	1,774	1,769	1,768	1,743	1,743
Reimbursable	52	45	53	53	53	53
Total Full-Time	1,775	1,819	1,822	1,821	1,796	1,796
Total Full-Time Equivalents	0	0	0	0	0	0
Impact of:						
2010 Program to Eliminate the Gap	0	(3)	(3)	(3)	(3)	(3)
Post-2010 Program to Eliminate the Gap	0	0	0	0	0	0
Total Positions	1,775	1,816	1,819	1,818	1,793	1,793
Non-Reimbursable	1,723	1,771	1,766	1,765	1,740	1,740
Reimbursable	52	45	53	53	53	53
Total Full-Time	1,775	1,816	1,819	1,818	1,793	1,793
Total Full-Time Equivalents	0	0	0	0	0	0

⁽¹⁾ includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

⁽²⁾ includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
November Financial Plan 2010-2013
Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Managers/Supervisors	43	47	47	44	41	41
Professional, Technical, Clerical	92	92	92	87	69	69
Operational Hourlies	-	-	-	-	-	-
Total Administration	135	139	139	131	110	110
Operations						
Managers/Supervisors	52	52	52	52	52	52
Professional, Technical, Clerical	54	53	53	53	53	53
Operational Hourlies ⁽¹⁾	664	688	688	688	688	688
Total Operations	770	793	793	793	793	793
Maintenance						
Managers/Supervisors	28	31	31	32	32	32
Professional, Technical, Clerical	56	60	60	60	56	56
Operational Hourlies ⁽²⁾	297	306	306	312	312	312
Total Maintenance	381	397	397	404	400	400
Engineering/Capital						
Managers/Supervisors	39	39	39	39	39	39
Professional, Technical, Clerical	140	147	147	147	147	147
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	179	186	186	186	186	186
Public Safety						
Managers/Supervisors	14	15	15	15	15	15
Professional, Technical, Clerical	29	33	33	33	33	33
Operational Hourlies ⁽³⁾	267	256	259	259	259	259
Total Public Safety	310	304	307	307	307	307
Total Baseline Positions						
Managers/Supervisors	176	184	184	182	179	179
Professional, Technical, Clerical	371	385	385	380	358	358
Operational Hourlies	1,228	1,250	1,253	1,259	1,259	1,259
Total Baseline Positions	1,775	1,819	1,822	1,821	1,796	1,796
Impact of:						
2010 Program to Eliminate the Gap	0	(3)	(3)	(3)	(3)	(3)
Post-2010 Program to Eliminate the Gap	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	176	184	184	182	179	179
Professional, Technical, Clerical	371	385	385	380	358	358
Operational Hourlies	1,228	1,247	1,250	1,256	1,256	1,256
Total Positions	1,775	1,816	1,819	1,818	1,793	1,793

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Capital Construction Company

Staff Summary



Subject 2010 Budget
Department Office of the Chief Financial Officer
Department Head Name Anthony D'Amico
Department Head Signature
Project Manager Name Laurie Lombardi

Date 11/24/2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MTACC Committee	12/9/09	X		
2	Finance Committee	12/14/09	X		
3	MTA Board	12/16/09	X		

Internal Approvals			
Order	Approval	Order	Approval
	President MTACC		
	General Counsel		
	Chief Financial Officer		
	Human Resources		

PURPOSE:

To secure MTA Board adoption of the MTA Capital Construction (MTACC) 2009 November Forecast and 2010 Final Proposed Budget for Agency operations.

DISCUSSION:

All MTACC Agency operating costs are 100 percent reimbursable from the MTA Capital Program. The MTACC 2009 November Forecast is \$37.8 million with a year-end headcount of 150. Non-labor costs, which account for \$11.3 million of the total, provided company-wide construction support from specialty contractors and oversight agencies. Approximately \$5.0 million of these expenditures are mandated by MTAHQ for such costs as independent engineer (IEC), independent compliance monitor, MTA Audit quarterly chargebacks, AAPL insurance and payroll mobility tax. Remaining non-labor costs include engineering and legal services, archeological and environmental services, reimbursement of NYCT for administrative support staff and services, and other project office costs including computer equipment and MTACC network creation, mobile communications devices and supplies.

In 2010, MTACC's main objective will continue to be the design and construction of MTA's system expansion projects. By 2010, all system expansion projects will have over \$8 billion in commitments underway or completed. MTACC projects 2010 operating expenses at \$37.3 million and a year-end headcount of 150. The 2010 Final Proposed Budget contains non-labor costs projected at \$9.9 million, unchanged from the Mid-Year Forecast and a decrease of approximately \$1.4 million from 2009. Costs include continued support of independent engineer and independent compliance monitor services, MTA Audit quarterly chargebacks, AAPL insurance and payroll mobility tax. Additional projections include the reimbursement of NYCT for administrative support staff and services, temporary expert services (such as indefinite quantity consultants and firms to support project controls, change order and claims management), engineering services, workforce development training and other office costs such as communications and computer equipment.

ALTERNATIVES:

In order to manage the network expansion projects, MTACC has proposed an efficient organization. All MTACC costs are 100 percent reimbursable from the MTA Capital Program. Due to tight budgetary restrictions, MTACC is expected to realize a savings at the end of 2009 that will be used for salaries and project office costs for the first quarter of 2010 until the 2010-2014 Capital Program is funded and approved.

FUNDING IMPACT:

Funding for these costs is included in the 2005-2009 and the 2010-2014 Capital Programs.

RECOMMENDATIONS:

It is recommended that the MTA Board approve the MTACC 2009 November Forecast and 2010 Final Proposed Budget.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	28.738	37.808	37.292	37.146	38.280	37.893
Total Revenue	\$28.738	\$37.808	\$37.292	\$37.146	\$38.280	\$37.893
Expenses						
Labor:						
Payroll	\$11.923	\$16.851	\$17.190	\$17.440	\$17.948	\$18.472
Overtime	0.000	0.000	0.000	-	-	-
Health and Welfare	2.365	2.221	2.531	2.696	2.913	3.145
OPEB Current Payment	-	-	-	-	-	-
Pensions	2.316	2.101	2.176	2.248	2.346	2.450
Other Fringe Benefits	2.811	5.328	5.501	5.722	5.870	6.067
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$19.415	\$26.502	\$27.398	\$28.106	\$29.077	\$30.134
Non-Labor:						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	1.081	0.151	0.166	0.183	0.201	0.221
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	7.580	9.489	8.172	7.256	7.375	5.873
Materials & Supplies	0.019	0.031	0.025	0.031	0.026	0.032
Other Business Expenses	0.644	1.635	1.531	1.570	1.600	1.633
Total Non-Labor Expenses	\$9.323	\$11.307	\$9.894	\$9.039	\$9.203	\$7.759
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$28.738	\$37.808	\$37.292	\$37.146	\$38.280	\$37.893
Depreciation						
Total Expenses	\$28.738	\$37.808	\$37.292	\$37.146	\$38.280	\$37.893
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2010-2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	28.738	37.808	37.292	37.146	38.280	37.893
Total Receipts	\$28.738	\$37.808	\$37.292	\$37.146	\$38.280	\$37.893
Expenditures						
<u>Labor:</u>						
Payroll	\$11.923	\$16.851	\$17.190	\$17.440	\$17.948	\$18.472
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	\$2.365	\$2.221	\$2.531	\$2.696	\$2.913	\$3.145
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$2.316	\$2.101	\$2.176	\$2.248	\$2.346	\$2.450
Other Fringe Benefits	\$2.811	\$5.328	\$5.501	\$5.722	\$5.870	\$6.067
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Labor Expenditures	\$19.415	\$26.502	\$27.396	\$28.106	\$29.077	\$30.134
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	\$1.081	\$0.151	\$0.166	\$0.183	\$0.201	\$0.221
Claims	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Professional Service Contracts	\$7.580	\$9.489	\$8.172	\$7.256	\$7.375	\$5.873
Materials & Supplies	\$0.019	\$0.031	\$0.025	\$0.031	\$0.026	\$0.032
Other Business Expenses	\$0.644	\$1.635	\$1.531	\$1.570	\$1.600	\$1.633
Total Non-Labor Expenditures	\$9.323	\$11.307	\$9.894	\$9.039	\$9.203	\$7.759
<u>Other Expenditure Adjustments:</u>						
Other - Restricted Cash Adjustment						
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$28.738	\$37.808	\$37.292	\$37.146	\$38.280	\$37.893
Baseline Cash Deficit	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2010-2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation Adjustment	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

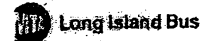
MTA CAPITAL CONSTRUCTION
November Financial Plan 2010-2013
Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
MTACC	32	35	35	35	35	35
Engineering/Capital						
MTACC	27	25	25	25	25	25
East Side Access	28	40	40	38	38	38
Security	14	20	20	20	20	20
Second Avenue Subway	14	15	15	14	14	14
Lower Manhattan Project	14	15	15	15	15	15
Total Engineering/Capital	97	115	115	112	112	112
Total Baseline Positions	129	150	150	147	147	147
Non-Reimbursable	-	-	-	-	-	-
Reimbursable	129	150	150	147	147	147
Total Full-Time	129	150	150	147	147	147
Total Full-Time Equivalents	-	-	-	-	-	-

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Long Island Bus

Staff Summary



Page 1 of 2

Subject
2010 Budget
Department
Finance
Department Head Name
Thomas Del Sorbo <i>Thomas Del Sorbo</i>
Department Head Signature
Project Manager Name
John Kivlahan

Date
December 3, 2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee	12/9/09	X		
2	Finance Comm.	12/14/09	X		
3	MTA Board	12/16/09	X		

Order	Approval	Approval
1	EVP, Finance & Administration <i>[Signature]</i>	
2	President <i>[Signature]</i>	

PURPOSE:

To secure MTA Board adoption of the MTA Long Island Bus' 2009 November Forecast and 2010 Final Proposed Budget.

DISCUSSION:

Establishing secure funding streams that adjust to cover new needs and inflation, continues to be the main challenge for LI Bus.

Subsidy levels remain an overriding issue, as LI Bus seeks additional assistance from Nassau County both to meet new needs and to cover the effects of inflation. Nassau County funding has remained flat over the past five years, and recently has been further reduced from \$10.5 million to \$9.1 million. In addition, a \$2.0 million reduction in State Transportation Operating Assistance (STOA) is being considered. Service options for fixed-route and the elimination of non A.D.A. paratransit services are being developed to offset the known \$1.4 million reduction in the subsidy from Nassau County.

The weak economy continues to negatively impact utilization. As of September 2009, fixed-route ridership is down 2.0%, while revenue is down 1.8%, compared to the July Plan. This trend is expected to continue, and is expected to result in a negative 2.6% variance. Based on current employment data, ridership is forecasted to decrease further by 0.9% in 2010 and to increase slightly thereafter.

Paratransit ridership has increased by 22.1% since 2003. This service has continued on an upward trend, with September year-to-date ridership increasing by 4.2%, and revenue by 6.4%, over the July Plan. Full-year ridership is projected to be 1.6% above the July Plan. Ridership is projected to increase by 0.5% in 2010 and by 0.8% in each subsequent plan year.

The November 2009 total revenue projection is \$50.7 million, of which \$41.3 million is expected from farebox receipts. This reflects lower base ridership projections related to weak regional employment data projections through the remainder of 2009. Other operating revenue is projected at \$2.4 million and capital and other reimbursements at \$7.0 million, both of which are unchanged from the mid-year plan.

The legal name of MTA Long Island Bus is Metropolitan Suburban Bus Authority.

Staff Summary

LI Bus's November 2009 forecast reflects total non-reimbursable baseline expenses of \$128.2 million before depreciation and OPEB obligations. The total cash Deficit increased by \$2.0 million from the July Plan, primarily driven by the following:

- \$1.1 million in reduced farebox revenue
- \$0.7 million in CPI-driven increases

The 2010 Final Proposed Budget – Baseline

The total revenue in the November Plan is projected at \$52.0 million, of which \$42.5 million is expected from farebox receipts. This reflects lower base ridership projections, based on regional employment data. Other operating revenue is projected at \$2.3 million and capital and other reimbursements at \$7.2 million, both of which are unchanged from the July Plan.

LI Bus's total non-reimbursable expenses are \$134.1 million before depreciation and OPEB obligations. The total cash deficit increased by \$2.6 million from the July budget, primarily driven by the following:

- \$1.3 million in reduced farebox revenue
- \$1.1 million in CPI-driven increases
- \$0.2 million in new needs

All labor contracts at LI Bus are scheduled for renegotiation; each has a different expiration date in 2009. Based on final agreements, the 2010 budget may be impacted by retroactive pay requirements. It should be noted that if the current TWU arbitration award is upheld, further budget impacts could occur that may affect LI Bus.

Capital projects, including revenue and non-revenue vehicles replacements, remain dependent on grant funding. LI Bus is not part of the MTA Capital program, and as such, has to seek and manage annual formula funds to construct and rehabilitate facilities, as well as to fund the purchase and/or replacement of equipment and rolling stock. Any reduced availability of funding from these sources will have a direct impact on programs currently proposed in the LIB Transportation Improvement Program (TIP).

PROGRAM TO ELIMINATE THE GAP (PEG) ADDITIONAL ACTIONS FOR BUDGET BALANCE AND OTHER POLICY ACTIONS:

2009 LI Bus PEG/AABB Monitoring Program is being monitored with a planned full-year savings of \$2.4 million. Results through the second quarter show that the planned dollar target will be realized.

RECOMMENDATION:

It is recommended that the MTA Board approve LI Bus's 2009 November Forecast and 2010 Proposed Budget.

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$42.381	\$41.301	\$42.457	\$42.949	\$43.558	\$44.054
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	2.710	2.372	2.342	2.003	2.032	2.091
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$45.091	\$43.673	\$44.799	\$44.952	\$45.590	\$46.145
Operating Expenses						
Labor:						
Payroll	\$63.190	\$65.976	\$67.524	\$68.125	\$69.643	\$71.086
Overtime	6.143	5.732	5.844	5.974	6.106	6.225
Health and Welfare	12.227	13.103	14.011	14.983	16.019	17.128
OPEB Current Payment	-	-	-	-	-	-
Pensions	5.076	5.290	5.409	5.458	5.579	5.689
Other Fringe Benefits	12.239	7.426	7.590	7.522	7.703	7.856
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$98.875	\$97.527	\$100.378	\$102.062	\$105.050	\$107.984
Non-Labor:						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	\$13.515	\$8.343	\$11.910	\$13.235	\$13.672	\$13.893
Insurance	0.372	0.641	0.684	0.741	0.812	0.873
Claims	4.821	3.537	3.619	3.733	3.816	3.900
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.620	11.273	10.849	10.986	11.316	11.651
Professional Service Contracts	1.810	2.078	2.103	2.131	2.177	2.227
Materials & Supplies	5.289	4.409	4.196	4.307	4.486	4.682
Other Business Expenses	0.111	0.401	0.406	0.412	0.420	0.430
Total Non-Labor Expenses	\$34.538	\$30.682	\$33.767	\$35.545	\$36.699	\$37.656
Other Expenses Adjustments:						
Other	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$129.944	\$128.209	\$134.145	\$137.607	\$141.749	\$145.640
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	10.600	11.261	10.706	10.760	10.814	10.868
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$140.544	\$139.470	\$144.852	\$148.367	\$152.563	\$156.507
Baseline Surplus/(Deficit)	(\$95.453)	(\$95.797)	(\$100.053)	(\$103.415)	(\$106.973)	(\$110.362)
2010 PEGs TBD Service Reductions	\$0.000	\$0.000	\$1.400	\$1.419	\$1.450	\$1.483
Post-2010 PEGs	-	-	-	1.481	2.962	4.442
Total PEGs	-	-	1.400	2.900	4.412	5.925
Net Surplus/(Deficit)	(\$95.453)	(\$95.797)	(\$98.653)	(\$100.515)	(\$102.561)	(\$104.437)

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE

	2008 <u>Actual</u>	2009 <u>November Forecast</u>	2010 <u>Final Proposed Budget</u>	2011	2012	2013
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	5.890	7.042	7.204	7.369	7.550	7.751
Total Revenue	\$5.890	\$7.042	\$7.204	\$7.369	\$7.550	\$7.751
Expenses						
<u>Labor:</u>						
Payroll	\$0.815	\$0.990	\$1.008	\$1.030	\$1.054	\$1.085
Overtime	-	-	-	-	-	-
Health and Welfare	0.263	0.342	0.375	0.402	0.431	0.462
OPEB Current Payment	1.257	1.439	1.544	1.656	1.777	1.907
Pensions	0.131	0.079	0.081	0.082	0.084	0.087
Other Fringe Benefits	0.124	0.192	0.196	0.199	0.204	0.210
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$2.590	\$3.042	\$3.204	\$3.369	\$3.550	\$3.751
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	3.300	4.000	4.000	4.000	4.000	4.000
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$3.300	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$5.890	\$7.042	\$7.204	\$7.369	\$7.550	\$7.751
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$5.890	\$7.042	\$7.204	\$7.369	\$7.550	\$7.751
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$42.381	\$41.301	\$42.457	\$42.949	\$43.558	\$44.054
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	2.710	2.372	2.342	2.003	2.032	2.091
Capital and Other Reimbursements	5.880	7.042	7.204	7.369	7.550	7.751
Total Revenue	\$50.981	\$50.715	\$52.003	\$52.321	\$53.140	\$53.896
Expenses						
Labor:						
Payroll	\$64.005	\$66.986	\$68.532	\$69.155	\$70.697	\$72.171
Overtime	6.143	5.732	5.844	5.974	6.106	6.225
Health and Welfare	12.490	13.445	14.386	15.385	16.450	17.590
OPEB Current Payment	1.257	1.439	1.544	1.656	1.777	1.907
Pensions	5.207	5.369	5.490	5.540	5.663	5.776
Other Fringe Benefits	12.363	7.618	7.786	7.721	7.907	8.066
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$101.465	\$100.569	\$103.582	\$105.431	\$108.600	\$111.735
Non-Labor:						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	13.515	8.343	11.910	13.235	13.672	13.893
Insurance	0.372	0.641	0.684	0.741	0.812	0.873
Claims	4.821	3.537	3.619	3.733	3.816	3.900
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.620	11.273	10.849	10.986	11.316	11.651
Professional Service Contracts	1.810	2.078	2.103	2.131	2.177	2.227
Materials & Supplies	8.589	8.409	8.196	8.307	8.486	8.682
Other Business Expenses	0.111	0.401	0.406	0.412	0.420	0.430
Total Non-Labor Expenses	\$37.838	\$34.682	\$37.767	\$39.545	\$40.699	\$41.656
Other Expenses Adjustments:						
Other	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.	\$135.834	\$135.251	\$141.349	\$144.976	\$149.299	\$153.391
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	10.600	11.261	10.706	10.760	10.814	10.868
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$146.434	\$146.512	\$152.056	\$155.736	\$160.113	\$164.258
Baseline Surplus/(Deficit)	(\$95.453)	(\$95.797)	(\$100.053)	(\$103.415)	(\$106.973)	(\$110.362)
2010 PEGs TBD Service Reductions	\$0.000	\$0.000	\$1.400	\$1.419	\$1.450	\$1.483
Post-2010 PEGs	-	-	-	1.481	2.962	4.442
Total PEGs	-	-	1.400	2.900	4.412	5.925
Net Surplus/(Deficit)	(\$95.453)	(\$95.797)	(\$98.653)	(\$100.515)	(\$102.561)	(\$104.437)

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	2008 <u>Actual</u>	2009 November <u>Forecast</u>	2010 Final Proposed <u>Budget</u>	2011	2012	2013
Receipts						
Farebox Revenue	\$42.536	\$41.901	\$42.347	\$42.838	\$43.446	\$43.942
Vehicle Toll Revenue						
Other Operating Revenue	3.987	2.322	2.292	1.953	1.982	2.041
Capital and Other Reimbursements	5.804	6.709	6.833	6.957	7.095	7.247
Total Receipts	\$52.327	\$50.932	\$51.472	\$51.748	\$52.523	\$53.230
Expenditures						
<u>Labor:</u>						
Payroll	\$66.314	\$66.576	\$68.192	\$68.809	\$70.345	\$71.812
Overtime	6.318	5.701	5.808	5.936	6.066	6.183
Health and Welfare	12.634	13.389	14.325	15.319	16.378	17.511
OPEB Current Payment	1.257	1.439	1.544	1.656	1.777	1.907
Pensions	4.763	5.198	5.313	5.357	5.473	5.580
Other Fringe Benefits	7.583	8.269	7.744	7.677	7.861	8.018
GASB Account	0.308	0.318	0.327	0.338	0.345	0.352
Reimbursable Overhead						
Total Labor Expenditures	\$99.177	\$100.890	\$103.253	\$105.092	\$108.245	\$111.363
<u>Non-Labor:</u>						
Traction and Propulsion Power						
Fuel for Buses and Trains	\$14.760	\$8.065	\$11.616	\$12.934	\$13.366	\$13.581
Insurance	0.246	0.616	0.671	0.717	0.830	0.844
Claims	3.528	6.871	3.565	3.673	3.755	3.838
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	8.901	12.330	10.669	10.802	11.128	11.459
Professional Service Contracts	1.890	2.309	2.017	2.037	2.081	2.129
Materials & Supplies	8.637	8.304	8.089	8.198	8.375	8.569
Other Business Expenses	0.739	0.376	0.381	0.384	0.391	0.400
Total Non-Labor Expenditures	\$38.701	\$38.871	\$37.009	\$38.745	\$39.926	\$40.820
<u>Other Expenditure Adjustments:</u>						
Other	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$134.409	\$139.761	\$140.262	\$143.837	\$148.171	\$152.183
Baseline Cash Deficit	(\$82.082)	(\$88.829)	(\$88.790)	(\$92.089)	(\$95.648)	(\$98.953)
2010 PEGs TBD Service Reductions	\$0.000	\$0.000	\$1.400	\$1.419	\$1.450	\$1.483
Post-2010 PEGs	-	-	-	1.481	2.962	4.442
Total PEGs	-	-	1.400	2.900	4.412	5.925
Net Surplus/(Deficit)	(\$82.082)	(\$88.829)	(\$87.390)	(\$89.189)	(\$91.236)	(\$93.028)

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$0.155	\$0.600	(\$0.110)	(\$0.111)	(\$0.112)	(\$0.112)
Vehicle Toll Revenue						
Other Operating Revenue	1.277	(0.050)	(0.050)	(0.050)	(0.050)	(0.050)
Capital and Other Reimbursements	(0.086)	(0.333)	(0.371)	(0.412)	(0.455)	(0.504)
Total Receipts	\$1.346	\$0.217	(\$0.531)	(\$0.573)	(\$0.617)	(\$0.666)
Expenditures						
Labor:						
Payroll	(\$2.309)	\$0.390	\$0.340	\$0.346	\$0.352	\$0.359
Overtime	(0.175)	0.031	0.036	0.038	0.040	0.042
Health and Welfare	(0.144)	0.056	0.061	0.066	0.072	0.079
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.444	0.171	0.177	0.183	0.190	0.196
Other Fringe Benefits	4.780	(0.651)	0.042	0.044	0.046	0.048
GASB Account	(0.308)	(0.318)	(0.327)	(0.338)	(0.345)	(0.352)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$2.288	(\$0.321)	\$0.329	\$0.339	\$0.355	\$0.372
Non-Labor:						
Traction and Propulsion Power						
Fuel for Buses and Trains	(\$1.245)	\$0.278	\$0.294	\$0.301	\$0.306	\$0.312
Insurance	0.126	0.025	0.013	0.024	(0.018)	0.029
Claims	1.293	(3.334)	0.054	0.060	0.061	0.062
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.281)	(1.057)	0.180	0.184	0.188	0.192
Professional Service Contracts	(0.080)	(0.231)	0.086	0.084	0.096	0.098
Materials & Supplies	(0.048)	0.105	0.107	0.109	0.111	0.113
Other Business Expenditures	(0.628)	0.025	0.025	0.028	0.029	0.030
Total Non-Labor Expenditures	(\$0.863)	(\$4.189)	\$0.759	\$0.800	\$0.773	\$0.836
Other Expenditures Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$2.771	(\$4.293)	\$0.557	\$0.566	\$0.511	\$0.542
Depreciation Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	10.600	11.261	10.706	10.760	10.814	10.868
Environmental Remediation	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$13.371	\$6.968	\$11.263	\$11.326	\$11.326	\$11.410
2010 PEGs TBD Service Reductions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Post-2010 PEGs	-	-	-	-	-	-
Total PEGs	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$13.371	\$6.968	\$11.263	\$11.326	\$11.326	\$11.410

