

MTA 2013

Final Proposed Budget

November Financial Plan 2013 – 2016



Volume 2
November 2012



Metropolitan Transportation Authority

OVERVIEW

MTA 2013 FINAL PROPOSED BUDGET NOVEMBER FINANCIAL PLAN 2013-2016 VOLUME 2

The MTA's November Plan is divided into two volumes. Volume 1 consists of financial schedules supporting the complete MTA-Consolidated Financial Plan, including an Executive Summary, baseline and below-the-line Fare/Toll Increases, MTA Initiatives, MTA Re-estimates, and Policy Actions. Volume 1 also includes descriptions of the below-the-line actions as well as the required Certification by the Chairman and Chief Executive Officer, and a description of the MTA Budget Process.

Volume 2 includes MTA-Consolidated financial and position schedules as well as narratives that support the baseline projections included in the 2013 Final Proposed Budget and the Financial Plan for 2013 through 2016. Also included are the Agency sections which incorporate descriptions of Agency Programs with supporting baseline tables and required information related to the MTA Capital Program.

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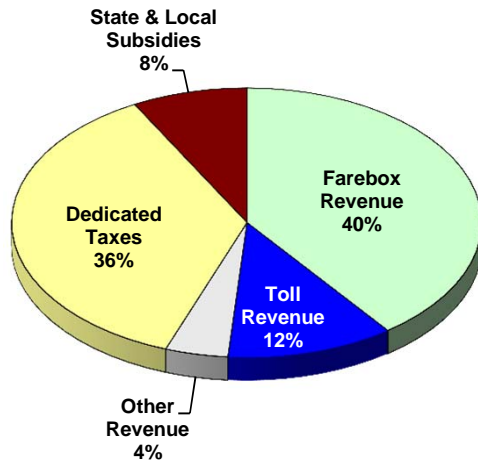
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I. MTA Consolidated 2012-2016 Financial Plan-Baseline

MTA 2013 Final Proposed Budget
Baseline Before Below-the-Line Adjustments
Non-Reimbursable

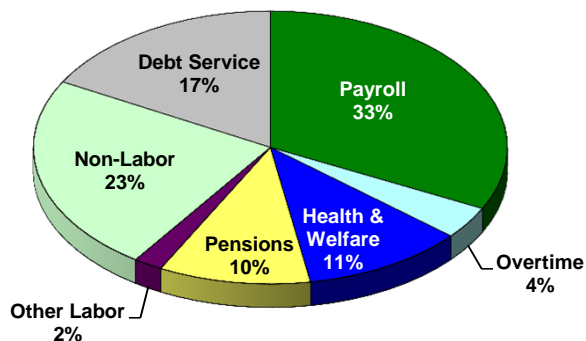
Where the Dollars Come From ...



By Revenue Source (\$ in millions)	
Farebox Revenue	\$5,173
Toll Revenue	1,499
Other Revenue	561
Dedicated Taxes	4,743
State & Local Subsidies	1,031
Total	\$13,008

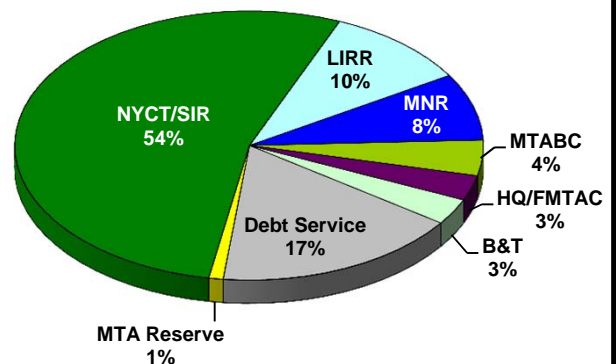
Where the Dollars Go ...

By Expense Category



By Expense Category (\$ in millions)	
Payroll	\$4,276
Overtime	506
Health & Welfare	1,459
Pensions	1,366
Other Labor	261
Non-Labor	3,082
Debt Service	2,246
Total	\$13,198

By MTA Agency



By MTA Agency ¹ (\$ in millions)	
NYCT/SIR	\$7,063
LIRR	1,319
MNR	1,065
MTABC	563
HQ/FMTAC	397
B&T	414
Debt Service	2,246
MTA Reserve	130
Total	\$13,198

Expenses exclude Depreciation, OPEB obligation and Environmental Remediation.

¹ MTA Capital Construction is not included in the above charts, as its budget contains reimbursable expenses only.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.		2011	2012	2013			
7	Non-Reimbursable						
8		2011	November	Final Proposed			
9		Actual	Forecast	Budget	2014	2015	2016
10	Operating Revenue						
11	Farebox Revenue	\$4,999	\$5,110	\$5,173	\$5,260	\$5,333	\$5,396
12	Toll Revenue	1,502	1,505	1,499	1,503	1,508	1,519
13	Other Revenue	510	536	561	594	633	680
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	Total Operating Revenue	\$7,011	\$7,151	\$7,234	\$7,357	\$7,473	\$7,595
16							
17	Operating Expense						
18	Labor Expenses:						
19	Payroll	\$4,160	\$4,207	\$4,276	\$4,314	\$4,421	\$4,529
20	Overtime	539	527	506	495	504	513
21	Health & Welfare	810	863	979	1,045	1,132	1,239
22	OPEB Current Payment	394	428	480	521	571	626
23	Pensions	1,075	1,329	1,366	1,393	1,449	1,483
24	Other-Fringe Benefits	582	550	561	573	590	606
25	Reimbursable Overhead	(324)	(317)	(300)	(298)	(292)	(297)
26	Sub-total Labor Expenses	\$7,235	\$7,586	\$7,869	\$8,043	\$8,375	\$8,699
27							
28	Non-Labor Expenses:						
29	Electric Power	\$457	\$502	\$561	\$596	\$635	\$679
30	Fuel	283	264	270	266	264	280
31	Insurance	14	20	32	45	53	65
32	Claims	316	190	198	213	221	233
33	Paratransit Service Contracts	349	367	385	420	426	494
34	Maintenance and Other Operating Contracts	451	498	540	551	582	607
35	Professional Service Contracts	226	274	277	274	271	275
36	Materials & Supplies	438	470	493	510	565	573
37	Other Business Expenses	170	121	152	158	163	168
38	Sub-total Non-Labor Expenses	\$2,704	\$2,707	\$2,907	\$3,032	\$3,178	\$3,374
39							
40	Other Expense Adjustments:						
41	Other	(\$2)	\$58	\$45	\$46	\$46	\$49
42	General Reserve	0	0	130	135	140	150
43	Sub-total Other Expense Adjustments	(\$2)	\$58	\$175	\$181	\$186	\$199
44							
45	Total Operating Expense before Non-Cash Liability Adj.	\$9,937	\$10,351	\$10,952	\$11,255	\$11,740	\$12,273
46							
47	Depreciation	\$2,019	\$2,182	\$2,252	\$2,329	\$2,425	\$2,525
48	OPEB Obligation	1,707	1,721	1,774	1,845	1,919	1,996
49	Environmental Remediation	59	5	6	6	6	6
50							
51	Total Operating Expense after Non-Cash Liability Adj.	\$13,722	\$14,259	\$14,983	\$15,436	\$16,090	\$16,799
52							
53	Net Deficit Before Subsidies and Debt Service	(\$6,711)	(\$7,108)	(\$7,749)	(\$8,078)	(\$8,617)	(\$9,204)
54							
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,785	\$3,908	\$4,032	\$4,180	\$4,350	\$4,527
56							
57	Debt Service (excludes Service Contract Bonds)	(1,934)	(2,072)	(2,246)	(2,401)	(2,547)	(2,785)
58							
59	Total Operating Expense with Debt Service	\$11,870	\$12,423	\$13,198	\$13,657	\$14,287	\$15,058
60							
61	Dedicated Taxes and State/Local Subsidies	\$5,151	\$5,500	\$5,775	\$6,006	\$6,279	\$6,509
62							
63	Net Deficit After Subsidies and Debt Service	\$292	\$227	(\$190)	(\$293)	(\$535)	(\$954)
64							
65	Conversion to Cash Basis: GASB Account	(38)	(77)	(83)	(88)	(90)	(94)
66	Conversion to Cash Basis: All Other	(117)	(192)	(178)	(292)	(106)	(71)
67							
68	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$137	(\$42)	(\$451)	(\$673)	(\$732)	(\$1,120)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
MTA Consolidated Accrued Statement of Operations By Agency
(\$ in millions)

Line No	Non-Reimbursable	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
9	<u>Total Operating Revenue</u>						
10	New York City Transit	\$3,936	\$4,069	\$4,126	\$4,211	\$4,299	\$4,386
11	Bridges and Tunnels	1,517	1,521	1,514	1,518	1,522	1,534
12	Metro-North Railroad	615	644	669	698	713	728
13	Long Island Rail Road	606	624	633	637	642	646
14	MTA Bus Company	200	201	202	204	205	207
15	MTA Headquarters	60	59	56	57	58	59
16	Long Island Bus	47	0	0	0	0	0
17	Staten Island Railway	8	8	8	8	8	8
18	First Mutual Transportation Assurance Company	22	25	25	26	26	27
19	Total	\$7,011	\$7,151	\$7,234	\$7,357	\$7,473	\$7,595
21	<u>Total Operating Expenses before Non-Cash Liability Adjs. ¹</u>						
22	New York City Transit	\$6,425	\$6,771	\$7,021	\$7,193	\$7,512	\$7,860
23	Bridges and Tunnels	359	388	414	440	469	485
24	Metro-North Railroad	960	1,002	1,065	1,098	1,134	1,174
25	Long Island Rail Road	1,135	1,235	1,319	1,348	1,416	1,505
26	MTA Bus Company	544	550	563	576	605	631
27	MTA Headquarters	343	313	355	352	359	369
28	Long Island Bus	135	0	0	0	0	0
29	Staten Island Railway	33	38	42	45	46	47
30	First Mutual Transportation Assurance Company	8	(5)	(3)	(2)	(13)	(24)
31	Other	(6)	58	175	205	211	226
32	Total	\$9,937	\$10,351	\$10,952	\$11,255	\$11,740	\$12,273
34	<u>Depreciation</u>						
35	New York City Transit	\$1,312	\$1,445	\$1,520	\$1,595	\$1,670	\$1,748
36	Bridges and Tunnels	87	90	94	104	112	120
37	Metro-North Railroad	214	229	242	247	252	257
38	Long Island Rail Road	316	318	310	299	308	317
39	MTA Bus Company	40	42	42	42	42	42
40	MTA Headquarters	41	49	34	33	32	32
41	Long Island Bus	0	0	0	0	0	0
42	Staten Island Railway	9	9	9	9	9	9
43	First Mutual Transportation Assurance Company	0	0	0	0	0	0
44	Total	\$2,019	\$2,182	\$2,252	\$2,329	\$2,425	\$2,525
46	<u>Other Post Employment Benefits</u>						
47	New York City Transit	\$1,323	\$1,355	\$1,405	\$1,464	\$1,521	\$1,580
48	Bridges and Tunnels	67	73	77	80	85	89
49	Metro-North Railroad	57	68	76	78	83	89
50	Long Island Rail Road	75	80	82	85	87	90
51	MTA Bus Company	96	55	56	57	58	58
52	MTA Headquarters	78	88	75	79	84	88
53	Long Island Bus	9	0	0	0	0	0
54	Staten Island Railway	2	2	2	2	2	2
55	Total	\$1,707	\$1,721	\$1,774	\$1,845	\$1,919	\$1,996
57	<u>Environmental Remediation</u>						
58	New York City Transit	\$49	\$0	\$0	\$0	\$0	\$0
59	Bridges and Tunnels	0	0	0	0	0	0
60	Metro-North Railroad	4	3	4	4	4	4
61	Long Island Rail Road	3	2	2	2	2	2
62	MTA Bus Company	2	0	0	0	0	0
63	Staten Island Railway	0	0	0	0	0	0
64	Total	\$59	\$5	\$6	\$6	\$6	\$6
66	<u>Net Operating Income/(Deficit)</u>						
67	New York City Transit	(\$5,173)	(\$5,502)	(\$5,820)	(\$6,040)	(\$6,403)	(\$6,801)
68	Bridges and Tunnels	1,004	970	929	892	856	840
69	Metro-North Railroad	(620)	(657)	(718)	(730)	(760)	(796)
70	Long Island Rail Road	(923)	(1,011)	(1,080)	(1,096)	(1,171)	(1,267)
71	MTA Bus Company	(482)	(446)	(460)	(472)	(500)	(525)
72	MTA Headquarters	(402)	(391)	(408)	(407)	(417)	(430)
73	Long Island Bus	(97)	0	0	0	0	0
74	Staten Island Railway	(37)	(42)	(46)	(48)	(50)	(51)
75	First Mutual Transportation Assurance Company	14	29	28	27	39	51
76	Other	6	(58)	(175)	(205)	(211)	(226)
	Total	(\$6,711)	(\$7,108)	(\$7,749)	(\$8,078)	(\$8,617)	(\$9,204)

