

III. Major Assumptions 2009-2013 Projections

MTA Consolidated Utilization

MTA Agency Ridership and Traffic, in millions
Including the Service Impact of 2010 Additional Actions for Budget Balance

		2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Ridership						
Long Island Bus ¹	November Baseline	30.359	30.073	30.425	30.863	31.218
	Add'l Actions for Budget Balance	0.000	(0.232)	(0.463)	(0.473)	(0.484)
		30.359	29.841	29.962	30.390	30.734
Long Island Rail Road	November Baseline	83.401	82.122	83.332	84.737	85.653
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		83.401	82.122	83.332	84.737	85.653
Metro-North Railroad ²	November Baseline	78.071	77.197	79.550	82.481	84.542
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		78.071	77.197	79.550	82.481	84.542
MTA Bus Company	November Baseline	118.664	117.596	119.560	121.317	122.640
	Add'l Actions for Budget Balance	0.000	(0.040)	(0.079)	(0.081)	(0.083)
		118.664	117.557	119.481	121.237	122.557
New York City Transit ^{1,3}	November Baseline	2,306.059	2,290.483	2,331.208	2,366.859	2,387.768
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		2,306.059	2,290.483	2,331.208	2,366.859	2,387.768
Staten Island Railway	November Baseline	4.172	4.549	4.613	4.666	4.700
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		4.172	4.549	4.613	4.666	4.700
Total Ridership						
	November Baseline	2,620.726	2,602.020	2,648.688	2,690.923	2,716.520
	Add'l Actions for Budget Balance	0.000	(0.272)	(0.542)	(0.554)	(0.567)
		2,620.726	2,601.749	2,648.146	2,690.369	2,715.954
Traffic						
Bridges & Tunnels	November Baseline	290.920	290.284	292.758	294.741	295.342
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		290.920	290.284	292.758	294.741	295.342

¹ Excludes Paratransit Operations.

² MNR baseline utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

³ Does not reflect ridership loss associated with elimination of free student fares. Reductions are projected to be: 0.8 million in 2010; 4.6 million in 2011; and, 5.2 million thereafter.

MTA Consolidated Utilization

MTA Agency Fare and Toll Revenue Projections, in millions
Including the Service Impact of 2010 Additional Actions for Budget Balance

		2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Fare Revenue						
Long Island Bus ¹	November Baseline	\$40.076	\$41.201	\$41.683	\$42.283	\$42.769
	Add'l Actions for Budget Balance	0.000	(0.430)	(0.860)	(0.879)	(0.899)
		\$40.076	\$40.771	\$40.823	\$41.404	\$41.870
Long Island Rail Road	November Baseline	\$512.625	\$529.300	\$538.106	\$546.029	\$552.097
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		\$512.625	\$529.300	\$538.106	\$546.029	\$552.097
Metro-North Railroad ²	November Baseline	\$500.319	\$509.068	\$525.467	\$544.444	\$559.387
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		\$500.319	\$509.068	\$525.467	\$544.444	\$559.387
MTA Bus Company	November Baseline	\$159.181	\$163.458	\$166.188	\$168.632	\$170.470
	Add'l Actions for Budget Balance	0.000	(0.131)	(0.261)	(0.267)	(0.273)
		\$159.181	\$163.328	\$165.927	\$168.365	\$170.197
New York City Transit ¹	November Baseline	\$3,071.305	\$3,209.679	\$3,270.267	\$3,323.283	\$3,354.400
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
	Elimination of Free Student Passes ³	0.000	49.000	90.000	215.000	215.000
		\$3,071.305	\$3,258.679	\$3,360.267	\$3,538.283	\$3,569.400
Staten Island Railway	November Baseline	\$4.422	\$5.258	\$5.345	\$5.417	\$5.463
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		\$4.422	\$5.258	\$5.345	\$5.417	\$5.463
Total Farebox Revenue	November Baseline	\$4,287.929	\$4,457.965	\$4,547.057	\$4,630.088	\$4,684.586
	Add'l Actions for Budget Balance	0.000	(0.561)	(1.121)	(1.146)	(1.172)
	Elimination of Free Student Passes	0.000	49.000	90.000	215.000	215.000
		\$4,287.929	\$4,506.404	\$4,635.936	\$4,843.942	\$4,898.414
Toll Revenue						
Bridges & Tunnels	November Baseline	\$1,330.916	\$1,401.595	\$1,411.290	\$1,418.583	\$1,419.195
	Add'l Actions for Budget Balance	0.000	0.000	0.000	0.000	0.000
		\$1,330.916	\$1,401.595	\$1,411.290	\$1,418.583	\$1,419.195
TOTAL FARE & TOLL REVENUE ²						
	November Baseline	\$5,618.845	\$5,859.560	\$5,958.347	\$6,048.671	\$6,103.781
	Add'l Actions for Budget Balance	0.000	(0.561)	(1.121)	(1.146)	(1.172)
	Elimination of Free Student Passes	0.000	49.000	90.000	215.000	215.000
		\$5,618.845	\$5,907.999	\$6,047.226	\$6,262.525	\$6,317.609

¹ Excludes Paratransit Operations.

² MNR baseline utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

³ Additional fare revenue. Does not reflect loss of NYS and NYC subsidy for student fares.

MTA Consolidated Subsidies
February Financial Plan 2010 - 2013
Accrual Basis
(\$ in millions)

	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$1,342.6	\$1,362.5	\$1,381.3	\$1,482.8	\$1,556.0
Petroleum Business Tax (PBT) Receipts	634.5	639.3	641.5	628.0	624.1
Mortgage Recording Tax (MRT)	262.6	275.5	297.0	357.7	388.6
MRT Transfer to Suburban Counties	(3.4)	(3.1)	(3.4)	(5.2)	(6.1)
Use of MRT Balances	10.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	5.2	5.3	5.3	5.3	5.4
Urban Tax	144.6	265.7	304.7	345.7	407.7
Investment Income	<u>0.7</u>	<u>0.8</u>	<u>0.8</u>	<u>0.8</u>	<u>0.9</u>
	\$2,386.9	\$2,535.9	\$2,617.3	\$2,805.2	\$2,966.5
<i>New State Taxes and Fees</i>					
Payroll Mobility Tax	\$792.0	\$1,669.0	\$1,561.8	\$1,635.4	\$1,719.4
License Fees	6.3	26.7	26.7	26.7	26.7
Vehicle Registration Fees	45.4	181.6	181.6	181.6	181.6
Taxi Fee	0.0	85.0	85.0	85.0	85.0
Auto Rental Fee	<u>17.5</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>
	\$861.2	\$1,997.3	\$1,890.1	\$1,963.7	\$2,047.7
<i>State and Local Subsidies</i>					
State Operating Assistance	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9
Local Operating Assistance	188.0	188.0	188.0	188.0	187.9
Nassau County Subsidy	10.5	9.1	9.1	9.1	9.1
CDOT Subsidy	82.0	96.2	111.1	125.5	131.6
Station Maintenance	147.2	150.3	153.7	156.8	159.8
AMTAP	<u>4.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$622.6	\$634.5	\$652.7	\$670.2	\$679.3
Sub-total Dedicated Taxes & State and Local Subsidies	\$3,870.6	\$5,167.7	\$5,160.1	\$5,439.0	\$5,693.5
City Subsidy for MTA Bus	\$329.8	\$305.3	\$317.6	\$335.4	\$360.1
Total Dedicated Taxes & State and Local Subsidies	\$4,200.5	\$5,473.0	\$5,477.7	\$5,774.5	\$6,053.6
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	\$297.1	\$314.5	\$286.2	\$258.5	\$206.9
MTA Subsidy to Subsidiaries	<u>53.0</u>	<u>60.2</u>	<u>60.6</u>	<u>63.5</u>	<u>65.5</u>
	\$350.1	\$374.7	\$346.8	\$321.9	\$272.5
GROSS SUBSIDIES	\$4,550.6	\$5,847.7	\$5,824.5	\$6,096.4	\$6,326.1

MTA Consolidated Subsidies
February Financial Plan 2010 - 2013
Cash Basis
(\$ in millions)

	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$1,297.8	\$1,407.4	\$1,381.3	\$1,482.8	\$1,556.0
Petroleum Business Tax (PBT) Receipts	634.1	639.0	642.7	628.4	624.1
Mortgage Recording Tax (MRT)	241.2	274.0	291.8	355.1	386.0
MRT Transfer to Suburban Counties	(6.2)	(3.4)	(3.1)	(3.4)	(5.2)
Use of MRT Balances	10.0	0.0	0.0	0.0	0.0
Carry Over/Adjustments	17.6	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Downsizing	0.0	(41.0)	0.0	0.0	0.0
Enhanced Security Training	(6.2)	(6.2)	0.0	0.0	0.0
Service Marketing Campaign	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(23.2)	(24.9)	(24.9)	(24.9)	(24.9)
Cash Defeasance Loan for TBTA	90.8	0.0	0.0	0.0	0.0
Interest	5.2	5.2	5.3	5.3	5.4
Urban Tax	149.7	262.4	301.5	340.5	402.4
Investment Income	<u>0.7</u>	<u>0.8</u>	<u>0.8</u>	<u>0.8</u>	<u>0.9</u>
	\$2,401.5	\$2,503.3	\$2,585.3	\$2,774.7	\$2,934.6
<i>New State Taxes and Fees</i>					
Payroll Mobility Tax	\$792.0	\$1,669.0	\$1,561.8	\$1,635.4	\$1,719.4
License Fees	6.3	26.7	26.7	26.7	26.7
Vehicle Registration Fees	45.4	181.6	181.6	181.6	181.6
Taxi Fee	0.0	85.0	85.0	85.0	85.0
Auto Rental Fee	<u>17.5</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>
	\$861.2	\$1,997.3	\$1,890.1	\$1,963.7	\$2,047.7
<i>State and Local Subsidies</i>					
State Operating Assistance	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9
Local Operating Assistance (18-b)	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy (includes 18-b local match)	10.5	9.1	9.1	9.1	9.1
CDOT Subsidy	82.0	96.2	111.1	125.5	131.6
Station Maintenance	145.2	147.9	151.2	154.5	157.5
AMTAP	<u>4.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$620.5	\$632.0	\$650.2	\$667.9	\$677.0
<i>Other Subsidy Adjustments</i>					
55/25 Pension Funding	34.4	0.0	0.0	0.0	0.0
2006 Surplus Recovery	(15.0)	0.0	0.0	0.0	0.0
Inter-Agency Loan	134.5	134.5	(134.5)	(134.5)	0.0
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts - 2008 (15 mth Contract)	97.1	0.0	0.0	0.0	0.0
Forward Energy Contracts - 2009 (12 mth Contract)	(73.0)	73.4	0.0	0.0	0.0
Pay-As-You-Go Capital	<u>0.0</u>	<u>(50.0)</u>	<u>(100.0)</u>	<u>(150.0)</u>	<u>(200.0)</u>
	\$166.5	\$146.4	(\$246.0)	(\$296.0)	(\$211.5)
Sub-total Dedicated Taxes & State and Local Subsidies	\$4,049.7	\$5,279.0	\$4,879.5	\$5,110.3	\$5,447.9
City Subsidy for MTA Bus	\$314.3	\$309.4	\$315.5	\$332.4	\$356.0
Total Dedicated Taxes & State and Local Subsidies	\$4,364.0	\$5,588.4	\$5,195.0	\$5,442.7	\$5,803.9
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	\$301.4	\$312.8	\$289.0	\$261.2	\$212.1
MTA Subsidy to Subsidiaries	<u>53.0</u>	<u>60.2</u>	<u>60.6</u>	<u>63.5</u>	<u>65.5</u>
	\$354.4	\$373.0	\$349.6	\$324.7	\$277.6
GROSS SUBSIDIES	\$4,718.4	\$5,961.4	\$5,544.7	\$5,767.4	\$6,081.5

MTA New York City Transit Subsidy Allocation
February Financial Plan 2010 - 2013
Cash Basis
(\$ in millions)