**MTA Long Island Bus
November Financial Plan 2010-2013
Ridership/(Utilization)
(in millions)**

2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
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RIDERSHIP

Fixed Route	32.649	30.359	30.073	30.425	30.863	31.218
Paratransit	0.378	0.377	0.379	0.382	0.385	0.387

Baseline Total Ridership

33.027	30.736	30.452	30.807	31.248	31.605
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Impact of:
2010 Program to Eliminate the Gap (PEGs)
Post-2010 Program to Eliminate the Gap (PEGs)

Total Ridership

33.027	30.736	30.452	30.807	31.248	31.605
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FAREBOX REVENUE

Fixed Route	\$41.190	\$40.076	\$41.201	\$41.683	\$42.283	\$42.769
Paratransit	\$1.191	\$1.225	\$1.256	\$1.266	\$1.275	\$1.285

Baseline Total Revenue

\$42.381	\$41.301	\$42.457	\$42.949	\$43.558	\$44.054
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Impact of:
2010 Program to Eliminate the Gap (PEGs)
Post-2010 Program to Eliminate the Gap (PEGs)

Total Revenue

\$42.381	\$41.301	\$42.457	\$42.949	\$43.558	\$44.054
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MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		2009		2010		2011		2012		2013	
		<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>
Service											
TBD					\$1.400		\$1.419		\$1.450		\$1.483
Sub-Total Service											
		0	\$0.000	0	\$1.400	0	\$1.419	0	\$1.450	0	\$1.483
Total Programs		0	\$0.000	0	\$1.400	0	\$1.419	0	\$1.450	0	\$1.483

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		2009		2010		2011		2012		2013	
		<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>
Service											
TBD							\$1.481		\$2.962		\$4.442
Sub-Total Service											
		0	\$0.000	0	\$0.000	0	\$1.481	0	\$2.962	0	\$4.442
Total Programs		0	\$0.000	0	\$0.000	0	\$1.481	0	\$2.962	0	\$4.442

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

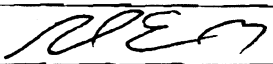
FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Office of the EVP	0	0	0	0	0	0
Human Resources	8	8	8	2	2	2
Office of Management and Budget	2	3	3	3	3	3
Technology & Information Services	19	20	20	17	17	17
Materiel	12	11	11	11	11	11
Controller	17	17	17	11	11	11
Office of the President	3	3	3	3	3	3
System Safety Administration	0	3	3	3	3	3
Law	10	10	10	10	10	10
Corporate Communications	5	4	4	4	4	4
Labor Relations	1	1	1	1	1	1
Non-Departmental	0	0	0	0	0	0
Total Administration	77	80	80	65	65	65
Operations						
Buses (Fixed Route)	583	596	597	597	597	597
Buses (Paratransit)	158	155	158	158	158	158
Office of Senior Vice President	0	0	0	0	0	0
Office of the Executive Vice President, Regional	0	2	2	2	2	2
Safety & Training	10	7	7	7	7	7
Road Operations	0	0	0	0	0	0
Transportation Support	14	19	19	19	19	19
Operations Planning	7	6	6	6	6	6
Revenue Control	5	9	9	9	9	9
Total Operations	777	794	798	798	798	798
Maintenance						
Buses (Fixed Route)	211	213	208	208	208	208
Buses (Paratransit)	8	12	12	12	12	12
Maintenance Support/CMF	1	2	2	2	2	2
Facilities	16	13	13	13	13	13
Supply Logistics	12	19	19	19	19	19
Total Maintenance	248	259	254	254	254	254
Engineering/Capital						
Capital Program Management	13	15	15	15	15	15
Public Safety						
Security	2	2	2	2	2	2
Total Positions	1,117	1,150	1,149	1,134	1,134	1,134
Non-Reimbursable	1,104	1,135	1,134	1,119	1,119	1,119
Reimbursable	13	15	15	15	15	15
Total Full-Time	1,020	1,045	1,044	1,029	1,029	1,029
Total Full-Time Equivalents	97	105	105	105	105	105

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP		2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration							
	Managers/Supervisors	32	35	35	29	29	29
	Professional, Technical, Clerical	43	45	45	36	36	36
	Operational Hourlies	2	0	0	0	0	0
	Total Administration	77	80	80	65	65	65
Operations							
	Managers/Supervisors	71	77	78	78	78	78
	Professional, Technical, Clerical	43	50	50	50	50	50
	Operational Hourlies	663	667	670	670	670	670
	Total Operations	777	794	798	798	798	798
Maintenance							
	Managers/Supervisors	27	39	39	39	39	39
	Professional, Technical, Clerical	7	2	2	2	2	2
	Operational Hourlies	214	218	213	213	213	213
	Total Maintenance	248	259	254	254	254	254
Engineering/Capital							
	Managers/Supervisors	7	8	8	8	8	8
	Professional, Technical, Clerical	6	7	7	7	7	7
	Operational Hourlies	0	0	0	0	0	0
	Total Engineering/Capital	13	15	15	15	15	15
Public Safety							
	Managers/Supervisors	0	0	0	0	0	0
	Professional, Technical, Clerical	2	0	0	0	0	0
	Operational Hourlies	0	2	2	2	2	2
	Total Public Safety	2	2	2	2	2	2
Total Baseline Positions							
	Managers/Supervisors	137	159	160	154	154	154
	Professional, Technical, Clerical	101	104	104	95	95	95
	Operational Hourlies	879	887	885	885	885	885
	Total Baseline Positions	1,117	1,150	1,149	1,134	1,134	1,134



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
Long Island Rail Road

Subject 2010 Budget
Department Office of Management & Budget
Department Head Name Gerard Ring
Department Head Signature 
Project Manager Name

Date November 27, 2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee	12/9/09	X		
2	Finance Committee	12/14/09	X		
3	MTA Board	12/16/09	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 		VP Svc Png Tech & CPM
	Exec Vice President		VP Mkt Dev & Public Affairs
	Sr. VP Operations		General Counsel
	VP Labor Relations	2	VP & CFO 

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Exec Dir Mgmt & Budget 						

PURPOSE

To secure MTA Board adoption of the MTA LIRR's 2009 November Forecast and 2010 Final Proposed Budget.

DISCUSSION

The 2010 Final Proposed Budget is consistent with the MTA Financial Plan and enables the Railroad to deliver high quality rail transportation. The 2010 Final Proposed Budget maintains service at current levels, makes investments to improve service reliability, and sustains and strengthens the MTA's commitment to safety and security.

The Railroad's Operating Budget and Financial Plan allocate expenses and revenue between two primary categories: Reimbursable and Non-Reimbursable. Reimbursable revenue and expenses are work activities that are associated with either the Capital Budget or an outside (non-Long Island Rail Road) funding source. The Non-Reimbursable Budget includes all activities supported by Passenger Revenue, other Railroad generated revenue and MTA provided cash subsidies.

2009 November Final Forecast

The 2009 November Forecast Reimbursable/Non-Reimbursable Budget totals \$1,346.6 million, which represents a reduction of approximately \$26.0 million when compared to the July Financial Plan. When including non-cash items, Depreciation and GASB adjustments, the total 2009 November Final Forecast is \$1,734.9 million. The Forecast contains \$727.1 million in revenue, including Passenger Revenue projections of \$512.6 million (a \$4.0 million reduction from the July Financial Plan level) and \$183.7 million in Reimbursable revenue. The resulting Net Cash Deficit is projected to be \$617.8 million in 2009. This reflects a lower deficit than the 2009 Mid-Year Forecast by \$4.8 million resulting primarily from timing of maintenance and other operating contracts.

2010 Final Proposed Budget

The 2010 Final Proposed Reimbursable/Non-Reimbursable Budget totals \$1,407.4 million. When including non-cash items, Depreciation and other GASB adjustments, the 2010 Final Proposed Budget totals \$1,805.6 million. The Budget contains \$782.4 million in revenue, including Passenger Revenue projections of \$529.3 million and \$217.9 million in Reimbursable revenue. The resulting Net Cash Deficit after Programs to Eliminate the Gap (PEGs) is projected to be \$630.0 million in 2010.

2010 Final Proposed Budget Summary	
Total Expenses:	
Reimbursable/Non-Reimbursable	\$1,805.6
Non Cash Items: Depreciation	\$398.1
2010 Final Proposed Budget (Reimbursable/Non-Reimbursable)	\$1,407.4
<i>Revenue & Adjustments</i>	
Reimbursable	\$217.9
Non-Reimbursable	\$564.5
Proposed PEGS	\$4.3
Cash Adjustment	(\$9.2)
Net Cash Deficit	(\$630.0)

The 2010 Final Proposed Budget totaling \$1,407.4 million is comprised mainly of labor expenses (payroll and benefits) of \$1,021.8 million or 73% of total for an employee headcount of 6,829. The balance of the expenses are related to non-payroll expenses for the operation and maintenance of the fleet and infrastructure with expenses allocated for propulsion power of \$104.8 million, materials & supplies of \$125.9 million, professional and maintenance services contracts of \$109.7 million and all other costs of \$45.2 million. Approximately 69% of these expenses are allocated over the primary operating departments: Equipment - \$319.3 million, Transportation/Passenger Services - \$415.5 million and Engineering - \$231.8 million with the balance for such costs as Pension - \$161.5 million and all other Administrative functions - \$279.3 million.

PROGRAMMATIC CHANGES

The 2010 Final Proposed Budget includes a small number of programmatic changes from the July Financial Plan. These changes include a funding increase for vegetation management in order to maintain the annual mileage levels required pursuant to the Low Adhesion Strategy. Funding is provided for the operation and maintenance of the Arch Street Facility. Finally, funding for materials is increased to meet projected rolling stock maintenance materials needs.

The 2010 Final Proposed Budget includes programs to eliminate the gap (PEGs) totaling \$4.3 million. Total PEGs for 2010 are comprised of non-fare related revenue enhancements of \$3.0 million and expense savings of \$1.3 million generated from a combination of administrative and operational support initiatives. The value of these PEGs results in a cash deficit of \$630.0 million. The 2009 November Forecast includes a total of \$1.5 million in savings.

IMPACT ON FUNDING

The LIRR's 2009 November Forecast and 2010 Final Proposed Budget as submitted is consistent with the proposed MTA Financial Plan.

RECOMMENDATION

It is recommended that the Board approve LIRR's 2009 November Forecast and 2010 Final Proposed Budget.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	37.8	30.8	35.2	37.5	38.4	39.0
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue	\$544.6	\$543.4	\$564.5	\$575.6	\$584.4	\$591.1
Operating Expenses						
Labor:						
Payroll	\$413.8	\$431.5	\$428.2	\$433.9	\$446.4	\$465.7
Overtime	89.8	89.0	81.9	83.0	84.1	84.7
Health and Welfare	73.1	76.0	81.1	85.2	91.9	101.2
OPEB Current Payment	47.1	50.7	54.0	58.3	63.0	67.5
Pensions	111.1	126.7	139.1	153.7	167.4	170.5
Other Fringe Benefits	90.4	91.6	92.2	95.8	99.0	103.6
Reimbursable Overhead	(31.9)	(28.1)	(45.3)	(33.7)	(34.9)	(31.8)
Total Labor Expenses	\$793.4	\$837.4	\$831.2	\$876.2	\$916.8	\$961.4
Non-Labor:						
Traction and Propulsion Power	\$75.0	\$81.7	\$88.0	\$96.1	\$103.5	\$110.4
Fuel for Buses and Trains	23.1	13.3	16.8	18.0	18.6	19.3
Insurance	15.8	15.8	16.8	18.1	19.6	21.1
Claims	11.6	14.6	15.8	15.8	16.1	16.1
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	63.2	64.9	79.9	76.5	77.5	78.6
Professional Service Contracts	21.4	19.7	21.2	19.5	18.9	19.4
Materials & Supplies	101.5	105.9	108.6	97.4	111.0	113.0
Other Business Expenses	6.5	9.5	11.2	11.3	11.5	11.4
Total Non-Labor Expenses	\$318.2	\$325.5	\$358.3	\$352.7	\$376.8	\$389.3
Other Expenses Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation and GASB Adj.	1,111.6	1,162.8	1,189.5	1,228.9	1,293.6	1,350.8
Depreciation	297.1	303.1	312.9	315.0	308.4	301.1
OPEB Obligation	77.6	82.6	83.2	85.7	89.1	92.6
Environmental Remediation	18.8	2.5	2.0	2.0	2.0	2.0
Total Expenses	\$1,505.1	\$1,551.1	\$1,587.7	\$1,631.6	\$1,693.0	\$1,746.6
Baseline Surplus/(Deficit)	(\$960.5)	(\$1,007.7)	(\$1,023.2)	(\$1,056.0)	(\$1,108.7)	(\$1,155.5)
2010 PEGs	0.0	1.5	4.3	0.4	0.4	0.4
Post-2010 PEGs	0.0	0.0	0.0	12.3	24.5	36.8
Total PEGs	\$0.0	\$1.5	\$4.3	\$12.7	\$24.9	\$37.2
Net Surplus/(Deficit)	(\$960.5)	(\$1,006.2)	(\$1,018.9)	(\$1,043.3)	(\$1,083.8)	(\$1,118.3)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	\$210.8	\$183.7	\$217.9	\$203.4	\$208.6	\$209.0
Total Revenue	\$210.8	\$183.7	\$217.9	\$203.4	\$208.6	\$209.0
Expenses						
<u>Labor:</u>						
Payroll	\$71.9	\$73.5	\$80.2	\$82.9	\$85.3	\$87.4
Overtime	19.6	13.6	12.8	10.3	10.3	10.5
Health and Welfare	12.9	12.7	13.6	14.2	14.8	15.3
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	29.1	24.2	22.5	21.4	21.5	21.3
Other Fringe Benefits	15.9	15.3	16.3	17.0	17.8	18.4
Reimbursable Overhead	31.9	28.1	45.3	33.7	34.9	31.8
Total Labor Expenses	\$181.3	\$167.4	\$190.6	\$179.5	\$184.6	\$184.8
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.2	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0	0.0
Insurance	1.0	0.8	1.3	1.0	1.0	1.1
Claims	0.0	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	9.8	8.2	8.0	8.1	8.2	8.3
Professional Service Contracts	1.5	0.7	0.5	0.5	0.5	0.5
Materials & Supplies	16.4	6.2	17.3	14.2	14.1	14.2
Other Business Expenses	0.6	0.2	0.1	0.1	0.1	0.1
Total Non-Labor Expenses	\$29.5	\$16.3	\$27.3	\$23.9	\$24.0	\$24.2
<u>Other Expenses Adjustments:</u>						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation	\$210.8	\$183.7	\$217.9	\$203.4	\$208.6	\$209.0
Depreciation	0.0	0.0	0.0	0.0	0.0	0.0
OPEB Obligation	0.0	0.0	0.0	0.0	0.0	0.0
Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses	\$210.8	\$183.7	\$217.9	\$203.4	\$208.6	\$209.0
Net Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	37.8	30.8	35.2	37.5	38.4	39.0
Capital and Other Reimbursements	210.8	183.7	217.9	203.4	208.6	209.0
Total Revenue	\$755.4	\$727.1	\$782.4	\$779.0	\$793.0	\$800.0
Expenses						
<u>Labor:</u>						
Payroll	\$485.7	\$505.0	\$508.4	\$516.8	\$531.8	\$553.1
Overtime	109.5	102.7	94.6	93.3	94.4	95.2
Health and Welfare	86.1	88.6	94.6	99.4	106.6	116.5
OPEB Current Payment	47.1	50.7	54.0	58.3	63.0	67.5
Pensions	140.2	150.9	161.5	175.1	188.9	191.9
Other Fringe Benefits	106.2	106.9	108.6	112.9	116.8	122.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenses	\$974.7	\$1,004.8	\$1,021.8	\$1,055.8	\$1,101.4	\$1,146.2
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$75.2	\$81.7	\$88.0	\$96.1	\$103.5	\$110.4
Fuel for Buses and Trains	23.1	13.3	16.8	18.0	18.6	19.3
Insurance	16.9	16.7	18.1	19.1	20.6	22.2
Claims	11.6	14.6	15.8	15.8	16.1	16.1
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	73.0	73.1	88.0	84.6	86.8	87.0
Professional Service Contracts	22.9	20.4	21.7	20.0	19.4	19.9
Materials & Supplies	117.9	112.1	125.9	111.5	125.1	127.1
Other Business Expenses	7.1	9.8	11.2	11.4	11.6	11.5
Total Non-Labor Expenses	\$347.6	\$341.8	\$385.6	\$376.5	\$400.8	\$413.6
<u>Other Expenses Adjustments:</u>						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation and GASB Adjs.	\$1,322.4	\$1,346.6	\$1,407.4	\$1,432.3	\$1,502.2	\$1,559.8
Depreciation	297.1	303.1	312.9	315.0	308.4	301.1
OPEB Obligation	77.6	82.6	83.2	85.7	89.1	92.6
Environmental Remediation	18.8	2.5	2.0	2.0	2.0	2.0
Total Expenses	\$1,715.9	\$1,734.9	\$1,805.6	\$1,835.0	\$1,901.7	\$1,955.6
Baseline Surplus/(Deficit)	(\$960.5)	(\$1,007.7)	(\$1,023.2)	(\$1,056.0)	(\$1,108.7)	(\$1,155.5)
2010 PEGs	0.0	1.5	4.3	0.4	0.4	0.4
Post-2010 PEGs	0.0	0.0	0.0	12.3	24.5	36.8
Total PEGs	\$0.0	\$1.5	\$4.3	\$12.7	\$24.9	\$37.2
Net Surplus/(Deficit)	(\$960.5)	(\$1,006.2)	(\$1,018.9)	(\$1,043.3)	(\$1,083.8)	(\$1,118.3)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	2008	2009	2010			
	Actual	November	Final Proposed	2011	2012	2013
		Forecast	Budget			
Receipts						
Farebox Revenue	\$536.9	\$541.3	\$559.3	\$568.1	\$576.0	\$582.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	37.0	58.3	43.8	45.5	46.4	47.1
Capital and Other Reimbursements	211.5	231.9	246.4	234.2	240.6	241.3
Total Receipts	\$785.4	\$831.5	\$849.5	\$847.8	\$863.0	\$870.4
Expenditures						
Labor:						
Payroll	\$499.1	\$502.7	\$506.4	\$514.8	\$529.7	\$551.1
Overtime	109.7	102.7	94.6	93.3	94.4	95.2
Health and Welfare	92.6	88.6	94.6	99.4	106.6	116.5
OPEB Current Payment	50.6	50.7	54.0	58.3	63.0	67.5
Pensions	70.3	150.9	161.5	175.1	188.9	191.9
Other Fringe Benefits	104.8	106.9	108.6	112.9	116.8	122.0
GASB Account	7.5	7.8	7.4	7.9	8.6	9.1
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$934.5	\$1,010.4	\$1,027.2	\$1,061.7	\$1,107.9	\$1,153.2
Non-Labor:						
Traction and Propulsion Power	\$73.4	\$103.6	\$90.8	\$98.8	\$106.1	\$113.2
Fuel for Buses and Trains	24.3	13.3	16.8	18.0	18.6	19.3
Insurance	25.2	22.1	23.4	26.1	26.9	28.9
Claims	13.9	14.5	14.0	14.0	14.3	14.3
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	84.8	80.9	95.2	87.6	88.8	90.0
Professional Service Contracts	23.2	22.8	25.4	19.3	18.4	18.9
Materials & Supplies	176.9	144.5	150.0	136.0	148.1	150.3
Other Business Expenses	8.0	8.6	10.9	11.0	11.2	11.1
Total Non-Labor Expenditures	\$429.8	\$410.2	\$426.6	\$410.7	\$432.3	\$445.9
Other Expenditure Adjustments:						
Other	29.9	28.7	30.0	30.0	30.0	30.0
Total Other Expenditure Adjustments	\$29.9	\$28.7	\$30.0	\$30.0	\$30.0	\$30.0
Total Expenditures	\$1,394.2	\$1,449.3	\$1,483.7	\$1,502.4	\$1,570.3	\$1,629.1
Cash Timing and Availability Adjustment	1.4	0.0	0.0	0.0	0.0	0.0
Baseline Cash Deficit	(\$607.4)	(\$617.8)	(\$634.2)	(\$654.6)	(\$707.2)	(\$758.7)
2010 PEGs		1.5	4.3	0.4	0.4	0.4
Post-2010 PEGs		0.0	0.0	12.3	24.5	36.8
Total PEGs	\$0.0	\$1.5	\$4.3	\$12.7	\$24.9	\$37.2
Net Cash Deficit	(\$607.4)	(\$616.3)	(\$630.0)	(\$641.9)	(\$682.3)	(\$721.5)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$30.1	\$28.7	\$30.0	\$30.0	\$30.0	\$30.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	(0.7)	27.5	8.6	8.0	8.1	8.1
Capital and Other Reimbursements	0.7	48.2	28.5	30.8	32.0	32.3
Total Receipts	\$30.0	\$104.3	\$67.1	\$68.8	\$70.0	\$70.4
Expenditures						
Labor:						
Payroll	(\$13.4)	\$2.3	\$2.0	\$2.0	\$2.0	\$2.1
Overtime	(0.2)	0.0	0.0	0.0	0.0	0.0
Health and Welfare	(6.5)	0.0	0.0	0.0	0.0	(0.0)
OPEB Current Payment	(3.5)	0.0	0.0	0.0	0.0	0.0
Pensions	69.9	0.0	0.0	0.0	0.0	(0.0)
Other Fringe Benefits	1.4	0.0	0.0	0.0	0.0	(0.0)
GASB Account	(7.5)	(7.8)	(7.4)	(7.9)	(8.6)	(9.1)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$40.2	(\$5.5)	(\$5.4)	(\$5.9)	(\$6.5)	(\$7.0)
Non-Labor:						
Traction and Propulsion Power	\$1.8	(\$21.8)	(\$2.8)	(\$2.7)	(\$2.6)	(\$2.8)
Fuel for Buses and Trains	(1.3)	0.0	0.0	0.0	0.0	0.0
Insurance	(8.4)	(5.4)	(5.3)	(7.0)	(6.3)	(6.7)
Claims	(2.3)	0.0	1.8	1.8	1.9	1.9
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	(11.9)	(7.7)	(7.3)	(3.0)	(3.0)	(3.0)
Professional Service Contracts	(0.3)	(2.4)	(3.7)	0.7	1.0	1.0
Materials & Supplies	(59.0)	(32.4)	(24.0)	(24.4)	(22.9)	(23.2)
Other Business Expenditures	(0.9)	1.2	0.4	0.4	0.4	0.4
Total Non-Labor Expenditures	(\$82.1)	(\$68.5)	(\$41.0)	(\$34.2)	(\$31.6)	(\$32.4)
Other Expenditures Adjustments:						
Other	(29.9)	(28.7)	(30.0)	(30.0)	(30.0)	(30.0)
Total Other Expenditures Adjustments	(\$29.9)	(\$28.7)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$41.9)	\$1.6	(\$9.2)	(\$1.3)	\$2.0	\$1.0
Depreciation Adjustment	297.1	303.1	312.9	315.0	308.4	301.1
OPEB Obligation	77.6	82.6	83.2	85.7	89.1	92.6
Environmental Remediation	18.8	2.5	2.0	2.0	2.0	2.0
Cash Timing and Availability Adjustment	1.4	0.0	0.0	0.0	0.0	0.0
Baseline Total Cash Conversion Adjustments	\$353.1	\$389.9	\$389.0	\$401.4	\$401.4	\$396.8
2010 PEGs	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 PEGs	0.0	0.0	0.0	0.0	0.0	0.0
Total PEGs	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments	\$353.1	\$389.9	\$389.0	\$401.4	\$401.4	\$396.8