Note: ¹ Excludes Debt Service

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2013-2016

MTA Consolidated Cash Receipts and Expenditures

(\$ in millions)

Line

No

Cash Receipts and Expenditures						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$5,046	\$5,133	\$5,226	\$5,307	\$5,380	\$5,444
Other Operating Revenue	524	615	587	623	662	708
Capital and Other Reimbursements	1,285	1,564	1,444	1,436	1,415	1,427
Total Receipts	\$6,856	\$7,312	\$7,257	\$7,366	\$7,458	\$7,578
Expenditures						
<u>Labor:</u>						
Payroll	\$4,484	\$4,611	\$4,651	\$4,766	\$4,761	\$4,863
Overtime	630	616	578	578	573	583
Health and Welfare	858	899	1,011	1,079	1,167	1,273
OPEB Current Payment	369	419	463	504	553	607
Pensions	1,092	1,325	1,383	1,408	1,461	1,498
Other Fringe Benefits	609	648	651	672	680	697
Contribution to GASB Fund	38	77	83	88	90	94
Reimbursable Overhead	0	0	0	0	0	0
Total Labor Expenditures	\$8,080	\$8,596	\$8,822	\$9,095	\$9,287	\$9,614
<u>Non-Labor:</u>						
Electric Power	\$442	\$541	\$554	\$594	\$633	\$676
Fuel	266	261	263	260	258	274
Insurance	(9)	64	36	49	59	66
Claims	221	176	179	190	192	200
Paratransit Service Contracts	361	365	383	418	424	492
Maintenance and Other Operating Contracts	473	516	530	526	530	547
Professional Service Contracts	208	288	284	287	282	283
Materials & Supplies	512	581	611	648	681	693
Other Business Expenditures	134	144	161	164	167	172
Total Non-Labor Expenditures	\$2,606	\$2,937	\$3,002	\$3,134	\$3,226	\$3,403
<u>Other Expenditure Adjustments:</u>						
Other	\$30	\$62	\$101	\$97	\$100	\$118
General Reserve	0	0	130	135	140	150
Total Other Expenditure Adjustments	\$30	\$62	\$231	\$232	\$240	\$268
Total Expenditures	\$10,716	\$11,595	\$12,055	\$12,462	\$12,753	\$13,285
Net Cash Deficit Before Subsidies and Debt Service	(\$3,860)	(\$4,283)	(\$4,798)	(\$5,095)	(\$5,295)	(\$5,707)
Dedicated Taxes and State/Local Subsidies	\$5,294	\$5,698	\$5,962	\$6,179	\$6,447	\$6,685
Debt Service (excludes Service Contract Bonds)	(1,297)	(1,457)	(1,615)	(1,757)	(1,884)	(2,097)
Net Cash Balance from Previous Year	160	297	255	\$0	\$0	\$0
Baseline Net Cash Surplus/(Deficit)	\$297	\$255	(\$196)	(\$673)	(\$732)	(\$1,120)
CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$137	(\$42)	(\$451)	(\$673)	(\$732)	(\$1,120)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
MTA Consolidated Cash Statement of Operations By Agency
(\$ in millions)

Line Number		2011	2012 November	2013 Final Proposed	2014	2015	2016
		<u>Actual</u>	<u>Forecast</u>	<u>Budget</u>			
7							
8							
9	<u>Total Receipts</u>						
10	New York City Transit	\$4,809	\$5,064	\$5,045	\$5,069	\$5,151	\$5,246
11	Metro-North Railroad	793	926	889	964	971	988
12	Long Island Rail Road	816	916	886	911	904	907
13	MTA Bus Company	204	215	215	217	219	221
14	MTA Headquarters	121	126	152	134	141	143
15	Long Island Bus	57	0	0	0	0	0
16	Staten Island Railway	8	10	9	10	10	10
17	Capital Construction Company	26	30	35	36	36	36
18	First Mutual Transportation Assurance Company	22	25	25	26	26	27
19	Total	\$6,856	\$7,312	\$7,257	\$7,366	\$7,458	\$7,578
20							
21	<u>Total Expenditures</u>						
22	New York City Transit	\$7,160	\$7,643	\$7,848	\$8,108	\$8,306	\$8,653
23	Metro-North Railroad	1,192	1,270	1,358	1,402	1,409	1,446
24	Long Island Rail Road	1,335	1,522	1,567	1,634	1,683	1,775
25	MTA Bus Company	468	630	578	585	614	639
26	MTA Headquarters	361	423	434	430	443	455
27	Long Island Bus	137	0	0	0	0	0
28	Staten Island Railway	33	48	45	47	48	49
29	Capital Construction Company	26	30	35	36	36	36
30	First Mutual Transportation Assurance Company	22	25	25	26	26	27
31	Other	(20)	4	165	193	188	204
32	Total	\$10,716	\$11,595	\$12,055	\$12,462	\$12,753	\$13,285
33							
34	<u>Net Operating Surplus/(Deficit)</u>						
35	New York City Transit	(2,352)	(2,579)	(2,803)	(3,039)	(3,155)	(3,407)
36	Metro-North Railroad	(399)	(344)	(469)	(438)	(437)	(457)
37	Long Island Rail Road	(519)	(607)	(681)	(723)	(779)	(868)
38	MTA Bus Company	(264)	(415)	(363)	(368)	(395)	(419)
39	MTA Headquarters	(241)	(297)	(282)	(296)	(302)	(312)
40	Long Island Bus	(80)	0	0	0	0	0
41	Staten Island Railway	(25)	(38)	(35)	(37)	(39)	(40)
42	Capital Construction Company	0	0	0	0	0	0
43	First Mutual Transportation Assurance Company	0	0	0	0	0	0
44	Other	20	(4)	(165)	(193)	(188)	(204)
45	Total	(\$3,860)	(\$4,283)	(\$4,798)	(\$5,095)	(\$5,295)	(\$5,707)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
MTA Consolidated November Financial Plan Compared with July Financial Plan
Cash Reconciliation
(\$ in millions)

	Favorable/(Unfavorable)				
	2012	2013	2014	2015	2016
JULY FINANCIAL PLAN 2013-2016 BASELINE	(\$227)	(\$403)	(\$661)	(\$998)	(\$1,395)
July Plan below-the-line adjustments that have been re-allocated to Agency baselines:	\$6	(\$26)	(\$16)	\$34	\$34
<i>Paratransit Fare Incentives</i>	0	31	46	96	96
<i>Fare Evasion</i>	7	22	22	22	22
<i>Pension Provision - Lower Rate of Return Assumption</i>	0	(55)	(55)	(55)	(55)
<i>Service Investments</i>	(1)	(24)	(29)	(29)	(29)
MODIFIED JULY FINANCIAL PLAN 2013-2016 BASELINE	(\$220)	(\$428)	(\$677)	(\$965)	(\$1,361)
Savings Programs	\$20	\$11	\$21	\$34	\$54
<i>2012 BRP - Additional Paratransit Savings</i>	24	31	34	40	53
<i>2012 BRP - Other</i>	6	2	2	2	2
<i>Bus Evasion</i>	(9)	(22)	(15)	(8)	(1)
New Needs/Investments	(\$8)	(\$34)	(\$39)	(\$39)	(\$32)
<i>Maintenance</i>	(3)	(15)	(19)	(20)	(13)
<i>Service/Service Support</i>	(3)	(9)	(12)	(13)	(13)
<i>All Other</i>	(2)	(10)	(8)	(6)	(6)
Agency Baseline Adjustments	\$27	(\$158)	(\$191)	(\$60)	(\$29)
<i>Farebox/Toll Revenue</i>	29	14	13	8	24
<i>Other Revenue</i>	(7)	(8)	(12)	(13)	(13)
<i>Energy</i>	12	(20)	(29)	(11)	(5)
<i>Health & Welfare</i>	(20)	(53)	(52)	(56)	(59)
<i>Pension</i>	(47)	(10)	9	5	(17)
<i>Payroll Adjustment - 27th Pay Period</i>	(1)	(19)	(119)	(2)	(0)
<i>East Side Access Delay to 2019</i>	0	(0)	17	13	48
<i>Timing and Other Baseline Re-estimates ¹</i>	61	(62)	(18)	(5)	(7)
Changes in Subsidies	\$9	\$63	\$44	\$36	\$39
<i>Petroleum Business Tax (PBT) Receipts</i>	(17)	0	0	0	0
<i>Real Estate Revenue</i>	31	17	15	14	15
<i>All Other</i>	(5)	47	30	22	24
Other Subsidy Adjustments	\$42	\$33	\$38	\$57	\$73
<i>CDOT Subsidy Impact</i>	2	6	3	5	6
<i>B&T Operating Surplus Transfer</i>	40	27	35	52	67
Debt Service Adjustments	\$26	\$63	\$131	\$201	\$137
<i>Debt Service</i>	26	63	131	201	137
General Reserve	\$62	\$0	\$0	\$5	\$0
NOVEMBER FINANCIAL PLAN 2013-2016 BASELINE	(\$42)	(\$451)	(\$673)	(\$732)	(\$1,120)

¹ B&T Operating Surplus Transfer is captured as a subsidy. While B&T's impacts are also captured in individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated within the line "Baseline Re-estimates."

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Baseline Farebox Recovery and Farebox Operating Ratios

<u>FAREBOX RECOVERY RATIOS</u>					
	2012 November Forecast	2013 Final Proposed Budget	2014 Plan	2015 Plan	2016 Plan
New York City Transit	36.0%	34.8%	34.1%	33.0%	31.8%
Staten Island Railway	12.6%	11.6%	11.4%	11.2%	11.1%
Long Island Rail Road	30.6%	29.3%	29.0%	27.9%	26.4%
Metro-North Railroad	40.6%	39.5%	39.9%	39.3%	38.5%
Bus Company	<u>29.5%</u>	<u>29.0%</u>	<u>28.6%</u>	<u>27.6%</u>	<u>26.7%</u>
MTA Total Agency Average	35.4%	34.2%	33.7%	32.7%	31.5%

<u>FAREBOX OPERATING RATIOS</u>					
	2012 November Forecast	2013 Final Proposed Budget	2014 Plan	2015 Plan	2016 Plan
New York City Transit	56.5%	54.9%	54.3%	52.7%	51.0%
Staten Island Railway	18.9%	17.2%	16.5%	16.2%	15.9%
Long Island Rail Road	47.4%	44.4%	44.0%	42.4%	40.2%
Metro-North Railroad	61.2%	59.5%	60.6%	60.5%	59.6%
Bus Company	<u>35.5%</u>	<u>34.8%</u>	<u>34.2%</u>	<u>32.8%</u>	<u>31.6%</u>
MTA Total Agency Average	54.5%	52.7%	52.3%	50.9%	49.2%

Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years. Those costs include depreciation and interest on long-term debt. Approximately 20% (and sometimes more) of MTA costs are not recovered in the current year from farebox revenues, other operating revenues or subsidies. That is why MTA operating statements generally show deficits. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management, Legal and Shared Services.

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

In the agenda materials for the Meeting of the Metro-North and Long Island Committees, the calculations of the farebox operating and recovery ratios for the LIRR and MNR use a revised methodology to put the railroads on a more comparable basis. Those statistics, which are included in the respective financial and ridership reports of both Agencies, differ from the statistics presented in this table.

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II. Major Assumptions

Agency Baseline Assumptions

Note on Tropical Storm Sandy

At the time of preparation, the financial implication of Tropical Storm Sandy on the 2012 November Financial Plan had not been fully determined by Agencies. Accordingly, all operational and financial impacts from the storm are addressed on an MTA-wide basis in Volume 1 of this financial Plan.

Agency Baseline Assumptions

Volume II of the 2012 November Plan represents an update to Baseline forecasts that comprised the 2012 July Plan. The November Plan includes programmatic changes, expense and revenue re-estimates. Certain policy and plan adjustments that were captured in July as “below-the-line” items in Volume I are now included within Agency baselines, specifically paratransit fare incentives, the fare evasion reduction initiative, service investments; and the pension provision for a lower rate of return assumption.

Adjustments to the Baseline forecasts remaining “below-the-line”, including new MTA policies are highlighted and captured in Volume I of the November Plan. The analysis in Volume II, therefore, excludes preliminary estimates of Tropical Storm Sandy impacts, fare/toll increases, and new unidentified MTA efficiencies.

The November Plan consists of the 2012 November Forecast, 2013 Final Proposed Budget, and annual projections for 2014 through 2016. Plan-to-plan changes compare the November Plan with both the July Plan and the February Plan (which included the 2012 Adopted Budget and forecasts through 2015).