	2009	2010	2011	2012	2013
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assist. (MMTOA)	\$822.1	\$902.8	\$882.7	\$950.2	\$998.8
Petroleum Business Tax (PBT) Receipts	539.0	543.1	546.3	534.1	530.5
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0
Urban Tax	<u>149.7</u>	<u>262.4</u>	<u>301.5</u>	<u>340.5</u>	<u>402.4</u>
	\$1,510.8	\$1,708.4	\$1,730.5	\$1,824.8	\$1,931.7
<i>New State Taxes and Fees</i>					
Payroll Mobility Tax	\$776.2	\$1,168.3	\$1,311.9	\$1,504.5	\$1,409.9
License Fees	3.2	13.4	13.4	13.4	13.4
Vehicle Registration Fees	43.1	90.8	90.8	90.8	90.8
Taxi Fee	0.0	85.0	85.0	85.0	85.0
Auto Rental Fee	<u>8.8</u>	<u>17.5</u>	<u>17.5</u>	<u>17.5</u>	<u>17.5</u>
	\$831.2	\$1,375.0	\$1,518.5	\$1,711.2	\$1,616.6
<i>State and Local Subsidies</i>					
State Operating Assistance	\$158.2	\$158.2	\$158.2	\$158.2	\$158.2
Local Operating Assistance	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.2</u>
	\$316.3	\$316.3	\$316.3	\$316.3	\$316.4
2006 Surplus Recovery	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Inter-Agency Loan	134.5	134.5	(134.5)	(134.5)	0.0
55/25 Pension Funding	34.4	0.0	0.0	0.0	\$0.0
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts - 2008 (15 mth Contract)	76.2	0.0	0.0	0.0	0.0
Pay-As-You-Go Capital	<u>0.0</u>	<u>(35.0)</u>	<u>(70.0)</u>	<u>(105.0)</u>	<u>(140.0)</u>
	\$233.6	\$88.0	(\$216.0)	(\$251.0)	(\$151.5)
Total Dedicated Taxes & State and Local Subsidies	\$2,891.9	\$3,487.7	\$3,349.3	\$3,601.3	\$3,713.1
<i>Inter-agency Subsidy Transactions</i>					
Bridges and Tunnels Operating Surplus Transfer	\$83.9	\$94.4	\$82.9	\$69.3	\$44.8
GROSS SUBSIDIES	\$2,975.8	\$3,582.1	\$3,432.2	\$3,670.6	\$3,758.0

MTA Commuter Railroad Subsidy Allocation
February Financial Plan 2010 - 2013
Cash Basis
(\$ in millions)

	2009	2010	2011	2012	2013
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$425.0	\$456.9	\$449.7	\$480.4	\$502.6
Petroleum Business Tax (PBT) Receipts	95.1	95.8	96.4	94.3	93.6
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0
Investment Income	<u>0.7</u>	<u>0.8</u>	<u>0.8</u>	<u>0.8</u>	<u>0.9</u>
	\$520.8	\$553.5	\$546.9	\$575.5	\$597.1
<i>New State Taxes and Fees</i>					
Payroll Mobility Tax	\$15.8	\$500.7	\$249.9	\$130.8	\$309.5
License Fees	3.2	13.4	13.4	13.4	13.4
Vehicle Registration Fees	2.3	90.8	90.8	90.8	90.8
Taxi Fee	0.0	0.0	0.0	0.0	0.0
Auto Rental Fee	<u>8.8</u>	<u>17.5</u>	<u>17.5</u>	<u>17.5</u>	<u>17.5</u>
	\$30.0	\$622.4	\$371.5	\$252.5	\$431.1
<i>State and Local Subsidies</i>					
State Operating Assistance	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance	29.3	29.3	29.3	29.3	29.3
CDOT Subsidy	82.0	96.2	111.1	125.5	131.6
Station Maintenance	145.2	147.9	151.2	154.5	157.5
AMTAP	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$285.7	\$302.6	\$320.8	\$338.5	\$347.6
2006 Surplus Recovery	(\$15.0)	\$0.0	\$0.0	\$0.0	\$0.0
Forward Energy Contracts - 2008 (15 mth Contract)	20.9	0.0	0.0	0.0	0.0
Forward Energy Contracts - 2009 (12 mth Contract)	(73.0)	73.4	0.0	0.0	0.0
Pay-As-You-Go Capital	<u>0.0</u>	<u>(15.0)</u>	<u>(30.0)</u>	<u>(45.0)</u>	<u>(60.0)</u>
	(\$67.1)	\$58.4	(\$30.0)	(\$45.0)	(\$60.0)
Total Dedicated Taxes & State and Local Subsidies	\$769.4	\$1,536.9	\$1,209.2	\$1,121.5	\$1,315.8
<i>Inter-agency Subsidy Transactions</i>					
Bridges and Tunnels Operating Surplus Transfer	\$217.5	\$218.4	\$206.1	\$191.9	\$167.2
GROSS SUBSIDIES	\$986.8	\$1,755.3	\$1,415.3	\$1,313.4	\$1,483.1

MTA Long Island Bus Subsidy Allocation
February Financial Plan 2010 - 2013
Cash Basis
(\$ in millions)

	2009	2010	2011	2012	2013
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
MMTOA Allocation	\$47.9	\$44.6	\$45.9	\$49.0	\$51.2
<i>State and Local Subsidies</i>					
State Operating Assistance	\$7.0	\$3.0	\$3.0	\$3.0	\$3.0
Nassau County Subsidy	<u>10.5</u>	<u>9.1</u>	<u>9.1</u>	<u>9.1</u>	<u>9.1</u>
	\$17.5	\$12.1	12.1	12.1	12.1
Total Dedicated Taxes & State and Local Subsidies	\$65.4	\$56.6	\$57.9	\$61.0	\$63.2
<i>Inter-agency Subsidy Transactions</i>					
MTA Subsidy to Subsidiaries	\$19.3	\$31.0	\$34.0	\$34.7	\$35.7
GROSS SUBSIDIES	\$84.7	\$87.6	\$92.0	\$95.7	\$98.9

MTA Staten Island Railway Subsidy Allocation
February Financial Plan 2010 - 2013
Cash Basis
(\$ in millions)

	2009	2010	2011	2012	2013
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$2.8	\$3.1	\$3.0	\$3.2	\$3.4
Mortgage Recording Tax (MRT)	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$2.8	\$3.1	\$3.0	\$3.2	\$3.4
<i>State and Local Subsidies</i>					
State Operating Assistance	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5
Local Operating Assistance	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>
	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
Total Dedicated Taxes & State and Local Subsidies	\$3.8	\$4.1	\$4.0	\$4.3	\$4.4
<i>Inter-agency Subsidy Transactions</i>					
MTA Subsidy to Subsidiaries	\$33.7	\$29.2	\$26.6	\$28.8	\$29.9
GROSS SUBSIDIES	\$37.6	\$33.3	\$30.6	\$33.0	\$34.3

MTA Headquarters Subsidy Allocation
February Financial Plan 2010 - 2013
Cash Basis
(\$ in millions)

	2009	2010	2011	2012	2013
<u>Subsidies</u>					
<u>Dedicated Taxes</u>					
<u>Mortgage Recording Tax-1</u>					
Net Receipts After Agency Transfers	\$149.3	\$178.1	\$192.1	\$231.6	\$254.2
<u>Adjustments</u>					
Diversion of MRT to Suburban Counties	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Carryover/Opening Balances/Interest	17.6	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	153.7	167.8	169.9	132.8	123.6
<i>Total Adjustments</i>	<i>\$171.3</i>	<i>\$167.8</i>	<i>\$169.9</i>	<i>\$132.8</i>	<i>\$123.6</i>
Net Funding of MTA Headquarters	\$320.6	\$346.0	\$362.0	\$364.4	\$377.8
<u>Mortgage Recording Tax - 2</u>					
Net Receipts	\$101.9	\$95.9	\$99.7	\$123.5	\$131.8
<u>Adjustments</u>					
Funding of General Reserve	\$0.0	(\$75.0)	(\$75.0)	(\$75.0)	(\$75.0)
Diversion of MRT to Suburban Counties	(6.2)	(3.4)	(3.1)	(3.4)	(5.2)
Carryover/Opening Balances/Interest	5.2	5.2	5.3	5.3	5.4
Agency Security Costs from MRT	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Transfer to MRT-1	(153.7)	(167.8)	(169.9)	(132.8)	(123.6)
Downsizing	0.0	(41.0)	0.0	0.0	0.0
Enhanced Security Training	(6.2)	(6.2)	0.0	0.0	0.0
Service Marketing Campaign	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(23.2)	(24.9)	(24.9)	(24.9)	(24.9)
Cash Defeasance Loan for TBTA	90.8	0.0	0.0	0.0	0.0
<i>Total Adjustments</i>	<i>(\$103.3)</i>	<i>(\$323.1)</i>	<i>(\$277.6)</i>	<i>(\$240.8)</i>	<i>(\$233.3)</i>
Unallocated MRT-2 Receipts	(\$1.4)	(\$227.3)	(\$178.0)	(\$117.3)	(\$101.6)

MTA Bus Company Subsidy Allocation
February Financial Plan 2010 - 2013
Cash Basis
(\$ in millions)

	2009	2010	2011	2012	2013
<u>Subsidies</u>					
City Subsidy to MTA Bus Company	\$314.3	\$309.4	\$315.5	\$332.4	\$360.1

MMTOA STATE DEDICATED TAXES
February Financial Plan 2010 - 2013
(\$ in millions)

	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
<u>Forecast of MMTOA Gross Receipts (\$FY):</u>					
Sales Tax	\$802.7	\$724.5	\$762.4	\$808.5	\$839.2
PBT	133.5	130.1	130.6	131.2	132.5
Corporate Franchise	68.0	68.0	68.0	68.0	68.0
Corporate Surcharge	845.6	851.4	861.9	928.2	978.1
Investment Income	0.0	0.0	0.0	0.0	0.0
Total Gross Receipts Available for Allocation	\$1,849.8	\$1,774.0	\$1,822.9	\$1,935.9	\$2,017.8

Allocation of Total Gross Receipts to DownState:

Total Gross Receipts	\$1,849.8	\$1,774.0	\$1,822.9	\$1,935.9	\$2,017.8
Less: Upstate Share of PBT	(60.1)	(58.5)	(58.8)	(59.0)	(59.6)
Upstate Percent Share of Investment Income	3.25%	3.30%	3.22%	3.05%	2.95%
Less: Upstate Share of Investment Income	0.0	0.0	0.0	0.0	0.0
Total Net DownState Share Available for Allocation	\$1,789.7	\$1,715.5	\$1,764.1	\$1,876.9	\$1,958.2
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
Adjusted Total Net DownState Share for Allocation	\$1,600.2	\$1,525.9	\$1,574.6	\$1,687.3	\$1,768.6

Allocation of Total Net DownState Share to NYCT/SIR:

NYCT/SIR Share	60.94%	60.01%	60.01%	60.01%	60.01%
From Total Net DownState Share	\$1,090.7	\$1,029.5	\$1,058.7	\$1,126.4	\$1,175.2
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Adjusted Total Net DownState Share	\$857.8	\$873.0	\$885.7	\$953.4	\$1,002.2
From Carryover	(32.9)	32.9	0.0	0.0	0.0
Total NYCT/SIR Share of Net DownState Share	\$824.9	\$905.9	\$885.7	\$953.4	\$1,002.2
Total SIR Share	2.8	3.1	3.0	3.2	3.4
Total NYCT Share of Net DownState Share	\$822.1	\$902.8	\$882.7	\$950.2	\$998.8

Allocation of Total Net DownState Share to MTA:

MTA Share	28.02%	27.25%	27.25%	27.25%	27.25%
From Total Net DownState Share	\$501.5	\$467.5	\$480.8	\$511.5	\$533.7
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Adjusted Total Net DownState Share	\$436.9	\$444.9	\$449.7	\$480.4	\$502.6
From Carryover	(12.0)	12.0	0.0	0.0	0.0
Total MTA Share of Net DownState Share	\$425.0	\$456.9	\$449.7	\$480.4	\$502.6