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Ridership/(Utilization)
(in millions)

2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
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RIDERSHIP

Monthly	49.9	47.0	46.5	47.1	47.9	48.4
Weekly	2.2	1.8	1.9	1.9	1.9	2.0
Total Commutation	52.1	48.8	48.3	49.0	49.9	50.4
One-Way Full Fare	7.7	7.3	7.1	7.2	7.3	7.4
One-Way Off Peak	18.1	18.0	17.6	17.9	18.1	18.3
All Other	9.5	9.3	9.1	9.2	9.4	9.5
Total Non-Commutation	35.3	34.6	33.8	34.3	34.9	35.3
Total	87.4	83.4	82.1	83.3	84.7	85.7

Impact of:

2010 Program to Eliminate the Gap (PEGs)
Post-2010 Program to Eliminate the Gap (PEGs)

Total Ridership

87.4	83.4	82.1	83.3	84.7	85.7
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FAREBOX REVENUE

Passenger Revenue	\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
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Baseline Total Revenue

\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
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Impact of:

2010 Program to Eliminate the Gap (PEGs)
Post-2010 Program to Eliminate the Gap (PEGs)

Total Revenue

\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
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MTA Long Island Rail Road
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

	2009		2010		2011		2012		2013	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration										
Network Strategy Study		1.500								
Planning and Development Consultant				0.125						
Crew Board			2	0.158	2	0.163	2	0.169	2	0.173
Reduction in Administrative Positions			1	0.082	1	0.085	1	0.087	1	0.090
Reduction in Management Positions			1	0.125	1	0.128	1	0.132	1	0.136
Sub-Total Administration	0	\$1.500	4	\$0.490	4	\$0.376	4	\$0.388	4	\$0.399
Customer Convenience/Amenities										
Sub-Total Customer Convenience/Amenities	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Maintenance										
Sub-Total Maintenance	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Other										
GPS				0.775						
Sub-Total Other	0	\$0.000	0	\$0.775	0	\$0.000	0	\$0.000	0	\$0.000
Revenue Enhancement										
Air Rights				3.000						
Sub-Total Revenue Enhancement	0	\$0.000	0	\$3.000	0	\$ 0.000 #	0	\$ 0.000	0	\$0.000
Safety										
Sub-Total Safety	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Security										
Sub-Total Security	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service										
Sub-Total Service	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service Support										
Sub-Total Service Support	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Total Programs	0	\$1.500	4	\$4.265	4	\$ 0.376	4	\$0.388	4	\$0.399

MTA Long Island Rail Road
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

			2009		2010		2011		2012		2013	
			<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Administration												
	Sub-Total	Administration	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Customer Convenience/Amenities												
	Sub-Total	Customer Convenience/Amenities	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Maintenance												
	Sub-Total	Maintenance	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Other												
TBD					0	0.000	0	12.300	0	24.500	0	36.800
	Sub-Total	Other	0	\$0.000	0	\$0.000	0	\$12.300	0	\$24.500	0	\$36.800
Revenue Enhancement												
	Sub-Total	Revenue Enhancement	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Safety												
	Sub-Total	Safety	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Security												
	Sub-Total	Security	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service												
	Sub-Total	Service	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service Support												
	Sub-Total	Service Support	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Total Programs			0	\$0.000	0	\$0.000	0	\$ 12.300	0	\$24.500	0	\$36.800

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Executive VP	2	2	2	2	2	2
Sr. VP Administration	0	2	2	2	2	2
Labor Relations	11	11	10	10	10	10
Procurement & Logistics (excl. Stores)	82	88	93	93	93	93
Human Resources	109	105	98	84	84	90
Strategic Investments	36	39	42	42	42	42
Diversity Management	2	0	0	0	0	0
President	4	4	4	4	4	4
VP & Chief Financial Officer	105	110	109	75	75	75
Information Technology	162	182	184	179	179	179
VP - East Side Access & Special Projects	26	27	27	27	27	27
Market Dev. & Public Affairs	66	67	67	67	67	67
Gen. Counsel & Secretary	34	37	38	38	38	38
System Safety	22	21	21	21	21	21
Security		6	6	6	6	6
VP Operations/Oper. S/A & Serv. Planning	40	44	44	43	43	43
Total Administration	701	744	747	693	693	699
Operations						
Transportation	1,884	1,863	1,822	1,829	1,835	1,993
Passenger Service (Ticket Clerks & Agents)	204	167	162	162	162	162
Total Operations	2,088	2,030	1,984	1,991	1,997	2,155
Maintenance						
Engineering	1,694	1,755	1,690	1,690	1,683	1,677
Equipment	1,931	1,947	1,964	1,940	1,951	1,930
Passenger Service (excl. Ticket Selling)	187	194	195	195	195	195
Procurement (Stores)	95	98	98	98	98	98
Total Maintenance	3,907	3,994	3,947	3,923	3,927	3,900
Engineering/Capital						
Department of Project Management	110	133	151	150	150	150
Total Engineering/Capital	110	133	151	150	150	150
Total Baseline Positions	6,806	6,901	6,829	6,757	6,767	6,904
Non-Reimbursable	6,050	6,226	6,297	5,858	5,874	6,011
Reimbursable	756	675	532	898	893	893
Total Full-Time	6,806	6,901	6,829	6,757	6,767	6,904
Total Full-Time Equivalents	0	0	0	0	0	0
<hr/>						
Impact of:						
2010 Program to Eliminate the Gap	-	-	4	4	4	4
Post-2010 Program to Eliminate the Gap	-	-	-	-	-	-
Total Positions	6,806	6,901	6,825	6,753	6,763	6,900
Non-Reimbursable	6,050	6,226	6,293	5,854	5,870	6,007
Reimbursable	756	675	532	898	893	893
Total Full-Time	6,806	6,901	6,825	6,753	6,763	6,900
Total Full-Time Equivalents						

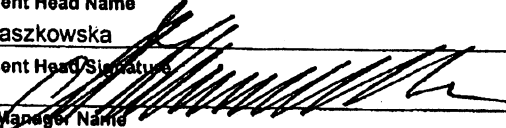
MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP		2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration							
	Managers/Supervisors	329	358	361	352	352	354
	Professional, Technical, Clerical	372	386	386	341	341	345
	Operational Hourlies	-	-	0	0	0	0
	Total Administration	701	744	747	693	693	699
Operations							
	Managers/Supervisors	249	275	276	274	274	274
	Professional, Technical, Clerical	200	151	152	152	152	152
	Operational Hourlies	1,639	1,604	1,556	1,565	1,571	1,729
	Total Operations	2,088	2,030	1,984	1,991	1,997	2,155
Maintenance							
	Managers/Supervisors	679	687	672	737	737	738
	Professional, Technical, Clerical	262	283	278	278	278	279
	Operational Hourlies	2,966	3,024	2,997	2,908	2,912	2,883
	Total Maintenance	3,907	3,994	3,947	3,923	3,927	3,900
Engineering/Capital							
	Managers/Supervisors	93	108	122	122	122	122
	Professional, Technical, Clerical	17	25	28	28	28	28
	Operational Hourlies	-	-	0	0	0	0
	Total Engineering/Capital	110	133	151	150	150	150
Public Safety							
	Managers/Supervisors	-	-	0	0	0	0
	Professional, Technical, Clerical	-	-	0	0	0	0
	Operational Hourlies	-	-	0	0	0	0
	Total Public Safety	-	-	0	0	0	0
Total Baseline Positions							
	Managers/Supervisors	1,350	1,427	1,431	1,485	1,485	1,488
	Professional, Technical, Clerical	851	845	844	799	799	804
	Operational Hourlies	4,605	4,628	4,554	4,473	4,483	4,612
	Total Baseline Positions	6,806	6,901	6,829	6,757	6,767	6,904

Metro-North Railroad

Staff Summary

Page 1 of 2

Subject 2010 Budget	Date November 25, 2009
Department Budget	Vendor Name
Department Head Name Mary Paszkowska	Contract Number
Department Head Signature 	Contract Manager Name
Project Manager Name	Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
	M-N Comm. Mtg.				
	MTA Fin. Comm.				
	MTA Board Mtg.				

Internal Approvals			
Order	Approval	Order	Approval
	President		Budget
	VP Operations		VP Capital Programs
	VP Financial Admin		Engr/Const
	Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	VP Planning & Development		Corporate & Public Affairs		Labor Relations		General Counsel
	Press		VP Human Resources		Human Resources		Other

PURPOSE

To secure MTA Board adoption of the MTA Metro-North Railroad's 2009 November Forecast and 2010 Final Proposed Budget.

DISCUSSION:

MTA Metro-North Railroad's 2009 November Forecast and 2010 Final Proposed Budget are presented on the attached schedules.

The 2009 Non-Reimbursable baseline November Forecast reflects revenue projections totaling \$538.8 million, and expenses, including depreciation, Other Post Employment Benefits and Environmental Remediation accruals, of \$1,245.1 million that generate an operating deficit of \$706.2 million. Cash adjustments of \$317.0 million reduce that amount to a cash deficit of \$389.2 million, of which \$306.4 million represents the MTA share and \$82.8 million ConndOT share. The 2009 November Forecast Reimbursable revenue and expense projections total \$170.2 million.

The 2010 Non-Reimbursable baseline Final Proposed Budget reflects revenue projections totaling \$546.8 million, and expenses, including depreciation, Other Post Employment Benefits and Environmental Remediation accruals, of \$1,295.6 million that generate an operating baseline deficit of \$748.8 million. Cash adjustments of \$265.9 million reduce that amount to a cash deficit of \$482.9 million, of which \$381.0 million represents the MTA share and \$101.9 million ConndOT share. The 2010 Final Proposed Reimbursable revenue and expense projections total \$235.7 million.

The legal name of MTA Metro-North Railroad is Metro-North Commuter Railroad Company

Staff Summary

PROGRAM TO ELIMINATE THE GAP (PEG)

Metro-North identified a number of Gap-Closing actions that total \$9.7 million for 2010. These PEGs include savings realized due to the elimination of service improvements planned for 2010 East and West of Hudson (\$4.0 million), Administration position reductions (\$1.2 million), implementation of a new TVM deployment strategy (\$1.1 million), implementation of T&E efficiency measures and targeted, joint procurement cost savings (\$1.5 million), and the elimination and/or deferral of cost increase provisions to establish second shift at Harmon Coach Shop (\$.7 million) and augment GCT Halls/Trainshed security personnel (\$1.2 million). A total of 56 existing or planned positions were eliminated for 2010.


Once implemented, the "gap closing" program would reduce the 2010 cash deficit to \$473.2 million, of which \$372.9 million would represent MTA share and \$100.3 million ConnDOT share.

These and any other GAP Actions will be part of MTA Consolidated Material.

RECOMMENDATION:

It is recommended that the MTA Board adopt MTA Metro-North Railroad's 2009 November Forecast and 2010 Final Proposed Budget.

Approved for Submission to the Board



Howard R. Permut
President

MTA Metro-North Railroad
November Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$502.6	\$500.3	\$509.1	\$525.5	\$544.4	\$559.4
Toll Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Operating Revenue	\$36.0	\$38.5	\$37.8	\$39.4	\$39.9	\$41.3
MNR - MTA	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
MNR - CDOT	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
MNR - Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Capital and Other Reimbursements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Revenue	\$538.6	\$538.8	\$546.8	\$564.9	\$584.3	\$600.7
Operating Expenses						
Labor:						
Payroll	\$375.7	\$390.5	\$402.3	\$413.1	\$426.8	\$442.6
Overtime	\$56.0	\$57.9	\$58.9	\$60.3	\$62.4	\$64.4
Health and Welfare	\$66.1	\$70.1	\$78.6	\$84.6	\$91.6	\$99.6
OPEB Current Payment	\$9.7	\$9.4	\$10.5	\$11.4	\$12.3	\$13.4
Pensions	\$33.9	\$44.0	\$50.6	\$56.7	\$63.1	\$64.9
Other Fringe Benefits	\$75.6	\$79.7	\$81.3	\$83.0	\$85.0	\$90.2
Reimbursable Overhead	(\$47.1)	(\$41.3)	(\$40.0)	(\$39.9)	(\$40.5)	(\$41.1)
Total Labor	\$569.8	\$610.4	\$642.1	\$669.2	\$700.6	\$734.0
Non-Labor:						
Traction and Propulsion Power	\$63.6	\$64.0	\$69.7	\$78.0	\$87.7	\$97.7
Fuel for Buses and Trains	\$23.9	\$12.1	\$18.4	\$22.2	\$22.4	\$30.3
Insurance	\$12.1	\$12.0	\$13.3	\$14.8	\$16.5	\$18.4
Claims	\$6.2	\$12.8	\$12.0	\$12.0	\$12.0	\$12.0
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	\$87.8	\$87.5	\$103.6	\$106.4	\$108.1	\$100.2
Professional Service Contracts	\$21.3	\$25.9	\$34.3	\$38.1	\$39.5	\$40.3
Materials & Supplies	\$80.8	\$84.7	\$85.7	\$96.4	\$102.4	\$104.3
Other Business Expenses	\$14.0	\$14.2	\$13.6	\$14.6	\$14.4	\$14.6
Total Non-Labor	\$309.7	\$313.2	\$350.7	\$382.6	\$403.1	\$417.8
Other Expenses Adjustments:						
Other						
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation and GASB Adjs.	\$879.5	\$923.6	\$992.9	\$1,051.8	\$1,103.7	\$1,151.8
Depreciation	\$219.9	\$254.1	\$231.7	\$239.8	\$248.2	\$256.8
OPEB Obligation	\$54.9	\$59.7	\$63.0	\$67.0	\$71.0	\$75.0
Environmental Remediation	\$7.6	\$7.6	\$8.0	\$8.2	\$8.5	\$8.7
Total Expenses	\$1,162.0	\$1,245.1	\$1,295.6	\$1,366.8	\$1,431.4	\$1,492.3
Baseline Surplus/(Deficit)	(\$623.4)	(\$706.2)	(\$748.8)	(\$802.0)	(\$847.0)	(\$891.6)
Cash Conversion Adjustments:						
Depreciation	\$219.9	\$254.1	\$231.7	\$239.8	\$248.2	\$256.8
Operating/Capital	(\$19.7)	(\$18.6)	(\$15.3)	(\$17.4)	(\$16.0)	(\$17.0)
Other Cash Adjustments	\$76.3	\$81.4	\$49.5	\$70.5	\$64.9	\$76.9
Total Cash Conversion Adjustments	\$276.5	\$317.0	\$265.9	\$293.0	\$297.1	\$316.7
Baseline Cash Surplus/(Deficit)	(\$347.0)	(\$389.2)	(\$482.9)	(\$509.0)	(\$550.0)	(\$574.9)
Post-2010 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$14.5	\$33.0	\$34.4
2010 Agency Program to Eliminate the Gap	\$0.0	\$0.7	\$9.7	\$9.4	\$9.4	\$9.5
Total PEG's	\$0.0	\$0.7	\$9.7	\$23.9	\$42.4	\$43.9
Net Surplus/(Deficit)	(\$347.0)	(\$388.5)	(\$473.2)	(\$485.2)	(\$507.5)	(\$531.0)

MTA Metro-North Railroad
November Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Toll Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Operating Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
MNR - MTA	\$102.4	\$104.8	\$129.1	\$131.7	\$135.4	\$139.0
MNR - CDOT	\$70.5	\$52.2	\$84.4	\$82.1	\$81.9	\$84.2
MNR - Other	\$26.5	\$13.2	\$22.1	\$20.2	\$20.7	\$12.7
Capital and Other Reimbursements	\$199.5	\$170.2	\$235.7	\$234.0	\$238.0	\$235.8
Total Revenue	\$199.5	\$170.2	\$235.7	\$234.0	\$238.0	\$235.8
Expenses						
Labor:						
Payroll	\$41.0	\$42.1	\$43.4	\$44.1	\$44.8	\$45.5
Overtime	\$16.6	\$15.8	\$15.5	\$15.7	\$15.9	\$16.1
Health and Welfare	\$9.5	\$9.5	\$10.3	\$11.0	\$11.7	\$12.5
OPEB Current Payment	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Pensions	\$5.1	\$5.2	\$6.6	\$7.3	\$8.1	\$8.1
Other Fringe Benefits	\$9.6	\$9.6	\$9.7	\$9.8	\$9.9	\$10.3
Reimbursable Overhead	\$43.7	\$39.5	\$38.8	\$39.4	\$40.1	\$40.6
Total Labor	\$125.5	\$121.7	\$124.3	\$127.4	\$130.4	\$133.1
Non-Labor:						
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Insurance	\$4.8	\$4.3	\$4.5	\$4.6	\$4.7	\$4.8
Claims	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Paratransit Service Contracts	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Maintenance and Other Operating Contracts	\$32.2	\$18.3	\$49.6	\$42.6	\$40.9	\$33.3
Professional Service Contracts	\$8.2	\$7.4	\$5.0	\$5.2	\$5.3	\$5.4
Materials & Supplies	\$32.0	\$18.5	\$51.7	\$53.8	\$56.2	\$58.8
Other Business Expenses	(\$3.1)	\$0.1	\$0.5	\$0.5	\$0.5	\$0.5
Total Non-Labor	\$74.0	\$48.6	\$111.3	\$106.7	\$107.6	\$102.7
Other Adjustments:						
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation	\$199.5	\$170.2	\$235.7	\$234.0	\$238.0	\$235.8
Depreciation						
OPEB Obligation						
Environmental Remediation						
Total Expenses	\$199.5	\$170.2	\$235.7	\$234.0	\$238.0	\$235.8
Baseline Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Cash Conversion Adjustments:						
Depreciation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Operating/Capital	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Cash Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Baseline Cash Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Post-2010 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
2010 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total PEG's	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Net Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

MTA Metro-North Railroad
November Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$502.6	\$500.3	\$509.1	\$525.5	\$544.4	\$559.4
Toll Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Operating Revenue	\$36.0	\$38.5	\$37.8	\$39.4	\$39.9	\$41.3
MNR - MTA	\$102.4	\$104.8	\$129.1	\$131.7	\$135.4	\$139.0
MNR - CDOT	\$70.5	\$52.2	\$84.4	\$82.1	\$81.9	\$84.2
MNR - Other	\$26.5	\$13.2	\$22.1	\$20.2	\$20.7	\$12.7
Capital and Other Reimbursements	\$199.5	\$170.2	\$235.7	\$234.0	\$238.0	\$235.8
Total Revenue	\$738.1	\$709.1	\$782.5	\$798.9	\$822.3	\$836.5
Expenses						
Labor						
Payroll	\$416.7	\$432.6	\$445.7	\$457.2	\$471.6	\$488.1
Overtime	\$72.6	\$73.7	\$74.4	\$76.1	\$78.3	\$80.5
Health and Welfare	\$75.6	\$79.6	\$88.9	\$95.6	\$103.3	\$112.1
OPEB Current Payment	\$9.7	\$9.4	\$10.5	\$11.4	\$12.3	\$13.4
Pensions	\$39.0	\$49.3	\$57.1	\$64.1	\$71.1	\$73.0
Other Fringe Benefits	\$85.2	\$89.3	\$91.1	\$92.8	\$94.9	\$100.5
Reimbursable Overhead	(\$3.4)	(\$1.8)	(\$1.2)	(\$0.5)	(\$0.5)	(\$0.5)
Total Labor	\$695.3	\$732.1	\$766.5	\$796.6	\$831.1	\$867.1
Non-Labor						
Traction and Propulsion Power	\$63.6	\$64.0	\$69.7	\$78.0	\$87.7	\$97.7
Fuel for Buses and Trains	\$23.9	\$12.1	\$18.4	\$22.2	\$22.4	\$30.3
Insurance	\$16.9	\$16.3	\$17.8	\$19.4	\$21.2	\$23.2
Claims	\$6.2	\$12.8	\$12.0	\$12.0	\$12.0	\$12.0
Paratransit Service Contracts	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Maintenance and Other Operating Contracts	\$120.0	\$105.9	\$153.2	\$149.0	\$149.0	\$133.5
Professional Service Contracts	\$29.5	\$33.3	\$39.4	\$43.3	\$44.8	\$45.6
Materials & Supplies	\$112.8	\$103.1	\$137.4	\$150.2	\$158.6	\$163.0
Other Business Expenses	\$10.9	\$14.3	\$14.0	\$15.1	\$14.8	\$15.1
Total Non-Labor	\$383.7	\$361.8	\$462.1	\$489.2	\$510.6	\$520.6
Other Adjustments						
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation and GASB Adjs.	\$1,079.0	\$1,093.9	\$1,228.5	\$1,285.8	\$1,341.7	\$1,387.6
Depreciation	\$219.9	\$254.1	\$231.7	\$239.8	\$248.2	\$256.8
OPEB Obligation	\$54.9	\$59.7	\$63.0	\$67.0	\$71.0	\$75.0
Environmental Remediation	\$7.6	\$7.6	\$8.0	\$8.2	\$8.5	\$8.7
Total Expenses	\$1,361.5	\$1,415.3	\$1,531.3	\$1,600.9	\$1,669.3	\$1,728.1
Baseline Surplus/(Deficit)	(\$623.4)	(\$706.2)	(\$748.8)	(\$802.0)	(\$847.0)	(\$891.6)
Cash Conversion Adjustments:						
Depreciation	\$219.9	\$254.1	\$231.7	\$239.8	\$248.2	\$256.8
Operating/Capital	(\$19.7)	(\$18.6)	(\$15.3)	(\$17.4)	(\$16.0)	(\$17.0)
Other Cash Adjustments	\$76.3	\$81.4	\$49.5	\$70.5	\$64.9	\$76.9
Total Cash Conversion Adjustments	\$276.5	\$317.0	\$265.9	\$293.0	\$297.1	\$316.7
Baseline Cash Surplus/(Deficit)	(\$347.0)	(\$389.2)	(\$482.9)	(\$509.0)	(\$550.0)	(\$574.9)
Post-2010 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$14.5	\$33.0	\$34.4
2010 Agency Program to Eliminate the Gap	\$0.0	\$0.7	\$9.7	\$9.4	\$9.4	\$9.5
Total PEG's	\$0.0	\$0.7	\$9.7	\$23.9	\$42.4	\$43.9
Net Surplus/(Deficit)	(\$347.0)	(\$388.5)	(\$473.2)	(\$485.2)	(\$507.5)	(\$531.0)