The MTA strives to provide a safe, reliable and cost efficient transportation service that fosters the continued vibrancy and prosperity of the metropolitan New York region; the MTA functions to operate, maintain and improve its integrated network to meet the needs of customers and the region. To that end, the November Plan presents the means to meet those needs, and includes investments in critical operational and maintenance needs, new and restored service and addresses customer concerns and interests. To help fund these needs, the November Plan identifies additional cost savings beyond those identified and captured in prior plans.

In developing the November Plan, MTA Agencies were instructed to adhere to the spending envelope contained in the 2012 July Plan, with a particular focus on keeping discretionary year-to-year costs under control. Agencies were directed to “self-fund” new programmatic needs through cost reductions or by producing savings from improvements in operating efficiencies.

The November Plan baseline captures the three years of “net-zero” wage growth policy for both represented and non-represented employees. The three years of savings for non-represented employees have already occurred (non-represented employees are in their (fourth) year of zero wage growth), while the savings for represented employees will need to be accomplished through collective bargaining.

Constrained spending and some timing savings results in a favorable 2012 position compared with the July Plan. In 2013 and beyond, however, Agency finances have worsened due mainly to projected increases in non-discretionary spending categories, such as, health and welfare, pensions and electric power. In addition, the baseline plan now captures the additional service investments that were first proposed in July. Partially countering these increases are additional efficiency savings, particularly from within paratransit and increased revenue.

The incorporation of the Service Investments, New Needs and re-estimates have resulted in a position decrease of 14 in 2012; and increases of 678 in 2013, 400 in 2014, 450 in 2015 and 195 in 2016, which are detailed in Agency sections and the consolidated positions narrative.

On a year-to-year basis, 2013 expenses are projected to grow 4.5% over 2012, or \$471 million. Non-discretionary expenses are projected to grow 8.1%, while discretionary expense will grow by 2.5%. It is worth noting that 2013 discretionary expense growth would be 0.6% if it were not primarily for investments made in additional service/service support and maintenance. These include significant investments critical to system performance and the safety of customers and employees, and service adjustments. Included are major maintenance programs such as FastTrack, as well as other programs to address signals/structure/track defects, elevator and escalator safety, and operations affected by lightning strikes.

MTA Efficiencies/2012 Budget Reduction Program (BRP):

In July, the Preliminary Budget included \$40 million in recurring Agency deficit reduction targets. As shown below, Agencies exceeded these targets and identified greater expense savings/revenue enhancements, particularly from paratransit efficiencies at NYCT. All BRP savings were captured in Agency baselines of the July and November Plans.

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2013 - 2016

(\$ in millions)

Favorable/(Unfavorable)

2012 Budget Reduction Program by Agency and Category						
	2012		2013		2014	
	Pos	\$	Pos	\$	Pos	\$
Agency:						
New York City Transit/SIR	(92)	50.1	(94)	103.3	(92)	159.1
Long Island Rail Road	-	3.7	-	3.7	-	3.7
Metro-North Railroad	-	3.5	-	3.5	-	3.5
MTA Headquarters	-	10.1	-	4.3	-	4.4
Total (Excluding MTA Bus)	(92)	\$67.4	(94)	\$114.7	(92)	\$170.6
MTA Bus	-	3.0	-	3.0	-	3.2
Total	(92)	\$70.4	(94)	\$117.7	(92)	\$173.6
Category:						
Administration	-	8.9	-	3.1	-	3.1
Customer Convenience/Amenities	-	0.0	-	0.0	-	0.0
Maintenance/Inventory		0.2		0.2		0.2
Revenue Enhancement	(70)	2.6	(70)	4.7	(70)	12.0
Safety/Security	-	1.4	-	1.4	-	1.4
Service	(22)	51.8	(24)	102.8	(22)	151.3
Service Support	-	0.0	-	0.0	-	0.0
Other	-	2.5	-	2.5	-	2.5
Total (Excluding MTA Bus)	(92)	\$67.4	(94)	\$114.7	(92)	\$170.6
MTA Bus - Other	-	3.0	-	3.0	-	3.2
Total	(92)	\$70.4	(94)	\$117.7	(92)	\$173.6

Totals may not agree due to rounding.

The BRP's developed for this Plan result in programmatic savings that reduce the deficit by \$70 million in 2012, \$118 million in 2013, \$174 million in 2014, \$267 million in 2015 and \$324 million in 2016, as well as reflect an increase of approximately 90 positions. All BRPs have been incorporated into Agency baselines within the category construct of MTA's financial statements.

Major budget reduction initiatives that comprise the total 2012 BRPs are listed below by agency. Specific details can be found in the BRP worksheets located in Agency sections.

Major BRP savings captured in the November Plan:

NYCT:

- Downward revision of annual paratransit trip growth projections from 15% to 11% and accompanying diversion of trips to less-expensive taxis or voucher cars – includes corresponding savings in insurance, fuel, scheduling and eligibility certification costs;
- Implementation of paratransit fare incentives, specifically offering paratransit riders free trips on buses/subway to replace expensive paratransit trips; and
- Establishment of a bus fare evasion reduction unit to supplement existing forces that will be responsible for helping limit theft of service on bus routes throughout the City.

LIRR:

- Additional passenger revenue resultant of reduced credit card fraud.

MNR:

- Delay hiring and eliminate certain vacant positions; and
- Additional passenger revenue resultant of reduced credit card fraud.

MTAHQ:

- Savings from reduced information technology and consolidation of wireless devices and services;
- Savings from reduced spending in maintenance and other operating contracts and professional service contracts based on 2012 spending levels; and
- Lower requirements for temporary services and increase utilization of force account to repair MTA Police vehicles instead of procuring third-party services.

SIR:

- Delay hiring; and
- Telecommunication efficiencies.

MTA Efficiencies

The November Plan includes even greater efficiency savings than were captured in the July Plan. Those additional savings, reflected as BRPs in Agency sections, are projected at \$22 million in 2012 and grow to \$170 million by 2016; the savings are derived primarily from improvements in paratransit (i.e. fare incentives and additional reductions in fixed-route ridership growth) and the fare evasion reduction initiative. The July Plan captured efficiency savings from IT administration and projects, "thin client" technology, material efficiencies, and strategic sourcing and training, and these efficiency savings were incorporated into Agency baselines.

MTA is committed to identifying more savings and efficiencies. The November Plan includes additional initiative savings of \$25 million beginning in 2014, growing to \$120 million by 2016.

Those “below-the-line” savings will be captured within Agency baselines once identified and are listed in Volume I of the November Plan.

New Needs/Investments:

Even as the MTA looks to reduce costs, it is continuing to improve the reliability and performance of its fleet and infrastructure through increased maintenance and better business practices. The 2013 Final Proposed Budget includes increased resources to address maintenance needs. Below are examples of the major new needs included in this Plan.

NYCT:

Major new needs first captured in the July Plan:

- NYCT is increasing support and supplementing its signals program established in 2011 to address the current backlog in the inspection, testing and maintenance of its signals system.
- NYCT is investing in “FasTrack” track planning and an associated quality control unit. FasTrack is a limited-duration line segment closure program that allows for efficient completion of maintenance tasks, by various divisions, including often-delayed non-critical repairs.
- NYCT is investing in additional track staff in order to address the backlog of high priority track defects.
- NYCT is restarting the Employee Facility Maintenance Program, previously reduced in 2011 due to budget reduction requirements, in order to upgrade approximately 22 employee locations per year to well maintained and functional standards.
- NYCT is increasing staff in order to slow the increase of defect growth on the systems elevated structures.
- NYCT is instituting a pilot program to improve bus reliability that will reduce unscheduled maintenance and improve preventative maintenance.

Additional new needs captured in the November Plan:

- NYCT is establishing an SMS (Scheduled Maintenance System) Program for its 484 non-revenue work car fleet, of which 120 cars are beyond their useful life that will provide vital maintenance for these vehicles.
- NYCT is increasing its Video Retrieval services to meet law enforcement requests that have increased dramatically in recent years as they have discovered the usefulness and advantages of CCTV videos in the prosecution of cases.
- NYCT is investing in new IT Requirements and IT Governance initiatives. The majority of this initiative represents development of a new Transit Adjudication Bureau Information System (TABIS) to record and manage Notices of Violation, and to be developed and maintained “in-house”. This new system will replace the outdated existing system, which is currently out-sourced.
- NYCT is adding additional refuse trains and staffing to enhance refuse collection and reduce exposed trash bags on station platforms.

- NYCT is investing in a Human Resources initiative to develop and coordinate a succession planning program that ensures consistent training materials and information systems.
- NYCT is improving its inspection of ancillary rooms in order to ensure that all rooms within the Station limits and within the tunnels are secured and free of debris.

LIRR:

Major new needs first captured in the July Plan:

- The LIRR is investing in an Elevator and Escalator (E&E) Safety and Maintenance Initiative that is designed to get all of its escalators up to, and maintained at, a state of good repair and will also provide increased oversight of E&E maintenance activities.
- The LIRR is developing a Lightning Strike Corrective Action Plan to address lightning protection and quality assurance issues as well as improved system oversight and response capabilities.
- The LIRR is providing extra train service during scheduled events at the new Barclay's Center located in Brooklyn near the Atlantic Terminal, and provided extra service to the Farmingdale Station to support the Barclay's PGA Tour, which was held at the Bethpage State Park Golf Course in August 2012.

MNR:

Major new needs first captured in the July Plan:

- Metro-North is making customer convenience and amenities investments, which include adding 10 positions in its Operations Control Center and 24 additional Conductors to meet the increase in train operations duties, ridership growth and customer information needs.
- Metro-North is hiring four additional Maintenance of Equipment training staff to support new FRA regulations.
- Metro-North is developing resources to support business process reviews and project management of key IT initiatives.
- Metro-North is purchasing an additional 20 Ticket Vending Machines (TVMs) to support the opening of two new stations on the New Haven Line at Fairfield and West Haven, meet customer demand and alleviate crowded usage conditions during peak periods.

B&T:

Major new needs first captured in the July Plan:

- B&T is reengineering its timekeeping processes and systems and will hire additional positions to support its Central Control Unit.
- B&T is investing in additional fire standpipe inspection and maintenance to meet the new and more stringent fire suppression codes established by the National Fire Protection Association (NFPA) and the NYC Fire Department (FDNY).

MTA Bus:

Major new needs first captured in the July Plan:

- MTA Bus is revising its Shop Overhaul Program as a result of delays in the procurement of new buses. To meet service requirements caused by these delays, NYCT plans to transfer 80 of its 1996 Nova buses to MTA Bus's fleet which will require upgrades and overhauls to meet safety operational requirements. The Shop Program revision also includes additional maintenance of the propulsion control system on the MTA Bus hybrid bus fleet.
- MTA Bus is implementing a rotational pilot program developed to perform preventative maintenance during scheduled inspections and scheduled operations (SO) pickup work similar to what has been proposed for NYCT Buses.

Additional new needs captured in the November Plan:

- MTA Bus is revising its Bus Overhaul and Life Extension Overhauls program to reflect new information on bus deliveries while taking into consideration previous overhaul work.
- MTA Bus is expanding into NYCT's Guide-A-Ride and Passenger Environment Survey information services.
- MTA Bus is improving operations by increasing Road Maintenance Supervision with around-the-clock oversight throughout the MTA Bus service region.
- MTA Bus is improving its bus scheduling, a benefit derived from investments made to replace its operating system with HASTUS, which will result in service adjustments and improve reliability, reduce unscheduled overtime and respond to changing ridership.
- MTA Bus is including additional resources to develop a platform budget that supports new scheduling efficiencies and improvements in route-mapping.
- MTA Bus is adding a new route in Queens to enhance bus service options to LaGuardia Airport.

Staten Island Railway:

Major new needs first captured in the July Plan:

- SIR is performing major maintenance on its R-44 fleet since the replacement of this fleet will not occur until approximately 2020.

MTA Headquarters:

Major new needs first captured in the July Plan:

- MTAHQ is planning to hire additional police beginning in 2013 to patrol the new Atlantic Terminal/ Barclay's Center and will begin hiring for the Moynihan project in 2015.

Additional new needs captured in the November Plan:

- MTAHQ is upgrading the data center, investing in various IT projects and mobile application development, and implementing better controls for its medical benefits billing system that will eventually lead to savings.

Baseline November Plan Changes from July Plan

The table on the next page details the major changes between the July and November Plans in the Agency Baseline Forecasts. The top section of this table (Part 1) captures the baseline inclusion of items projected “below-the-line” in Volume I of the July Plan. These are described on the page following the table.

The remainder of the table (Part 2) captures the pure plan-to-plan changes between the November and July Plans. Changes fall into three categories: (1) Savings Programs (BRP and MTA Efficiency impacts); (2) New Needs/ Investments; and (3) Agency Baseline revenue, expense and timing re-estimates.

The savings programs and new needs have already been described. The changes to Agency baseline revenue, expense and timing re-estimates are largely unfavorable and capture expense increases that are mainly in non-discretionary categories such as energy, health & welfare, and pensions. In addition, the November Plan captures higher payroll expenditures in 2014 by including the correcting of the prior-plan omission of a 27th pay period at NYCT and HQ.