Allocation of Total Net DownState Share to LIB:

LI Bus Share	2.82%	2.72%	2.72%	2.72%	2.72%
From Total Net DownState Share	\$50.5	\$46.7	\$48.0	\$51.1	\$53.3
Less: Used for 18-B/other	(2.1)	(2.1)	(2.1)	(2.1)	(2.1)
Adjusted Total Net DownState Share	\$48.3	\$44.6	\$45.9	\$49.0	\$51.2
From Carryover	0.0	0.0	0.0	0.0	0.0
Total LIB Share of Net DownState Share	\$48.3	\$44.6	\$45.9	\$49.0	\$51.2

PETROLEUM BUSINESS TAX PROJECTIONS
February Financial Plan 2010 - 2013
(\$ in millions)

	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Total Net PBT Collections Available for Distribution	\$1,865.0	\$1,879.3	\$1,890.3	\$1,848.3	\$1,835.5

Distribution Shares:

MTA Total	34.0%	34.0%	34.0%	34.0%	34.0%
Other Transit	3.0%	3.0%	3.0%	3.0%	3.0%
Highway Trust Fund	63.0%	63.0%	63.0%	63.0%	63.0%
General Fund	0.0%	0.0%	0.0%	0.0%	0.0%
Share Total	100.0%	100.0%	100.0%	100.0%	100.0%

Amount of Total Net Collections Available for the MTA:

MTA Total	\$634.1	\$639.0	\$642.7	\$628.4	\$624.1
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Accrued

NYCT/SIR Share of MTA Total	\$539.3	\$543.4	\$545.3	\$533.8	\$530.5
Commuter Railroad Share of MTA Total	<u>95.2</u>	<u>95.9</u>	<u>96.2</u>	<u>94.2</u>	<u>93.6</u>
MTA Total of Net Collections	\$634.5	\$639.3	\$641.5	\$628.0	\$624.1

Cash

NYCT/SIR Share of MTA Total	\$539.0	\$543.1	\$546.3	\$534.1	\$530.5
Commuter Railroad Share of MTA Total	<u>95.1</u>	<u>95.8</u>	<u>96.4</u>	<u>94.3</u>	<u>93.6</u>
MTA Total of Net Collections	\$634.1	\$639.0	\$642.7	\$628.4	\$624.1

Summary of Mortgage Recording Tax Projections
February Financial Plan 2010 - 2013
(\$ in millions)

MORTGAGE RECORDING TAX #261-1		2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
<u>Receipts Available for Transfer to NYCT and CRs:</u>						
Total Gross Receipts		\$149.3	\$178.1	\$192.1	\$231.6	\$254.2
Carryover		17.6	0.0	0.0	0.0	0.0
Less: MTAHQ Operating Deficit		(320.6)	(346.0)	(362.0)	(364.4)	(377.8)
Receipts Available for Transfer		(\$153.7)	(\$167.8)	(\$169.9)	(\$132.8)	(\$123.6)
Adjustments		0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance		153.7	167.8	169.9	132.8	123.6
Adjusted Receipts Available for Transfer		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<u>Allocation of Net Receipts to NYCT/SIR Account:</u>						
Opening Balance		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYCT/SIR Share		55%	55%	55%	55%	55%
From Current Year Net Receipts		0.0	0.0	0.0	0.0	0.0
Total NYCT/SIR Net Cash Share		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total SIR Net Cash Share		0.0	0.0	0.0	0.0	0.0
Total NYCT Net Cash Share		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Allocation of Net Receipts to Commuter Railroad Account:

Opening Balance - CR/SHF	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Commuter Railroad Share	45%	45%	45%	45%	45%
From Net Receipts	0.0	0.0	0.0	0.0	0.0
Total Commuter Railroad Net Cash Share	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

MORTGAGE RECORDING TAX #261-2

Receipts Available

Total Receipts to Corporate Account	\$91.9	\$95.9	\$99.7	\$123.5	\$131.8
Opening Fund Balance	10.0	0.0	0.0	0.0	0.0
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Downsizing	0.0	(41.0)	0.0	0.0	0.0
Enhanced Security Training	(6.2)	(6.2)	0.0	0.0	0.0
Service Marketing Campaign	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(23.2)	(24.9)	(24.9)	(24.9)	(24.9)
2006 MMTA Catch-up	0.0	0.0	0.0	0.0	0.0
Cash Defeasance Loan for TBTA	90.8	0.0	0.0	0.0	0.0
Reserve for Following Year/Cash Flow Provision	0.0	0.0	0.0	0.0	0.0
General Reserve	0.0	(75.0)	(75.0)	(75.0)	(75.0)
Investment Income	5.2	5.2	5.3	5.3	5.4
Total Receipts Available for Transfer	\$158.5	(\$56.0)	(\$5.0)	\$19.0	\$27.3

Use of Total Receipts:

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(10.7)	(7.9)	(7.6)	(7.9)	(9.7)
Less: Transfer to MTAHQ Funds	(153.7)	(167.8)	(169.9)	(132.8)	(123.6)
Net Receipts Available	(\$1.4)	(\$227.3)	(\$178.0)	(\$117.3)	(\$101.6)

MTA BRIDGES & TUNNELS
SURPLUS TRANSFER
February Financial Plan 2010 - 2013
(\$ in millions)

NON-REIMBURSABLE

ACTUAL	FORECAST				
2008	2009	2010	2011	2012	2013

Deductions from Net Operating Income:

Investment Income	\$4.491	\$0.270	\$0.699	\$2.624	\$4.107	\$4.487
Total Debt Service	506.978	600.556	618.101	629.498	646.879	677.633
Reserves	11.421	13.953	14.162	14.409	14.640	14.881
Capitalized Assets	11.806	14.690	18.497	18.695	18.639	18.600
GASB Reserves	1.980	2.210	2.431	2.479	2.529	2.581

Total Deductions from Net Operating Income	\$536.676	\$631.679	\$653.890	\$667.704	\$686.794	\$718.182
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Net Income Available for Transfer to MTA and NYCT	\$347.115	\$298.075	\$314.879	\$285.842	\$259.128	\$208.589
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Distribution of Funds to MTA:

Investment Income in Current Year	\$4.491	\$0.270	\$0.699	\$2.624	\$4.107	\$4.487
Accrued Current Year Allocation	227.178	213.448	219.135	204.478	190.806	165.481

Total Accrued Amount Distributed to MTA	\$231.669	\$213.718	\$219.834	\$207.102	\$194.913	\$169.968
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Distribution of Funds to NYCT:

First \$24 million of Surplus reserved for NYCT	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Additional Accrued Current Year Allocation	95.146	60.627	71.744	57.364	44.323	19.108

Total Accrued Amount Distributed to NYCT	\$119.146	\$84.627	\$95.744	\$81.364	\$68.323	\$43.108
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Actual Cash Transfer to MTA and NYCT:

From Current Year Surplus	\$235.705	\$214.821	\$218.566	\$205.943	\$192.173	\$168.014
Investment Income in Prior Year	5.558	4.491	0.270	0.699	2.624	4.107

Total Cash Amount Distributed to MTA	\$241.263	\$219.312	\$218.836	\$206.642	\$194.797	\$172.121
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Total Cash Amount Distributed to NYCT	\$122.332	\$88.079	\$94.632	\$82.802	\$69.627	\$45.629
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ACTUAL	FORECAST				
2008	2009	2010	2011	2012	2013

Debt Service Detail by Agency:

B&T Own Purpose DS	\$164.246	\$199.185	\$218.445	\$230.596	\$249.760	\$280.767
NYCT Transportation DS	237.777	277.096	273.523	273.008	271.801	271.620
MTA Transportation DS	105.745	124.275	126.132	125.894	125.318	125.246

Total Debt Service by Agency	\$507.768	\$600.556	\$618.101	\$629.498	\$646.879	\$677.633
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Total Accrued Amount for Transfer to MTA and NYCT:

Total Adjusted Net Income Available for Transfer	\$854.093	\$898.631	\$932.979	\$915.339	\$906.007	\$886.222
Less: B&T Total Debt Service	(164.246)	(199.185)	(218.445)	(230.596)	(249.760)	(280.767)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)

Remainder of Total Accrued Amount for Transfer	\$665.847	\$675.446	\$690.534	\$660.743	\$632.247	\$581.454
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Calculation of Actual Cash Transfer to MTA:

Distribution of Remainder to MTA						
Fifty Percent of Total Accrued Amount for Transfer	\$332.924	\$337.723	\$345.267	\$330.372	\$316.124	\$290.727
Less: MTA Total Debt Service	(105.745)	(124.275)	(126.132)	(125.894)	(125.318)	(125.246)
MTA's Accrued Current Year Allocation	\$227.178	\$213.448	\$219.135	\$204.478	\$190.806	\$165.481
Cash Conversion of MTA's Accrued Amount						
Current Year Amount	\$204.460	\$192.103	\$197.221	\$184.030	\$171.725	\$148.933
Balance of Prior Year	31.245	22.718	21.345	21.913	20.448	19.081
Cash Transfer to MTA	\$235.705	\$214.821	\$218.566	\$205.943	\$192.173	\$168.014

Calculation of Actual Cash Transfer to NYCT:

Distribution of Remainder to NYCT						
Fifty Percent of Total Accrued Amount for Transfer	\$332.924	\$337.723	\$345.267	\$330.372	\$316.124	\$290.727
Less: NYCT Total Debt Service	(237.777)	(277.096)	(273.523)	(273.008)	(271.801)	(271.620)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
NYCT's Accrued Current Year Allocation	\$119.146	\$84.627	\$95.744	\$81.364	\$68.323	\$43.108
Cash Conversion of NYCT's Accrued Amount						
Current Year Amount	\$107.232	\$76.164	\$86.169	\$73.228	\$61.490	\$38.797
Balance of Prior Year	15.100	11.915	8.463	9.574	8.136	6.832
Cash Transfer to NYCT	\$122.332	\$88.079	\$94.632	\$82.802	\$69.627	\$45.629

B & T Charged Debt Service Detail by Type:

Project Debt Service						
B & T Own Purpose Debt Service	\$164.246	\$199.185	\$218.445	\$230.596	\$249.760	\$280.767
NYCT Transportation Project Debt Service	237.777	277.096	273.523	273.008	271.801	271.620
MTA Transportation Project Debt Service	105.745	124.275	126.132	125.894	125.318	125.246
Total Project Debt Service	\$507.768	\$600.556	\$618.101	\$629.498	\$646.879	\$677.633

SUMMARY
MTA LONG ISLAND BUS
MULTI-YEAR FINANCIAL PLAN
2010 - 2013
(\$ in millions)

Line
Number

	ACTUAL	FORECAST				
	2008	2009	2010	2011	2012	2013
Revenue Summary:						
Farebox Revenue	\$42.4	\$41.3	\$42.5	\$42.9	\$43.6	\$44.1
Additional Actions for Budget Balance: Revenue Impact	0.0	0.0	(0.4)	(0.9)	(0.9)	(0.9)
Other Revenue	2.7	2.4	2.3	2.0	2.0	2.1
State/Local Subsidies	68.2	65.4	56.6	57.9	61.0	63.2
Total Revenue Before MTA Subsidy	\$113.3	\$109.1	\$101.0	\$102.0	\$105.7	\$108.5
Non-Reimbursable Expense Summary:						
Labor Expenses	\$98.9	\$98.4	\$102.7	\$105.4	\$108.7	\$111.6
Non-Labor Expenses	31.1	30.7	29.9	31.2	32.3	33.1
Depreciation	0.0	0.0	0.0	0.0	0.0	0.0
OPEB Obligation	10.6	11.3	10.7	10.8	10.8	10.9
Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	\$140.5	\$140.4	\$143.3	\$147.4	\$151.8	\$155.5
Total Net Revenue	(\$27.2)	(\$31.3)	(\$42.3)	(\$45.4)	(\$46.0)	(\$47.1)
Cash Adjustment Summary:						
Operating Cash Adjustments	\$13.4	\$7.0	\$11.3	\$11.3	\$11.3	\$11.4
Subsidy Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Total Cash Adjustment	\$13.4	\$7.0	\$11.3	\$11.3	\$11.3	\$11.4
Gross Cash Balance	(\$13.8)	(\$24.3)	(\$31.0)	(\$34.0)	(\$34.7)	(\$35.7)
MTA Internal Subsidy	14.0	19.3	31.0	34.0	34.7	35.7
Net Cash Balance from Previous Year	\$4.8	\$5.0	\$0.0	\$0.0	\$0.0	\$0.0
Baseline Net Cash Surplus/(Deficit)	\$5.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
GAP CLOSING ACTIONS 2008 - 2009:						
Internal Actions:						
Post-2010 Program to Eliminate the Gap	0.0	0.0	0.0	1.5	3.0	4.4
Fare/Toll:						
Fare/Toll Yields on 1/1/11: 7.5%	-	-	-	3.1	3.2	3.2
Fare/Toll Yields on 1/1/13: 7.5%	-	-	-	-	-	3.4
	0.0	0.0	0.0	3.1	3.2	6.7
TOTAL GAP CLOSING						
Net Cash Balance from Previous Year	0.0	0.0	0.0	0.0	4.6	10.7
Net Cash Balance	\$5.0	\$0.0	\$0.0	\$4.6	\$10.7	\$21.8