**MTA Metro-North Railroad
November Financial Plan 2010 - 2013
Cash Receipts & Expenditures
(\$ in millions)**

CASH RECEIPTS AND EXPENDITURES						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$512.0	\$506.8	\$516.2	\$532.8	\$551.3	\$566.3
Toll Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Operating Revenue	\$61.5	\$59.2	\$57.2	\$60.5	\$61.8	\$63.8
MNR - MTA	\$104.1	\$110.8	\$121.9	\$130.3	\$134.8	\$138.5
MNR - CDOT	\$75.1	\$52.4	\$81.6	\$82.4	\$82.1	\$84.4
MNR - Other	\$31.5	\$25.0	\$24.7	\$30.2	\$22.5	\$15.7
Capital and Other Reimbursements	\$210.7	\$188.3	\$228.3	\$242.9	\$239.5	\$238.6
Total Receipts	\$784.2	\$754.2	\$801.6	\$836.2	\$852.6	\$868.8
Expenditures						
Payroll	\$410.1	\$430.2	\$442.6	\$456.3	\$474.2	\$485.9
Overtime	\$73.9	\$74.5	\$74.8	\$76.8	\$79.7	\$80.9
Health and Welfare	\$79.6	\$82.3	\$91.6	\$98.6	\$106.4	\$115.0
OPEB Current Payment	\$9.7	\$9.4	\$10.5	\$11.4	\$12.3	\$13.4
Pensions	\$28.4	\$44.1	\$57.3	\$64.3	\$71.3	\$73.2
Other Fringe Benefits	\$86.9	\$89.2	\$90.9	\$93.1	\$96.1	\$100.5
GASB Account	\$5.8	\$6.5	\$7.2	\$8.0	\$8.7	\$9.6
Reimbursable Overhead	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Labor	\$694.4	\$736.2	\$774.9	\$808.5	\$848.7	\$878.6
Non-Labor:						
Traction and Propulsion Power	\$61.1	\$64.6	\$69.7	\$78.0	\$87.7	\$97.7
Fuel for Buses and Trains	\$23.9	\$12.1	\$18.4	\$22.2	\$22.4	\$30.3
Insurance	\$20.3	\$16.6	\$17.8	\$20.3	\$21.0	\$23.0
Claims	\$9.6	\$10.0	\$12.1	\$12.1	\$12.1	\$12.1
Paratransit Service Contracts	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Maintenance and Other Operating Contracts	\$143.7	\$130.1	\$183.3	\$174.6	\$171.4	\$156.1
Professional Service Contracts	\$30.3	\$33.6	\$40.7	\$43.7	\$45.3	\$46.1
Materials & Supplies	\$125.1	\$111.0	\$140.8	\$154.7	\$163.2	\$167.9
Other Business Expenses	\$22.7	\$29.3	\$26.6	\$31.1	\$30.6	\$31.7
Total Non-Labor	\$436.8	\$407.2	\$509.6	\$536.8	\$553.9	\$565.0
Other Adjustments:						
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Cash Timing and Availability Adjustment	\$2.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Adjustments	\$2.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenditures	\$1,133.2	\$1,143.5	\$1,284.5	\$1,345.2	\$1,402.6	\$1,443.6
Baseline Cash Deficit	(\$349.1)	(\$389.2)	(\$482.9)	(\$509.0)	(\$550.0)	(\$574.9)
Subsidies						
MTA	(\$276.1)	(\$306.4)	(\$381.0)	(\$395.5)	(\$422.1)	(\$440.6)
CDOT	(\$73.0)	(\$82.8)	(\$101.9)	(\$113.5)	(\$127.9)	(\$134.3)
Total Subsidies	(\$349.1)	(\$389.2)	(\$482.9)	(\$509.0)	(\$550.0)	(\$574.9)
Post-2010 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$14.5	\$33.0	\$34.4
2010 Agency Program to Eliminate the Gap	\$0.0	\$0.7	\$9.7	\$9.4	\$9.4	\$9.5
Total PEG's	\$0.0	\$0.7	\$9.7	\$23.9	\$42.4	\$43.9
Net Surplus/Deficit	(\$349.1)	(\$388.5)	(\$473.2)	(\$485.2)	(\$507.5)	(\$531.0)
MTA share of PEGS	\$0.0	\$0.5	\$8.1	\$19.2	\$34.2	\$35.3
CDOT share of PEGS	\$0.0	\$0.2	\$1.6	\$4.7	\$8.3	\$8.6
Total PEGS	\$0.0	\$0.7	\$9.7	\$23.9	\$42.4	\$43.9
Subsidies						
MTA	(\$276.1)	(\$305.9)	(\$372.9)	(\$376.3)	(\$387.9)	(\$405.3)
CDOT	(\$73.0)	(\$82.6)	(\$100.3)	(\$108.8)	(\$119.6)	(\$125.7)
Total Subsidies	(\$349.1)	(\$388.5)	(\$473.2)	(\$485.2)	(\$507.5)	(\$531.0)

MTA Metro-North Railroad
November Financial Plan 2010 - 2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$9.4	\$6.5	\$7.1	\$7.4	\$6.9	\$7.0
Toll Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Operating Revenue	\$25.5	\$20.6	\$19.4	\$21.1	\$21.9	\$22.5
MNR - MTA	\$1.7	\$6.1	(\$7.2)	(\$1.4)	(\$0.6)	(\$0.5)
MNR - CDOT	\$4.5	\$0.2	(\$2.8)	\$0.3	\$0.3	\$0.3
MNR - Other	\$5.0	\$11.8	\$2.6	\$10.0	\$1.9	\$3.0
Capital and Other Reimbursements	\$11.2	\$18.0	(\$7.4)	\$8.9	\$1.5	\$2.8
Total Receipts	\$46.1	\$45.1	\$19.1	\$37.3	\$30.3	\$32.2
Expenditures						
Payroll	\$6.7	\$2.4	\$3.1	\$0.9	(\$2.6)	\$2.2
Overtime	(\$1.4)	(\$0.8)	(\$0.4)	(\$0.7)	(\$1.4)	(\$0.4)
Health and Welfare	(\$4.0)	(\$2.7)	(\$2.7)	(\$3.0)	(\$3.1)	(\$3.0)
OPEB Current Payment	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Pensions	\$10.6	\$5.2	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)
Other Fringe Benefits	(\$1.7)	\$0.1	\$0.1	(\$0.4)	(\$1.2)	(\$0.1)
GASB Account	(\$5.8)	(\$6.5)	(\$7.2)	(\$8.0)	(\$8.7)	(\$9.6)
Reimbursable Overhead	(\$3.4)	(\$1.8)	(\$1.2)	(\$0.5)	(\$0.5)	(\$0.5)
Total Labor	\$1.0	(\$4.1)	(\$8.4)	(\$11.9)	(\$17.7)	(\$11.6)
Non-Labor:						
Traction and Propulsion Power	\$2.5	(\$0.5)	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Insurance	(\$3.4)	(\$0.4)	\$0.1	(\$0.9)	\$0.2	\$0.2
Claims	(\$3.4)	\$2.9	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)
Paratransit Service Contracts	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Maintenance and Other Operating Contracts	(\$23.7)	(\$24.2)	(\$30.1)	(\$25.5)	(\$22.4)	(\$22.5)
Professional Service Contracts	(\$0.8)	(\$0.2)	(\$1.3)	(\$0.5)	(\$0.5)	(\$0.5)
Materials & Supplies	(\$12.4)	(\$7.9)	(\$3.4)	(\$4.5)	(\$4.6)	(\$4.8)
Other Business Expenditures	(\$11.9)	(\$15.1)	(\$12.6)	(\$16.0)	(\$15.8)	(\$16.6)
Total Non-Labor	(\$53.1)	(\$45.5)	(\$47.5)	(\$47.6)	(\$43.2)	(\$44.4)
Other Adjustments:						
Other						
Total Other Expenditure Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$6.0)	(\$4.5)	(\$36.8)	(\$22.1)	(\$30.6)	(\$23.8)
Depreciation Adjustment	\$219.9	\$254.1	\$231.7	\$239.8	\$248.2	\$256.8
OPEB Obligation	\$54.9	\$59.7	\$63.0	\$67.0	\$71.0	\$75.0
Environmental Remediation	\$7.6	\$7.6	\$8.0	\$8.2	\$8.5	\$8.7
Baseline Total Cash Conversion Adjustments	\$276.5	\$317.0	\$265.9	\$292.9	\$297.1	\$316.7
Post-2010 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
2010 Agency Program to Eliminate the Gap	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total PEG's	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments	\$276.5	\$317.0	\$265.9	\$292.9	\$297.1	\$316.7

MTA Metro-North Railroad
November Financial Plan 2010 - 2013
Ridership (Utilization)
(In millions)

	2008	2009	2010			
	Actual	November	Final Proposed	2011	2012	2013
		Forecast	Budget			
<u>Farebox Revenue</u>						
Harlem Line	146.6	148.8	152.8	158.0	163.3	167.7
Hudson Line	107.4	108.6	112.0	116.5	121.4	124.9
New Haven Line	248.0	242.3	243.6	250.3	259.0	266.1
West of Hudson Mail & Ride	0.6	0.6	0.6	0.7	0.7	0.7
Baseline Total Farebox Revenue	502.6	500.3	509.1	525.5	544.4	559.4
<i>Impact of:</i>						
2010 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Total PEG's	0.0	0.0	0.0	0.0	0.0	0.0
Total Farebox Revenue	502.6	500.3	509.1	525.5	544.4	559.4
<u>Ridership</u>						
Harlem Line	27.4	26.3	25.9	26.7	27.6	28.3
Hudson Line	16.2	15.5	15.4	16.0	16.6	17.0
New Haven Line	37.9	36.2	35.9	36.9	38.3	39.3
Baseline Total Ridership	81.5	78.1	77.2	79.5	82.5	84.5
<i>Impact of:</i>						
2010 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 Agency Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Total PEG's	0.0	0.0	0.0	0.0	0.0	0.0
Total Ridership	81.5	78.1	77.2	79.5	82.5	84.5

MTA Metro-North Railroad
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

	2009		2010		2011		2012		2013	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration										
Administration Position Reductions	8	0.450	10	1.170	10	1.192	10	1.217	10	1.241
Sub-Total Administration	8	\$0.450	10	\$1.170	10	\$1.192	10	\$1.217	10	\$1.241
Customer Convenience/Amenities										
TVM Strategy	0	0.000	13	1.097	13	1.110	13	1.132	13	1.155
Sub-Total Customer Convenience/Amenities	0	\$0.000	13	\$1.097	13	\$1.110	13	\$1.132	13	\$1.155
Maintenance										
Establish Second Shift Coach Shop	0	0.000	8	0.709	0	(0.030)	0	(0.044)	0	(0.059)
Sub-Total Maintenance	0	\$0.000	8	\$0.709	0	-\$0.030	0	(\$0.044)	0	-\$0.059
Other										
T&E Efficiency Reductions	4	0.275	4	1.133	4	1.168	4	1.180	4	1.203
Review Procurement/Purchasing	0	0.000	0	0.341	0	0.355	0	0.371	0	0.387
Sub-Total Other	4	\$0.275	4	\$1.474	4	\$1.523	4	\$1.551	4	\$1.590
Safety										
Security Plan - GCT Halls/Trainshed Fire Safety	0	0.000	12	1.245	8	0.864	8	0.882	8	0.900
Sub-Total Safety	0	\$0.000	12	\$1.245	8	\$0.864	8	\$0.882	8	\$0.900
Service										
W of H Service Plan Reduction	0	0.000	0	1.740	0	1.740	0	1.740	0	1.740
Service Plan 2010	0	0.000	9	2.238	9	2.951	9	2.915	9	2.886
Sub-Total Service	0	\$0.000	9	\$3.978	9	\$4.691	9	\$4.655	9	\$4.626
Total Programs	12	\$0.725	56	\$9.673	44	\$9.350	44	\$9.393	44	\$9.453

MTA Metro-North Railroad
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

	<u>2009</u>		<u>2010</u>		<u>2011</u>		<u>2012</u>		<u>2013</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>	<u>Positions</u>	<u>Dollars</u>
Other										
Unspecified	0	0	0	\$0.000	0	\$14.500	0	\$33.045	0	\$34.400
Sub-Total Other	<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$14.500</u>	<u>0</u>	<u>\$33.045</u>	<u>0</u>	<u>\$34.400</u>
Total Programs	<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$ 14.500</u>	<u>0</u>	<u>\$33.045</u>	<u>0</u>	<u>\$34.400</u>

MTA Metro-North Railroad
November Financial Plan 2010 - 2013
Total Non-Reimbursable - Reimbursable Positions at End-of-Year
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
President	5	3	3	3	3	3
Labor Relations	12	13	13	13	13	13
Safety	18	17	28	28	28	28
Corporate Communications	18	21	21	21	21	21
Customer Service	243	238	247	247	247	247
Legal	15	16	17	17	17	17
Claims Services	16	17	20	20	20	20
Environmental Compliance & Serv	6	6	7	7	7	7
VP Human Resources	4	4	4	4	4	4
Human Resources & Diversity	46	46	46	19	19	19
Training	30	27	34	35	36	36
Employee Relations & Diversity	3	4	4	4	4	4
VP Planning Procurem't & Bus Dev Admin	2	2	2	2	2	2
Operations Planning & Analysis	20	20	21	21	21	21
Capital Planning & Programming	14	14	14	14	14	14
Business Development Facilities & Mktg	20	22	22	22	22	22
Long Range Planning	10	9	10	10	10	10
VP Finance & Info Systems	1	2	3	3	3	3
Controller	119	119	120	90	90	90
Information Technology & Project Mgmt	108	111	111	111	111	111
Budget	16	16	16	16	16	16
Corporate *	-	-	(40)	(40)	(40)	(40)
Total Administration	726	727	723	667	668	668
Operations						
VP Operations	51	51	56	56	56	69
Operations Services	1,705	1,760	1,820	1,840	1,869	1,930
Metro-North West	30	27	29	29	29	29
Total Operations	1,786	1,838	1,905	1,925	1,954	2,028
Maintenance						
GCT	350	340	350	362	362	362
Maintenance of Equipment	1,274	1,276	1,318	1,325	1,363	1,371
Maintenance of Way	1,512	1,544	1,647	1,676	1,676	1,676
Procurement & Material Management	168	168	173	174	174	174
Total Maintenance	3,304	3,328	3,488	3,537	3,575	3,583
Engineering/Capital						
Project Budget	-	-	-	-	-	-
Construction Management	36	39	39	39	39	39
Engineering & Design	65	65	68	68	68	68
Total Engineering/Capital	101	104	107	107	107	107
Baseline Total Positions	5,917	5,997	6,223	6,236	6,304	6,386
Non-Reimbursable	5,306	5,396	5,611	5,624	5,692	5,774
Reimbursable	611	601	612	612	612	612
Total Full-Time	5,912	5,994	6,220	6,233	6,301	6,383
Total Full-Time-Equivalents	5	3	3	3	3	3
Impact of:						
2010 Program to Eliminate the Gap		12	56	44	44	44
Post 2010 Program to Eliminate the Gap						
Total Positions	5,917	5,985	6,167	6,192	6,260	6,342
Non-Reimbursable	5,306	5,384	5,555	5,580	5,648	5,730
Reimbursable	611	601	612	612	612	612
Total Full-Time	5,912	5,982	6,164	6,189	6,257	6,339
Total Full-Time-Equivalents	5	3	3	3	3	3

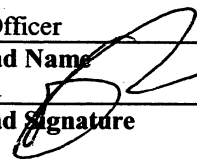
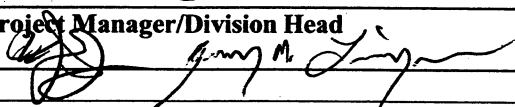
* Reflects turnover vacancies in December not included in department totals.

MTA Metro-North Railroad
November Financial Plan 2010 - 2013
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Managers/Supervisors	40	49	51	51	51	51
Professional, Technical, Clerical	657	648	644	588	589	589
Operational Hourlies	29	30	28	28	28	28
Total Administration	726	727	723	667	668	668
Operations						
Managers/Supervisors	23	24	25	25	25	25
Professional, Technical, Clerical	318	292	333	333	333	344
Operational Hourlies	1,445	1,522	1,547	1,567	1,596	1,659
Total Operations	1,786	1,838	1,905	1,925	1,954	2,028
Maintenance						
Managers/Supervisors	39	41	43	43	43	43
Professional, Technical, Clerical	1,024	979	1,078	1,085	1,085	1,085
Operational Hourlies	2,241	2,308	2,367	2,409	2,447	2,455
Total Maintenance	3,304	3,328	3,488	3,537	3,575	3,583
Engineering/Capital						
Managers/Supervisors	28	30	30	30	30	30
Professional, Technical, Clerical	73	74	77	77	77	77
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	101	104	107	107	107	107
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
MTA Metro-North Consolidated Baseline						
Managers/Supervisors	130	144	149	149	149	149
Professional, Technical, Clerical	2,072	1,993	2,132	2,083	2,084	2,095
Operational Hourlies	3,715	3,860	3,942	4,004	4,071	4,142
Total MTA Metro-North Consolidated Baseline	5,917	5,997	6,223	6,236	6,304	6,386

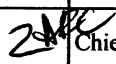

MTA Headquarters

Staff Summary

Subject MTA Headquarters 2010 Budget
Department Chief Financial Officer
Department Head Name Gary Dellaverson
Department Head Signature 
Project Manager/Division Head 

Date November 30, 2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	12/14			
2	Board	12/16			

Internal Approvals			
Order	Approval	Order	Approval
			Office of Civil Rights
	Chief of Staff	1	Legal 
	Chief Financial Officer		EITG
	Procurement		Administrator

PURPOSE:

To secure MTA Board adoption of the Metropolitan Transportation Authority Headquarters 2009 November Forecast and the 2010 Final Proposed Budget.

DISCUSSION:

MTA Headquarters proposes a 2009 November Forecast with a Baseline Deficit of \$387.8 million before Program to Eliminate the Gap (PEGs), and a Baseline Cash Deficit of \$295.0 million, before PEGs. The 2010 Final Proposed Budget proposes a Baseline Deficit of \$425.4 million before PEGs, with a Baseline Cash Deficit of \$331.3 million, before PEGs. The budget proposal does not include MTA Policy Actions and other below-the-line items, which will be presented as part of MTA Consolidated materials.

The 2010 Final Proposed Budget Baseline Deficit represents an increase of \$37.6 million over the 2009 November Forecast, prior to any savings from the identified MTA Headquarters (PEGs). The net increase is mainly due to increases in MTA's support for its subsidiaries, and timing of expenditures for Business Service Center (BSC) requirements.

The 2010 Final Proposed Baseline Cash Deficit of \$331.3 million is \$36.3 million higher than the 2009 November Forecast of \$295.0 million, prior to any savings from the identified PEGs. The increase is primarily due to the reasons previously mentioned. Staffing at MTA Headquarters in the 2010 Final Proposed Budget reflects 1,568 positions.

PROGRAMS TO ELIMINATE THE GAP (PEG) AND OTHER ACTIONS:

MTA Headquarters PEG Program is unchanged from the July Financial Plan. MTA Headquarters has reduced the internal funding to MTA Police for patrol work done on an overtime basis, and will seek federal funds to support this initiative. This will enable MTA Headquarters to save \$4.2 million in 2009 and \$4.3 million in 2010.

Recommendation:

It is recommended that the MTA Board approve MTAHQ's 2009 November Forecast and the 2010 Final Proposed Budget.

MTA HEADQUARTERS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Operating Revenue						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
<u>Other Operating Revenue</u>						
Rental Income	47.871	50.852	50.929	51.617	52.732	53.945
Data Center Billings						
Other	4.105	3.605	3.647	3.697	3.776	3.863
Total Other Operating Revenue	51.976	54.457	54.577	55.313	56.508	57.808
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$51.976	\$54.457	\$54.577	\$55.313	\$56.508	\$57.808
Operating Expenses						
<u>Labor:</u>						
Payroll	\$130.110	\$130.276	\$138.355	\$155.340	\$155.202	\$157.595
Overtime	14.978	14.303	14.474	14.812	15.157	15.510
Health and Welfare	15.956	15.890	18.538	22.669	24.402	26.628
OPEB Current Payment	4.488	6.500	7.900	9.400	11.100	12.800
Pensions	16.583	20.770	22.845	25.090	27.311	28.292
Other Fringe Benefits	10.468	11.190	12.032	12.552	12.911	13.477
Reimbursable Overhead	(39.527)	(44.258)	(45.230)	(48.155)	(49.309)	(50.412)
Total Labor Expenses	\$153.056	\$154.672	\$168.914	\$191.707	\$196.775	\$203.889
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	(7.736)	3.340	3.596	3.956	4.351	4.786
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	24.948	38.787	43.485	44.271	44.440	45.462
Professional Service Contracts	40.023	42.344	43.007	43.645	44.481	45.504
Materials & Supplies	4.096	5.241	11.764	4.380	3.807	3.925
<u>Other Business Expenses</u>						
MTA Internal Subsidy	39.550	53.643	65.975	65.275	67.920	70.131
Other	37.774	48.955	45.054	47.758	48.625	49.646
Total Other Business Expenses	77.324	102.598	111.029	113.034	116.545	119.777
Total Non-Labor Expenses	\$138.655	\$192.310	\$212.882	\$209.285	\$213.624	\$219.454
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$291.711	\$346.981	\$381.796	\$400.992	\$410.398	\$423.343
Depreciation	33.526	31.071	31.060	25.588	20.800	20.800
OPEB Obligation	61.612	64.200	67.100	70.200	73.200	76.600
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$386.849	\$442.253	\$479.956	\$496.780	\$504.398	\$520.743
Baseline Surplus/(Deficit)	(\$334.873)	(\$387.796)	(\$425.379)	(\$441.466)	(\$447.890)	(\$462.935)
2010 PEGs	0.000	4.179	4.277	4.376	4.478	4.583
Post-2010 PEGs	-	-	-	-	-	-
Total PEGs	0.000	4.179	4.277	4.376	4.478	4.583
Net Surplus/(Deficit)	(\$334.873)	(\$383.617)	(\$421.102)	(\$437.090)	(\$443.412)	(\$458.352)