AGENCY BASELINE
NOVEMBER CHANGES FROM JULY PLAN

Favorable/(Unfavorable)
(\$ in millions)

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Part I - July Plan "below-the-line" items that have been re-allocated to Agency baselines.</i>					
Paratransit Fare Incentives	\$0	\$31	\$46	\$96	\$96
Bus Fare Evasion Reduction Initiative	7	22	22	22	22
Service Investments	(1)	(24)	(30)	(30)	(30)
Pension - Rate of Return Reduction	0	(55)	(55)	(55)	(55)
Total Changes from Re-Allocation	\$6	(\$26)	(\$16)	\$34	\$34
<i>Part II - Changes since the July Plan:</i>					
Savings Programs	\$20	\$11	\$21	\$34	\$54
2012 BRP - Additional Paratransit	24	31	34	40	53
2012 BRP - Other	6	2	2	2	2
Fare Evasion Initiative (Revised Timeline)	(9)	(22)	(15)	(8)	(1)
New Needs/Investments	(\$8)	(\$34)	(\$39)	(\$39)	(\$32)
Maintenance	(3)	(15)	(19)	(20)	(13)
Service/Service Support	(3)	(9)	(12)	(13)	(13)
All Other	(2)	(10)	(8)	(6)	(6)
Agency Baseline Adjustments	\$27	(\$158)	(\$191)	(\$60)	(\$29)
Farebox/Toll Revenue	29	14	13	8	24
Other Revenue	(7)	(8)	(12)	(13)	(13)
Energy	12	(20)	(29)	(11)	(5)
Health & Welfare (includes OPEB)	(20)	(53)	(52)	(56)	(59)
Pensions	(47)	(10)	9	5	(17)
Payroll Adjustment - 27th Pay Period	(1)	(19)	(119)	(2)	(0)
East Side Access Delay to 2019	0	(0)	17	13	48
Timing and Other Baseline Re-estimates ¹	61	(62)	(18)	(5)	(7)
MTA Adjustments					
General Reserve	\$62	\$0	\$0	\$5	\$0
Total Changes Since the July Plan:	\$101	(\$182)	(\$209)	(\$61)	(\$7)

¹ B&T Operating Surplus Transfer is captured as a subsidy. While B&T's impacts are also captured in individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated within the line "Baseline Re-estimates."

Totals may not agree due to rounding.

Part 1 adjustments, detailed below, did not have an impact on the overall November bottom-line:

Paratransit Fare Incentives – Under this initiative, paratransit-eligible customers will be offered special zero-fare MetroCards, enabling free passage on fixed route services operated by NYCT, MTA Bus and SIR. Paratransit-eligible customers will continue to have access to paratransit services upon demand, but the special zero-fare MetroCards will offer an incentive to utilize fixed route services that is expected to result in a diversion of trips from higher cost paratransit to fixed route services.

Fare Evasion – In conjunction with the NYPD, this NYCT initiative is intended to generate incremental passenger revenue by increasing the enforcement of fare collection on its buses.

Service Investments - Funding is being provided that will allow the MTA to restore, extend and add service on bus, subway and commuter rail lines to better serve customers. These service investments, now included within Agency baselines, will connect customers across the MTA service area, enhance access to mass transit, accommodate ridership growth and attract new transit riders.

The service investments phase-in period has already begun and will continue over the next twelve months, costing approximately \$30 million per year to operate when fully implemented. MTA planners analyzed ridership data in conjunction with residential and business growth patterns and accessibility to transit to determine which routes, days and times would benefit the most from investments in bus, subway and commuter rail service. The service investments will be implemented across all elements of the MTA's mass transit system, with the common goal of solidifying ridership gains and improving the customer experience.

New York City Transit will add new bus routes, extend existing bus routes and add night or weekend service on bus routes in all five boroughs. This investment will also allow the permanent extension of subway “G” service to Church Avenue from Smith/9th Street.

The Long Island Rail Road will provide increased service from Ronkonkoma every 30 minutes on weekdays after the morning rush and during some weekend periods. Extra trains will accommodate increased rider demand on the Long Beach branch, and trains from Atlantic Terminal will also be extended until 2 a.m. LIRR is also restoring certain trains that were eliminated in 2010. Additional holiday service on the Port Washington, Huntington, Babylon, and Long Beach Branches will accommodate increased seasonal travel.

Metro-North Railroad will enhance weekday service on the Harlem Line and weekend service on the Hudson Line to reduce crowding. The Hudson Line will also see more direct connections at Croton-Harmon on weekends to improve customer service. Weekend service on some Harlem, Hudson and New Haven line routes will be increased to every 30 minutes as well.

Pension Provision - Lower Rate of Return Assumption – The Plan makes an adjustment of \$55 million per year in higher pension costs, beginning in 2013. It reflects a reduction in the future rate of return assumption on MTA-controlled pension assets from 7.5% to 7.0%. This reduced investment return assumption is consistent with the recent decision by the NYCERS actuary to lower the assumed rate of return to 7% on its pension assets.

Accrued Baseline Assumptions

The following presents Agency baseline assumptions supporting the MTA Consolidated Statement of Operations including analysis of individual revenue and expense categories. July Plan “below-the-line” items (i.e. are now captured within the baseline, and are included in the details of each Agency section.

2012 November Forecast

The 2012 November Forecast projects a Net Operating Deficit before Subsidies and Debt Service of \$7,108 million -- \$42 million better than the Mid-Year Forecast, as favorable farebox revenue and discretionary costs were partially offset by unfavorable non-discretionary expenses and other operating revenue.

Revenue

Total operating revenue is projected to improve over the Mid-Year Forecast by \$14 million, primarily the result of higher fare media revenue and better than expected ridership at NYCT and LIRR, partially offset by decreased non-cash FMTAC investment income and lower advertising income. When compared with the Adopted Budget, total revenue is \$66 million higher, reflecting overall impact of higher than projected ridership across the Agencies, other operating revenue partially offset by lower toll revenue.

Expenses

Excluding non-cash adjustments, operating expenses were \$31 million better than the Mid-Year Forecast due mostly to timing adjustments and lower spending in discretionary categories and paratransit. Partially offsetting these were higher costs for pensions, overtime, other fringe benefits, and health & welfare. When compared with the Adopted Budget, expenses are \$98 million lower, reflecting overall lower non-labor expenses and a \$62 million drawdown of the remaining 2012 general reserve.

2013 Final Proposed Budget

The 2013 Final Proposed Budget projects a Net Operating Deficit before Subsidies and Debt Service of \$7,749 million. Total 2013 operating expenses before non-cash liability adjustments of \$10,952 million are \$601 million higher than the 2012 November Forecast due mostly to higher non-discretionary costs – specifically, health & welfare and energy -- as well as maintenance and other operating contracts, other business expense, materials & supplies, and other fringe benefits.

When compared with the 2013 forecast in the July Plan, the 2013 net operating deficit before non-cash liability items, subsidies and debt service is \$136 million worse. The bulk of this unfavorable change is due to increases in non-discretionary costs specifically for health & welfare, pensions and energy, as well as other fringe costs and unfavorable timing impacts in professional services. Partially offsetting these higher costs were savings in other business expenses and materials & supplies.

Total operating revenue of \$7,234 million is projected to be \$24 million lower than the July projection. Fare and Toll revenues are \$16 million lower primarily due to a revised timeline for realizing revenue from the Fare Evasion Initiative and a re-estimate in vehicle traffic. Other operating revenue is \$8 million lower due primarily to a decrease in investment income at FMTAC. When compared with the February Plan, operating revenue is \$52 million higher reflecting the overall favorable impact on farebox revenue of new and restored service, while toll revenue decreases by \$9 million based on trends. Operating revenue is \$9 million higher due to

unrealized investment income from FMTAC's investment asset portfolio, increased advertising revenue, commissary sales, the rescheduling of GCT revenue funded projects in 2013 and higher outlying station rents, partially offset by lower projected realized investment revenue at FMTAC.

Excluding non-cash adjustments, expenses in 2013 worsen by \$112 million when compared with the July Plan due primarily to unfavorable re-estimates for non-discretionary costs, specifically health & welfare, energy, and pension, as well as discretionary costs such as fringe benefits and professional service contracts. When compared with the February Plan, expenses are \$139 million higher, rising non-discretionary costs being the primary factor, particularly in pensions and health & welfare costs, and higher discretionary expenses the majority of which is due to overtime and payroll, other fringe costs, and professional services.

2014 – 2016 Forecast

The November Forecast includes increases to the baseline deficit in the out-years mainly as a result of rising non-discretionary costs (i.e. pensions, health & welfare, other fringe benefits, and energy), and ramp-up costs for East Side Access. These are partially offset by lower discretionary costs due to efficiencies being realized in paratransit services, material & supplies, and other business expenses.

Compared with the July Plan, the November Plan (net operating deficit before non-cash liability items, subsidies and debt service) is higher by \$94 million in 2014 as a result of increases in non-discretionary costs, such as health & welfare and energy, and funding requirements for major maintenance programs and new service investments.

Compared with the February Plan, the November Forecast (net operating deficit before non-cash liability items, subsidies and debt service) is lower by \$71 million in 2014 primarily as a result of significant savings in paratransit, lower energy, partly offset by higher other fringe benefits, pensions, and health & welfare, payroll.

The following pages provide a more detailed description of the assumptions used in formulating the 2013 Final Proposed Budget and the forecasts for 2014 through 2016. Additional detail can be found in individual Agency sections.

PASSENGER & TOLL REVENUE/UTILIZATION

On an average weekday, MTA carries 8.5 million passengers on its subways, buses and commuter railroads, while there are 800 thousand crossings at MTA Bridges & Tunnels facilities.

MTA-wide utilization levels continue to recover from the significant negative impacts of the global recession and, in particular, from the precipitous loss of jobs in New York City that began in 2008. Between the third quarter of that year and the final quarter of 2009, New York City lost more than 135,000 jobs (a drop of 3.6% on a seasonally adjusted basis). In 2010 the city added back 63,000 jobs, and in 2011 employment continued to trend upward as a further 64,000 jobs were added to New York City payrolls. Job growth was positive for seven of the first eight months of 2012, and by the end of August, seasonally adjusted employment remained higher than at any time in the past ten years. For the full year, it is projected that New York City employment will increase 2.1% in 2012, adding a total of 78 thousand jobs over 2011. Utilization forecasts made in the Mid-Year Forecast had assumed a less robust employment growth of 66 thousand jobs (1.7%), and higher employment has improved utilization on a Plan-to-Plan basis.

Utilization figures presented in this section do not reflect fare media liability or paratransit operations at New York City Transit; these items are included in the Agency and MTA consolidated tables in the Financial Plan. Additionally, utilization for Metro-North Railroad's west-of-Hudson operations is also not included in this section; in the Agency and MTA consolidated financial tables, west-of-Hudson utilization is netted against expenses and is not included in revenue.

The November Plan reflects estimated utilization impacts from increased enforcement of fare collections on NYCT buses and from the service investments presented in Volume 1 of the 2012 July Financial Plan. The service investments are expected to generate additional farebox revenue at NYCT, the LIRR and MNR totaling \$1.7 million in 2012 and \$7.9 million in 2013, and by 2016 the additional farebox revenue from service investments is expected to be \$11.5 million; the associated ridership increases are estimated to be 0.1 million in 2012 and 2.8 million in 2013, eventually growing to 3.4 million by 2016. The increased enforcement effort to reduce NYCT bus fare evasion is expected to result in additional farebox revenue of \$7.0 million in 2013, \$14.1 million in 2014, \$21 million in 2015 and \$28 million in 2016; ridership is expected to improve as a result of this initiative by 5.6 million in 2013, 11.3 million in 2014, 16.9 million in 2015 and 22.6 million in 2016.

The 2012 November Forecast for MTA consolidated ridership is projected to total 2,650 million passengers, while crossings at Bridges and Tunnels (B&T) facilities are projected to total 286 million vehicular crossings. The New York City Transit (NYCT) combined subway and bus ridership forecast for the 2012 November Forecast is 2,358 million and accounts for 89% of MTA consolidated ridership. Long Island Rail Road (LIRR) and Metro-North Railroad's (MNR) East-of-Hudson operations each account for 3% of MTA consolidated ridership, with 2012 ridership projected to be 83 million for LIRR and 83 million for MNR's East-of-Hudson operations. The projection for MTA Bus Company (MTABC) ridership is 122 million, and accounts for 5% of MTA consolidated ridership, while Staten Island Railway (SIR) ridership is estimated to be 5 million (0.2% of MTA ridership).

MTA consolidated farebox revenue for the 2012 November Forecast is estimated to be \$5,018 million, and toll revenue is estimated to be \$1,505 million. NYCT combined subway and bus farebox revenue is expected to be \$3,648 million, while LIRR is projecting \$587 million in farebox revenue and MNR is projecting \$595 million in farebox revenue for its East-of-Hudson operations. SIR farebox revenue is estimated to be \$6 million, and MTABC farebox revenue is expected to be \$182 million.