SUMMARY
MTA STATEN ISLAND RAILWAY
MULTI-YEAR FINANCIAL PLAN
2010 - 2013
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2008	2009	2010	2011	2012	2013
9							
10	Revenue Summary:						
11							
12	Farebox Revenue	\$4.4	\$4.4	\$5.3	\$5.3	\$5.4	\$5.5
13	Other Revenue	1.9	2.1	2.1	2.1	2.1	2.1
14	State/City Subsidies	4.5	3.9	4.0	4.0	4.3	4.4
15							
16	Total Revenue Before MTA Subsidy	\$10.8	\$10.4	\$11.3	\$11.5	\$11.8	\$11.9
17							
18	Non-Reimbursable Expense Summary:						
19							
20	Labor Expenses	\$23.0	\$26.1	\$27.6	\$28.9	\$30.7	\$31.1
21	Non-Labor Expenses	7.6	16.3	12.8	8.8	9.5	10.3
22	Depreciation	7.0	7.7	7.7	7.7	7.7	7.7
23	OPEB Obligation	2.6	2.7	2.8	2.8	3.0	3.0
24	Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0
25							
26	Total Non-Reimbursable Expenses	\$40.2	\$52.8	\$50.8	\$48.2	\$50.9	\$52.1
27							
28							
29	Total Net Revenue	(\$29.4)	(\$42.4)	(\$39.5)	(\$36.8)	(\$39.1)	(\$40.2)
30							
31	Cash Adjustment Summary:						
32							
33	Operating Cash Adjustments	\$10.1	\$8.4	\$10.2	\$10.2	\$10.4	\$10.3
34	Subsidy Cash Adjustments	(2.0)	(0.1)	0.1	0.0	0.0	0.0
35							
36	Total Cash Adjustment	\$8.1	\$8.2	\$10.3	\$10.2	\$10.4	\$10.3
37							
38	Gross Cash Balance	(\$21.3)	(\$34.1)	(\$29.2)	(\$26.6)	(\$28.8)	(\$29.9)
39							
40	MTA Internal Subsidy before PEGs	21.5	33.7	29.2	26.6	28.8	29.9
41							
42	Net Cash Balance from Previous Year	\$0.2	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0
43							
44							
45	Baseline Net Cash Surplus/(Deficit)	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
46							
47	GAP CLOSING						
48							
49	Internal Actions:						
50	Post-2010 Program to Eliminate the Gap	0.0	0.0	0.0	0.4	0.7	1.1
51	New Contracts Labor Contribution	0.0	0.0	0.3	0.3	0.3	0.3
52	<i>Sub-Total</i>	0.0	0.0	0.3	0.7	1.0	1.4
53							
54	Fare/Toll:						
55	Fare/Toll Yields on 1/1/11: 7.5%	-	-	-	0.4	0.4	0.4
56	Fare/Toll Yields on 1/1/13: 7.5%	-	-	-	-	-	0.4
57		0.0	0.0	0.0	0.4	0.4	0.9
58							
59	TOTAL GAP CLOSING						
60							
61	Net Cash Balance from Previous Year (Gap Actions only)	0.0	0.0	0.0	0.3	1.4	2.8
62							
63	Net Cash Surplus/(Deficit)	\$0.4	\$0.0	\$0.3	\$1.4	\$2.8	\$5.0

SUMMARY
MTA BUS COMPANY
MULTI-YEAR FINANCIAL PLAN
2010 - 2013
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2008	2009	2010	2011	2012	2013
9							
10	Revenue Summary:						
11							
12	Farebox Revenue	\$155.3	\$159.2	\$163.5	\$166.2	\$168.6	\$170.5
13	Additional Actions for Budget Balance: Revenue Impact	0.0	0.0	(0.1)	(0.3)	(0.3)	(0.3)
14	Other Revenue	24.7	19.8	20.6	21.7	21.9	22.2
15							
16							
17	Total Revenue Before MTA Subsidy	\$180.0	\$179.0	\$183.9	\$187.6	\$190.2	\$192.4
18							
19	Non-Reimbursable Expense Summary:						
20							
21	Labor Expenses	\$339.4	\$341.6	\$363.1	\$377.3	\$389.9	\$403.8
22	Non-Labor Expenses	128.3	123.4	133.8	136.2	139.4	147.5
23	Depreciation	34.4	37.1	40.2	42.2	42.2	42.2
24	OPEB Obligation	48.8	66.8	67.6	68.5	70.0	71.6
25							
26	Total Non-Reimbursable Expenses	\$551.0	\$568.9	\$604.7	\$624.2	\$641.5	\$665.1
27							
28							
29	Total Net Revenue	(\$371.0)	(\$389.9)	(\$420.8)	(\$436.6)	(\$451.2)	(\$472.7)
30							
31	Cash Adjustments	\$134.4	\$60.1	\$115.5	\$119.0	\$115.8	\$112.5
32							
33	Total Cash Adjustment	\$134.4	\$60.1	\$115.5	\$119.0	\$115.8	\$112.5
34							
35	Gross Cash Balance	(\$236.5)	(\$329.8)	(\$305.3)	(\$317.6)	(\$335.4)	(\$360.1)
36							
37	City Subsidy						
38	Accrued	236.5	329.8	305.3	317.6	335.4	360.1
39	Cash	281.8	314.3	309.4	315.5	332.4	356.0
40	CFA	45.3	(15.5)	4.1	(2.0)	(3.0)	(4.1)
41							
42	Net Cash Balance from Previous Year	\$0.0	\$45.3	\$29.7	\$33.8	\$31.8	\$28.8
43							
44							
45	Baseline Net Cash Surplus/(Deficit)	\$45.3	\$29.7	\$33.8	\$31.8	\$28.8	\$24.7
46							
47	GAP CLOSING						
48							
49	Internal Actions:						
50	Post-2010 Program to Eliminate the Gap	0.0	0.0	0.0	5.4	10.7	16.1
51							
52	Fare/Toll:						
53	Fare/Toll Yields on 1/1/11: 7.5%	-	-	-	12.5	12.6	12.8
54	Fare/Toll Yields on 1/1/13: 7.5%	-	-	-	-	-	13.7
55	Sub-Total	-	-	-	12.5	12.6	26.5
56							
57	Net Cash Balance from Previous Year (Gap Actions only)	0.0	0.0	0.0	0.0	5.4	16.1
58							
59	Net Cash Surplus/(Deficit)	\$45.3	\$29.7	\$33.8	\$37.2	\$44.9	\$56.9

Debt Service in the Financial Plan

- The following table reflects debt service projections for 2010 through 2013 associated with *approved* Capital Programs. The table summarizes all MTA and TBTA debt service for this February 2010 Financial Plan (excluding State Service Contract and Convention Center debt service which is fully paid by New York State).

Debt Service Forecast (in millions) ⁽¹⁾	
Year	February Plan Debt Service
2010	1,907
2011	2,048
2012	2,143
2013	<u>2,202</u>
Total:	\$8,300

- A preliminary estimate of debt service on bonds forecasted to be issued to finance transit, commuter railroads and bus expenditures associated with the first two years of commitments in the 2010-2014 Capital Programs is included in the detailed table below. In addition, the estimate includes debt service associated with the TBTA 2010-2014 Capital Program. Debt service impact during the Financial Plan period would be approximately \$6 million in 2010, \$30 million in 2011, growing to \$88 million in 2012 and \$199 million in 2013. These estimates are based on a borrowing forecast of \$176 million in 2010, \$469 million in 2011 and \$1.1 billion and \$1.9 billion in 2012 and 2013, respectively, adjusted for moneys available on a pay as you go basis.
- The effects of the cash defeasance transaction completed in September 2007 have been incorporated into the debt service budget. \$299.3 million of cash and \$4.3 million already set-aside in the debt service accounts were used to create the requisite escrow. Savings are calculated to be \$283.3 million in 2009. In order to defease TBTA's debt, \$90.8 million of excess MRT receipts were used in 2007 as an interagency loan. TBTA will need to repay this to the MRT accounts. The \$90.8 million repayment has no effect on consolidated debt service listed on the table below. However, TBTA's debt service listed in the TBTA's section of this Financial Plan has been increased by that amount.

- Debt service and the forecasted borrowing schedule do not reflect the impact of the Triborough Bridge and Tunnel Authority General Revenue Bond Anticipation Notes, Series 2009 which were issued in November 2009.

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

Debt Issuance Assumptions:

Forecasted Borrowing Schedule	2010	2011	2012	2013
New Money Bonds *(\$ in millions)	2,567	1,613	2,252	2,537
Assumed Fixed-Rates				
Transportation Revenue Bonds	6.07%	6.26%	6.40%	6.49%
Dedicated Tax Fund Bonds	5.19%	5.35%	5.47%	5.55%
Triborough Bridge & Tunnel Authority	5.19%	5.35%	5.47%	5.55%
Assumed Variable Rates	4.00%	4.00%	4.00%	4.00%
Weighted Average Interest Rates **				
Transportation Revenue Bonds	5.86%	6.04%	6.16%	6.24%
Dedicated Tax Fund Bonds	5.07%	5.22%	5.32%	5.39%
Triborough Bridge & Tunnel Authority	5.07%	5.22%	5.32%	5.39%

* Years 2010 to 2013 include assumed borrowing for existing approved Capital Programs as well as for the 2010-2014 Capital Programs as described earlier.

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

- All debt is assumed to be issued as 30-year level debt, principal amortized over the life of the bonds.
- Current fixed-rate estimates derived from prevailing Fair Market Yield Curves for A- and AA- Transportation issuers using Bloomberg Information Service. Financial Plan years 2010– 2013 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of October 7, 2009).
- Split of fixed-rate debt versus variable rate debt each year is 90% fixed and 10% variable.
- New bond issues calculated interest rate at time of issuance use weighted average of fixed and variable assumptions (actual fixed-rates in table above assumed for fixed-rate bonds).
- Cost of issuance is 2% of gross bonding amount.
- New money bonds for currently approved transit and commuter projects assume a target split of 25% under the DTF credit and 75% under the Transportation credit, subject to satisfying the additional bonds test under the DTF Resolution.

New money bonds for the 2010-2014 Capital Program assumed to be issued under the Transportation credit.

- All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
- No reserve funds.