MTA HEADQUARTERS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2008	2009	2010			
	Actual	November	Final Proposed	2011	2012	2013
Revenue						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	46.109	61.383	72.257	79.166	80.594	79.922
Total Revenue	\$46.109	\$61.383	\$72.257	\$79.166	\$80.594	\$79.922
Expenses						
<u>Labor:</u>						
Payroll	\$2.265	\$2.993	\$4.113	\$4.205	\$4.297	\$4.382
Overtime	0.017	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.237	0.381	0.573	0.607	0.661	0.719
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.150	0.277	0.392	0.393	0.410	0.427
Other Fringe Benefits	0.461	0.227	0.329	0.323	0.337	0.351
Reimbursable Overhead	39.527	44.258	45.230	48.155	49.309	50.412
Total Labor Expenses	\$42.657	\$48.137	\$50.638	\$53.683	\$55.014	\$56.292
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.001	0.004	0.005	0.005	0.005	0.005
Professional Service Contracts	3.402	13.082	21.462	25.323	25.416	23.462
Materials & Supplies	0.013	0.075	0.077	0.078	0.080	0.082
<u>Other Business Expenses</u>						
MTA Internal Subsidy	-	-	-	-	-	-
Other	0.036	0.086	0.076	0.077	0.079	0.081
Total Other Business Expenses	0.036	0.086	0.076	0.077	0.079	0.081
Total Non-Labor Expenses	\$3.452	\$13.246	\$21.620	\$25.483	\$25.580	\$23.629
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$46.109	\$61.383	\$72.257	\$79.166	\$80.594	\$79.922
Depreciation	-	-	-	-	-	-
Total Expenses	\$46.109	\$61.383	\$72.257	\$79.166	\$80.594	\$79.922
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Revenue						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
<u>Other Operating Revenue</u>						
Rental Income	47.871	50.852	50.929	51.617	52.732	53.945
Data Center Billings	-	-	-	-	-	-
Other	4.105	3.605	3.647	3.697	3.776	3.863
Total Other Operating Revenue	51.976	54.457	54.577	55.313	56.508	57.808
Capital and Other Reimbursements	46.109	61.383	72.257	79.166	80.594	79.922
Total Revenue	\$98.085	\$115.840	\$126.834	\$134.479	\$137.102	\$137.729
Expenses						
<u>Labor:</u>						
Payroll	\$132.375	\$133.269	\$142.468	\$159.545	\$159.499	\$161.977
Overtime	14.995	14.303	14.474	14.812	15.157	15.510
Health and Welfare	16.193	16.272	19.111	23.276	25.064	27.347
OPEB Current Payment	4.488	6.500	7.900	9.400	11.100	12.800
Pensions	16.733	21.048	23.237	25.483	27.721	28.720
Other Fringe Benefits	10.929	11.417	12.361	12.874	13.248	13.828
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$195.713	\$202.809	\$219.551	\$245.390	\$251.789	\$260.181
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	(7.736)	3.340	3.596	3.956	4.351	4.786
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	24.949	38.790	43.490	44.276	44.445	45.467
Professional Service Contracts	43.425	55.426	64.469	68.968	69.897	68.966
Materials & Supplies	4.109	5.316	11.841	4.458	3.887	4.007
<u>Other Business Expenses</u>						
MTA Internal Subsidy	39.550	53.643	65.975	65.275	67.920	70.131
Other Business Expenses	37.810	49.041	45.130	47.836	48.704	49.726
Total Other Business Expenses	77.360	102.684	111.106	113.111	116.623	119.857
Total Non-Labor Expenses	\$142.107	\$205.556	\$234.502	\$234.768	\$239.204	\$243.083
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$337.820	\$408.365	\$454.054	\$480.157	\$490.992	\$503.265
Depreciation	33.526	31.071	31.060	25.588	20.800	20.800
OPEB Obligation	61.612	64.200	67.100	70.200	73.200	76.600
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$432.958	\$503.636	\$552.213	\$575.945	\$584.992	\$600.665
Baseline Surplus/(Deficit)	(\$334.873)	(\$387.796)	(\$425.379)	(\$441.466)	(\$447.890)	(\$462.935)
2010 PEGs	0.000	4.179	4.277	4.376	4.478	4.583
Post-2010 PEGs	-	-	-	-	-	-
Total PEGs	0.000	4.179	4.277	4.376	4.478	4.583
Net Surplus/(Deficit)	(\$334.873)	(\$383.617)	(\$421.102)	(\$437.090)	(\$443.412)	(\$458.352)

MTA HEADQUARTERS
November Financial Plan 2010-2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
<u>Other Operating Revenue</u>						
Rental Income	47.863	50.852	50.929	51.617	52.732	53.945
Data Center Billings	-	-	-	-	-	-
Other	6.614	6.349	7.007	7.442	7.603	7.778
Total Other Operating Revenue	54.477	57.201	57.937	59.059	60.335	61.723
Capital and Other Reimbursements	42.138	61.383	72.257	79.166	80.594	79.922
Total Receipts	\$96.615	\$118.584	\$130.194	\$138.225	\$140.929	\$141.644
Expenditures						
<u>Labor:</u>						
Payroll	\$127.943	\$131.973	\$139.618	\$156.354	\$156.309	\$158.737
Overtime	14.995	14.303	14.474	14.812	15.157	15.510
Health and Welfare	15.892	15.285	18.065	22.194	23.957	26.216
OPEB Current Payment	4.488	6.500	7.900	9.400	11.100	12.800
Pensions	12.415	20.883	23.089	25.350	27.601	28.612
Other Fringe Benefits	10.595	11.567	12.309	12.820	13.191	13.769
GASB Account	0.000	0.986	1.046	1.082	1.107	1.131
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$186.328	\$201.499	\$216.502	\$242.011	\$248.422	\$256.775
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	3.784	3.173	3.416	3.758	4.134	4.547
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	23.276	37.627	42.185	42.947	43.111	44.103
Professional Service Contracts	32.767	52.654	61.246	65.519	66.402	65.517
Materials & Supplies	3.631	5.156	11.486	4.324	3.770	3.887
<u>Other Business Expenses</u>						
MTA Internal Subsidy	37.550	53.643	65.975	65.275	67.920	70.131
Other Business Expenses	39.426	45.589	39.874	42.444	43.268	44.240
Total Other Business Expenses	76.976	99.232	105.849	107.719	111.188	114.371
Total Non-Labor Expenditures	\$140.434	\$197.842	\$224.182	\$224.268	\$228.606	\$232.425
<u>Other Expenditure Adjustments:</u>						
Capital	\$2.343	\$14.242	\$20.800	\$20.800	\$20.800	\$20.800
Unallocated Service Enhancement Policy Action	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$2.343	\$14.242	\$20.800	\$20.800	\$20.800	\$20.800
Total Expenditures	\$329.105	\$413.583	\$461.484	\$487.079	\$497.828	\$510.000
Baseline Cash Deficit	(\$232.490)	(\$294.999)	(\$331.290)	(\$348.854)	(\$356.899)	(\$368.356)
2010 PEGs	0.000	4.179	4.277	4.376	4.478	4.583
Post-2010 PEGs	-	-	-	-	-	-
Total PEGs	0.000	4.179	4.277	4.376	4.478	4.583
Net Cash Deficit	(\$232.490)	(\$290.820)	(\$327.013)	(\$344.478)	(\$352.421)	(\$363.773)

MTA HEADQUARTERS
November Financial Plan 2010-2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008	2009	2010			
	Actual	Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	2.501	2.744	3.360	3.746	3.827	3.915
Capital and Other Reimbursements	(3.971)	0.000	0.000	0.000	0.000	0.000
Total Receipts	(\$1.470)	\$2.744	\$3.360	\$3.746	\$3.827	\$3.915
Expenditures						
<u>Labor:</u>						
Payroll	\$4.432	\$1.296	\$2.849	\$3.191	\$3.190	\$3.240
Overtime	-	-	-	-	-	-
Health and Welfare	0.301	0.986	1.046	1.082	1.107	1.131
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	4.318	0.164	0.148	0.133	0.120	0.108
Other Fringe Benefits	0.334	(0.150)	0.052	0.055	0.057	0.059
GASB Account	0.000	(0.986)	(1.046)	(1.082)	(1.107)	(1.131)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$9.385	\$1.310	\$3.050	\$3.379	\$3.367	\$3.407
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	(11.520)	0.167	0.180	0.198	0.218	0.239
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.673	1.164	1.305	1.328	1.333	1.364
Professional Service Contracts	10.658	2.771	3.223	3.448	3.495	3.448
Materials & Supplies	0.478	0.159	0.355	0.134	0.117	0.120
<u>Other Business Expenses</u>						
MTA Internal Subsidy	2.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	(1.616)	3.452	5.257	5.392	5.435	5.486
Total Other Business Expenses	0.384	3.452	5.257	5.392	5.435	5.486
Total Non-Labor Expenditures	\$1.673	\$7.714	\$10.320	\$10.500	\$10.598	\$10.658
<u>Other Expenditure Adjustments:</u>						
Capital	(\$2.343)	(\$14.242)	(\$20.800)	(\$20.800)	(\$20.800)	(\$20.800)
Unallocated Service Enhancement Policy Action	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	(\$2.343)	(\$14.242)	(\$20.800)	(\$20.800)	(\$20.800)	(\$20.800)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$7.245	(\$2.474)	(\$4.071)	(\$3.175)	(\$3.009)	(\$2.820)
Depreciation Adjustment	33.526	31.071	31.060	25.588	20.800	20.800
OPEB Obligation	61.612	64.200	67.100	70.200	73.200	76.600
Environmental Remediation	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$102.383	\$92.797	\$94.089	\$92.613	\$90.991	\$94.580
2010 PEGs	0.000	0.000	0.000	0.000	0.000	0.000
Post-2010 PEGs	-	-	-	-	-	-
Total PEGs	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$102.383	\$92.797	\$94.089	\$92.613	\$90.991	\$94.580

MTA Headquarters
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

			2009		2010		2011		2012		2013	
			Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration												
	Sub-Total	Administration	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Customer Convenience/Amenities												
	Sub-Total	Customer Convenience/Amenities	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Maintenance												
	Sub-Total	Maintenance	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Other												
	Sub-Total	Other	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Revenue Enhancement												
	Sub-Total	Revenue Enhancement	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Safety												
	Sub-Total	Safety	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Security												
	MTA Police Overtime Reduction			4.179		4.277		4.376		4.478		4.583
	Sub-Total	Security	0	\$4.179	0	\$4.277	0	\$4.376	0	\$4.478	0	\$4.583
Service												
	Sub-Total	Service	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service Support												
	Sub-Total	Service Support	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Total Programs			<u>0</u>	<u>\$4.179</u>	<u>0</u>	<u>\$4.277</u>	<u>0</u>	<u>\$ 4.376</u>	<u>0</u>	<u>\$4.478</u>	<u>0</u>	<u>\$4.583</u>

MTA HEADQUARTERS
November Financial Plan 2010-2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Executive	8	6	6	6	6	6
Administration	216	211	211	211	211	211
Audit	96	102	102	102	102	102
Chief Financial Officer	93	103	103	74	74	74
Corporate and Community Affairs	50	50	50	50	50	50
Policy and Media Relations	11	11	11	11	11	11
General Counsel	96	66	66	66	66	66
Office of Diversity	-	35	35	35	35	35
Chief of Staff/Senior Policy Advisor	52	33	33	33	33	33
Spec. Project Develop/Planning	9	9	9	9	9	9
Labor Relations	5	5	5	5	5	5
PCAC	4	5	5	5	5	5
Vending Fare Media	6	6	6	6	6	6
Corporate Account	-	4	4	4	5	6
Business Service Center	8	133	136	379	392	375
Total Administration	654	779	782	996	1,010	994
Public Safety	760	786	786	786	786	786
Baseline Total Positions	1,414	1,565	1,568	1,782	1,796	1,780
Non-Reimbursable	1,394	1,517	1,517	1,729	1,742	1,726
Reimbursable	20	48	51	53	54	54
Full-Time	1,414	1,565	1,568	1,782	1,796	1,780
Full-Time Equivalents	-	-	-	-	-	-
<hr/>						
Impact of:						
2010 Program to Eliminate the Gap	0	0	0	0	0	0
Post-2010 Program to Eliminate the Gap	0	0	0	0	0	0
Total Positions	1,414	1,565	1,568	1,782	1,796	1,780
Non-Reimbursable	1,394	1,517	1,517	1,729	1,742	1,726
Reimbursable	20	48	51	53	54	54
Total Full-Time	1,414	1,565	1,568	1,782	1,796	1,780
Total Full-Time Equivalents	-	-	-	-	-	-

MTA HEADQUARTERS
November Financial Plan 2010-2013
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

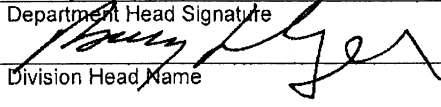
FUNCTION/OCCUPATIONAL GROUP		2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration							
	Managers/Supervisors	398	460	460	500	508	505
	Professional, Technical, Clerical	256	319	322	496	502	489
	Operational Hourlies						
	Total Administration	654	779	782	996	1,010	994
Operations							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Operations	-	-	-	-	-	-
Maintenance							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Maintenance	-	-	-	-	-	-
Engineering/Capital							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Engineering/Capital	-	-	-	-	-	-
Public Safety							
	Managers/Supervisors	33	38	38	38	38	38
	Professional, Technical, Clerical	59	81	81	81	81	81
	Operational Hourlies (Uniformed)	668	667	667	667	667	667
	Total Public Safety	760	786	786	786	786	786
Total Baseline Positions							
	Managers/Supervisors	431	498	498	538	546	543
	Professional, Technical, Clerical	315	400	403	577	583	570
	Operational Hourlies	668	667	667	667	667	667
	Total Baseline Positions	1,414	1,565	1,568	1,782	1,796	1,780

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Inspector General

Staff Summary

Page 1 of 1

Subject: MTA Office of the Inspector General's 2010 Budget
Department Office of the Inspector General
Department Head Name Barry L. Kluger
Department Head Signature 
Division Head Name

Date November 30, 2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.		X		
2	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
	Executive Director		Civil Rights
	Chief of Staff		Legal
	Budgets and Financial Mgmt.		Other

Purpose:

To secure MTA Board adoption of the MTA Inspector General's 2009 November Forecast and 2010 Final Proposed Budget.

Discussion:

The 2009 November Forecast maintains the continuing new need for on-going investigations, new investigations and audits, capital plan, and stimulus oversight with internal audit and investigative staff as well as outside experts necessary to support on-going and related investigations and audits including a confidential investigation shared by the Manhattan District Attorney and the Port Authority Inspector General's offices. The investigation has led to indictments and is continuing. Other joint cases with our investigative prosecutorial partners within both local and federal jurisdictions will require similar efforts in 2010.

The 2010 Final Proposed Budget reflects savings from the Office of the Inspector General's voluntary budget reductions. The budget for the Office of Inspector General for the years 2011-2013 maintains the base funding from the previous year and provides inflationary growth according to the guidelines and assumptions used by MTA Headquarters.

The Office of the Inspector General's budget is predominately driven by wages and benefits necessary to support our investigative unit, including attorneys, investigators and personnel with financial investigations expertise skills; and an administrative and support function, including but not limited to personnel for purchasing, information systems, accounting and reception. These resources are used to investigate and audit matters of concern throughout the MTA and its subsidiaries with a combined \$10 billion operating budget, \$4 billion capital budget and workforce of 69,000.

Recommendation:

It is recommended that the MTA Board approve the MTA Inspector General's 2009 November Forecast and 2010 Final Proposed Budget.

MTA OFFICE OF THE INSPECTOR GENERAL
November Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	11.434	13.548	12.802	13.282	13.675	14.178
Total Revenue	\$11.434	\$13.548	\$12.802	\$13.282	\$13.675	\$14.178
Expenses						
<u>Labor:</u>						
Payroll	\$6.768	\$7.286	\$7.343	\$7.574	\$7.741	\$7.912
Overtime	-	-	-	-	-	-
Health and Welfare	0.655	0.855	0.995	1.102	1.200	1.390
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.526	0.647	0.676	0.728	0.760	0.794
Other Fringe Benefits	0.534	0.560	0.556	0.598	0.625	0.653
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$8.483	\$9.348	\$9.570	\$10.002	\$10.326	\$10.749
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.014	0.015	0.018	0.021	0.024	0.029
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.946	0.240	0.244	0.247	0.252	0.258
Professional Service Contracts	0.402	1.007	0.007	0.007	0.007	0.008
Materials & Supplies	0.094	0.129	0.110	0.112	0.114	0.116
Other Business Expenses	1.037	2.612	2.654	2.691	2.746	2.807
Total Non-Labor Expenses	\$2.493	\$4.003	\$3.033	\$3.078	\$3.143	\$3.218
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$10.976	\$13.351	\$12.603	\$13.080	\$13.469	\$13.967
Depreciation	0.458	0.197	0.199	0.202	0.206	0.211
Total Expenses	\$11.434	\$13.548	\$12.802	\$13.282	\$13.675	\$14.178
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA OFFICE OF THE INSPECTOR GENERAL
November Financial Plan 2010 - 2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	10.976	13.229	12.423	12.900	12.869	13.787
Total Receipts	\$10.976	\$13.229	\$12.423	\$12.900	\$12.869	\$13.787
Expenditures						
<u>Labor:</u>						
Payroll	\$6.768	\$7.286	\$7.343	\$7.574	\$7.741	\$7.912
Overtime	-	-	-	-	-	-
Health and Welfare	0.655	0.855	0.995	1.102	1.200	1.390
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.526	0.647	0.676	0.728	0.760	0.794
Other Fringe Benefits	0.534	0.560	0.556	0.598	0.625	0.653
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$8.483	\$9.348	\$9.570	\$10.002	\$10.326	\$10.749
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.014	0.015	0.018	0.021	0.024	0.029
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.946	0.241	0.244	0.247	0.252	0.258
Professional Service Contracts	0.402	1.007	0.007	0.007	0.007	0.008
Materials & Supplies	0.094	0.129	0.110	0.112	0.114	0.116
Other Business Expenses	1.037	2.611	2.654	2.691	2.746	2.807
Total Non-Labor Expenditures	\$2.493	\$4.003	\$3.033	\$3.078	\$3.143	\$3.218
<u>Other Expenditure Adjustments:</u>						
Other - Restricted Cash Adjustment	\$0.000	(\$0.122)	(\$0.180)	(\$0.180)	(\$0.600)	(\$0.180)
Total Other Expenditure Adjustments	\$0.000	(\$0.122)	(\$0.180)	(\$0.180)	(\$0.600)	(\$0.180)
Total Expenditures	\$10.976	\$13.229	\$12.423	\$12.900	\$12.869	\$13.787
Net Cash Deficit	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA OFFICE OF THE INSPECTOR GENERAL
November Financial Plan 2010 - 2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	(0.458)	(0.319)	(0.379)	(0.382)	(0.806)	(0.391)
Total Receipts	(\$0.458)	(\$0.319)	(\$0.379)	(\$0.382)	(\$0.806)	(\$0.391)
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	(0.001)	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	0.001	-	-	-	-
Total Non-Labor Expenditures	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.122	\$0.180	\$0.180	\$0.600	\$0.180
Total Other Expenditures Adjustments	\$0.000	\$0.122	\$0.180	\$0.180	\$0.600	\$0.180
Total Cash Conversion Adjustments before Depreciation	(\$0.458)	(\$0.197)	(\$0.199)	(\$0.202)	(\$0.206)	(\$0.211)
Depreciation Adjustment	0.458	0.197	0.199	0.202	0.206	0.211
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA OFFICE OF THE INSPECTOR GENERAL
November Financial Plan 2010 - 2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Office of the Inspector General	83	86	86	86	86	86
Total Administration	83	86	86	86	86	86
 Baseline Total Positions	 83	 86	 86	 86	 86	 86
Non-Reimbursable	0	0	0	0	0	0
Reimbursable	83	86	86	86	86	86
Total	83	86	86	86	86	86
 Total Full-Time	 83	 86	 86	 86	 86	 86
Total Full-Time Equivalents	0	0	0	0	0	0

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**First Mutual Transportation Assurance Co.
(FMTAC)**

Subject 2010 Budget for the First Mutual Transportation Assurance Company
Department Risk and Insurance Management
Department Head Name James Henly, General Counsel
Department Head Signature
Project Manager Name Laureen Coyne, Director Risk and Insurance Mgmt.

Date December 2, 2009
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref # N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee		x		
2	Board		x		

Internal Approvals			
Order	Approval	Order	Approval
1	Risk and Insurance Management		
2	Legal		
3	Budget		
4	Chairman/CEO		

PURPOSE:

To secure MTA Board adoption of the First Mutual Transportation Assurance Company's (FMTAC) 2009 November Forecast and 2010 Final Proposed Budget.

DISCUSSION:

The 2009 November Forecast and 2010 Final Proposed Budget are consistent with the MTA Financial Plan and provide sufficient resources to efficiently address the challenges related to insurance and risk management of the MTA. This is accomplished by maximizing the efficiency and flexibility of the insurance programs while minimizing costs to the MTA and its subsidiaries. This is reflected in the current budget proposal.

On an accrual basis, the 2009 November Forecast contains \$43.217 million of revenues and favorable total expenses of \$7.415 million resulting in a Net Surplus of \$50.632 million. The 2010 Final Proposed Budget contains \$43.736 million of revenues and favorable total expenses of \$9.692 million resulting in a Net Surplus of \$53.428 million.

IMPACT OF FUNDING:

For all years, on a cash basis, FMTAC generates a net cash deficit of zero and has no impact on MTA cash balances. FMTAC cash reserves are separate and distinct from MTA and are necessary to maintain the appropriate capital and reserve levels pursuant to the State of New York Insurance guidelines.

RECOMMENDATION:

It is recommended that the MTA Board approve FMTAC's 2009 November Forecast and 2010 Final Proposed Budget.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	19.243	9.655	9.771	9.903	10.117	10.349
Investment Income	(30.457)	33.562	33.965	34.372	34.785	35.202
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	(\$11.214)	\$43.217	\$43.736	\$44.275	\$44.901	\$45.552
Operating Expenses						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	(55.412)	(62.765)	(71.903)	(82.629)	(95.733)	(110.567)
Claims	46.919	46.554	53.239	59.466	65.843	71.263
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	10.204	8.796	8.972	9.151	9.334	9.521
Total Non-Labor Expenses	\$1.711	(\$7.415)	(\$9.692)	(\$14.012)	(\$20.556)	(\$29.783)
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$1.711	(\$7.415)	(\$9.692)	(\$14.012)	(\$20.556)	(\$29.783)
Depreciation	-	-	-	-	-	-
Total Expenses	\$1.711	(\$7.415)	(\$9.692)	(\$14.012)	(\$20.556)	(\$29.783)
Baseline Surplus/(Deficit)	(\$12.925)	\$50.632	\$53.428	\$58.287	\$65.457	\$75.334


MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2010-2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	19.243	9.655	9.771	9.903	10.117	10.349
Investment Income	(30.457)	33.562	33.965	34.372	34.785	35.202
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	(\$11.214)	\$43.217	\$43.736	\$44.275	\$44.901	\$45.552
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	(55.412)	(62.765)	(71.903)	(82.629)	(95.733)	(110.567)
Claims	46.919	41.198	47.114	52.625	57.757	62.511
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	10.204	8.796	8.972	9.151	9.334	9.521
Total Non-Labor Expenditures	\$1.711	(\$12.771)	(\$15.817)	(\$20.853)	(\$28.642)	(\$38.535)
<u>Other Expenditure Adjustments:</u>						
Other - Restricted Cash Adjustment	(\$12.925)	\$55.988	\$59.553	\$65.128	\$73.543	\$84.086
Total Other Expenditure Adjustments	(\$12.925)	\$55.988	\$59.553	\$65.128	\$73.543	\$84.086
Total Expenditures	(\$11.214)	\$43.217	\$43.736	\$44.275	\$44.901	\$45.552
Baseline Cash Deficit	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2010-2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)


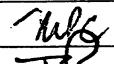
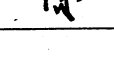
CASH FLOW ADJUSTMENTS						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	5.356	6.125	6.841	8.086	8.752
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.000	\$5.356	\$6.125	\$6.841	\$8.086	\$8.752
<u>Other Expenditures Adjustments:</u>						
Other	\$12.925	(\$55.988)	(\$59.553)	(\$65.128)	(\$73.543)	(\$84.086)
Total Other Expenditures Adjustments	\$12.925	(\$55.988)	(\$59.553)	(\$65.128)	(\$73.543)	(\$84.086)
Total Cash Conversion Adjustments before Depreciation	\$12.925	(\$50.632)	(\$53.428)	(\$58.287)	(\$65.457)	(\$75.334)
Depreciation Adjustment	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$12.925	(\$50.632)	(\$53.428)	(\$58.287)	(\$65.457)	(\$75.334)

New York City Transit

Subject 2010 Budget for MTA New York City Transit
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 1, 2009
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director 		
2	Executive VP 		
3	President 		

Purpose

To secure MTA Board adoption of MTA New York City Transit's 2009 November Forecast and 2010 Final Proposed Budget.