In spite of the loss of 31 million trips resulting from the separation of Long Island Bus, the 2012 November Forecast for MTA consolidated ridership is projected to increase by 28 million (1.1%) trips from 2011. Excluding LIB, system-wide ridership is expected to increase by 58 million (2.3%) over 2011 levels. Ridership at NYCT is expected to increase by 52 million (2.3%), with MNR, LIRR, MTA Bus, and SIR also projected to experience higher utilization in 2012. Traffic crossings at B&T facilities are expected to increase by 3 million trips (0.9%) compared with 2011. Notwithstanding the loss of \$45 million in farebox revenue resulting from the cessation of LIB operations, the 2012 November Forecast projects a consolidated farebox revenue increase of \$82 million (1.7%) in 2012. Excluding LIB, farebox revenue is expected to be \$128 million (2.6%) higher in 2012, the result of higher collections for each MTA Agency; B&T toll revenue is expected to be \$3 million (0.2%) greater than 2011 toll revenue.

MTA consolidated ridership for the 2012 November Forecast is expected to exceed the 2012 Mid-Year Forecast by 7.2 million trips (0.3%), the result of better than expected ridership at NYCT and LIRR. From the remaining MTA agencies, lower ridership forecasts than those made in July marginally offset these positive variances. For NYCT, a ridership increase of 8 million

trips (0.3%) reflects 11 million more Subway trips, relative to the Mid-Year Forecast, and 3 million fewer bus trips. LIRR forecasts 2012 ridership to be 0.3% higher than expected in July. Meanwhile, ridership levels at MNR, MTA Bus and SIR are projected to be lower than the Mid-Year Forecast, with MNR ridership 1% lower and MTA Bus and SIR each 0.3% lower. Vehicle crossings at B&T facilities are also projected to be lower than the Mid-Year Forecast by a half million (0.2%), partly the result of a rise in gasoline prices in the early fall. MTA consolidated farebox revenue in the 2012 November Forecast is projected to improve over the Mid-Year Budget Forecast by \$13 million (0.3%), while B&T toll revenue is projected to be \$2 million (0.2%) worse than the Mid-Year Forecast.

MTA consolidated ridership for the 2012 November Forecast is expected to exceed the 2012 Adopted Budget projection by 17 million (1%) trips. With the exception of a small decline at SIR, ridership is projected to be higher at all MTA agencies than was expected in February 2012. At B&T facilities, the November Forecast is projected to miss the Adopted Budget Forecast by less than half a million trips (0.1%). MTA consolidated farebox revenue in the 2012 November Forecast is projected to improve over the 2012 Adopted Budget by \$41 million (1%), while B&T toll revenue is projected to be \$6 million (0.4%) lower than the Adopted Budget.

The 2013 forecast for MTA consolidated ridership is projected to total 2,686 million passengers, while crossings at B&T facilities are projected to total 286 million vehicular crossings. NYCT combined subway and bus ridership is expected to be 2,390 million, while LIRR is projecting 84 million passengers and MNR is projecting 85 million passengers for its East-of-Hudson operations. SIR ridership is estimated to be 5 million and MTA Bus ridership is expected to be 122 million. MTA consolidated farebox revenue for 2013 is estimated to be \$5,104 million, and toll revenue is estimated to be \$1,500 million. NYCT combined subway and bus farebox revenue is expected to be \$3,700 million, while LIRR is projecting \$594 million in farebox revenue and MNR is projecting \$621 million in farebox revenue for its East-of-Hudson operations. SIR farebox revenue is estimated to be \$6 million and MTA Bus farebox revenue is expected to be \$183 million.

The 2013 Final Proposed Budget continues to expect year-to-year improvements in ridership and fares, due mostly to the improvement in the regional economy and the associated increase in jobs in New York City. B&T traffic, however, is expected to be marginally lower, reflecting the fact that 2012 benefitted from an extra leap-year day and unusually mild winter weather early in the year. Year-to-year, MTA consolidated ridership is expected to increase by 35 million trips (1%) compared to 2012, while B&T vehicular crossings are expected to decline by 100,000 (less than a tenth of a percent). Farebox revenue is projected to increase \$86 million (2%) over 2012, while toll revenue is forecast to decline by \$5 million (0.4%).

MTA consolidated ridership for 2013 in the November Final Proposed Budget is expected to be higher than the July Plan projection by 13 million (0.5%) trips. At B&T facilities, the Final Proposed Budget shows 300,000 (0.1%) fewer vehicular crossings than the July Plan forecast. MTA consolidated farebox revenue for 2013 in the Final Proposed Budget is forecast to be greater than projections in the July Plan by \$18 million (0.3%). B&T toll revenue for 2012 is projected to be \$2 million (0.2%) below the July Plan forecast.

MTA consolidated ridership for 2013 in the Final Proposed Budget is expected to be higher than the February Plan projection by 23 million (1%). Compared to the February Plan, the Final Proposed Budget shows a small decline of 1 million vehicle crossings at B&T facilities. The Final Proposed Budget projects an increase in farebox revenues, relative to the February Plan, of \$54 million (1.1%). B&T toll revenue for 2013 is expected to be \$9 million (1%) lower than anticipated in February.

MTA consolidated ridership and farebox revenue are both expected to increase each year from 2014 to 2016. Consolidated ridership is projected to reach 2,786 million passengers by 2016, and farebox revenue is estimated to reach \$5,320 million. B&T vehicle crossings are also projected to increase each year, reaching 291 million crossings in 2016; toll revenue is forecast to reach \$1,519 million in 2016, after increasing in each year. Compared with the July Plan, MTA consolidated ridership for 2014 and 2015 is projected to be 0.5% favorable, and the forecast for 2016 is expected to be 0.9% better than in July; however, the forecast for traffic at B&T facilities is expected to be lower each year (0.2% for 2014 and 0.3% for 2015 and 2016), reflecting the downward revision in the 2013 projection. MTA consolidated farebox revenue is expected to be 0.4% higher in 2014, 0.3% higher in 2015, and 0.6% higher in 2016 than was expected in the July Plan, while B&T toll revenue is projected to be 0.3% lower in each year.

Compared with the February Plan, MTA consolidated ridership for 2014 and 2015 is projected to be 0.8% favorable. The forecast for traffic at B&T facilities is expected to be lower each year (0.5% for 2014 and 0.7% for 2015). MTA consolidated farebox revenue is expected to be 1.1% higher in 2014 and 1.0% higher in 2015 than was expected in the February Plan, while B&T toll revenue is projected to be 0.7% lower in 2014 and 0.8% lower in 2015.

Utilization Growth Rate for Traffic & Ridership (from prior year)					
	2012	2013	2014	2015	2016
TRAFFIC: Bridges & Tunnels	0.9%	(0.0%)	0.5%	0.5%	0.9%
Long Island Rail Road	3.0%	1.1%	0.7%	0.7%	0.6%
Metro-North Railroad	3.3%	2.4%	2.2%	1.8%	1.7%
MTA Bus Company	1.1%	0.4%	0.6%	0.5%	0.5%
New York City Transit	2.3%	1.4%	1.4%	1.3%	1.1%
Staten Island Railway	0.6%	1.1%	1.1%	1.2%	1.0%
RIDERSHIP	2.3%	1.3%	1.3%	1.3%	1.1%

Utilization Growth Rate for Toll & Farebox Revenue (from prior year)					
	2012	2013	2014	2015	2016
TOLL REVENUE: Bridges & Tunnels	0.2%	(0.3)%	0.3%	0.3%	0.8%
Long Island Rail Road	2.6%	1.2%	0.7%	0.7%	0.5%
Metro-North Railroad	4.9%	4.4%	4.4%	2.2%	2.0%
MTA Bus Company	1.8%	0.4%	0.7%	0.6%	0.5%
New York City Transit	2.3%	1.4%	1.4%	1.4%	1.1%
Staten Island Railway	0.1%	1.8%	1.3%	1.4%	1.2%
FAREBOX REVENUE	2.6%	1.7%	1.7%	1.4%	1.2%

MTA Consolidated Utilization

Plan-to-Plan Comparison

Baseline Before Gap-Closing Actions (in millions)

November Financial Plan					
	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Traffic					
Bridges & Tunnels	286.1	286.0	287.4	288.9	291.4
Ridership					
Long Island Rail Road	83.4	84.4	85.0	86.1	86.2
Metro-North Railroad ¹	83.0	85.0	86.9	88.5	89.9
MTA Bus Company	121.5	121.9	122.7	123.3	123.9
New York City Transit ^{2, 3}	2,357.8	2,389.8	2,422.3	2,454.0	2,481.0
Staten Island Railway	4.6	4.7	4.7	4.8	4.8
<i>Total Ridership</i>	<i>2,650.3</i>	<i>2,685.7</i>	<i>2,721.5</i>	<i>2,756.6</i>	<i>2,785.9</i>
July Financial Plan					
	2012 Mid-Year Forecast	2013 Preliminary Budget	2014	2015	2016
Traffic					
Bridges & Tunnels	286.6	286.3	288.0	289.8	292.3
Ridership					
Long Island Rail Road	83.2	84.6	85.2	86.2	86.4
Metro-North Railroad ²	83.8	85.6	87.5	89.1	90.4
MTA Bus Company	121.9	122.6	123.6	124.7	125.2
New York City Transit ^{1, 3}	2,349.6	2,375.2	2,406.2	2,437.8	2,455.3
Staten Island Railway	4.6	4.7	4.7	4.8	4.8
<i>Total Ridership</i>	<i>2,643.2</i>	<i>2,672.7</i>	<i>2,707.2</i>	<i>2,742.6</i>	<i>2,762.2</i>
Plan-to-Plan Changes: Favorable / (Unfavorable)					
	2012	2013	2014	2015	2016
Traffic					
Bridges & Tunnels	(0.5)	(0.3)	(0.6)	(0.9)	(0.9)
Ridership					
Long Island Rail Road	0.2	(0.2)	(0.3)	(0.2)	(0.1)
Metro-North Railroad ²	(0.8)	(0.6)	(0.6)	(0.6)	(0.5)
MTA Bus Company	(0.4)	(0.7)	(1.0)	(1.4)	(1.3)
New York City Transit ^{1, 3}	8.2	14.6	16.1	16.1	25.7
Staten Island Railway	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
<i>Total Ridership</i>	<i>7.2</i>	<i>13.1</i>	<i>14.3</i>	<i>14.0</i>	<i>23.7</i>

¹ Excludes Paratransit Operations.

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

³ Excludes Fare Media Liability.

MTA Consolidated Utilization

Plan-to-Plan Comparison

Baseline Before Gap-Closing Actions (in millions)

November Financial Plan					
	2012 November <u>Forecast</u>	2013 Final Proposed <u>Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<u>Toll Revenue</u>					
Bridges & Tunnels	\$1,504.6	\$1,499.5	\$1,503.3	\$1,507.6	\$1,519.3
<u>Fare Revenue</u>					
Long Island Rail Road	586.8	593.8	598.2	602.6	605.9
Metro-North Railroad ²	595.3	621.2	648.2	662.4	675.9
MTA Bus Company	182.3	183.0	184.2	185.3	186.3
New York City Transit ^{1, 3}	3,648.3	3,699.9	3,751.8	3,802.6	3,845.5
Staten Island Railway	5.6	5.7	5.8	5.8	5.9
<i>Total Farebox Revenue</i>	<i>\$5,018.3</i>	<i>\$5,103.5</i>	<i>\$5,188.2</i>	<i>\$5,258.8</i>	<i>\$5,319.5</i>
July Financial Plan					
	2012 Mid-Year <u>Forecast</u>	2013 Preliminary <u>Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<u>Toll Revenue</u>					
Bridges & Tunnels	\$1,507.0	\$1,501.9	\$1,507.2	\$1,512.7	\$1,523.5
<u>Fare Revenue</u>					
Long Island Rail Road	584.7	594.6	598.8	603.0	606.0
Metro-North Railroad ²	600.1	624.2	650.7	665.3	677.9
MTA Bus Company	183.0	184.2	185.9	187.7	188.6
New York City Transit ^{1, 3}	3,632.2	3,677.3	3,728.9	3,781.5	3,810.6
Staten Island Railway	5.6	5.7	5.8	5.8	5.9
<i>Total Farebox Revenue</i>	<i>\$5,005.7</i>	<i>\$5,085.9</i>	<i>\$5,170.0</i>	<i>\$5,243.3</i>	<i>\$5,289.0</i>
Plan-to-Plan Changes: Favorable / (Unfavorable)					
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<u>Toll Revenue</u>					
Bridges & Tunnels	(\$2.4)	(\$2.4)	(\$3.9)	(\$5.1)	(\$4.2)
<u>Fare Revenue</u>					
Long Island Rail Road	2.1	(0.8)	(0.5)	(0.4)	(0.1)
Metro-North Railroad ²	(4.8)	(3.0)	(2.5)	(2.9)	(2.0)
MTA Bus Company	(0.8)	(1.2)	(1.7)	(2.4)	(2.3)
New York City Transit ^{1, 3}	16.1	22.6	22.9	21.1	34.9
Staten Island Railway	(0.0)	0.0	(0.0)	(0.0)	(0.0)
<i>Total Farebox Revenue</i>	<i>\$12.6</i>	<i>\$17.6</i>	<i>\$18.2</i>	<i>\$15.4</i>	<i>\$30.5</i>

¹ Excludes Paratransit Operations.