Metropolitan Transportation Authority
February Financial Plan 2010 - 2013
Summary of Total Budgeted Debt Service
(\$ in millions)

Line Number		FORECAST				
		2008	2009	2010	2011	2012
New York City Transit:						
9						2013
10						
11	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$449,084	\$339,807	\$451,361	\$446,808	\$455,802
12	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	69,970	143,405	196,415
13	2 Broadway Certificates of Participation - NYCT Share	24,339	23,954	21,894	21,904	21,914
14	Transportation Resolution Commercial Paper	8,531	3,250	17,693	31,388	31,388
15	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	222,727	222,176	295,022	295,088	295,175
16	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	14,034	35,859	52,006
17	Sub-Total MTA Paid Debt Service	\$704,681	\$589,187	\$869,974	\$874,447	\$1,052,690
18						\$1,106,772
19	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$154,866	\$156,107	\$194,201	\$193,817	\$192,321
20	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	82,911	80,103	79,379	79,232	79,521
21	Sub-Total B&T Paid Debt Service	\$237,777	\$236,210	\$273,580	\$273,049	\$271,842
22						\$271,660
Total NYCT Debt Service		\$942,458	\$825,397	\$1,143,555	\$1,247,496	\$1,324,532
						\$1,378,432
Commuter Railroads:						
25						
26						
27	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$242,793	\$259,773	\$340,753	\$337,316	\$344,106
28	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	16,602	32,785	34,645
29	Transportation Resolution Commercial Paper	5,142	1,730	9,417	16,706	16,706
30	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	41,404	48,871	62,605	62,619	62,638
31	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	2,316	4,931	5,231
32	Sub-Total MTA Paid Debt Service	\$289,339	\$310,374	\$431,693	\$454,357	\$460,917
33						
34	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$69,318	\$70,824	\$91,282	\$91,102	\$90,399
35	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	36,428	35,194	34,876	34,811	34,938
36	Sub-Total B&T Paid Debt Service	\$105,745	\$106,018	\$126,158	\$125,913	\$125,337
37						
38	Total CRR Debt Service	\$395,084	\$416,392	\$557,851	\$580,270	\$588,662
39						\$596,182
Bridges and Tunnels:						
40						
41						
42	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$128,053	\$132,984	\$178,399	\$178,046	\$176,672
43	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	32,751	31,642	31,356	31,298	31,412
44	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	3,984	12,949	23,083
45	2 Broadway Certificates of Participation - TBTA Share	3,442	3,017	3,096	3,097	3,098
46						3,099
47	Total B&T Debt Service	\$164,246	\$167,623	\$216,835	\$225,390	\$234,264
48						\$242,145
MTA Bus:						
49						
50						
51	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$8,530	\$11,482	\$13,316	\$13,182	\$13,448
52	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	1,177	2,354	2,354
53	Transportation Resolution Commercial Paper	2,075	0.820	4,465	7,921	7,921
54						7,921
55	Total MTA Bus Debt Service	\$10,605	\$12,303	\$18,958	\$23,456	\$23,722
56						\$23,614
57	Total MTA HQ Debt Service for 2 Broadway Certificates of Participation	\$3,339	\$3,016	\$3,004	\$3,004	\$3,005
58						\$3,006

Metropolitan Transportation Authority
February Financial Plan 2010 - 2013
Summary of Total Budgeted Debt Service
 (\$ in millions)

Line Number		ACTUAL		FORECAST			
		2008	2009	2010	2011	2012	2013
59	MTA Total:						
60							
61	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$700,407	\$611,063	\$805,431	\$797,306	\$813,356	\$806,870
62	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	284,131	271,047	357,628	357,707	357,813	359,730
63	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	352,237	359,895	463,883	462,965	459,392	460,005
64	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	152,090	146,939	145,611	145,342	145,872	145,066
65	2 Broadway Certificates of Participation	31,120	29,987	27,994	27,999	28,006	28,019
66	Transportation Resolution Commercial Paper	15,748	5,800	31,575	56,014	56,014	56,014
67	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0,000	0,000	87,748	178,544	233,413	276,444
68	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0,000	0,000	16,350	40,791	57,237	70,332
69	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0,000	0,000	3,984	12,949	23,083	30,900
70							
71	Total Debt Service	\$1,515,733	\$1,424,731	\$1,940,203	\$2,079,617	\$2,174,186	\$2,233,380
72							
73	MTA Investment Income by Resolution						
74							
75	Investment Income from Transportation Debt Service Fund						
76	Investment Income from Dedicated Tax Fund Debt Service Fund	\$0,000	(\$0,163)	(\$0,148)	(\$0,146)	(\$0,157)	(\$0,162)
77	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0,000	(0,073)	(0,069)	(0,060)	(0,062)	(0,065)
78	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0,000	(0,095)	(0,079)	(0,071)	(0,072)	(0,074)
79	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0,000	(0,039)	(0,044)	(0,022)	(0,022)	(0,022)
80		0,000	(0,004)	(0,000)	(0,000)	(0,000)	(0,000)
81							
82	Total MTA Wide Investment Income	\$0,000	(\$0,375)	(\$0,341)	(\$0,299)	(\$0,314)	(\$0,323)
83							
84	MTA Wide Net Total						
85	Net Transportation Revenue Bonds Debt Service	\$700,407	\$610,900	\$893,031	\$975,704	\$1,046,612	\$1,083,151
86	Transportation Resolution Commercial Paper	15,748	5,800	31,575	56,014	56,014	56,014
87	Net Dedicated Tax Fund Bonds Debt Service	284,131	270,974	373,908	398,438	414,988	429,997
88	Net TBTA (B&T) General Revenue Bonds Debt Service	352,237	359,800	467,788	475,842	482,402	490,831
89	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	152,090	146,900	145,567	145,320	145,850	145,044
90	Net 2 Broadway Certificates of Participation Debt Service	31,120	29,982	27,993	27,999	28,006	28,019
91	Build America Bonds Interest Subsidy	0,000	(10,431)	(32,494)	(31,201)	(31,201)	(31,201)
92							
93	Total MTA Wide Net Debt Service for Approved Capital Programs	\$1,515,733	\$1,413,925	\$1,907,368	\$2,048,116	\$2,142,671	\$2,201,856
94							
95	2010-2014 Transit	\$0,000	\$0,000	\$2,942	\$15,052	\$44,112	\$98,012
96	2010-2014 Commuter	0,000	0,000	1,668	9,161	27,353	61,197
97	2010-2014 MTA Bus	0,000	0,000	0,035	0,226	0,700	1,585
98	2010-2014 TBTA	0,000	0,000	1,650	5,239	15,530	38,659
99							
95	MTA Wide Debt Service Associated with 2010-2014 Capital Programs	\$0,000	\$0,000	\$6,295	\$29,677	\$87,694	\$199,453
96							
97	Total MTA Wide Net Debt Service Including 2010-2014 Capital Programs	\$1,515,733	\$1,413,925	\$1,913,663	\$2,077,793	\$2,230,365	\$2,401,309

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MTA 2010 - 2013 Financial Plan **Debt Affordability Statement**

\$ in millions

Forecasted Debt Service and Borrowing Schedule		Notes	2008	2009	2010	2011	2012	2013
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3		1,484.6	1,383.9	1,885.7	2,049.8	2,202.4	2,373.3
Forecasted New Money Bonds Issued	4		1,767.2	2,694.7	2,566.5	1,612.8	2,251.6	2,537.1
Forecasted Debt Service by Credit								
Transportation Revenue Bonds	5		\$8,610.0	\$8,556.7	\$10,051.3	\$10,068.0	\$10,483.8	\$10,763.0
Pledged Revenues	9		716.2	616.7	920.5	1,048.0	1,166.7	1,291.8
Debt Service as a % of Pledged Revenues			8%	7%	9%	10%	11%	12%
Dedicated Tax Fund Bonds	6		\$609.6	\$634.1	\$639.0	\$642.7	\$628.4	\$624.1
Pledged Revenues	9		264.1	260.5	354.7	379.2	395.7	410.7
Debt Service as a % of Pledged Revenues			43%	41%	56%	59%	63%	66%
Triborough Bridge and Tunnel Authority General Revenue Bonds	7		\$883.8	\$928.8	\$968.4	\$953.9	\$945.3	\$925.1
Pledged Revenues	9		352.2	359.8	465.0	477.3	494.1	525.7
Debt Service as a % of Total Pledged Revenues			40%	39%	48%	50%	52%	57%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds	8		\$531.6	\$569.0	\$503.4	\$476.6	\$451.2	\$399.5
Pledged Revenues	9		152.1	146.9	145.6	145.3	145.8	145.0
Debt Service as a % of Total Pledged Revenues			29%	26%	29%	30%	32%	36%
Cumulative Debt Service (Excluding State Service Contract Bonds)								
Total Debt Service			\$1,484.6	\$1,383.9	\$1,885.7	\$2,049.8	\$2,202.4	\$2,373.3
Operating Revenues and Subsidies			10,041.4	10,333.1	11,904.8	12,051.5	12,592.3	12,964.1
Total Debt Service as a % of Operating Revenues and Subsidies			15%	13%	16%	17%	17%	18%
Fare and Toll Revenues			5,514.9	5,687.8	5,978.7	6,120.9	6,339.4	6,398.0
Total Debt Service as a % of Fare and Toll Revenue			27%	24%	32%	33%	35%	37%
Non-reimbursable expenses			12,373.3	12,867.0	13,399.3	14,014.5	14,686.5	15,398.4
Total Debt Service as a % of Non-reimbursable expenses			12%	11%	14%	15%	15%	15%

Notes on the following page are integral to this table.

Notes

- 1 Unhedged tax-exempt variable rate debt reflect actuals through September 2009 and 4.00% for the remaining life of bonds.
- 2 Synthetic fixed-rate debt assumed at swap rate.
- 3 Total debt service excludes COPS lease payments. All debt service numbers reduced by expected investment income and Build America Bonds (BAB) subsidy.
- 4 New money bonds amortized as 30-year level debt. New debt issued assumed 90% fixed-rate and 10% variable rate. Actual 2009 issuance to date is included with the forecast.
- 5 Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies, including the new State taxes and fees; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.
- 6 Dedicated Tax Fund pledged revenues as shown above consist generally of the following: petroleum business tax, motor fuel tax and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; in addition, while not reflected in the DTF pledged revenue figures above, the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Transportation Operating Assistance Account for the benefit of the MTA are also pledged. After the payment of debt service on the MTA Dedicated Tax Fund Bonds, these subsidies are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRTQA.
- 7 Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.
- 8 Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.
- 9 Debt service schedules for each credit are attached as addendum hereto.

Special Notes

- (1) Debt service associated with the 2010-2014 Capital Programs is included in the table above; all debt service other than debt service on Triborough Bridge and Tunnel Authority bonds is included in Transportation Revenue Bonds debt service.
- (2) Includes effect of cash defeasance implemented in September 2007.
- (3) Revenue and expense numbers do not include the impact of those items listed as part of the below-the-line adjustments on the financial schedules.