Discussion

The 2010 Final Proposed Baseline Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain MTA New York City Transit's current service levels, as well as MTA's commitment to safety and security. This is accomplished primarily through the implementation of organizational and operating efficiencies (Programs to Eliminate the GAP) that serve to optimize the use of resources to achieve agency goals.

2009 November Forecast-Baseline

Total operating revenues are projected at \$3.400 billion, including \$3.139 billion of farebox revenues. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$6.075 billion in 2009, consisting of labor costs of \$4.561 billion and non-labor expenses of \$1.514 billion. Non-cash depreciation expense is projected at \$1.250 billion and other post-employment benefit expenses are projected at \$1.055 billion, which is based upon adoption of GASB #45 in 2007. Total end-of-year positions are projected at 48,666, including 43,129 non-reimbursable positions and 5,537 reimbursable positions.

2010 Final Proposed Budget-Baseline

Total operating revenues are projected at \$3.585 billion, including farebox revenues of \$3.279 billion. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$6.349 billion in 2010, consisting of labor costs of \$4.684 billion and non-labor expenses of \$1.665 billion. Non-cash depreciation expense is projected at \$1.325 billion and other post-employment benefit expenses are projected at \$1.099 billion. Total end-of-year positions are projected at 48,192, including 42,893 non-reimbursable positions and 5,299 reimbursable positions.

Programs to Eliminate the Gap

The 2010 Final Proposed Budget includes Programs to Eliminate the Gap (PEGs) totaling \$51.7 million, including reductions of 309 full-time positions. These gap-closing actions include: maintenance-related savings of \$36.2 million and 232 full-time positions; administrative savings of \$5.2 million and 14 full-time positions; service support savings of \$1.2 million and 36 full-time positions and other savings (mostly fuel economies) of \$9.1 million and 27 positions. The 2009 November Forecast includes a total savings of \$16.2 million. The above programs will not compromise MTA New York City Transit's high standards of service reliability, safety and security. The projected position reductions will be achieved through attrition.

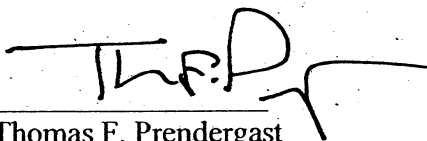
Impact on Funding

The 2009 November Forecast and the 2010 Final Proposed Budget's revenues and expenses, Programs to Eliminate the Gap, and positions, which are presented in the attached tables, are consistent with the Proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2009 November Forecast and the 2010 Final Proposed Budget for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Forecast and Final Proposed Budget.

Approved: _____


Thomas F. Prendergast
President

MTA NEW YORK CITY TRANSIT
November Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue:						
Subway	\$2,176.1	\$2,248.3	\$2,355.1	\$2,399.7	\$2,438.6	\$2,461.5
Bus	802.3	823.0	854.6	870.6	884.7	892.9
Paratransit	11.6	14.6	17.7	20.3	23.3	26.8
Fare Media Liability	39.4	53.1	51.8	52.1	52.2	52.2
Total Farebox Revenue	3,029.4	3,139.0	3,279.1	3,342.7	3,398.9	3,433.5
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	101.8	84.0	103.8	103.8	103.8	103.8
Paratransit Reimbursement	81.9	71.8	91.5	108.8	129.3	154.7
Other	107.8	104.8	110.8	117.2	118.6	122.7
Total Other Operating Revenue	291.5	260.6	306.0	329.8	351.7	381.2
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue	\$3,320.9	\$3,399.6	\$3,585.1	\$3,672.4	\$3,750.5	\$3,814.6
Expenses						
Labor:						
Payroll	\$2,761.0	\$2,815.6	\$2,866.7	\$2,924.0	\$2,977.2	\$3,038.6
Overtime	239.6	242.0	242.0	247.8	253.2	258.3
Total Salaries & Wages	3,000.6	3,057.6	3,108.7	3,171.7	3,230.4	3,296.9
Health and Welfare	455.0	478.8	517.8	559.4	607.2	663.9
OPEB Current Payment	234.5	248.8	273.7	299.2	326.9	357.0
Pensions	685.8	754.7	764.4	799.2	848.2	905.2
Other Fringe Benefits	276.6	231.3	228.7	239.1	245.7	252.5
Total Fringe Benefits	1,651.9	1,713.6	1,784.6	1,896.9	2,027.9	2,178.7
Reimbursable Overhead	(185.2)	(210.1)	(208.8)	(197.6)	(196.6)	(196.8)
Total Labor Expenses	\$4,467.3	\$4,561.1	\$4,684.4	\$4,871.0	\$5,061.6	\$5,278.9
Non-Labor:						
Traction and Propulsion Power	\$165.5	\$185.6	\$221.3	\$252.2	\$284.3	\$320.4
Fuel for Buses and Trains	183.4	120.7	138.3	153.2	164.9	176.0
Insurance	42.4	55.0	58.5	65.5	76.5	87.0
Claims	63.4	76.5	78.5	78.5	78.5	78.5
Paratransit Service Contracts	299.0	375.2	423.3	474.2	547.2	641.0
Mtce. and Other Operating Contracts	222.0	226.8	247.9	265.2	280.4	300.3
Professional Service Contracts	94.8	103.7	95.9	94.9	98.1	99.7
Materials & Supplies	302.8	315.0	340.5	333.6	352.1	363.8
Other Business Expenses	41.6	55.3	60.5	61.3	63.1	64.3
Total Non-Labor Expenses	\$1,414.9	\$1,514.0	\$1,664.7	\$1,778.7	\$1,945.1	\$2,130.9
Other Expense Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation, OPEB, ER	\$5,882.2	\$6,075.0	\$6,349.2	\$6,649.7	\$7,006.7	\$7,409.8
Depreciation	1,121.8	1,250.0	1,325.0	1,400.0	1,475.0	1,550.0
OPEB Obligation	1,026.5	1,055.4	1,098.9	1,144.8	1,191.6	1,240.3
Environmental Remediation	15.8	0.0	0.0	0.0	0.0	0.0
Total Expenses	\$8,046.2	\$8,380.4	\$8,773.1	\$9,194.5	\$9,673.3	\$10,200.1
Baseline Net Surplus/(Deficit)	(\$4,725.3)	(\$4,980.8)	(\$5,187.9)	(\$5,522.1)	(\$5,922.8)	(\$6,385.5)
2010 Program to Eliminate the Gap	0.0	16.2	51.7	54.5	54.9	57.7
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	61.7	123.4	185.1
Net Surplus/(Deficit)	(\$4,725.3)	(\$4,964.6)	(\$5,136.2)	(\$5,405.9)	(\$5,744.5)	(\$6,142.7)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	883.1	936.8	935.9	898.6	901.8	905.4
Total Revenue	\$883.1	\$936.8	\$935.9	\$898.6	\$901.8	\$905.4
Expenses						
Labor:						
Payroll	\$370.0	\$394.2	\$406.6	\$393.4	\$394.3	\$397.6
Overtime	75.1	76.4	67.2	66.7	67.9	68.6
Total Salaries & Wages	445.1	470.6	473.8	460.1	462.2	466.2
Health and Welfare	20.2	21.6	23.3	25.0	26.7	28.5
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	17.5	18.4	18.7	18.3	17.9	17.7
Other Fringe Benefits	98.4	107.2	114.5	109.4	109.2	109.7
Total Fringe Benefits	136.1	147.2	156.4	152.6	153.8	156.0
Reimbursable Overhead	185.2	210.1	208.8	197.6	196.6	196.8
Total Labor Expenses	\$766.3	\$828.0	\$839.0	\$810.4	\$812.6	\$819.0
Non-Labor:						
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0	0.0
Insurance	0.0	0.0	0.0	0.0	0.0	0.0
Claims	0.1	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Mtce. and Other Operating Contracts	39.7	32.2	28.9	28.9	28.9	28.9
Professional Service Contracts	19.0	16.2	15.4	14.3	13.2	13.2
Materials & Supplies	58.5	60.1	51.7	44.3	46.3	43.6
Other Business Expenses	(0.5)	0.4	0.8	0.8	0.7	0.7
Total Non-Labor Expenses	\$116.7	\$108.9	\$96.8	\$88.3	\$89.2	\$86.4
Other Expense Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation	\$883.1	\$936.8	\$935.9	\$898.6	\$901.8	\$905.4
Depreciation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses	\$883.1	\$936.8	\$935.9	\$898.6	\$901.8	\$905.4
Baseline Net Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
2010 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	0.0	0.0	0.0
Net Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

MTA NEW YORK CITY TRANSIT
November Financial Plan 2010 - 2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2008	2009	2010	2011	2012	2013
	Actual	November Forecast	Final Proposed Budget			
Revenue						
Farebox Revenue:						
Subway	\$2,176.1	\$2,248.3	\$2,355.1	\$2,399.7	\$2,438.6	\$2,461.5
Bus	802.3	823.0	854.6	870.6	884.7	892.9
Paratransit	11.6	14.6	17.7	20.3	23.3	26.8
Fare Media Liability	39.4	53.1	51.8	52.1	52.2	52.2
Total Farebox Revenue	3,029.4	3,139.0	3,279.1	3,342.7	3,398.9	3,433.5
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	101.8	84.0	103.8	103.8	103.8	103.8
Paratransit Reimbursement	81.9	71.8	91.5	108.8	129.3	154.7
Other	107.8	104.8	110.8	117.2	118.6	122.7
Total Other Operating Revenue	291.5	260.6	306.0	329.8	351.7	381.2
Capital and Other Reimbursements	883.1	936.8	935.9	898.6	901.8	905.4
Total Revenue	\$4,204.0	\$4,336.5	\$4,521.0	\$4,571.1	\$4,652.3	\$4,720.0
Expenses						
Labor:						
Payroll	3,130.9	3,209.8	3,273.2	3,317.4	3,371.5	3,436.2
Overtime	314.7	318.4	309.2	314.5	321.1	326.9
Total Salaries & Wages	3,445.7	3,528.2	3,582.5	3,631.8	3,692.6	3,763.2
Health and Welfare	475.2	500.4	541.1	584.4	633.8	692.4
OPEB Current Payment	234.5	248.8	273.7	299.2	326.9	357.0
Pensions	703.3	773.2	783.1	817.5	866.1	923.0
Other Fringe Benefits	375.0	338.5	343.2	348.5	354.9	362.2
Total Fringe Benefits	1,788.0	1,860.8	1,941.0	2,049.5	2,181.7	2,334.7
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenses	\$5,233.6	\$5,389.0	\$5,523.5	\$5,681.4	\$5,874.2	\$6,097.8
Non-Labor:						
Traction and Propulsion Power	165.5	185.6	221.3	252.2	284.3	320.4
Fuel for Buses and Trains	183.4	120.7	138.3	153.2	164.9	176.0
Insurance	42.4	55.0	58.5	65.5	76.5	87.0
Claims	63.5	76.5	78.5	78.5	78.5	78.5
Paratransit Service Contracts	299.0	375.2	423.3	474.2	547.2	641.0
Mtce. and Other Operating Contracts	261.7	258.9	276.8	294.1	309.4	329.3
Professional Service Contracts	113.8	119.9	111.3	109.2	111.3	112.9
Materials & Supplies	361.4	375.1	392.3	377.9	398.5	407.3
Other Business Expenses	41.0	55.8	61.2	62.1	63.9	65.0
Total Non-Labor Expenses	\$1,531.7	\$1,622.8	\$1,761.6	\$1,867.0	\$2,034.3	\$2,217.3
Other Expense Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation, OPEB, ER	\$6,765.3	\$7,011.9	\$7,285.0	\$7,548.4	\$7,908.5	\$8,315.2
Depreciation	1,121.8	1,250.0	1,325.0	1,400.0	1,475.0	1,550.0
OPEB Obligation	1,026.5	1,055.4	1,098.9	1,144.8	1,191.6	1,240.3
Environmental Remediation	15.8	0.0	0.0	0.0	0.0	0.0
Total Expenses	\$8,929.3	\$9,317.3	\$9,708.9	\$10,093.2	\$10,575.1	\$11,105.5
Baseline Net Surplus/(Deficit)	(\$4,725.3)	(\$4,980.8)	(\$5,187.9)	(\$5,522.1)	(\$5,922.8)	(\$6,385.5)
2010 Program to Eliminate the Gap	0.0	16.2	51.7	54.5	54.9	57.7
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	61.7	123.4	185.1
Net Surplus/(Deficit)	(\$4,725.3)	(\$4,964.6)	(\$5,136.2)	(\$5,405.9)	(\$5,744.5)	(\$6,142.7)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2010 - 2013
Cash Receipts & Expenditures
(\$ in millions)

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<u>Receipts</u>						
Farebox Revenue	\$3,046.9	\$3,147.5	\$3,283.3	\$3,346.9	\$3,397.4	\$3,443.4
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	101.9	84.0	103.8	103.8	103.8	103.8
Paratransit Reimbursement	86.2	71.3	91.3	108.6	128.9	154.3
Other	139.3	117.3	113.3	119.7	121.1	125.2
Total Other Operating Revenue	327.4	272.7	308.3	332.1	353.8	383.3
Capital and Other Reimbursements	845.5	969.8	972.7	903.8	900.6	904.1
Total Receipts	\$4,219.8	\$4,390.0	\$4,564.3	\$4,582.8	\$4,651.9	\$4,730.8
<u>Expenditures</u>						
Labor:						
Payroll	\$3,121.2	\$3,187.9	\$3,254.3	\$3,292.6	\$3,336.4	\$3,409.8
Overtime	314.5	316.2	307.4	312.1	317.7	324.4
Total Salaries & Wages	3,435.7	3,504.1	3,561.8	3,604.7	3,654.1	3,734.3
Health and Welfare	487.7	487.9	536.8	579.7	628.8	686.9
OPEB Current Payment	234.5	248.8	273.7	299.2	326.9	357.0
Pensions	574.6	746.9	780.9	822.2	871.6	924.8
Other Fringe Benefits	308.8	319.2	324.2	329.9	336.5	345.3
Total Fringe Benefits	1,605.6	1,802.7	1,915.6	2,030.9	2,163.7	2,314.0
GASB Account	39.3	41.0	42.0	43.2	44.5	45.6
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$5,080.6	\$5,347.8	\$5,519.3	\$5,678.9	\$5,862.4	\$6,093.9
Non-Labor:						
Traction and Propulsion Power	\$161.6	\$185.6	\$221.3	\$252.2	\$284.3	\$320.4
Fuel for Buses and Trains	192.2	116.6	138.3	153.2	164.9	176.0
Insurance	39.1	55.4	58.9	65.8	80.3	88.1
Claims	68.7	75.2	65.4	65.7	67.4	69.2
Paratransit Service Contracts	272.3	378.2	418.3	469.2	542.2	636.0
Mtce. and Other Operating Contracts	271.3	271.2	288.5	304.8	320.1	340.0
Professional Service Contracts	102.9	113.5	106.3	104.2	106.3	107.9
Materials & Supplies	371.8	371.7	394.3	379.9	400.5	409.3
Other Business Expenditures	40.4	52.8	61.2	62.1	63.9	65.0
Total Non-Labor Expenditures	\$1,520.3	\$1,620.4	\$1,752.6	\$1,857.2	\$2,029.7	\$2,211.8
Other Expenditure Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenditures	\$6,600.9	\$6,968.1	\$7,271.9	\$7,536.1	\$7,892.1	\$8,305.7
Baseline Net Cash Deficit	(\$2,381.1)	(\$2,578.2)	(\$2,707.6)	(\$2,953.3)	(\$3,240.2)	(\$3,574.9)
2010 Program to Eliminate the Gap	0.0	16.2	51.7	54.5	54.9	57.7
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	61.7	123.4	185.1
Net Cash Deficit	(\$2,381.1)	(\$2,561.9)	(\$2,655.9)	(\$2,837.1)	(\$3,061.9)	(\$3,332.1)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2010 - 2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<u>Receipts</u>						
Farebox Revenue	\$17.5	\$8.5	\$4.2	\$4.2	(\$1.5)	\$9.9
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	0.1	0.0	0.0	0.0	0.0	0.0
Paratransit Reimbursement	4.3	(0.5)	(0.2)	(0.2)	(0.3)	(0.4)
Other	31.5	12.5	2.5	2.5	2.5	2.5
Total Other Operating Revenue	35.9	12.0	2.3	2.3	2.2	2.1
Capital and Other Reimbursements	(37.6)	33.0	36.8	5.2	(1.2)	(1.3)
Total Receipt Adjustments	\$15.8	\$53.5	\$43.3	\$11.7	(\$0.5)	\$10.8
<u>Expenditures</u>						
Labor:						
Payroll	\$9.8	\$21.9	\$18.9	\$24.7	\$35.1	\$26.4
Overtime	0.2	2.2	1.8	2.4	3.4	2.5
Total Salaries & Wages	10.0	24.1	20.7	27.1	38.4	28.9
Health and Welfare	(12.5)	12.6	4.3	4.7	5.1	5.5
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	128.7	26.2	2.1	(4.7)	(5.5)	(1.8)
Other Fringe Benefits	66.2	19.3	19.0	18.6	18.4	16.9
Total Fringe Benefits	182.4	58.1	25.4	18.6	18.0	20.6
GASB Account	(39.3)	(41.0)	(42.0)	(43.2)	(44.5)	(45.6)
Reimbursable Overhead						
Total Labor Expenditures	\$153.0	\$41.2	\$4.1	\$2.5	\$11.9	\$4.0
Non-Labor:						
Traction and Propulsion Power	\$3.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	(8.8)	4.1	0.0	0.0	0.0	0.0
Insurance	3.3	(0.3)	(0.3)	(0.2)	(3.7)	(1.1)
Claims	(5.2)	1.3	13.0	12.7	11.0	9.3
Paratransit Service Contracts	26.7	(3.0)	5.0	5.0	5.0	5.0
Mtce. and Other Operating Contracts	(9.6)	(12.3)	(11.7)	(10.7)	(10.7)	(10.7)
Professional Service Contracts	10.9	6.4	5.0	5.0	5.0	5.0
Materials & Supplies	(10.4)	3.4	(2.0)	(2.0)	(2.0)	(2.0)
Other Business Expenditures	0.6	2.9	0.0	0.0	0.0	0.0
Total Non-Labor Expenditures	\$11.4	\$2.5	\$9.0	\$9.8	\$4.6	\$5.5
Other Expenditure Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenditure Adjustments	\$164.4	\$43.7	\$13.1	\$12.3	\$16.4	\$9.5
Total Cash Conversion Adjustments before Depreciation, OPEB, ER	\$180.2	\$97.2	\$56.4	\$23.9	\$16.0	\$20.3
Depreciation Adjustment	1,121.8	1,250.0	1,325.0	1,400.0	1,475.0	1,550.0
OPEB Obligation	1,026.5	1,055.4	1,098.9	1,144.8	1,191.6	1,240.3
Environmental Remediation	15.8	0.0	0.0	0.0	0.0	0.0
Baseline Total Cash Conversion Adj.	\$2,344.2	\$2,402.6	\$2,480.3	\$2,568.7	\$2,682.6	\$2,810.6
2010 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	0.0	0.0	0.0
Total Cash Conversion Adjustments	\$2,344.2	\$2,402.6	\$2,480.3	\$2,568.7	\$2,682.6	\$2,810.6

MTA NEW YORK CITY TRANSIT
November Financial Plan 2010-2013
Ridership/ (Utilization)
(in millions)

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<u>RIDERSHIP</u>						
Fixed Route						
Subway	1,623.9	1,579.5	1,572.2	1,600.7	1,625.5	1,640.2
Bus	747.0	726.6	718.3	730.5	741.4	747.6
Paratransit*	7.2	8.5	9.8	11.2	12.9	14.9
Baseline Total Ridership	2,378.1	2,314.6	2,300.3	2,342.4	2,379.8	2,402.6
 <i>Impact of:</i>						
2010 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 Program to Eliminate the Gap						
Total Ridership	2,378.1	2,314.6	2,300.3	2,342.4	2,379.8	2,402.6

* Paratransit ridership includes guests and personal care attendants.