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

³ Excludes Fare Media Liability.

OTHER OPERATING REVENUE

The Other Operating Revenue category captures all revenues generated from sources other than fares and tolls, and includes advertising, paratransit reimbursement, fare reimbursement, rents, concessions, parking and investment income.

Other Operating Revenue November Financial Plan 2013-2016 (\$ in millions)						
	2011	2012	2013			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Rental Income</i>	\$107	\$104	\$101	\$105	\$106	\$109
<i>Advertising</i>	115	121	124	128	130	133
<i>Paratransit Reimbursement</i>	89	106	127	153	184	220
<i>Fare Reimbursement (students/seniors)</i>	84	84	84	84	84	84
<i>Concessions</i>	9	9	9	9	9	9
<i>Parking</i>	15	15	16	16	16	17
<i>All Other</i>	91	96	99	100	103	108
Total Other Operating Revenue	\$509	\$536	\$561	\$594	\$633	\$680

Other Operating Revenue in the November Plan is projected at \$536 million in 2012, \$561 million in 2013, \$594 million in 2014, \$633 million in 2015, and \$680 million in 2016. Year over year increases are \$25 million in 2013, \$33 million in 2014, \$39 million in 2015, and \$47 million in 2016. The majority of the annual growth is at NYCT, with increases over the 2013 to 2016 period of \$28 million, \$31 million, \$35 million, and \$41 million. The increase at NYCT is mainly from NYC reimbursements of paratransit expenses, which are capped at 120% of prior calendar year billings.

The \$2 million increase in the LIRR's Other Operating Revenue in 2013 is due to a one-time real estate sale. After a slight decline in 2014, LIRR Other Operating Revenue increases by \$1 million both in 2015 and 2016 due to contractual and inflationary increases.

MNR's Other Operating Revenue decreases by less than a \$1 million in 2013, followed by increases of \$1 million in both 2014 and 2015 and \$2 million in 2016. The revenue increases after 2013 are primarily due to higher parking fees, advertising revenue, commissary revenue and GCT retail revenue.

Compared with the July Plan, Other Operating Revenue decreases by \$7 million in 2012, \$8 million in 2013, \$12 million in 2014 and \$13 million in both 2015 and 2016. These declines are primarily due to projected reductions in investment income from FMTAC that are based on the first eight months of 2012 and inflation assumptions for 2013 to 2016. Excluding the decline in investment income, other revenues increase by \$11 million in 2012, \$13 million in 2013, \$16 million in 2014 and \$17 million in both 2015 and 2016.

The LIRR's other revenue is unfavorable plan-to-plan by \$4 million in 2012 and \$2 million from 2014 through 2016, largely due to reduced advertising revenue.

At MNR, other revenue is favorable plan-to-plan by \$2 million in 2012 and \$1 million in 2013, primarily due to higher GCT retail revenues, increasing commissary sales, higher advertising from GCT digital displays and increasing parking revenues. Other revenues are unfavorable by

\$1 million annually from 2014 through 2016 primarily due to revised billboard advertising and outlying station revenue, including parking.

MTA HQ Other Operating Revenue is unfavorable plan-to-plan by \$2 million each year beginning in 2013, primarily due to lower projected Transit Museum income.

Overall, when compared with the February Plan, Other Operating Revenue is projected to increase by \$11 million in 2012, \$9 million in 2013, \$5 million in 2014 and \$3 million in 2015. These increases are mainly attributable to unrealized investment income from FMTAC's investment asset portfolio, which is higher by \$12 million in 2012 and 2013, by and \$13 million annually in 2014 and 2015. In addition, favorable other income projections at NYCT of approximately \$4 million in 2012 and 2013, \$3 million in 2014 and \$1 million in 2015 are due primarily to increased advertising revenue. Also, MNR favorable revenue projections of \$5 million in 2012, \$3 million in 2013, and \$1 million in both 2014 and 2015 are due primarily to higher GCT retail revenues, higher commissary sales, the rescheduling of GCT revenue funded projects in 2013 and higher outlying station rents. Partially offsetting this higher income is lower projected realized investment revenue at FMTAC of \$9 million in 2012 and \$10 million annually from 2013 through 2015.

PAYROLL

MTA Consolidated Payroll expenses from 2012 through 2016 are influenced by a number of factors including position levels, inflation assumptions, labor agreements, and capital project activity.

The baseline November Plan assumes that labor settlements will include three years of "net zero" wage growth, effective upon the completion of existing contracts. CPI inflationary growth is assumed in the years following.

The contract for the largest union, the TWU, expired in January of 2012. In the case of the ATU, an arbitrator awarded a 4%,4%,3% labor settlement for the three year period ending in January of 2011 in contrast to the February Financial Plan which assumed a 4,4,0 settlement. As a result, the 3 zero assumption has been moved back one year.

Wage increases for represented employees at MTA HQ, B&T, MTA Bus, and for non-TWU/ATU employees at NYCT— all of whose contracts expired prior to 2012 -- will follow only the first two years of the TWU agreement, followed by three consecutive years of zero wage growth and then CPI-based increases.

The commuter railroads are projected to receive three consecutive years of zero wage growth followed by CPI, which will begin retroactive to the expiration of their last contracts (summer of 2010). A further assumption of the November Plan is that represented workers at SIR will receive a third year of zero wage growth in 2012 followed by inflationary increases.

Non-represented employee salaries, following three straight years without raises, are assumed to increase based upon CPI beginning in 2012. No across-the-board raises have been granted as of the November Plan.

November Plan expenses are projected at \$4,207 million in 2012, \$4,276 in 2013, \$4,314 million in 2014, \$4,421 in 2015, and \$4,529 in 2016, reflecting year-to-year increases of \$70 million in 2013, \$38 million in 2014, \$107 million in 2015 and \$109 million in 2016.

The Plan includes payroll impacts stemming from new service investments that were approved by the MTA Board in July. Newly scheduled bus, subway and commuter rail services are scheduled to commence in the 4th quarter of 2012 with additional new service scheduled throughout 2013.

The year-to-year increase in 2013 is mostly attributable to NYCT (\$26 million) MNR (\$14 million), the LIRR (\$12 million), MTA HQ (\$9 million), B&T (\$7 million), and MTA Bus (\$2 million). In addition to the service investment impacts, NYCT's increase primarily reflects CPI-based rate increases and the impact of the bus fare evasion reduction initiative. MNR's increase is reflective of a post net-zero wage increase for represented employees, effective July 16th, 2013, initiatives that support IT project management and monitoring critical information systems, customer service enhancements, and Maintenance of Equipment training requirements. The LIRR's increase includes a post net-zero wage increase for represented employees, effective July 1, 2013, the impact of an aggressive hiring plan to fill key operating vacancies, elevator and escalator maintenance, and changes in the Reliability Centered Maintenance program. MTA HQ's increase reflects additional coverage requirements for MTA PD and re-estimated staffing levels at the BSC. B&T's growth reflects the impact of filling 2012 vacancies and additional positions needed to support the Central Control Unit (CCU) and new fire standpipe mandates. MTA Bus' higher cost is attributable to several bus preservation initiatives and management strategies aimed at improving performance reliability and increasing maintenance productivity.

Expense growth from 2014-2016 largely reflects the out-year impacts of the service investment plan in addition to wage assumptions for all Agencies, and labor expenses associated with the East Side Access ramp-up at the LIRR and MTAHQ. Aside from years with zero increases, the year-to-year changes at the remaining agencies are driven primarily by inflation assumptions of 1.91% in 2014, 1.85% in 2015, and 1.89% in 2016.

On a plan-to-plan basis, expenses decrease by \$9 million in 2012, but worsen by \$35 million in 2013, \$23 million in 2014, \$33 million in 2015, and by \$16 million in 2016.

In 2012, the savings are the result of vacancies at NYCT, B&T and MTA HQ (totaling \$12 million).

In 2013, expenses increase at NYCT (\$22 million) due to investments in programmatic initiatives and higher earned employee separation payments; at the LIRR (\$9 million) increases are due to additional requirements associated with service investments and train crew staffing initiatives, and at MTA Bus (\$3 million) the increase is due to contractual pay rate changes and programmatic activity.

From 2014-2016, expense growth increases by the programmatic changes noted above largely to NYCT (averaging \$19 million annually) and MTA Bus (averaging \$3 million annually).

When compared with the February Financial Plan, Payroll expenses increase by \$4 million in 2012, \$68 million in 2013, \$51 million in 2014, and \$58 million in 2015. In addition to what is referenced above, variations from the Adopted Budget include the impact of programmatic changes captured in the July Plan -- the Bus Shop Plan and the Subways Scheduled Maintenance (SMS) program at NYCT; preliminary estimates for the Elevator/Escalator Safety & Maintenance Initiative and the Lighting Strike Corrective Action Plan at the LIRR; and additional Scheduled Operations Pickup Work and Hastus re-estimates at MTA Bus.

OVERTIME

MTA Consolidated Overtime expenses are influenced by a number of factors including vacancies, employee availability, wage growth assumptions, project activity, weather, and work rules.

Following an extensive review conducted in 2010, the MTA instituted an aggressive program to rein in overtime through a series of management controls that resulted in initial efficiency savings of approximately \$20 million in 2010 that were projected to grow to \$60 million annually thereafter. In 2011, employee availability issues, higher required vacancy coverage and severe weather conditions prevented the targeted savings from being achieved. In 2012, unbudgeted, but scheduled overtime for major maintenance programs, such as *FasTrack*, and backlog reduction initiatives for signals, track and structures, coupled with on-going employee availability and vacancies issues have made the initial overtime reduction target unachievable. In spite of these challenges, the MTA remains committed to identifying new opportunities for improvement. As a result, overtime expenses are projected to decrease from \$527 million in 2012 to \$506 million in 2013 and \$495 million in 2014; projected wage settlements will increase overtime to \$504 million in 2015 and \$513 million in 2016.

NYCT's year-to-year expenses decrease by \$15 million in 2013 and \$12 million in 2014, and increase by \$4 million in 2015 and \$6 million in 2016. The decrease in expenses in 2013 & 2014 reflect overtime savings achieved by filling vacant positions, and lower signals overtime mainly attributable to a reduction in the backlog of signals defects. The out-year increases reflect payroll wage rate assumptions.

The LIRR's expenses decrease by \$7 million in 2013, and increase by \$1 million in 2014, \$2 million in 2015 and \$1 million in 2016. The savings in 2013 reflects the assumption that a significant amount of current vacant craft positions will be filled by year-end, 2013. The out-year increases primarily reflect normal wage growth.

MTA Bus' year-to-year expenses decrease by a \$1 million in 2013 and less than \$1 million in 2014, and increase by \$1 million in 2015 and 2016. The expense changes primarily reflect traffic delays, running time, the implementation of a platform budget, and changes in the Shop Overhaul program.

On a plan-to-plan basis, overtime expenses increase by \$42 million in 2012, \$35 million in 2013, and \$23 million in each of the years 2014 through 2016. The bulk of the increase is attributable to an updated assessment of subway/bus overtime requirements, resulting in the reversal of some 2010 savings assumptions, as well as additional signals, vacancy coverage, and train delay requirements which results in an increase in overtime costs. Also, impacting costs was vacant craft and foreman positions, lower availability in train operations, service investments, and project activity at the LIRR. Traffic delays, running time, the implementation of a platform budget and re-estimates of the Shop Program requirements resulted in an increase in expenses at MTA Bus.

Compared with the February Plan, overtime expenses increase by \$67 million in 2012, \$51 million in 2013, \$38 million in 2014, \$39 million in 2015, and \$36 million in 2016. In addition to what is noted above (November vs. July), increases are primarily due to maintenance requirements for signals inspection, track and structure defect backlog reductions, and *FasTrack* at NYCT, as well as an elevator and escalator maintenance program, a lighting strike action plan, and FRA mandates at the LIRR.

It should be noted that while actual overtime spending as of August 2012 YTD negatively impacted full-year 2012 projections, improvements are being seen, particularly in the areas of scheduled service and weather emergencies. However, as a result of Hurricane Sandy, overtime for weather emergencies will negatively impact full year results. There remain other areas where improvement is needed, such as vacancy/absentee coverage, unscheduled service, and programmatic/routine maintenance. The MTA has been proactive in its efforts to correct these deficiencies, and has made Agency-specific recommendations such as: investigate the causes for higher absenteeism and crack down on persistent offenders; perform cost/benefit sensitivity analysis on overtime vs. straight time economies; re-focus efforts to achieve overtime control; and continue to address underlying issues responsible for high OT in specific categories such as service delays.