Metropolitan Transportation Authority (Including Triborough Bridge and Tunnel Authority)

Total Budgeted Annual Debt Service

All Issuance to October 30, 2009 (\$ in millions)

Fiscal Year	Transportation Revenue Resolution			Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service		
	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined
2009	616.9	-	616.9	260.6	-	260.6	359.9	0.0	359.9	146.9	-	146.9	1,384.3	0.0	1,384.3
2010	828.2	92.4	920.6	338.4	16.3	354.7	459.4	5.6	465.1	145.6	-	145.6	1,771.6	114.4	1,886.0
2011	845.2	203.0	1,048.2	338.5	40.8	379.2	459.1	18.2	477.3	145.3	-	145.3	1,788.1	262.0	2,050.1
2012	861.3	305.6	1,166.8	338.6	57.2	395.8	455.6	38.6	494.2	145.9	-	145.9	1,801.2	401.4	2,202.7
2013	854.8	437.2	1,292.0	340.5	70.3	410.8	456.2	69.6	525.7	145.1	-	145.1	1,796.5	577.1	2,373.6
2014	861.8	561.7	1,423.5	338.6	75.1	413.7	455.2	106.6	561.8	145.9	-	145.9	1,801.5	743.4	2,544.8
2015	862.5	640.3	1,502.8	338.8	75.1	413.9	455.1	144.8	599.9	145.2	-	145.2	1,801.7	860.1	2,661.8
2016	862.0	671.3	1,533.3	339.0	75.1	414.0	455.0	176.8	631.8	146.0	-	146.0	1,802.0	923.2	2,725.2
2017	861.8	666.7	1,528.5	339.1	75.1	414.2	455.0	197.5	652.6	148.3	-	148.3	1,804.2	939.3	2,743.5
2018	861.9	638.8	1,500.6	339.5	75.1	414.5	450.5	208.4	658.9	146.1	-	146.1	1,797.9	922.2	2,720.1
2019	860.3	602.3	1,462.5	333.7	75.1	408.7	446.6	212.7	659.3	145.8	-	145.8	1,786.4	890.0	2,676.4
2020	859.1	565.2	1,424.3	335.6	75.1	410.7	446.9	213.7	660.7	145.2	-	145.2	1,786.8	854.0	2,640.8
2021	859.3	546.5	1,405.8	334.2	75.1	409.2	444.2	214.0	658.2	145.9	-	145.9	1,783.5	835.6	2,619.1
2022	855.8	546.5	1,402.2	330.8	75.1	405.9	448.0	214.0	662.0	145.4	-	145.4	1,780.0	835.6	2,615.5
2023	851.9	546.5	1,398.4	333.5	75.1	408.6	441.5	214.0	655.5	146.1	-	146.1	1,773.1	835.6	2,608.6
2024	867.6	546.5	1,414.1	332.7	75.1	407.8	446.9	214.0	660.9	146.0	-	146.0	1,793.2	835.6	2,628.8
2025	868.4	546.5	1,414.9	332.3	75.1	407.3	446.8	214.0	660.8	146.0	-	146.0	1,793.5	835.6	2,629.1
2026	877.5	546.5	1,424.0	329.6	75.1	404.7	446.0	214.0	660.1	146.2	-	146.2	1,799.3	835.6	2,634.9
2027	888.0	546.5	1,434.5	322.9	75.1	398.0	449.1	214.0	663.2	146.2	-	146.2	1,806.3	835.6	2,641.8
2028	883.2	546.5	1,429.6	331.2	75.1	406.2	447.0	214.0	661.1	146.5	-	146.5	1,807.9	835.6	2,643.5
2029	848.2	546.5	1,394.7	330.2	75.1	405.2	445.8	214.0	659.8	146.4	-	146.4	1,770.6	835.6	2,606.2
2030	848.5	546.5	1,394.9	328.6	75.1	403.7	447.7	214.0	661.7	146.7	-	146.7	1,771.5	835.6	2,607.1
2031	846.0	546.5	1,392.5	324.8	75.1	399.8	464.3	214.0	678.3	140.8	-	140.8	1,775.8	835.6	2,611.3
2032	749.2	546.5	1,295.7	324.5	75.1	399.6	387.0	214.0	601.0	86.4	-	86.4	1,547.1	835.6	2,382.6
2033	445.2	546.5	991.7	303.1	75.1	378.2	172.1	214.0	386.2	-	-	-	920.5	835.6	1,756.0
2034	445.3	546.5	991.8	150.9	75.1	226.0	176.6	214.0	390.6	-	-	-	772.9	835.6	1,608.4
2035	417.9	546.5	964.3	99.0	75.1	174.1	206.4	214.0	420.4	-	-	-	723.2	835.6	1,558.8
2036	233.9	546.5	780.4	113.2	75.1	188.3	199.9	214.0	414.0	-	-	-	547.1	835.6	1,382.7
2037	203.0	546.5	749.5	300.7	75.1	375.8	200.6	214.0	414.6	-	-	-	704.3	835.6	1,539.9
2038	148.0	546.5	694.5	288.8	75.1	363.8	181.0	214.0	395.1	-	-	-	617.8	835.6	1,453.4
2039	88.1	534.3	622.3	236.7	75.1	311.8	40.3	214.0	254.3	-	-	-	365.1	823.4	1,188.5
2040	56.0	455.7	511.8	-	58.7	58.7	-	208.4	208.4	-	-	-	56.0	722.9	778.9

Notes:

Does not include debt service for State Service Contract Bonds and Convention Center Bonds, which is paid by NY State. Also excludes COPS lease payments.
Includes interest budgeted for Transportation Revenue Commercial Paper and debt service on bonds that will defease the CP in 2010.
Forecasted Investment Income is not included above.
Net of Build America Bonds subsidy.
Debt service associated with the 2010-2014 Capital programs is included in the table above.
Includes effect of cash defeasance implemented in September 2007.

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METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010 - 2013
Baseline Total Positions by Category and Agency
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

CATEGORY/AGENCY	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Baseline Total Positions	69,946	68,101	67,900	67,742	68,030
NYC Transit	48,588	46,703	46,399	46,172	46,249
Long Island Rail Road	6,901	6,784	6,712	6,722	6,859
Metro-North Railroad	5,985	6,161	6,186	6,254	6,336
Bridges & Tunnels	1,816	1,805	1,804	1,779	1,779
Headquarters	1,565	1,568	1,782	1,796	1,780
Long Island Bus	1,150	1,129	1,114	1,114	1,114
Staten Island Railway	275	274	270	270	270
Capital Construction Company	150	150	147	147	147
Bus Company	3,516	3,527	3,486	3,488	3,496
Total Non-Reimbursable	62,839	61,313	61,049	60,979	61,357
NYC Transit	43,051	41,370	41,368	41,225	41,392
Long Island Rail Road	6,226	6,252	5,814	5,829	5,966
Metro-North Railroad	5,384	5,549	5,574	5,642	5,724
Bridges & Tunnels	1,771	1,752	1,751	1,726	1,726
Headquarters	1,517	1,517	1,729	1,742	1,726
Long Island Bus	1,135	1,114	1,099	1,099	1,099
Staten Island Railway	272	271	267	267	267
Capital Construction Company	-	-	-	-	-
Bus Company	3,483	3,488	3,447	3,449	3,457
Total Reimbursable	7,107	6,788	6,851	6,763	6,673
NYC Transit	5,537	5,333	5,031	4,947	4,857
Long Island Rail Road	675	532	898	893	893
Metro-North Railroad	601	612	612	612	612
Bridges & Tunnels	45	53	53	53	53
Headquarters	48	51	53	54	54
Long Island Bus	15	15	15	15	15
Staten Island Railway	3	3	3	3	3
Capital Construction Company	150	150	147	147	147
Bus Company	33	39	39	39	39
Total Full-Time	69,642	67,823	67,622	67,464	67,752
NYC Transit	48,392	46,531	46,227	46,000	46,077
Long Island Rail Road	6,901	6,784	6,712	6,722	6,859
Metro-North Railroad	5,982	6,160	6,185	6,253	6,335
Bridges & Tunnels	1,816	1,805	1,804	1,779	1,779
Headquarters	1,565	1,568	1,782	1,796	1,780
Long Island Bus	1,045	1,024	1,009	1,009	1,009
Staten Island Railway	275	274	270	270	270
Capital Construction Company	150	150	147	147	147
Bus Company	3,516	3,527	3,486	3,488	3,496
Total Full-Time-Equivalents	304	278	278	278	278
NYC Transit	196	172	172	172	172
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	3	1	1	1	1
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	105	105	105	105	105
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

NOTE: This assumes the Program to Eliminate the Gap (PEGs), Technical Adjustments and AABs are Non-Reimbursable and Full-Time.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010 - 2013
Baseline Total Positions by Function and Agency
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/AGENCY	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Administration	5,067	5,162	5,138	4,903	4,890
NYC Transit	2,375	2,435	2,372	2,143	2,140
Long Island Rail Road	744	749	695	695	701
Metro-North Railroad	724	700	644	645	645
Bridges & Tunnels	139	139	131	110	110
Headquarters	779	782	996	1,010	994
Long Island Bus	80	97	82	82	82
Staten Island Railway	26	26	24	24	24
Capital Construction Company	35	35	35	35	35
Bus Company	165	199	159	159	159
Operations	30,737	30,248	30,176	30,118	30,262
NYC Transit	22,826	22,396	22,298	22,205	22,117
Long Island Rail Road	2,030	1,984	1,991	1,997	2,155
Metro-North Railroad	1,834	1,892	1,912	1,941	2,015
Bridges & Tunnels	793	793	793	793	793
Headquarters	0	0	0	0	0
Long Island Bus	794	793	793	793	793
Staten Island Railway	97	97	96	96	96
Capital Construction Company	0	0	0	0	0
Bus Company	2,363	2,293	2,293	2,293	2,293
Maintenance	30,517	30,394	30,178	30,215	30,279
NYC Transit	21,440	21,172	20,913	20,910	20,985
Long Island Rail Road	3,994	3,941	3,917	3,921	3,894
Metro-North Railroad	3,323	3,471	3,532	3,570	3,578
Bridges & Tunnels	394	394	401	397	397
Headquarters	0	0	0	0	0
Long Island Bus	259	254	254	254	254
Staten Island Railway	152	151	150	150	150
Capital Construction Company	0	0	0	0	0
Bus Company	955	1,011	1,011	1,013	1,021
Engineering/Capital	2,011	2,037	2,032	2,032	2,032
NYC Transit	1,438	1,438	1,438	1,438	1,438
Long Island Rail Road	133	151	150	150	150
Metro-North Railroad	104	107	107	107	107
Bridges & Tunnels	186	186	186	186	186
Headquarters	0	0	0	0	0
Long Island Bus	15	3	3	3	3
Staten Island Railway	0	0	0	0	0
Capital Construction Company	115	115	112	112	112
Bus Company	20	37	36	36	36
Public Safety	1,614	1,601	1,596	1,596	1,596
NYC Transit	509	494	489	489	489
Long Island Rail Road	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0
Bridges & Tunnels	304	307	307	307	307
Headquarters	786	786	786	786	786
Long Island Bus	2	2	2	2	2
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	13	12	12	12	12
Additional Actions for Budget Balance (AABB)	0	(1,341)	(1,220)	(1,122)	(1,029)
NYC Transit	0	(1,232)	(1,111)	(1,013)	(920)
Long Island Rail Road	0	(41)	(41)	(41)	(41)
Metro-North Railroad	0	(9)	(9)	(9)	(9)
Bridges & Tunnels	0	(14)	(14)	(14)	(14)
Headquarters	0	0	0	0	0
Long Island Bus ¹	0	(20)	(20)	(20)	(20)
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	(25)	(25)	(25)	(25)

¹Reflects the impact of unspecified 2010 service reduction PEGs that are now being captured as AABBs.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010-2013
Total Positions by Function and Occupation

FUNCTION/OCCUPATION		2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
Administration						
	Managers/Supervisors	1,863	1,885	1,885	1,840	1,836
	Professional, Technical, Clerical	3,136	3,149	3,104	2,916	2,906
	Operational Hourlies	68	128	149	147	148
	Total Administration	5,067	5,162	5,138	4,903	4,890
Operations						
	Managers/Supervisors	3,157	3,101	3,091	3,090	3,089
	Professional, Technical, Clerical	944	971	971	971	982
	Operational Hourlies	26,636	26,176	26,114	26,057	26,191
	Total Operations	30,737	30,248	30,176	30,118	30,262
Maintenance						
	Managers/Supervisors	4,941	4,912	4,922	4,909	4,897
	Professional, Technical, Clerical	2,596	2,662	2,616	2,596	2,597
	Operational Hourlies	22,980	22,820	22,640	22,710	22,785
	Total Maintenance	30,517	30,394	30,178	30,215	30,279
Engineering/Capital						
	Managers/Supervisors	522	533	533	533	533
	Professional, Technical, Clerical	1,487	1,490	1,487	1,487	1,487
	Operational Hourlies	2	13	12	12	12
	Total Engineering/Capital	2,011	2,037	2,032	2,032	2,032
Public Safety						
	Managers/Supervisors	149	151	151	151	151
	Professional, Technical, Clerical	151	155	155	155	155
	Operational Hourlies	1,314	1,295	1,290	1,290	1,290
	Total Public Safety	1,614	1,601	1,596	1,596	1,596
Impact of Gap Closing Actions						
<i>Addtl. Actions for Budget Balance</i>						
	Managers/Supervisors	-	(28)	(28)	(22)	(16)
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	(1,313)	(1,192)	(1,100)	(1,013)
	Total Impact of Gap Closing Actions	-	(1,341)	(1,220)	(1,122)	(1,029)
Baseline Total Positions						
	Managers/Supervisors	10,631	10,554	10,554	10,501	10,490
	Professional, Technical, Clerical	8,314	8,427	8,333	8,125	8,127
	Operational Hourlies	51,000	49,119	49,013	49,117	49,414
	Baseline Total Positions	69,946	68,101	67,900	67,742	68,030