MTA New York City Transit
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ In millions)

			2009		2010		2011		2012		2013	
			Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration												
Administrative Efficiencies - Administration						\$0.223		\$0.223		\$0.223		\$0.223
Administrative Efficiencies - Buses			0	\$3.953		\$1.702		\$1.253		\$0.925		\$0.572
Administrative Efficiencies - Corporate				\$0.000		\$0.626		\$0.626		\$0.626		\$0.626
Administrative Efficiencies - EVP			0	\$0.200	4	\$0.639	4	\$0.919	4	\$0.919	4	\$0.919
Administrative Efficiencies - Law			0	\$0.030	2	\$0.773	2	\$0.673	2	\$0.673	2	\$0.673
Administrative Efficiencies - Workforce				\$0.000	6	\$0.522	6	\$0.522	6	\$0.522	6	\$0.522
Normal Replacement Savings			0	\$0.250		\$0.250		\$1.400		\$1.400		\$1.400
Technology Efficiencies			0	\$0.936	2	\$0.474	2	\$0.563	2	\$0.563	2	\$0.563
Sub-Total Administration			0	\$5.369	14	\$5.209	14	\$6.179	14	\$5.851	14	\$5.498
Customer Convenience/Amenities												
Sub-Total Customer Convenience/Amenities			0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Maintenance												
Employee Facility Rehabilitation Savings - DOB				\$1.300	47	\$5.277	47	\$5.967	47	\$5.967	47	\$5.967
Maintenance Efficiencies - Buses				\$0.000	26	\$4.756	16	\$4.074	6	\$4.966	48	\$7.979
Maintenance Efficiencies - Car Equipment				\$0.000	28	\$1.457	29	\$2.596	29	\$2.596	30	\$2.703
Maintenance Efficiencies - EMD				\$0.929		\$0.916		\$0.559		\$0.320		\$0.320
Maintenance Efficiencies - Infrastructure				\$0.000	7	\$0.580	3	\$0.248	4	\$0.331	4	\$0.331
New Equipment Efficiencies			10	\$0.754	5	\$0.614	5	\$0.407	5	\$0.407	5	\$0.407
Non Bus Material Reduction				\$0.000		\$1.119		\$1.119		\$1.119		\$1.119
Station Cleaning				\$0.000	25	\$1.614	25	\$1.614	25	\$1.614	25	\$1.614
Station Maintenance				\$0.000	22	\$1.829	22	\$1.829	22	\$1.829	22	\$1.829
Station Painting				\$3.000		\$12.532		\$12.532		\$12.532		\$12.532
Supervisory Broad Banding				\$0.000	2	\$0.215	2	\$0.215	2	\$0.215	2	\$0.215
Supply Logistics Efficiencies			2	\$0.279	8	\$0.734	8	\$0.808	8	\$0.808	8	\$0.808
Supply Logistics Pilot Program				\$0.000	4	\$0.432	4	\$0.432	4	\$0.432	4	\$0.432
Terminal Car Cleaning			58	\$1.898	58	\$4.124	58	\$4.124	58	\$4.124	58	\$4.124
Sub-Total Maintenance			70	\$8.160	232	\$36.199	219	\$36.524	210	\$37.260	253	\$40.380
Other												
Fuel Economies				\$0.950		\$7.627		\$7.627		\$7.627		\$7.627
Random Drug Testing					12	\$0.954	12	\$0.954	12	\$0.954	12	\$0.954
Security Post Reductions				(\$0.170)	15	\$0.557	20	\$1.569	20	\$1.569	20	\$1.569
Sub-Total Other			0	\$0.780	27	\$9.138	32	\$10.150	32	\$10.150	32	\$10.150
Revenue Enhancement												
Sub-Total Revenue Enhancement			0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Safety												
Sub-Total Safety			0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Security												
Sub-Total Security			0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000

MTA New York City Transit
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

			2009		2010		2011		2012		2013	
			<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>
Service												
	Sub-Total	Service	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service Support												
Revenue Collection Efficiencies			6	\$0.247	8	\$0.608	8	\$0.608	8	\$0.608	8	\$0.608
Traffic Checking Efficiencies			25	(\$0.002)	28	\$0.379	28	\$0.379	28	\$0.379	28	\$0.379
Uniform Savings				\$1.865		\$0.185		\$0.659		\$0.659		\$0.659
	Sub-Total	Service Support	31	\$1.910	36	\$1.172	36	\$1.646	36	\$1.646	36	\$1.646
			<u>101</u>	<u>\$18.219</u>	<u>309</u>	<u>\$51.718</u>	<u>301</u>	<u>\$54.499</u>	<u>292</u>	<u>\$54.907</u>	<u>335</u>	<u>\$57.674</u>

MTA NEW YORK CITY TRANSIT
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		<u>2009</u>		<u>2010</u>		<u>2011</u>		<u>2012</u>		<u>2013</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>	<u>Positions</u>	<u>Dollars</u>
Other	Unspecified						61.700		123.300		185.000
	Sub-Total Other	<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$61.700</u>	<u>0</u>	<u>\$123.300</u>	<u>0</u>	<u>\$185.000</u>
Total Programs		<u>0</u>	<u>\$ -</u>	<u>0</u>	<u>\$ -</u>	<u>0</u>	<u>\$ 61.700</u>	<u>0</u>	<u>\$ 123.300</u>	<u>0</u>	<u>\$ 185.000</u>

MTA New York City Transit
November Financial Plan 2010-2013
Non-Reimbursable and Reimbursable by Function and Department
Full-Time Positions and Full-Time Equivalents

	2008 Actuals	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Office of the President	5	5	5	5	5	5
Workforce Development	196	185	185	185	185	185
Law	302	293	291	291	291	291
Office of the EVP	30	31	31	30	30	28
Office of Management and Budget	35	36	36	36	36	36
Capital Planning & Budget	36	35	35	35	35	35
Corporate Communications	276	262	261	261	261	261
AFC Program Management & Sales	62	60	60	60	60	60
Technology & Information Services	558	561	580	556	528	528
Non-Departmental	43	-	30	30	30	30
Administration	448	432	455	455	285	285
Materiel	274	257	257	255	254	253
Controller	230	218	216	160	130	130
Total Administration	2,495	2,375	2,442	2,359	2,130	2,127
Operations						
Subways IRT West	*	2,048	2,075	2,075	2,075	2,075
Subways IRT East	*	1,433	1,466	1,466	1,466	1,466
Subways BMT	*	1,643	1,660	1,660	1,660	1,660
Subways IND/BMT	*	2,077	2,110	2,110	2,110	2,110
Subways IND	*	1,992	2,050	2,050	2,050	2,050
Subways Senior VP - Chief of Staff	*	318	318	318	318	318
Subways RTO	*	1,463	1,388	1,332	1,325	1,272
Subways Stations	*	47	(285)	(392)	(484)	(572)
<i>Subtotal - Subways</i>	<i>11,470</i>	<i>11,021</i>	<i>10,782</i>	<i>10,619</i>	<i>10,520</i>	<i>10,379</i>
Buses	10,806	10,754	10,689	10,684	10,684	10,684
Paratransit	143	153	153	152	152	152
Operations Planning	434	445	421	421	421	421
Revenue Control	446	461	461	461	461	461
Total Operations	23,299	22,834	22,506	22,337	22,238	22,097
Maintenance						
Subways IRT West	*	2,113	2,119	2,119	2,119	2,119
Subways IRT East	*	1,355	1,350	1,353	1,354	1,354
Subways BMT	*	1,456	1,456	1,457	1,457	1,457
Subways IND/BMT	*	2,138	2,140	2,141	2,143	2,143
Subways IND	*	2,027	2,036	2,036	2,037	2,036
Subways Senior VP - Chief of Staff	*	496	483	479	479	479
Subways Engineering	*	344	315	284	270	268
Subways Car Equipment	*	2,159	1,998	2,038	2,098	2,110
Subways Infrastructure	*	1,128	1,125	1,067	1,066	1,066
Subways Stations	*	19	24	16	10	90
Subways Track	*	1,058	1,058	1,057	1,057	1,057
Subways Electrical	*	1,078	1,019	953	907	907
Subways Electronics Maintenance	*	1,420	1,414	1,374	1,374	1,374
<i>Subtotal - Subways</i>	<i>16,497</i>	<i>16,791</i>	<i>16,537</i>	<i>16,374</i>	<i>16,371</i>	<i>16,460</i>
Buses	3,998	3,923	3,962	3,965	3,965	4,074
Revenue Control	137	137	137	137	137	137
Supply Logistics	571	566	566	566	566	566
System Safety	95	93	93	93	93	93
Total Maintenance	21,298	21,510	21,295	21,135	21,132	21,330
Engineering/Capital						
Capital Program Management	1,420	1,438	1,438	1,438	1,438	1,438
Total Engineering/Capital	1,420	1,438	1,438	1,438	1,438	1,438
Public Safety						
Security	497	509	511	511	511	511
Total Public Safety	497	509	511	511	511	511
Baseline Total Positions	49,009	48,666	48,192	47,780	47,449	47,503

MTA New York City Transit
November Financial Plan 2010-2013
Non-Reimbursable and Reimbursable by Function and Department
Full-Time Positions and Full-Time Equivalents

	2008 Actuals	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Non-Reimbursable	44,166	43,129	42,893	42,762	42,512	42,628
Reimbursable	4,843	5,537	5,299	5,018	4,937	4,875
Total Full-Time	48,760	48,493	48,043	47,631	47,300	47,354
Total Full-Time Equivalents	249	173	149	149	149	149
Impact of: 2010 Program to Eliminate the Gap	-	(78)	(291)	(283)	(274)	(317)
Total Positions	49,009	48,588	47,901	47,497	47,175	47,186
Non-Reimbursable	44,166	43,051	42,602	42,479	42,238	42,311
Reimbursable	4,843	5,537	5,299	5,018	4,937	4,875
Total Full-Time	48,760	48,392	47,734	47,330	47,008	47,019
Total Full-Time Equivalents	249	196	167	167	167	167

* Departmental 2008 actual headcount has not been restated to reflect the current Subways reorganization.

Note-PEG Tables include Full-Time Positions Only

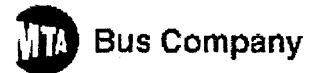
MTA New York City Transit
November Financial Plan 2010-2013
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Managers/Supervisors	838	836	840	825	777	774
Professional, Technical, Clerical	1,577	1,501	1,534	1,466	1,287	1,287
Operational Hourlies	80	38	68	68	66	66
Total Administration	2,495	2,375	2,442	2,359	2,130	2,127
Operations						
Managers/Supervisors	2,535	2,432	2,415	2,383	2,381	2,374
Professional, Technical, Clerical	409	348	344	344	344	344
Operational Hourlies	20,355	20,054	19,747	19,610	19,513	19,379
Total Operations	23,299	22,834	22,506	22,337	22,238	22,097
Maintenance						
Managers/Supervisors	3,840	3,964	3,885	3,854	3,842	3,848
Professional, Technical, Clerical	1,187	1,263	1,237	1,183	1,169	1,174
Operational Hourlies	16,271	16,283	16,173	16,098	16,121	16,308
Total Maintenance	21,298	21,510	21,295	21,135	21,132	21,330
Engineering/Capital						
Managers/Supervisors	301	324	324	324	324	324
Professional, Technical, Clerical	1,117	1,112	1,112	1,112	1,112	1,112
Operational Hourlies	2	2	2	2	2	2
Total Engineering/Capital	1,420	1,438	1,438	1,438	1,438	1,438
Public Safety						
Managers/Supervisors	91	91	93	93	93	93
Professional, Technical, Clerical	27	34	34	34	34	34
Operational Hourlies	379	384	384	384	384	384
Total Public Safety	497	509	511	511	511	511
Total Baseline Positions						
Managers/Supervisors	7,605	7,647	7,557	7,479	7,417	7,413
Professional, Technical, Clerical	4,317	4,258	4,261	4,139	3,946	3,951
Operational Hourlies	37,087	36,761	36,374	36,162	36,086	36,139
Total Baseline Positions	49,009	48,666	48,192	47,780	47,449	47,503
Non-Reimbursable	44,166	43,129	42,893	42,762	42,512	42,628
Reimbursable	4,843	5,537	5,299	5,018	4,937	4,875
Total Full-Time	48,760	48,493	48,043	47,631	47,300	47,354
Total Full-Time Equivalents	249	173	149	149	149	149
Impact of Gap Closing Actions:						
Managers/Supervisors	-	(11)	(32)	(33)	(33)	(34)
Professional, Technical, Clerical	-	(1)	(13)	(13)	(13)	(13)
Operational Hourlies	-	(66)	(246)	(237)	(228)	(270)
Program to Eliminate the Gap	-	(78)	(291)	(283)	(274)	(317)
Total Positions	49,009	48,588	47,901	47,497	47,175	47,186
Managers/Supervisors	7,605	7,636	7,525	7,446	7,384	7,379
Professional, Technical, Clerical	4,317	4,257	4,248	4,126	3,933	3,938
Operational Hourlies	37,087	36,695	36,128	35,925	35,858	35,869
	49,009	48,588	47,901	47,497	47,175	47,186

Note-PEG Tables include Full-Time Positions Only

MTA BUS COMPANY

Staff Summary



Subject 2010 Budget
Department Office of the Executive Vice President
Department Head Name Thomas Del Sorbo <i>Thomas Del Sorbo</i>
Department Head Signature
Project Manager Name John Kivlehan

Date 12/01/2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Bus Committee	12/14/09	X		
2	Finance Committee	12/14/09	X		
3	MTA Board	12/16/09	X		

Internal Approvals			
Order	Approval	Order	Approval
1	EVP, Finance & Administration <i>[Signature]</i>		
2	President <i>[Signature]</i>		

Page 1 of 1

PURPOSE:

To secure MTA Board adoption of the MTA Bus Company (MTABC) 2009 November Forecast and 2010 Final Proposed Budget.

DISCUSSION:

The 2009 November Forecast and 2010 Final Proposed Budget provides the funding necessary for MTABC to improve bus fleet reliability, improve the condition of its equipment and facilities, upgrade key systems, deliver enhanced training to employees and provide a safe and secure environment for our customers.

The 2009 November Forecast projects operating revenue to be \$179.0 million, which is offset by \$463.0 million in total expenses before Depreciation and OPEB Obligation. The increase of \$2.5 million in farebox revenue compared to the Mid-Year Plan is due to more favorable year to date utilization and revenue projections. In addition, labor expenses decreased by \$2.3 million, primarily due to the reclassification of expenses, timing of the Shop Overhaul Program and vacancy coverage. This is offset by a net increase of \$3.4 million in non-labor expenses, due to a Public Claims Liability cash adjustment and revised guidance in Energy/Fuel.

The 2010 Final Proposed Budget projects operating revenues to be \$184.0 million, of which \$163.5 million is expected to be farebox receipts. The increase in revenue of \$0.7 million when compared to the Mid-Year Plan is mainly due to the June 2009 fare increase. Total non-reimbursable expenses before Depreciation and OPEB Obligation are projected to be \$491.9 million. This consists of labor costs of \$356.6 million, an increase of \$3.5 million that reflects reclassification of expenses and the Shop Overhaul Program. Non-labor expenses of \$135.3 million reflect a net increase of \$15.6 million which includes a Public Claims Liability cash adjustment, the Shop Overhaul Program and revised guidance in Energy/Fuel. Non-cash depreciation expense is projected at \$40.2 million and other post-employment expenses are projected at \$67.6 million.

RECOMMENDATION:

It is recommended that the Board approve MTA Bus Company's 2009 November Forecast and 2010 Final Proposed Budget.

MTA BUS COMPANY
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$155.321	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	24.664	19.780	20.580	21.699	21.877	22.249
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$179.985	\$178.961	\$184.038	\$187.887	\$190.509	\$192.719
Operating Expenses						
Labor:						
Payroll	\$207.860	\$202.341	\$216.843	\$218.550	\$223.948	\$231.124
Overtime	38.198	47.434	42.102	41.802	42.744	43.651
Health and Welfare	41.043	33.752	38.192	41.219	44.248	47.706
OPEB Current Payment	10.915	12.600	13.230	13.892	14.586	15.315
Pensions	22.200	22.569	24.898	27.074	29.124	29.680
Other Fringe Benefits	19.217	21.069	21.934	22.064	22.575	23.235
Reimbursable Overhead	-	(0.191)	(0.590)	(0.690)	(0.705)	(0.721)
Total Labor Expenses	\$339.433	\$339.575	\$366.608	\$363.911	\$376.520	\$389.990
Non-Labor:						
Traction and Propulsion Power						
Fuel for Buses and Trains	\$43.144	\$30.631	\$31.128	\$35.440	\$36.771	\$37.850
Insurance	12.720	10.951	12.020	13.195	14.515	15.937
Claims	18.140	22.000	23.000	24.000	25.000	26.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	23.847	24.584	23.896	25.289	26.521	27.675
Professional Service Contracts	2.970	4.986	8.588	4.210	4.208	4.582
Materials & Supplies	21.106	24.021	30.365	30.808	29.223	32.371
Other Business Expenses	6.368	6.203	6.277	6.215	6.155	6.141
Total Non-Labor Expenses	\$128.296	\$123.377	\$136.274	\$139.158	\$142.392	\$150.556
Other Expenses Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$467.729	\$462.952	\$491.882	\$503.069	\$518.911	\$540.546
Depreciation	\$34.439	\$37.110	\$40.185	\$42.235	\$42.235	\$42.235
OPEB Obligation	48.785	66.800	67.602	68.521	70.001	71.611
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$550.953	\$566.862	\$599.669	\$613.825	\$631.147	\$654.392
Baseline Surplus/(Deficit)	(\$370.968)	(\$387.901)	(\$415.631)	(\$425.938)	(\$440.638)	(\$461.673)
2010 PEGs	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Post-2010 PEGs	-	-	-	5.369	10.738	16.107
Total PEGs	\$0.000	\$0.000	\$0.000	\$5.369	\$10.738	\$16.107
Net Surplus/(Deficit)	(\$370.968)	(\$387.901)	(\$415.631)	(\$420.569)	(\$429.900)	(\$445.566)

MTA BUS COMPANY
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	-	2.688	7.850	11.130	11.372	11.957
Total Revenue	\$0.000	\$2.688	\$7.850	\$11.130	\$11.372	\$11.957
Expenses						
<u>Labor:</u>						
Payroll	\$0.000	\$1.417	\$3.285	\$3.332	\$3.405	\$3.480
Overtime	-	-	-	-	-	-
Health and Welfare	-	0.242	0.561	0.570	0.582	0.595
OPEB Current Payment	-	-	-	-	-	-
Pensions	-	0.114	0.266	0.270	0.276	0.282
Other Fringe Benefits	-	0.113	0.263	0.266	0.272	0.278
Reimbursable Overhead	-	0.191	0.590	0.690	0.705	0.721
Total Labor Expenses	\$0.000	\$2.077	\$4.964	\$5.128	\$5.241	\$5.357
<u>Non-Labor:</u>						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	0.611	2.885	6.002	6.131	6.600
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.611	\$2.885	\$6.002	\$6.131	\$6.600
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.000	\$2.688	\$7.850	\$11.130	\$11.372	\$11.956
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.000	\$2.688	\$7.850	\$11.130	\$11.372	\$11.956
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$155.321	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	24.664	19.780	20.580	21.699	21.877	22.249
Capital and Other Reimbursements	-	2.688	7.850	11.130	11.372	11.957
Total Revenue	\$179.985	\$181.649	\$191.888	\$199.017	\$201.881	\$204.676
Expenses						
<u>Labor:</u>						
Payroll	\$207.860	\$203.758	\$220.128	\$221.883	\$227.354	\$234.604
Overtime	38.198	47.434	42.102	41.802	42.744	43.651
Health and Welfare	41.043	33.994	38.753	41.789	44.830	48.300
OPEB Current Payment	10.915	12.600	13.230	13.892	14.586	15.315
Pensions	22.200	22.683	25.164	27.344	29.400	29.962
Other Fringe Benefits	19.217	21.182	22.197	22.330	22.847	23.514
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$339.433	\$341.652	\$361.572	\$369.039	\$381.761	\$395.347
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	43.144	30.631	31.128	35.440	36.771	37.850
Insurance	12.720	10.951	12.020	13.195	14.515	15.937
Claims	18.140	22.000	23.000	24.000	25.000	26.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	23.847	25.195	26.781	31.292	32.652	34.275
Professional Service Contracts	2.970	4.986	8.588	4.210	4.208	4.582
Materials & Supplies	21.106	24.021	30.365	30.808	29.223	32.371
Other Business Expenses	6.368	6.203	6.277	6.215	6.155	6.141
Total Non-Labor Expenses	\$128.296	\$123.988	\$138.159	\$145.160	\$148.522	\$157.155
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$467.729	\$465.640	\$499.731	\$514.199	\$530.283	\$552.502
Depreciation	\$34.439	\$37.110	\$40.185	\$42.235	\$42.235	\$42.235
OPEB Obligation	48.785	66.800	67.602	68.521	70.001	71.611
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$550.953	\$569.550	\$607.518	\$624.955	\$642.519	\$666.348
Baseline Surplus/(Deficit)	(\$370.968)	(\$387.901)	(\$415.631)	(\$425.938)	(\$440.638)	(\$461.672)
2010 PEGs	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Post-2010 PEGs	-	-	-	5.369	10.738	16.107
Total PEGs	\$0.000	\$0.000	\$0.000	\$5.369	\$10.738	\$16.107
Net Surplus/(Deficit)	(\$370.968)	(\$387.901)	(\$415.631)	(\$420.569)	(\$429.900)	(\$445.565)

MTA BUS COMPANY
November Financial Plan 2010-2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$156.176	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	21.926	19.780	20.580	21.699	21.877	22.249
Capital and Other Reimbursements	-	2.688	7.850	11.130	11.373	11.958
Total Receipts	\$178.102	\$181.649	\$191.888	\$199.017	\$201.882	\$204.677
Expenditures						
Labor:						
Payroll	\$179.800	\$245.377	\$220.128	\$221.883	\$227.353	\$234.603
Overtime	38.413	47.434	42.102	41.802	42.744	43.651
Health and Welfare	48.256	28.387	38.753	41.789	44.830	48.300
OPEB Current Payment	1.265	12.600	13.230	13.892	14.586	15.315
Pensions	17.254	29.903	25.164	27.344	29.400	29.962
Other Fringe Benefits	16.167	24.232	22.197	22.330	22.847	23.514
GASB Account	2.967	3.305	3.579	3.948	4.317	5.317
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$304.122	\$391.239	\$365.151	\$372.987	\$386.077	\$400.663
Non-Labor:						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	\$44.482	\$30.631	\$31.128	\$35.440	\$36.771	\$37.850
Insurance	5.991	10.951	12.020	13.195	14.515	15.937
Claims	3.311	13.200	12.400	11.800	17.100	22.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	21.903	27.061	26.781	31.292	32.651	34.275
Professional Service Contracts	3.557	4.986	8.588	4.210	4.208	4.582
Materials & Supplies	26.086	24.021	30.365	30.808	29.223	32.371
Other Business Expenses	5.196	7.375	6.277	6.215	6.155	6.141
Total Non-Labor Expenditures	\$110.527	\$118.226	\$127.559	\$132.960	\$140.622	\$153.155
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$414.648	\$509.465	\$492.710	\$505.947	\$526.699	\$553.819
Baseline Cash Deficit	(\$236.546)	(\$327.816)	(\$300.823)	(\$306.930)	(\$324.817)	(\$349.142)
2010 PEGs	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Post-2010 PEGs	-	-	-	5.369	10.738	16.107
Total PEGs	\$0.000	\$0.000	\$0.000	\$5.369	\$10.738	\$16.107
Net Cash Deficit	(\$236.546)	(\$327.816)	(\$300.823)	(\$301.561)	(\$314.079)	(\$333.035)

MTA BUS COMPANY
November Financial Plan 2010-2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$0.855	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	(2.738)	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	(\$1.883)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$28.060	(\$41.619)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(0.215)	-	-	-	-	-
Health and Welfare	(7.213)	5.607	-	-	-	-
OPEB Current Payment	9.650	-	-	-	-	-
Pensions	4.946	(7.220)	-	-	-	-
Other Fringe Benefits	3.050	(3.050)	-	-	-	-
GASB Account	(2.967)	(3.305)	(3.579)	(3.948)	(4.317)	(5.317)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$35.312	(\$49.587)	(\$3.579)	(\$3.948)	(\$4.317)	(\$5.317)
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	(1.338)	-	-	-	-	-
Insurance	6.730	-	-	-	-	-
Claims	14.829	8.800	10.600	12.200	7.900	4.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.944	(1.866)	-	-	-	-
Professional Service Contracts	(0.587)	-	-	-	-	-
Materials & Supplies	(4.980)	-	-	-	-	-
Other Business Expenditures	1.172	(1.172)	-	-	-	-
Total Non-Labor Expenditures	\$17.769	\$5.762	\$10.600	\$12.200	\$7.900	\$4.000
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$51.197	(\$43.825)	\$7.021	\$8.252	\$3.583	(\$1.317)
Depreciation Adjustment	\$34.439	\$37.110	\$40.185	\$42.235	\$42.235	\$42.235
OPEB Obligation	48.785	66.800	67.602	68.521	70.001	71.611
Environmental Remediation	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$134.421	\$60.085	\$114.808	\$119.008	\$115.819	\$112.529
2010 PEGs	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Post-2010 PEGs	-	-	-	-	-	-
Total PEGs	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$134.421	\$60.085	\$114.808	\$119.008	\$115.819	\$112.529

MTA Bus Company
November Financial Plan 2010-2013
Ridership / (Utilization)
(in millions)

	2009	2010			
2008	November	Final Proposed			
Actual	Forecast	Budget	2011	2012	2013

RIDERSHIP

Fixed Route	121.028	118.664	117.596	119.560	121.317	122.640
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Baseline Total Ridership