HEALTH & WELFARE

Empire Plan premium rates provided in June 2012 by the New York State Department of Civil Service are used as the primary assumption for per-employee Health & Welfare premium expenses. Compared with the July Plan, premium assumptions are unfavorable in 2012 and 2013, favorable in 2014 and unchanged from July in 2015 and 2016.

	2012	2013	2014	2015	2016
Individual Coverage					
July Plan	0.2%	10.4%	3.0%	6.4%	6.4%
November Plan	6.1%	11.1%	1.7%	6.3%	6.3%
Family Coverage					
July Plan	2.8%	10.8%	3.6%	7.0%	7.0%
November Plan	6.8%	11.8%	2.4%	7.0%	7.0%

The higher premium assumptions beginning with 2012 reflect the inclusion of Medicare Part B premiums in the Empire Plan premiums employers pay. This change was effective on April 1, 2012 with the start of the New York State fiscal year, but Empire Plan rates were not adjusted until July 1; as a result, the monthly premiums for the last six months of 2012 include Medicare Part B premiums for a nine-month period.

Forecasts of premiums for 2013 through 2016 are based on the 10-year average change in premiums, excluding the largest and smallest annual percent changes. For employee health plans other than the Empire Plan, existing contractual rates—and when available projected rate changes—are used in place of the Empire Plan assumptions.

The exceptionally low premium increase for 2014 is the result of a lower projection on return-on-investment in the 2013 forecast; beginning with 2014, the net premium projections reflect return-on-investment rates that reflect the 10-year averages and higher than those assumed by the Department of Civil Service for 2013.

MTA Consolidated Health & Welfare expenses of \$863 million for the 2012 November Forecast are \$54 million greater than 2011 expenses. In comparison with the 2012 Mid-Year Forecast, expenses are \$18 million unfavorable, primarily due to the inclusion of Medicare Part B premiums in the Empire Plan premiums employers pay.

In the 2013 Final Proposed Budget, Health & Welfare expenses are projected to be \$979 million, an increase of \$116 million over the 2012 November Forecast. Compared with the July Plan, the 2013 Final Proposed Budget is \$42 million unfavorable, primarily due to higher premiums for participants in the Empire Plan as a result of the inclusion of Medicare Part B premiums.

MTA Consolidated Health & Welfare expenses are forecast to increase annually; expenses are projected to reach \$1,239 million in 2016. November Plan forecasts are higher than expense forecasts in the July Plan, unfavorable by \$36 million in 2014, \$36 million in 2015 and \$34 million in 2016.

In comparison with the February Plan, MTA Consolidated Health & Welfare expenses are unfavorable by \$1 million in 2012, \$41 million in 2013, \$19 million in 2014 and \$10 million in 2015 primarily due to higher premiums for participants in the Empire Plan as a result of the inclusion of Medicare Part B premiums.

OTHER POST EMPLOYMENT BENEFITS (OPEB) and GASB FUND

OPEB

In 2007, the MTA implemented the Governmental Accounting Standard Board Statement No. 45 ("GASB-45"), the "Accounting and Financial Reporting for Employers for Postemployment Benefits Other Than Pensions," requiring that state and local governmental entities' financial reports reflect systematic, accrual-based measurements and the recognition of Other Post-Employment Benefit (OPEB) costs over a period that approximates the employee's years of services and provides information about actuarial accrued liabilities and to what extent progress is made in the funding. Prior to that, the MTA and other governmental employers OPEB costs had been funded on a "pay-as-you-go" basis and were reported in the financial statements when the "promised" benefits were paid.

After reviewing per capita claims cost for NYCT and MTA Bus, a decrease in the discount rate and other factors, the MTA's actuary has recently increased the annual required contribution (ARC) from \$1,765 million in 2010 to \$2,422 million in 2011 and the value of the above-mentioned unfunded accrued liability from \$13.2 billion to \$17.8 billion—an increase of approximately 35%.

The November Plan accrued baseline reflects the pay-as-you-go component for the OPEB expense category called "OPEB Current Payment." Growth in this category is consistent with the assumptions described under Health & Welfare.

In comparison with the July Plan, OPEB current payment expenses are unfavorable by less than \$1 million 2012, favorable by \$6 million in 2013, \$9 million in 2014, \$13 million in 2015 and \$18 million in 2016. The unfavorable variances are primarily due higher premium assumptions which reflect the inclusion of Medicare Part B premiums in the Empire Plan premiums employers pay.

When compared with the February Plan, OPEB current payment expenses are favorable by \$0 million in 2012, \$4 million in 2013, \$9 million in 2014 and \$8 million in 2015. The favorable variances are primarily due to lower Health & Welfare premiums—particularly for participants in the Empire Plan.

GASB FUND

While the GASB 45 standard only requires the disclosure of this future liability, the MTA has taken measures to fund this growing liability. Agency contributions to this GASB fund are captured in the Cash Receipts and Expenditures Statement. In June 2008, the MTA Board approved the establishment of the “MTA Retiree Welfare Benefits Trust” (“OPEB Trust”) to govern the administration and investment of the OPEB Trust assets. Annual contributions are deposited with the MTA Treasurer in the GASB Fund Reserve, with the intent of periodically moving such funds into the OPEB Trust. In 2012, \$250 million has been moved from the GASB Fund Reserve to the OPEB Trust.

Annual projected contributions are \$77 million in 2012, \$83 million in 2013, \$88 million in 2014, \$90 million in 2015 and \$94 million in 2016. Included in these contributions are the Health & Welfare contributions made by those represented employees required to do so.

In comparison with the July Plan, the cash Contribution to GASB Fund expenditures are higher by almost \$2 million in each year from 2013 to 2016.

Compared with the February Plan, the cash Contribution to GASB Fund expenditures are higher by \$21 million in 2012, \$22 million in 2013 and \$24 million in each of 2014 and 2015. Both July and November Plans include increased contributions to help offset the previously mentioned increases in the ARC and liability.

PENSIONS

MTA employees are covered by a number of separate and distinct pension plans. All B&T employees and two-thirds of employees at NYCT are participants in the New York City Employee Retirement System (NYCERS). The remaining one-third of NYCT employees are participants in the Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA) Plan, one of three MTA-sponsored Plans. The other two MTA-sponsored plans—the MTA Defined Benefit Plan and the Long Island Rail Road Additional Plan—cover employees at the LIRR, MNR, SIR, MTA Bus and MTA Police (which is part of MTAHQ). Non-police employees at MTAHQ are participants in the New York State and Local Retirement System (NYSLRS).

Year-to-year pension cost changes are influenced by the most recent actuarial valuations for the pension plans that MTA employees participate in, as well as changes in assumed position levels, wage growth and labor settlements. Pension expenses reflect changes to actuarial assumptions, the most significant of which is a lower assumed rate of return on investments from 8.0% down to 7.0% for NYCERS and 7.5% down to 7.0% for MTA-sponsored Plans. To maintain consistency with the rate of return change at NYCERS, a below-the-line provision was included in Volume 1 of the July Financial Plan totaling \$55 million per year starting in 2013 for a reduction in the future rate of return assumption on MTA-controlled pension assets. The November Plan captures these changes within Agency baselines. As a continuing impact of the substantial financial market loss of 2008-2009, an increase in employer contribution rates for NYSLRS is included beginning in 2013.

Pension expenses total \$1,329 million in 2012 and increase by \$38 million in 2013, \$27 million in 2014, \$56 million in 2015 and \$34 million in 2016, when total pension expenses are projected to be \$1,483 million. Pension expenses are based on actuarial projections; where projections are unavailable, the forward three-year average CPI plus one percent—which is a proxy intended to capture anticipated impacts from demographic changes of employees and retirees—is applied to projections.

Compared with the July Financial Plan, expenses are unfavorable by \$46 million in 2012 and \$9 million in 2013, favorable by \$9 million in 2014 and \$5 million in 2015, then unfavorable by \$17 million in 2016. Plan-to-plan increases in 2012 reflect the full impact of changes to actuarial assumptions at NYCERS, above those already captured in the July Plan, including the lower rate of return on investments and increases to longevity assumptions.

In comparison with the February Plan, expenses are unfavorable by \$25 million in 2012, \$50 million in 2013, \$28 million in 2014 and \$24 million in 2015. The unfavorable variances are due to the impact of the change to the rate of return assumption on pension assets for NYCERS and MTA-Sponsored Plans as well as changes to other actuarial assumptions, including increases to longevity assumptions. Also included in NYCT's expenses is the impact of extending to MaBSTOA Plan members the recently expanded NYCERS death benefit. Partially offsetting these unfavorable variances are favorable actuarial valuations in the MTA-Sponsored Plans primarily resulting from the impact of flat salaries for most active plan members and an overall decline in the number of active plan members.

OTHER FRINGE BENEFITS

The Other Fringe Benefits category captures costs for Worker's Compensation and Federal Insurance Contributions Act (FICA) expenses at all agencies except the Commuter Railroads, where similar expenses are captured in the form of Federal Employees Liability Act (FELA) and Railroad Retirement taxes. This category also includes miscellaneous employee expenses.

November Plan Expenses are projected at \$550 million in 2012, \$561 million in 2013, \$573 million in 2014, \$590 million in 2015, and \$606 in 2016 reflecting modest annual growth consistent with payroll increases.

The year-to-year increase in 2013 is mostly due to: the LIRR (\$6 million), consistent with Railroad Retirement Tax projections, Railroad Unemployment rates and FELA medical and indemnity payment increases based on CPI; NYCT (\$4 million), consistent with payroll assumptions; and MNR (\$2 million), consistent with Railroad Retirement Tax projections. These changes were slightly offset by a decrease of \$3 million at MTA HQ largely due to lower projected Worker's Compensation claims than 2012.

For 2014 and thereafter, average annual expenses increase by \$6 million at the LIRR, \$5 million at NYCT, and \$3 million at MNR, with minor changes at the other agencies. By and large, these changes reflect a continuation of the assumptions noted above.

Compared with the July Plan expenses are projected to increase by \$20 million in 2012, and by approximately \$19 million annually from 2013-2016. These changes are mostly attributable to NYCT (\$11 million in 2012 and approximately \$10 million annually from 2013- 2016) and reflect higher Worker's Compensation payments driven by statutory increases in rates and increased medical costs; and MTA Bus (\$8 million in 2012 and approximately \$9 million annually from 2013-2016) and mostly reflect a reclassification adjustment from pensions. Plan-to-plan changes at other agencies are consistent with payroll assumptions: B&T primarily reflects FICA adjustments; MNR changes reflect payroll assumptions and reduced employee claims estimates; and LIRR increases are reflective of costs for new initiatives.

When compared with the February Financial Plan, Other Fringe Benefits increased by \$39 million in 2012 and by \$42 million in 2013. In 2014-2016, modest fluctuations result in a less than 1% deviation from the Adopted Budget. Overall, in addition to what was noted above, the

increases primarily reflect higher FICA rates at NYCT associated with changes in programmatic activity.

ELECTRIC POWER

Electric Power is supplied to the MTA by the New York Power Authority (NYPA), the Long Island Power Authority (LIPA) and Connecticut Light & Power (CL&P). MTA has a Long-Term Agreement (LTA) through 2017 with the New York Power Authority (NYPA) to supply electricity within the City of New York and Westchester County. The LTA requires that many of NYPA's assets, such as a share of upstate hydroelectric power and dedicated low-cost transmission line capacity from upstate New York, be allocated to serve its New York City governmental customers. Additionally, along with NYPA and the New York City governmental customers, MTA has a long-term share in the Astoria II power plant.

Expenses associated with the NYPA LTA are based on NYPA's current 2012 cost of service estimate, which reflects actual experience through August. The 2013 projection, which is based on NYPA's preliminary 2013 cost of service, will not be finalized until the end of December. Added to the 2013 NYPA cost of service projection is an MTA-estimated \$25 million expense provision to cover a Federal Energy Regulatory Commission (FERC) ruling regarding claims by independent generating firms that the pricing of power from the Astoria II plant undercut their ability to competitively sell electricity. Beyond 2013, the adjustment for the FERC ruling has not been allocated to the Agency financial plans and is handled as a top-side adjustment in the November Plan. NYPA cost of service projections beyond 2013 are based on changes in the national consumer price index as well as projected commodity price changes for natural gas and diesel fuel.