Note: Totals may not agree due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010 - 2013
Year-to-Year Changes for Positions by Function and Agency
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

CATEGORY/AGENCY	favorable/(unfavorable)			
	2010-2009	2011-2010	2012-2011	2013-2012
Baseline Total Positions	1,845	201	158	(288)
NYC Transit	1,885	304	227	(77)
Long Island Rail Road	117	72	(10)	(137)
Metro-North Railroad	(176)	(25)	(68)	(82)
Bridges & Tunnels	11	1	25	0
Headquarters	(3)	(214)	(14)	16
Long Island Bus	21	15	0	0
Staten Island Railway	1	4	0	0
Capital Construction Company	0	3	0	0
Bus Company	(11)	41	(2)	(8)
Non-Reimbursable	1,526	264	70	(378)
NYC Transit	1,681	2	143	(167)
Long Island Rail Road	(26)	438	(15)	(137)
Metro-North Railroad	(165)	(25)	(68)	(82)
Bridges & Tunnels	19	1	25	0
Headquarters	0	(212)	(13)	16
Long Island Bus	21	15	0	0
Staten Island Railway	1	4	0	0
Capital Construction Company	0	0	0	0
Bus Company	(5)	41	(2)	(8)
Reimbursable	319	(63)	88	90
NYC Transit	204	302	84	90
Long Island Rail Road	143	(366)	5	0
Metro-North Railroad	(11)	0	0	0
Bridges & Tunnels	(8)	0	0	0
Headquarters	(3)	(2)	(1)	0
Long Island Bus	0	0	0	0
Staten Island Railway	0	0	0	0
Capital Construction Company	0	3	0	0
Bus Company	(6)	0	0	0
Total Full-Time	1,819	201	158	(288)
NYC Transit	1,861	304	227	(77)
Long Island Rail Road	117	72	(10)	(137)
Metro-North Railroad	(178)	(25)	(68)	(82)
Bridges & Tunnels	11	1	25	0
Headquarters	(3)	(214)	(14)	16
Long Island Bus	21	15	0	0
Staten Island Railway	1	4	0	0
Capital Construction Company	0	3	0	0
Bus Company	(11)	41	(2)	(8)
Total Full-Time-Equivalents	26	0	0	0
NYC Transit	24	0	0	0
Long Island Rail Road	0	0	0	0
Metro-North Railroad	2	0	0	0
Bridges & Tunnels	0	0	0	0
Headquarters	0	0	0	0
Long Island Bus	0	0	0	0
Staten Island Railway	0	0	0	0
Capital Construction Company	0	0	0	0
Bus Company	0	0	0	0

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010 - 2013
Year-to-Year Changes for Positions by Function and Agency
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/AGENCY	favorable/(unfavorable)			
	2010-2009	2011-2010	2012-2011	2013-2012
Administration	(95)	24	235	13
NYC Transit	(60)	63	229	3
Long Island Rail Road	(5)	54	0	(6)
Metro-North Railroad	24	56	(1)	0
Bridges & Tunnels	0	8	21	0
Headquarters	(3)	(214)	(14)	16
Long Island Bus	(17)	15	0	0
Staten Island Railway	0	2	0	0
Capital Construction Company	0	0	0	0
Bus Company	(34)	40	0	0
Operations	489	72	58	(144)
NYC Transit	430	98	93	88
Long Island Rail Road	46	(7)	(6)	(158)
Metro-North Railroad	(58)	(20)	(29)	(74)
Bridges & Tunnels	0	0	0	0
Headquarters	0	0	0	0
Long Island Bus	1	0	0	0
Staten Island Railway	0	1	0	0
Capital Construction Company	0	0	0	0
Bus Company	70	0	0	0
Maintenance	123	217	(38)	(64)
NYC Transit	268	259	3	(75)
Long Island Rail Road	53	25	(5)	27
Metro-North Railroad	(148)	(61)	(38)	(8)
Bridges & Tunnels	0	(7)	4	0
Headquarters	0	0	0	0
Long Island Bus	5	0	0	0
Staten Island Railway	1	1	0	0
Capital Construction Company	0	0	0	0
Bus Company	(56)	0	(2)	-8
Engineering/Capital	(26)	5	0	0
NYC Transit	0	0	0	0
Long Island Rail Road	(18)	1	0	0
Metro-North Railroad	(3)	0	0	0
Bridges & Tunnels	0	0	0	0
Headquarters	0	0	0	0
Long Island Bus	12	0	0	0
Staten Island Railway	0	0	0	0
Capital Construction Company	0	3	0	0
Bus Company	(17)	1	0	0
Public Safety	13	5	0	0
NYC Transit	15	5	0	0
Long Island Rail Road	0	0	0	0
Metro-North Railroad	0	0	0	0
Bridges & Tunnels	(3)	0	0	0
Headquarters	0	0	0	0
Long Island Bus	0	0	0	0
Staten Island Railway	0	0	0	0
Capital Construction Company	0	0	0	0
Bus Company	1	0	0	0
Additional Actions for Budget Balance	1,341	(121)	(98)	(93)
NYC Transit	1,232	(121)	(98)	(93)
Long Island Rail Road	41	0	0	0
Metro-North Railroad	9	0	0	0
Bridges & Tunnels	14	0	0	0
Headquarters	0	0	0	0
Long Island Bus	20	0	0	0
Staten Island Railway	0	0	0	0
Capital Construction Company	0	0	0	0
Bus Company	25	0	0	0

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010-2013
Year-to-Year Changes for Positions by Function and Occupation

<u>FUNCTION/OCCUPATION</u>	<u>favorable/(unfavorable)</u>			
	<u>2010-2009</u>	<u>2011-2010</u>	<u>2012-2011</u>	<u>2013-2012</u>
Administration				
Managers/Supervisors	(23)	-	45	4
Professional, Technical, Clerical	(13)	45	188	10
Operational Hourlies	(60)	(21)	2	(1)
Total Administration	(95)	24	235	13
Operations				
Managers/Supervisors	56	10	1	1
Professional, Technical, Clerical	(27)	-	-	(11)
Operational Hourlies	460	62	57	(134)
Total Operations	489	72	58	(144)
Maintenance				
Managers/Supervisors	29	(10)	13	12
Professional, Technical, Clerical	(66)	46	20	(1)
Operational Hourlies	161	180	(71)	(75)
Total Maintenance	123	217	(38)	(64)
Engineering/Capital				
Managers/Supervisors	(12)	0	-	-
Professional, Technical, Clerical	(3)	3	-	-
Operational Hourlies	(11)	1	-	-
Total Engineering/Capital	(26)	5	-	-
Public Safety				
Managers/Supervisors	(2)	-	-	-
Professional, Technical, Clerical	(4)	-	-	-
Operational Hourlies	19	5	-	-
Total Public Safety	13	5	-	-
Impact of Gap Closing Actions				
<i>Addtl. Actions for Budget Balance</i>				
Managers/Supervisors	28	-	(6)	(6)
Professional, Technical, Clerical	-	-	-	-
Operational Hourlies	1,313	(121)	(92)	(87)
Total Impact of Gap Closing Actions	1,341	(121)	(98)	(93)
Baseline Total Positions				
Managers/Supervisors	76	0	53	11
Professional, Technical, Clerical	(113)	94	208	(2)
Operational Hourlies	1,881	106	(104)	(297)
Baseline Total Positions	1,845	201	158	(288)

Note: Totals may not agree due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010 - 2013
Baseline Change Between 2009 November Financial Plan vs. 2010 February Financial Plan
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

CATEGORY/AGENCY	favorable/(unfavorable)				
	2009	2010	2011	2012	2013
<i>Baseline Total Positions</i>	95	1,661	1,542	1,438	1,415
NYC Transit	78	1,489	1,381	1,277	1,254
Long Island Rail Road	-	45	45	45	45
Metro-North Railroad	12	62	50	50	50
Bridges & Tunnels	3	17	17	17	17
Headquarters	-	-	-	-	-
Long Island Bus	-	20	20	20	20
Staten Island Railway	2	3	4	4	4
Capital Construction Company	-	-	-	-	-
Bus Company	-	25	25	25	25
<i>Non-Reimbursable</i>	95	1,695	1,555	1,448	1,397
NYC Transit	78	1,523	1,394	1,287	1,236
Long Island Rail Road	-	45	45	45	45
Metro-North Railroad	12	62	50	50	50
Bridges & Tunnels	3	17	17	17	17
Headquarters	-	-	-	-	-
Long Island Bus	-	20	20	20	20
Staten Island Railway	2	3	4	4	4
Capital Construction Company	-	-	-	-	-
Bus Company	-	25	25	25	25
<i>Reimbursable</i>	-	(34)	(13)	(10)	18
NYC Transit	-	(34)	(13)	(10)	18
Long Island Rail Road	-	-	0	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<i>Total Full-Time</i>	118	1,682	1,563	1,459	1,436
NYC Transit	101	1,512	1,404	1,300	1,277
Long Island Rail Road	-	45	45	45	45
Metro-North Railroad	12	60	48	48	48
Bridges & Tunnels	3	17	17	17	17
Headquarters	-	-	-	-	-
Long Island Bus	-	20	20	20	20
Staten Island Railway	2	3	4	4	4
Capital Construction Company	-	-	-	-	-
Bus Company	-	25	25	25	25
<i>Total Full-Time-Equivalents</i>	(23)	(21)	(21)	(21)	(21)
NYC Transit	(23)	(23)	(23)	(23)	(23)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	2	2	2	2
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010 - 2013
Baseline Change Between 2009 November Financial Plan vs. 2010 February Financial Plan
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	favorable/(unfavorable)				
FUNCTION/AGENCY	2009	2010	2011	2012	2013
Administration	3	(23)	(44)	(44)	(44)
NYC Transit	-	7	(13)	(13)	(13)
Long Island Rail Road	-	(2)	(2)	(2)	(2)
Metro-North Railroad	3	23	23	23	23
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	(17)	(17)	(17)	(17)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(34)	(35)	(35)	(35)
Operations	14	180	109	103	50
NYC Transit	8	110	39	33	(20)
Long Island Rail Road	-	-	(0)	-	-
Metro-North Railroad	4	13	13	13	13
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	5	5	5	5
Staten Island Railway	2	2	2	2	2
Capital Construction Company	-	-	-	-	-
Bus Company	-	50	50	50	50
Maintenance	78	144	232	232	355
NYC Transit	70	123	222	222	345
Long Island Rail Road	-	6	6	6	6
Metro-North Railroad	5	17	5	5	5
Bridges & Tunnels	3	3	3	3	3
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	1	2	2	2
Capital Construction Company	-	-	-	-	-
Bus Company	-	(6)	(6)	(6)	(6)
Engineering/Capital	-	1	2	2	2
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	12	12	12	12
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(11)	(10)	(10)	(10)
Public Safety	-	18	23	23	23
NYC Transit	-	17	22	22	22
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	1	1	1	1
Additional Actions for Budget Balance (AABB)	-	1,341	1,220	1,122	1,029
NYC Transit	-	1,232	1,111	1,013	920
Long Island Rail Road	-	41	41	41	41
Metro-North Railroad	-	9	9	9	9
Bridges & Tunnels	-	14	14	14	14
Headquarters	-	-	-	-	-
Long Island Bus	-	20	20	20	20
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	25	25	25	25
Baseline Total Positions	95	1,661	1,542	1,438	1,415

Metropolitan Transportation Authority
February Financial Plan 2010-2013
Baseline Change Between 2009 November Financial Plan vs. 2010 February Financial Plan