121.028	118.664	117.596	119.560	121.317	122.640
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FAREBOX REVENUE

Fixed Route	\$155.321	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
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Baseline Total Revenue

\$155.321	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
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MTA Bus Company
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		<u>2009</u>		<u>2010</u>		<u>2011</u>		<u>2012</u>		<u>2013</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>	<u>Positions</u>	<u>Dollars</u>
Other							5.369		10.738		16.107
Sub-Total Other		<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$5.369</u>	<u>0</u>	<u>\$10.738</u>	<u>0</u>	<u>\$16.107</u>
Total Programs		<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$0.000</u>	<u>0</u>	<u>\$5.369</u>	<u>0</u>	<u>\$10.738</u>	<u>0</u>	<u>\$16.107</u>

MTA BUS COMPANY
November Financial Plan 2010-2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents


FUNCTION / DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Office of the EVP	5	5	5	5	5	5
Human Resources	7	8	8	6	6	6
Office of Management and Budget	6	14	14	14	14	14
Technology & Information Services	13	33	33	25	25	25
Materiel	17	19	19	19	19	19
Controller	36	45	45	15	15	15
Office of the President	4	5	5	5	5	5
System Safety Administration	3	5	5	5	5	5
Law	18	24	24	24	24	24
Corporate Communications	4	2	2	2	2	2
Labor Relations	3	5	5	4	4	4
Total Administration	116	165	165	124	124	124
Operations						
Buses	2,153	2,155	2,135	2,135	2,135	2,135
Office of Senior Vice President	0	0	0	0	0	0
Office of the Executive Vice President, Regional	7	7	7	7	7	7
Safety & Training	17	24	24	24	24	24
Road Operations	110	114	114	114	114	114
Transportation Support	12	18	18	18	18	18
Operations Planning	14	18	18	18	18	18
Revenue Control	6	27	27	27	27	27
Total Operations	2,319	2,363	2,343	2,343	2,343	2,343
Maintenance						
Buses	815	758	749	749	749	749
Maintenance Support/CMF	21	54	103	103	105	113
Facilities	22	72	72	72	72	72
Supply Logistics	17	71	81	81	81	81
Total Maintenance	875	955	1,005	1,005	1,007	1,015
Engineering/Capital						
Capital Program Management	-	20	26	26	26	26
Public Safety						
Office of the Senior Vice President	12	13	13	13	13	13
Total Positions	3,322	3,516	3,552	3,511	3,513	3,521
Non-Reimbursable	3,322	3,483	3,513	3,472	3,474	3,482
Reimbursable	-	33	39	39	39	39
Total Full-Time	3,322	3,516	3,552	3,511	3,513	3,521
Total Full-Time Equivalents	-	-	-	-	-	-
Impact of:						
2010 Program to Eliminate the Gap	0	0	0	0	0	0
Post-2010 Program to Eliminate the Gap	-	-	-	-	-	-
Total Positions	3,322	3,516	3,552	3,511	3,513	3,521
Non-Reimbursable	3,322	3,483	3,513	3,472	3,474	3,482
Reimbursable	-	33	39	39	39	39
Total Full-Time	3,322	3,516	3,552	3,511	3,513	3,521
Total Full-Time Equivalents	-	-	-	-	-	-

MTA BUS COMPANY
November Financial Plan 2010-2013
Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION / OCCUPATIONAL GROUP	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Managers/Supervisors	33	66	66	51	51	51
Professional, Technical, Clerical	83	99	99	73	73	73
Operational Hourlies	-	-	-	-	-	-
Total Administration	116	165	165	124	124	124
Operations						
Managers/Supervisors	274	289	306	306	306	306
Professional, Technical, Clerical	50	47	45	45	45	45
Operational Hourlies	1,995	2,027	1,992	1,992	1,992	1,992
Total Operations	2,319	2,363	2,343	2,343	2,343	2,343
Maintenance						
Managers/Supervisors	172	182	184	184	184	185
Professional, Technical, Clerical	11	12	13	13	13	13
Operational Hourlies	692	761	808	808	810	817
Total Maintenance	875	955	1,005	1,005	1,007	1,015
Engineering/Capital						
Managers/Supervisors	-	12	15	15	15	15
Professional, Technical, Clerical	-	8	11	11	11	11
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	-	20	26	26	26	26
Public Safety						
Managers/Supervisors	3	5	5	5	5	5
Professional, Technical, Clerical	4	3	3	3	3	3
Operational Hourlies	5	5	5	5	5	5
Total Public Safety	12	13	13	13	13	13
Total Positions						
Managers/Supervisors	482	554	576	561	561	562
Professional, Technical, Clerical	148	169	171	145	145	145
Operational Hourlies	2,692	2,793	2,805	2,805	2,807	2,814
Total Baseline Positions	3,322	3,516	3,552	3,511	3,513	3,521


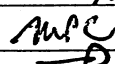

Staten Island Railway

Staff Summary

Subject 2010 Budget for MTA Staten Island Railway
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 1, 2009
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director 		
2	Executive VP 		
3	President 		

Purpose

To secure MTA Board adoption of MTA Staten Island Railway's 2009 November Forecast and 2010 Final Proposed Budget.

Discussion

The 2010 Final Proposed Budget, which is consistent with the information presented to the Board in November, provides sufficient funding to maintain MTA Staten Island Railway's current service levels, as well as MTA's commitment to safety and security. This is accomplished primarily through implementation of organizational and operating efficiencies (Programs to Eliminate the GAP) that serve to optimize the utilization of resources to achieve agency goals.

2009 November Forecast-Baseline

Total operating revenues are projected at \$6.5 million, including farebox revenues of \$4.4 million. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$42.6 million in 2009, consisting of labor costs of \$26.3 million and non-labor expenses of \$16.3 million. Non-cash depreciation expense is projected at \$7.7 million and other post-employment benefit expenses are projected at \$2.7 million, which is based upon adoption of GASB #45 in 2007. Total end-of year positions are projected at 277, including 274 non-reimbursable positions and 3 reimbursable positions.

2010 Final Proposed Budget-Baseline

Total operating revenues are projected at \$7.3 million, including farebox revenues of \$5.3 million. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$40.9 million in 2010, consisting of labor costs of \$28.1 million and non-labor expenses of \$12.8 million. Non-cash depreciation expense is projected at \$7.7 million and other post-employment benefit expenses are projected at \$2.8 million. Total end-of year positions are projected at 277, including 274 non-reimbursable positions and 3 reimbursable positions.

Programs to Eliminate the Gap

The 2010 Final Proposed Budget includes Programs to Eliminate the Gap (PEGs) totaling \$0.330 million and 3 position reductions. These actions include: administrative savings of \$0.158 million and 1 position; St. George Booth staff reduction savings of \$0.086 million and 1 position and signal maintenance and testing savings of \$0.086 million and 1 position. The 2009 November Forecast includes a total savings of \$0.090 million. The projected position reductions will be achieved through attrition.

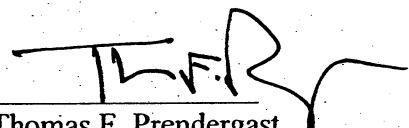
Impact on Funding

The 2009 November Forecast and the 2010 Final Proposed Budget's revenues and expenses, Programs to Eliminate the Gap, and positions, which are presented in the attached tables, are consistent with the Proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2009 November Forecast and the 2010 Final Proposed Budget for MTA Staten Island Railway.

Approved: _____


Thomas F. Prendergast
President

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$4.365	\$4.422	\$5.258	\$5.345	\$5.417	\$5.463
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	1.923	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$6.288	\$6.493	\$7.329	\$7.416	\$7.488	\$7.534
Operating Expenses						
<u>Labor:</u>						
Payroll	\$14.520	\$15.537	\$16.057	\$16.266	\$16.626	\$16.957
Overtime	0.958	0.762	0.776	0.794	0.812	0.828
Health and Welfare	2.870	2.825	3.024	3.237	3.464	3.708
OPEB Current Payment	0.462	0.508	0.545	0.585	0.628	0.673
Pensions	2.788	5.434	6.415	7.227	8.276	8.046
Other Fringe Benefits	1.374	1.240	1.266	1.272	1.324	1.353
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$22.972	\$26.306	\$28.083	\$29.381	\$31.130	\$31.565
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$2.409	\$3.128	\$3.513	\$3.969	\$4.485	\$5.068
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.347	0.269	0.303	0.436	0.361	0.393
Claims	1.040	0.265	0.268	0.270	0.281	0.287
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.395	11.202	7.212	2.720	2.907	3.076
Professional Service Contracts	0.401	0.401	0.406	0.352	0.366	0.374
Materials & Supplies	1.026	1.014	1.077	1.108	1.133	1.152
Other Business Expenses	0.000	0.005	0.005	0.005	0.005	0.006
Total Non-Labor Expenses	\$7.618	\$16.284	\$12.784	\$8.860	\$9.538	\$10.356
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.	\$30.590	\$42.590	\$40.867	\$38.241	\$40.668	\$41.921
Depreciation	6.999	7.700	7.700	7.700	7.700	7.700
OPEB Obligation	2.600	2.700	2.800	2.800	3.000	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$40.189	\$52.990	\$51.367	\$48.741	\$51.368	\$52.621
Baseline Surplus/(Deficit)	(\$33.901)	(\$46.497)	(\$44.038)	(\$41.325)	(\$43.880)	(\$45.087)
2010 Program to Eliminate the Gap (PEGs)	-	0.090	0.330	0.420	0.420	0.420
Post 2010 Program to Eliminate the Gap (PEGs)	-	-	-	0.350	0.700	1.050
Net Surplus/(Deficit)	(\$33.901)	(\$46.407)	(\$43.708)	(\$40.555)	(\$42.760)	(\$43.617)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue						
Toll Revenue						
Other Operating Revenue						
Capital and Other Reimbursements	0.901	1.487	1.545	1.605	1.672	1.674
Total Revenue	\$0.901	\$1.487	\$1.545	\$1.605	\$1.672	\$1.674
Expenses						
<u>Labor:</u>						
Payroll	\$0.276	\$0.271	\$0.277	\$0.282	\$0.288	\$0.287
Overtime	0.288	0.664	0.677	0.690	0.704	0.704
Health and Welfare	0.174	0.391	0.427	0.466	0.509	0.513
OPEB Current Payment						
Pensions	0.122	0.089	0.090	0.092	0.094	0.094
Other Fringe Benefits	0.041	0.072	0.074	0.075	0.077	0.076
Reimbursable Overhead						
Total Labor Expenses	\$0.901	\$1.487	\$1.545	\$1.605	\$1.672	\$1.674
<u>Non-Labor:</u>						
Traction and Propulsion Power						
Fuel for Buses and Trains						
Insurance						
Claims						
Paratransit Service Contracts						
Maintenance and Other Operating Contracts						
Professional Service Contracts						
Materials & Supplies						
Other Business Expenses						
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other						
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.901	\$1.487	\$1.545	\$1.605	\$1.672	\$1.674
Depreciation						
Total Expenses	\$0.901	\$1.487	\$1.545	\$1.605	\$1.672	\$1.674
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$4.365	\$4.422	\$5.258	\$5.345	\$5.417	\$5.463
Toll Revenue						
Other Operating Revenue	1.923	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.901	1.487	1.545	1.605	1.672	1.674
Total Revenue	\$7.189	\$7.980	\$8.874	\$9.021	\$9.160	\$9.208
Expenses						
<u>Labor:</u>						
Payroll	\$14.796	\$15.808	\$16.334	\$16.548	\$16.914	\$17.244
Overtime	1.246	1.426	1.453	1.484	1.516	1.532
Health and Welfare	3.044	3.216	3.451	3.703	3.973	4.221
OPEB Current Payment	0.462	0.508	0.545	0.585	0.628	0.673
Pensions	2.910	5.523	6.505	7.319	8.370	8.140
Other Fringe Benefits	1.415	1.312	1.340	1.347	1.401	1.429
Reimbursable Overhead						
Total Labor Expenses	\$23.873	\$27.793	\$29.628	\$30.986	\$32.802	\$33.239
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$2.409	\$3.128	\$3.513	\$3.969	\$4.485	\$5.068
Fuel for Buses and Trains						
Insurance	0.347	0.269	0.303	0.436	0.361	0.393
Claims	1.040	0.265	0.268	0.270	0.281	0.287
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	2.395	11.202	7.212	2.720	2.907	3.076
Professional Service Contracts	0.401	0.401	0.406	0.352	0.366	0.374
Materials & Supplies	1.026	1.014	1.077	1.108	1.133	1.152
Other Business Expenses		0.005	0.005	0.005	0.005	0.006
Total Non-Labor Expenses	\$7.618	\$16.284	\$12.784	\$8.860	\$9.538	\$10.356
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$31.491	\$44.077	\$42.412	\$39.846	\$42.340	\$43.595
Depreciation	6.999	7.700	7.700	7.700	7.700	7.700
OPEB Obligation	2.600	2.700	2.800	2.800	3.000	3.000
Environmental Remediation						
Total Expenses	\$41.090	\$54.477	\$52.912	\$50.346	\$53.040	\$54.295
Baseline Surplus/(Deficit)	(\$33.901)	(\$46.497)	(\$44.038)	(\$41.325)	(\$43.880)	(\$45.087)
2010 Program to Eliminate the Gap (PEGs)		0.090	0.330	0.420	0.420	0.420
Post 2010 Program to Eliminate the Gap (PEGs)				0.350	0.700	1.050
Net Surplus/(Deficit)	(\$33.901)	(\$46.407)	(\$43.708)	(\$40.555)	(\$42.760)	(\$43.617)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$4.342	\$4.422	\$5.258	\$5.345	\$5.417	\$5.463
Vehicle Toll Revenue						
Other Operating Revenue	2.089	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.681	1.487	1.545	1.605	1.672	1.674
Total Receipts	\$7.112	\$7.980	\$8.874	\$9.021	\$9.160	\$9.208
Expenditures						
Labor:						
Payroll	\$14.738	\$15.808	\$16.334	\$16.548	\$16.914	\$17.244
Overtime	1.195	1.426	1.453	1.484	1.516	1.532
Health and Welfare	3.127	3.216	3.451	3.703	3.973	4.221
OPEB Current Payment	0.462	0.508	0.545	0.585	0.628	0.673
Pensions	2.070	5.523	6.505	7.319	8.370	8.140
Other Fringe Benefits	1.618	1.312	1.340	1.347	1.401	1.429
GASB Account	0.230	0.265	0.290	0.317	0.347	0.379
Reimbursable Overhead						
Total Labor Expenditures	\$23.440	\$28.058	\$29.918	\$31.303	\$33.149	\$33.618
Non-Labor:						
Traction and Propulsion Power	\$2.409	\$3.128	\$3.513	\$3.969	\$4.485	\$5.068
Fuel for Buses and Trains						
Insurance	0.382	0.269	0.303	0.436	0.361	0.393
Claims	0.797	0.265	0.268	0.270	0.281	0.287
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	2.133	12.982	7.212	2.720	2.907	3.076
Professional Service Contracts	0.343	0.401	0.406	0.352	0.366	0.374
Materials & Supplies	1.431	1.014	1.077	1.108	1.133	1.152
Other Business Expenses	-	0.005	0.005	0.005	0.005	0.006
Total Non-Labor Expenditures	\$7.495	\$18.064	\$12.784	\$8.860	\$9.538	\$10.356
Other Expenditure Adjustments:						
Other						
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$30.935	\$46.122	\$42.702	\$40.163	\$42.687	\$43.974
Baseline Cash Deficit	(\$23.823)	(\$38.142)	(\$33.828)	(\$31.142)	(\$33.527)	(\$34.766)
2010 Program to Eliminate the Gap (PEGs)	-	0.090	0.330	0.420	0.420	0.420
Post 2010 Program to Eliminate the Gap (PEGs)	-	-	-	0.350	0.700	1.050
Net Cash Deficit	(\$23.823)	(\$38.052)	(\$33.498)	(\$30.372)	(\$32.407)	(\$33.296)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008 <u>Actual</u>	2009 <u>November Forecast</u>	2010 <u>Final Proposed Budget</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Receipts						
Farebox Revenue	(\$0.023)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Fare Increase 6/1/09	-	-	-	-	-	-
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	-	-
Other Operating Revenue	0.166	-	-	-	-	-
Capital and Other Reimbursements	(0.220)	-	-	-	-	-
Total Receipts	(\$0.077)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.058	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.051	-	-	-	-	-
Health and Welfare	(0.083)	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.840	-	-	-	-	-
Other Fringe Benefits	(0.203)	-	-	-	-	-
GASB Account	(0.230)	(0.265)	(0.290)	(0.317)	(0.347)	(0.379)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$0.433	(\$0.265)	(\$0.290)	(\$0.317)	(\$0.347)	(\$0.379)
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	(0.035)	-	-	-	-	-
Claims	0.243	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.262	(1.780)	-	-	-	-
Professional Service Contracts	0.058	-	-	-	-	-
Materials & Supplies	(0.405)	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.123	(\$1.780)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$0.479	(\$2.045)	(\$0.290)	(\$0.317)	(\$0.347)	(\$0.379)
Depreciation Adjustment	6.999	7.700	7.700	7.700	7.700	7.700
OPEB Obligation	2.600	2.700	2.800	2.800	3.000	3.000
Environmental Remediation	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$10.078	\$8.355	\$10.210	\$10.183	\$10.353	\$10.321
2010 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
Post 2010 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$10.078	\$8.355	\$10.210	\$10.183	\$10.353	\$10.321

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013
Ridership/ (Utilization)
(in millions)

	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Baseline Total Ridership	4.172	4.549	4.613	4.666	4.700
<i>Impact of:</i>					
2010 PEG Program	0	0	0	0	0
Post-2010 PEG Program	0	0	0	0	0
Total Ridership	4.172	4.549	4.613	4.666	4.700

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

			2009		2010		2011		2012		2013	
			Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration Reduced Performance Monitoring OTPS Efficiencies			1	0.055	1	0.132	1	0.132	1	0.132	1	0.132
			-	-	-	0.026	-	0.030	-	0.030	-	0.030
	Sub-Total	Administration	1	\$0.055	1	\$0.158	1	\$0.162	1	\$0.162	1	\$0.162
Customer Convenience/Amenities St. George Booth -Staff Reduction			1	0.035	1	0.086	1	0.086	1	0.086	1	0.086
			-	-	-	-	-	-	-	-	-	-
	Sub-Total	Customer Convenience/Amenities	1	\$0.035	1	\$0.086	1	\$0.086	1	\$0.086	1	\$0.086
Maintenance Signal Maintenance & Testing			-	-	1	0.086	2	0.172	2	0.172	2	0.172
			-	-	-	-	-	-	-	-	-	-
	Sub-Total	Maintenance	-	\$ -	1	\$0.086	2	\$0.172	2	\$0.172	2	\$0.172
Other			-	-	-	-	-	-	-	-	-	-
			-	-	-	-	-	-	-	-	-	-
	Sub-Total	Other	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Revenue Enhancement			-	-	-	-	-	-	-	-	-	-
	Sub-Total	Revenue Enhancement	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Safety			-	-	-	-	-	-	-	-	-	-
	Sub-Total	Safety	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Security			-	-	-	-	-	-	-	-	-	-
	Sub-Total	Security	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Service			-	-	-	-	-	-	-	-	-	-
	Sub-Total	Service	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Service Support			-	-	-	-	-	-	-	-	-	-
	Sub-Total	Service Support	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Total Programs			2	\$0.090	3	\$0.330	4	\$0.420	4	\$0.420	4	\$0.420

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		<u>2009</u>		<u>2010</u>		<u>2011</u>		<u>2012</u>		<u>2013</u>	
		<u>Position</u>	<u>Dollars</u>	<u>Position</u>	<u>Dollars</u>	<u>Position</u>	<u>Dollars</u>	<u>Position</u>	<u>Dollars</u>	<u>Position</u>	<u>Dollars</u>
Administration		-	-	-	-	-	-	-	-	-	-
Sub-Total	Administration	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Customer Convenience/Amenities											
Sub-Total	Customer Convenience/Amenities	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Maintenance											
Sub-Total	Maintenance	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Other											
	Unspecified					0.350		0.700		1.050	
Sub-Total	Other	0	\$0.000	0	\$0.000	0	\$0.350	0	\$0.700	0	\$1.050
Total Programs		<u>0</u>	<u>\$ -</u>	<u>0</u>	<u>\$ -</u>	<u>0</u>	<u>\$ 0.350</u>	<u>0</u>	<u>\$ 0.700</u>	<u>0</u>	<u>\$ 1.050</u>

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Executive	11	10	10	10	10	10
General Office	10	10	10	8	8	8
Purchasing/Stores	7	6	6	6	6	6
Total Administration	28	26	26	24	24	24
Operations						
Transportation	93	99	99	98	98	98
Maintenance						
Mechanical	35	36	36	36	36	36
Car and Station Cleaning	16	18	18	18	18	18
Power/Signals	24	27	27	27	27	27
Maintenance of Way	48	48	48	48	48	48
Bridge and Buildings	21	21	21	21	21	21
Material Handling	2	2	2	2	2	2
Total Maintenance	146	152	152	152	152	152
Engineering/Capital						
None	-	-	-	-	-	-
Public Safety						
Police	-	-	-	-	-	-
Baseline Total Positions	267	277	277	274	274	274
Non-Reimbursable	264	274	274	271	271	271
Reimbursable	3	3	3	3	3	3
Total Full-Time	267	277	277	274	274	274
Total Full-Time Equivalents						
Impact of:						
2010 Program to Eliminate the Gap	-	2	3	4	4	4
Post 2010 Program to Eliminate the Gap	-	-	-	-	-	-
Total Positions	267	275	274	270	270	270
Non-Reimbursable	264	272	271	267	267	267
Reimbursable	3	3	3	3	3	3
Total Full-Time	267	275	274	270	270	270
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2010-2013

Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP		2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration							
	Managers/Supervisors	14	12	12	12	12	12
	Professional, Technical, Clerical	14	14	14	12	12	12
	Operational Hourlies						
	Total Administration	28	26	26	24	24	24
Operations							
	Managers/Supervisors	8	9	9	9	9	9
	Professional, Technical, Clerical	5	4	4	4	4	4
	Operational Hourlies	80	86	86	85	85	85
	Total Operations	93	99	99	98	98	98
Maintenance							
	Managers/Supervisors	7	8	8	8	8	8
	Professional, Technical, Clerical	3	3	3	3	3	3
	Operational Hourlies	136	141	141	141	141	141
	Total Maintenance	146	152	152	152	152	152
Engineering/Capital							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Engineering/Capital	-	-	-	-	-	-
Public Safety							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions							
	Managers/Supervisors	29	29	29	29	29	29
	Professional, Technical, Clerical	22	21	21	19	19	19
	Operational Hourlies	216	227	227	226	226	226
	Total Baseline Positions	267	277	277	274	274	274
Non-Reimbursable		264	274	274	271	271	271
Reimbursable		3	3	3	3	3	3
Total Full-Time		267	277	277	274	274	274
Total Full-Time Equivalents		0	0	0	0	0	0
Impact of:							
2010 Program to Eliminate the Gap		-	2	3	4	4	4
Post 2010 Program to Eliminate the Gap		-	-	-	-	-	-
Total Positions		267	275	274	270	270	270
Non-Reimbursable		264	272	271	267	267	267
Reimbursable		3	3	3	3	3	3
Total Full-Time		267	275	274	270	270	270
Total Full-Time Equivalents		-	-	-	-	-	-