FUNCTION/OCCUPATION	favorable/(unfavorable)				
	2009	2010	2011	2012	2013
Administration					
Managers/Supervisors	1	(13)	(21)	(19)	(19)
Professional, Technical, Clerical	3	22	30	28	29
Operational Hourlies	-	(32)	(53)	(53)	(54)
Total Administration	3	(23)	(44)	(44)	(44)
Operations					
Managers/Supervisors	1	60	36	35	29
Professional, Technical, Clerical	1	10	10	10	10
Operational Hourlies	12	110	63	58	11
Total Operations	14	180	109	103	50
Maintenance					
Managers/Supervisors	11	(50)	(25)	(24)	(4)
Professional, Technical, Clerical	6	9	8	10	15
Operational Hourlies	61	185	249	246	344
Total Maintenance	78	144	232	232	355
Engineering/Capital					
Managers/Supervisors	(1)	6	5	5	5
Professional, Technical, Clerical	1	7	7	7	7
Operational Hourlies	-	(11)	(10)	(10)	(10)
Total Engineering/Capital	0	1	2	2	2
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	(4)	(4)	(4)	(4)
Operational Hourlies	-	22	27	27	27
Total Public Safety	-	18	23	23	23
Additional Actions for Budget Balance (AABB)					
Managers/Supervisors	-	28	28	22	16
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	1,313	1,192	1,100	1,013
Total AABB	-	1,341	1,220	1,122	1,029
Baseline Total Positions					
Managers/Supervisors	12	31	23	19	27
Professional, Technical, Clerical	11	44	51	51	57
Operational Hourlies	73	1,587	1,468	1,367	1,330
Baseline Total Positions	95	1,661	1,542	1,438	1,415

Note: Totals may not agree due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010 - 2013
Consolidated Positions Including Impact of Gap Closing Program, Technical Adjustments and AABBs

CATEGORY/AGENCY	2009 Final Estimate	2010 Adopted Budget	2011	2012	2013
<i>November Plan Baseline Total Positions</i>	70,041	69,762	69,442	69,180	69,445
NYC Transit	48,666	48,192	47,780	47,449	47,503
Long Island Rail Road	6,901	6,829	6,757	6,767	6,904
Metro-North Railroad	5,997	6,223	6,236	6,304	6,386
Bridges & Tunnels	1,819	1,822	1,821	1,796	1,796
Headquarters	1,565	1,568	1,782	1,796	1,780
Long Island Bus	1,150	1,149	1,134	1,134	1,134
Staten Island Railway	277	277	274	274	274
Capital Construction Company	150	150	147	147	147
Bus Company	3,516	3,552	3,511	3,513	3,521
<i>Technical Adjustments</i>	0	(32)	(11)	(8)	19
NYC Transit	0	(34)	(13)	(10)	17
Long Island Rail Road	0	0	0	0	0
Metro-North Railroad	0	(3)	(3)	(3)	(3)
Bridges & Tunnels	0	0	0	0	0
Headquarters	0	0	0	0	0
Long Island Bus	0	5	5	5	5
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<i>Gap Closing Program</i>					
<i>2010 Agency Program to Eliminate the Gap</i>	95	357	338	329	372
NYC Transit ¹	78	291	283	274	317
Long Island Rail Road	0	4	4	4	4
Metro-North Railroad	12	56	44	44	44
Bridges & Tunnels	3	3	3	3	3
Headquarters	0	0	0	0	0
Long Island Bus	0	0	0	0	0
Staten Island Railway	2	3	4	4	4
Capital Construction Company	0	0	0	0	0
Bus Company	0	0	0	0	0
<i>Additional Actions for Budget Balance (AABB)</i>	0	1,336	1,215	1,117	1,024
NYC Transit	0	1,232	1,111	1,013	920
Long Island Rail Road	0	41	41	41	41
Metro-North Railroad	0	9	9	9	9
Bridges & Tunnels	0	14	14	14	14
Headquarters	0	0	0	0	0
Long Island Bus	0	15	15	15	15
Staten Island Railway	0	0	0	0	0
Capital Construction Company	0	0	0	0	0
Bus Company	0	25	25	25	25
<i>February Plan Baseline Total Positions</i>	69,946	68,101	67,900	67,742	68,030
NYC Transit	48,588	46,703	46,399	46,172	46,249
Long Island Rail Road	6,901	6,784	6,712	6,722	6,859
Metro-North Railroad	5,985	6,161	6,186	6,254	6,336
Bridges & Tunnels	1,816	1,805	1,804	1,779	1,779
Headquarters	1,565	1,568	1,782	1,796	1,780
Long Island Bus	1,150	1,129	1,114	1,114	1,114
Staten Island Railway	275	274	270	270	270
Capital Construction Company	150	150	147	147	147
Bus Company	3,516	3,527	3,486	3,488	3,496

¹NYCT PEGs include Full-Time positions only.

METROPOLITAN TRANSPORTATION AUTHORITY
February 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	0,000	0	0,000	0	0,000	0	0,000
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	\$70,870	356	\$69,642	347	\$70,220	390	\$73,176
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	3,978	9	4,691	9	4,655	9	4,626
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	\$70,870	356	\$69,642	347	\$70,220	390	\$73,176

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

METROPOLITAN TRANSPORTATION AUTHORITY
February 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
LIST of AGENCY PROGRAMS										
Administration:										
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	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	0	\$0.000	9	\$3,978	9	\$4,691	9	\$4,655	9	\$4,626

METROPOLITAN TRANSPORTATION AUTHORITY
February 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
LIST of AGENCY PROGRAMS										
Maintenance:										
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
February 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
LIST of AGENCY PROGRAMS										
Service Support:										
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
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
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
Total Agency PEGs	118	\$22,776	375	\$70,870	356	\$69,642	347	\$70,220	390	\$73,176

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

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2010-2013
Additional Actions for Budget Balance - December 2009 Board Approved IMPLEMENT
(\$ in millions)

	2010		2011		2012		2013	
	Pos	Dollars	Pos	Dollars	Pos	Dollars	Pos	Dollars
New York City Transit/Staten Island Railway								
Administration								
Managerial 5% Reduction - Bus Service Streamlining	12	\$0.9	12	\$1.7	12	\$1.7	12	\$1.7
Customer Convenience/Amenities								
Reduce Station Staffing	450	13.2	330	20.7	232	13.8	139	7.6
Service-Subway								
Shorten G to Court Square All Times	8	0.1	8	1.4	8	1.4	8	1.4
Increase B Subdiv Headway on Weekends to 10 Minutes	20	1.3	20	2.5	20	2.5	20	2.5
Revise Midday & Evening Guidelines to 125% Seated Load	11	0.4	11	4.2	11	4.2	11	4.2
Increase Headways During 2-5am to 30 Minutes	0	0.3	0	3.6	0	3.6	0	3.6
Eliminate W and Extend Q to Astoria	9	0.3	9	3.0	9	3.0	9	3.0
Operate M to Broad St Rush Hrs; Eliminate Z, Add J Local Service	26	0.2	26	2.4	26	2.4	26	2.4
Service-Buses								
Express Bus Service Adjustments to Reflect Demand	2	0.1	2	0.3	2	0.3	2	0.3
Eliminate Low Performing Weekend Express Bus Svc	8	0.5	8	0.9	8	0.9	8	0.9
Discontinue Overnight Service on Low Performing Routes	19	1.0	19	2.0	19	2.0	19	2.0
Discontinue Bus to Baretto Park Pool & SIR Baseball Special	0	0.1	0	0.1	0	0.1	0	0.1
Reduce Service Span on Low Performing Routes	16	0.8	16	1.6	15	1.6	16	1.6
Restructure Local Bus Routes to Eliminate Underutilized Segments	51	2.2	51	4.4	51	4.4	51	4.4
Discontinue Weekend Service on Low Performing Routes	131	6.4	131	12.8	131	12.8	131	12.8
Eliminate or Restructure Local Bus Routes that Duplicate Subway	56	2.9	56	5.8	56	5.8	56	5.8
Discontinue Low Performing Local Routes with Available Alternatives	315	16.3	315	32.6	315	32.6	315	32.6
Bus Maint & Cleaning Positions	98	0.0	98	0.0	98	0.0	98	0.0
Total New York City Transit Implement	1,232	\$46.7	1,111	\$100.0	1,013	\$93.1	920	\$86.9
Long Island Rail Road								
Service								
Port Washington Branch: Shift from Half-Hourly to Hourly Weekend Service	0	\$0.2	0	\$0.7	0	\$0.7	0	\$0.7
Port Washington Branch: Shift from Half-Hourly to Hourly Weekday Service	0	0.1	0	0.5	0	0.5	0	0.6
Discontinue Belmont Park Service (Wed-Sun) except for Belmont Stakes	0	0.2	0	0.2	0	0.2	0	0.2
West Hempstead Branch: Discontinue Weekend Service	3	0.1	3	0.5	3	0.5	3	0.5
Further Reductions to Train Service.	25	2.7	25	6.0	25	6.1	25	6.2
Operational Support								
Reduce Fleet Maintenance	4	2.5	4	2.1	4	2.1	4	2.2
Reduce Crew Staffing Extra List	9	0.5	9	1.1	9	1.1	9	1.1
Total Long Island Rail Road Implement	41	\$6.3	41	\$11.0	41	\$11.2	41	\$11.4
Metro North Railroad								
Service								
Reduce Car Consists and Increase Train Occupancy for East of Hudson Lines	0	\$1.4	0	\$2.8	0	\$2.8	0	\$2.8
Reduce Service for East of Hudson, Net of Revenues	9	1.0	9	2.1	9	2.1	9	2.1
Reduce Service for West of Hudson, Net of Revenues	0	0.3	0	0.5	0	0.5	0	0.5
Additional Non-Service Reductions to be Identified	0	0.5	0	0.9	0	0.9	0	0.9
Total Metro North Railroad Implement	9	\$3.2	9	\$6.3	9	\$6.3	9	\$6.3
Bridges & Tunnels								
Other								
Truck Weight Enforcement	0	\$0.5	0	\$1.0	0	\$1.0	0	\$1.0
B&T Facility Security Assignments	14	0.8	14	1.5	14	1.5	14	1.5
Manual Toll Lane Scheduling	0	0.4	0	0.8	0	0.8	0	0.8
Total Bridges & Tunnels Implement	14	\$1.7	14	\$3.3	14	\$3.3	14	\$3.3
MTA Headquarters								
Other								
Rockaway Resident - Cross Bay Toll Rebate Program	0	\$2.1	0	\$4.1	0	\$4.1	0	\$4.1
Total MTA Headquarters Implement	0	\$2.1	0	\$4.1	0	\$4.1	0	\$4.1
MTA Bus								
Service								
Discontinue Underused Routes	25	\$0.8	25	\$1.5	25	\$1.5	25	\$1.6
Loading Guidelines	0	0.6	0	1.2	0	1.2	0	1.2
Total MTA Bus Implement	25	\$1.4	25	\$2.7	25	\$2.8	25	\$2.8
Long Island Bus								
Service								
Discontinue Underused Routes	19	\$0.8	19	\$1.7	19	\$1.7	19	\$1.8
Route Streamlining (N1/N23)	0	0.02	0	0.04	0	0.04	0	0.04
Discontinue Midday Service (N14/N62)	2	0.1	2	0.2	2	0.2	2	0.2
Paratransit Service (Eliminate Non ADA Service)	0	0.9	0	1.2	0	1.2	0	1.3
Other								
Paratransit Service (Other Support/Service Efficiencies)	0	0.3	0	0.4	0	0.4	0	0.4
Early Implementation of 2011 PEG Reductions	0	0.8	0	0.0	0	0.0	0	0.0
2009 CNG Tax Credit for Extension (1 Quarter)	0	0.6	0	0.0	0	0.0	0	0.0
Total Long Island Bus Implement	20	\$3.4	20	\$3.5	20	\$3.6	20	\$3.6
Total MTA-Wide Implement	1,341	\$64.7	1,220	\$130.9	1,122	\$124.4	1,029	\$118.5

*Note: Differences are due to rounding

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METROPOLITAN TRANSPORTATION AUTHORITY
February 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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