Delivery of NYPA-supplied electricity is handled by Consolidated Edison (Con Ed), and delivery cost projections are based on rates approved by the State Public Service Commission (PSC) through 2012, with annual 10% increases based on historic trends assumed for subsequent years. A recent PSC ruling, however, resulted in a one-time reduction – for 2012 – in the approved rates, which was reflected in the July Plan and is maintained in the November Plan. Annual increases in the cost of the Con Ed component of MTA's NYPA costs, however, are significantly higher than the PSC-approved rates due to a reallocation of Con Ed costs amongst the NYPA LTA governmental customers. The rate redesign significantly increases MTA's delivery costs, and the increase – which commenced in 2011 – is being phased in over a five year period. This rate reallocation was first included in the February Financial Plan but its impact was underestimated in the early years of the phase-in and corrected in the July Plan.

Price projections for LIPA and CL&P are based on projections for the Producer Price Index for Electric Power.

The rate for NYPA-supplied electricity for the 2012 November Forecast is projected to decline 0.1% from 2011 costs, reflecting significantly lower costs for diesel fuel and natural gas, the primary variable costs in the generation of electricity. Both the February and July Plans assumed NYPA charges would increase 8.7% over 2011 costs. Con Ed delivery rates are projected to be 21.8% greater than charges incurred in 2011, unchanged from the July Plan assumption; the significant increase reflects the phase-in of the Con Ed delivery rate redesign component of the NYPA charges. This increase over the 14.2% assumption in the Adopted Budget reflects both the correction to the rate reallocation which is partially offset by the lower PSC-approved annual increase. The price for electricity supplied by LIPA and CL&P is estimated to increase 0.2% in 2012, significantly lower than the 1.9% assumed in the July Plan and the 3.6% increase assumed in the Adopted Budget.

MTA Consolidated Electric Power expenses of \$502 million for the 2012 November Forecast are \$45 million (9.9%) greater than 2011 expenses. This estimate is \$16 million (3.1%) favorable compared with the July Plan projection and \$11 million (2.2%) favorable compared with the Adopted Budget. July Plan figures reflect expenses associated with service improvements presented in Volume 1 of the 2012 July Financial Plan.

The rate for NYPA-supplied electricity for the 2013 Preliminary Budget is projected to increase 8.0% over 2012 costs, reflecting a projected 3.6% decline in NYPA's cost of service that is more than offset by the impact of the FERC ruling. In the July Plan, 2013 NYPA expenses were projected to decline by 0.9%, while in the February Plan, 2013 NYPA costs were projected to increase 10.7%. Con Ed delivery rates are projected to be 15.0% greater than charges incurred in 2012, unchanged from the July Plan assumption and lower than the 21.2% annual increase assumed in the February Plan. The LIPA and CL&P rates for electricity are estimated to increase 3.3% in 2013, higher than the 2.0% increase assumed in the July Plan and slightly higher than the 3.2% assumed in the February Plan.

Expenses for the 2013 Preliminary Budget are expected to be \$561 million, an increase of \$58 million (11.6%) over 2012 projected expenses, primarily reflecting annual rate changes. Compared with the July Plan, 2013 is unfavorable by \$8 million (1.5%), due to higher electric rates. Compared with the February Plan, 2013 is favorable by \$9 million (1.6%), the result of impact from lower projected rates.

Including the top-side adjustment beginning in 2014 for the FERC ruling, NYPA rates are expected to increase 4.7% in 2014, 5.7% in 2015 and 6.0% in 2016; in the July Plan NYPA rates were projected to increase 8.7% annually while in the February Plan NYPA rates were projected to increase 10.7% annually. Con Ed delivery rates are unchanged from the July Plan, with projected increases 12.7% in 2014, 10.4% in 2015 and 10.0% in 2016. These annual increases are significantly lower than the increases of 26.1% for 2014 and 28.5% for 2015 that were assumed in the February Plan due to the steeper phase-in of the Con Ed delivery rate redesign.

MTA Consolidated Electric Power expenses are forecast to increase by 6.2% in 2014, 6.6% in 2015 and 6.8% in 2016, reaching \$679 million in 2016. Beginning in 2015, start-up costs associated with the East Side Access project increase consumption levels, increasing costs beyond rate impacts. Compared with the July Plan, forecasts are \$22 million (3.9%) unfavorable in 2014, \$16 million (2.5%) unfavorable in 2015 and \$6.0 million favorable (0.9%) in 2016. Compared with the February Plan, forecasts are \$39 million (6.2%) favorable in 2014 and \$70 million (9.9%) favorable in 2015.

FUEL

Diesel and natural gas prices for the 2012 November Financial Plan include actual prices through November 6, 2012 and reflect commodity futures prices as of November 7, 2012. Where commodity futures prices are unavailable, price changes are projected using Global Insight forecasts (August 2012) for New York Harbor No. 2 Distillate for heating oil and diesel and PPI (Producer Price Index) Utility for Natural Gas.

Oil prices are forecast to be modestly lower than projections used in the July Plan. Despite the embargo of Iranian oil, increased supply from domestic sources, coupled with production growth from both OPEC and non-OPEC countries, are expected to outpace global demand, which has softened in the face of European economic woes and the related slow-down in Chinese

manufacturing activity. Compared with the July Plan, natural gas prices are projected to be slightly higher for 2012, 2013 and 2014 and lower for the remaining years of the Plan, reflecting updated expectations of demand during this winter's heating season, followed by price moderation due to increases in supply.

On a year-to-year basis Ultra Low Sulfur Diesel (ULSD) prices are projected to decrease 5.5% in 2013, 2.8% in 2014 and 3.5% in 2015 and increase 6.7% in 2016. For Compressed Natural Gas (CNG), prices are forecast to increase 32.5% from 2012 to 2013, but decrease by 0.1% and 1.6% in each of 2014 and 2015, and then increase by 4.2% in 2016.

Since 2008, the MTA has used financial instruments to hedge a portion of its projected fuel expense to reduce budgetary risk from price volatility.¹ The MTA intends to continue this strategy, and in 2013, it will increase the portion of its fuel requirement that is hedged. New hedge contracts will be extended to 24 months in duration, which provides greater price stability over a longer time period. At any point in time, approximately 50% of the projected fuel usage for the forward 12-month period will be hedged.

Fuel expenses of \$264 million for the 2012 November Forecast are \$4 million unfavorable compared with the 2012 Mid-Year Forecast primarily due to higher prices. The 2012 November Forecast price for ULSD is estimated to be \$0.05 per gallon and CNG prices are estimated to be \$0.17 per MMBTU (million metric British thermal unit) more than price assumptions in the 2012 Mid-Year Forecast.

In comparison with the 2012 Adopted Budget, Fuel expenses are \$12 million favorable primarily due to lower prices for CNG, which is estimated to be \$2.04 per MMBTU lower than projected in the 2012 Adopted Budget.

The 2013 Final Proposed Budget for Fuel is \$270 million, \$3 million more than projected in July. While the price for ULSD is estimated to be \$0.01 per gallon more than the 2013 Preliminary Budget, CNG prices are now estimated to be \$0.47 per MMBTU higher.

Compared with the February Plan, the November Plan in 2013 is favorable by \$22 million due to lower prices than projected. ULSD prices are lower by \$0.19 per gallon and CNG prices are lower by \$1.10 per MMBTU lower than prices assumed in the February Plan.

Fuel expenses in the November Plan are expected to be \$266 million in 2014, \$264 million in 2015 and \$280 million in 2016. Compared with the July Plan, the November Plan is favorable by \$3 million in 2014, \$15 million in 2015 and unfavorable by \$1 million in 2016. Prices for ULSD are favorable by \$0.07, \$0.18 and unfavorable by \$0.02 per gallon in 2014-2016, respectively, in comparison with the July Plan. Prices for CNG are \$0.21 per MMBTU unfavorable in 2014 and favorable by \$0.08 and \$0.09 per MMBTU in 2015 and 2016, respectively.

Compared with the February Plan, expenses are lower by \$27 million in 2014 and \$38 million in 2015, reflecting lower anticipated ULSD and CNG prices.

INSURANCE

Year-to-year increases in Insurance expense are primarily driven by assessments of market conditions made by MTA's Risk Management Department in conjunction with its brokers.

¹ Financial impacts from fuel hedge settlements are reflected in cash subsidies, not in the fuel expense category.

Based on these assessments, policy premiums are estimated to increase by 10% each year except for the All-Agency Excess (primary), All-Agency Excess (excess), All-Agency Property and the Paratransit (Access-A-Ride) policies, which are projected to increase by 25%, 20%, 20% and 15% per annum, respectively. Increases in policy costs are primarily driven by changes in underlying losses and market conditions. Year-to-year Insurance expense increases also reflect the renewal of several multi-year policies, including All-Agency Environmental Liability, Travel Accident and Asbestos in Place.

First Mutual Transportation Assurance Company (FMTAC) insurance premium assumptions are captured as credits to the Insurance expense line. Premiums paid to FMTAC are aligned with MTA Agency forecasts for Insurance and are based on claim losses, expenses, reserve adjustments and exposure such as ridership or vehicle count. Moreover, FMTAC's credits reflect premiums for Owner-Controlled Insurance Programs (OCIP), which cover MTA's mega capital projects such as East Side Access, and are funded out of the MTA Capital Program Budget.

Compared with the July Financial Plan, MTA Consolidated Insurance expenses are virtually unchanged in 2012, favorable by \$2 million, \$3 million, \$4 million and \$6 million in 2013-2016, respectively, primarily due to minor adjustments to expenses at NYCT.

In comparison with the February Financial Plan, Insurance expenses are favorable by \$3 million in 2012, favorable by less than \$1 million in each of 2013 and 2014, and favorable by \$2 million in 2015. Although these favorable plan-to-plan changes appear modest, MTA's Risk Management Department, working with its brokers, successfully renewed a number of policies, including the Paratransit policy, at lower rates than those budgeted in the February Plan. These favorable policy renewals resulted in plan-to-plan savings at NYCT of nearly \$15 million in 2012, growing to \$30 million in 2015. However, because on an MTA Consolidated basis, the NYCT savings are offset by lower credits to FMTAC, these savings are not reflected within MTA Consolidated Financials, which are on an accrual basis, but do result in cash savings.

FMTAC is incorporated into MTA Consolidated Financials. Increases in Insurance premiums paid by MTA Agencies to FMTAC are necessary in order to maintain the appropriate capital and reserve levels pursuant to the State of New York Insurance guidelines.

CLAIMS

Claims expenses are based on actuarial evaluations of projected claims, actual claims expense paid and any adjustments to reserves.

Claims expenses in the November Financial Plan are projected at \$190 million in 2012, \$198 million in 2013, \$213 million in 2014, \$221 million in 2015 and \$233 million in 2016. In comparison with the July Financial Plan, expenses are favorable by \$5 million in 2012, \$1 million in each of 2013 and 2014 and \$2 million in each of 2015 and 2016. The favorable changes are primarily due to minor adjustments at NYCT and MTAHQ.

In comparison to the February Financial Plan, expenses are favorable by \$15 million in 2012, \$12 million in 2013, \$8 million in 2014 and \$12 million in 2015 primarily due to an updated actuarial valuation at FMTAC, which reflects more favorable actual and projected claims activity than assumed in the February Plan.

PARATRANSIT SERVICE CONTRACTS

This category of expense represents third-party contracts for federally-mandated transportation services provided to customers who are unable to use fixed route service as covered under the Americans with Disabilities Act, as well as their personal care attendants. Funding is provided for direct transportation costs (primary vendors, vouchers and taxis), eligibility determinations as well as operational services for scheduling and dispatching trips. Maintenance expenses for vehicle rehabilitations, scheduling system, the Automated Vehicle Locator and Interactive Voice Response system are also included.

In 2010, faced with a projected rapid growth in the demand for paratransit service and an associated increase in expenses, MTA embarked on an ambitious plan to control expenses. This included reducing non-service related costs and average costs per trip, improved enforcement of eligibility requirements, and the conversion of contracted trips to fixed route feeder trips (trip shortening).

In 2012, MTA introduced the Paratransit Fare Incentive (Zero Fare Proposal) -- an efficiency initiative that will enable paratransit customers to ride subways and buses for free using special zero-fare MetroCards, thus further reducing the demand for costly fixed route services. This initiative is expected to phase-in starting March 2013, resulting in savings of \$31 million in 2013, \$46 million in 2014, and \$96 million in 2015 & 2016.

November Plan expenses are projected at \$367 million in 2012, \$385 million in 2013, \$420 million in 2014, \$426 million in 2015 and \$494 million in 2016 reflecting year-to-year increases of \$18 million in 2013, \$34 million in 2014, \$6 million in 2015 and \$68 million in 2016. These increases are driven by projected annual ridership growth of 11%, the zero-fare initiative and cost-per-trip projections based on CPI.

Compared with the July Financial Plan, Paratransit Service Contract expenses are projected to decrease by \$19 million in 2012, \$56 million in 2013, \$79 million in 2014, \$137 million in 2015, and \$151 million in 2016. The significant savings are primarily the result of the Paratransit Fare Incentive noted above, and a re-estimate of paratransit savings based on projected trip growth of 11% instead of 12%, that is projected to result in savings of \$24 million in 2012, \$31 million in 2013, \$34 million in 2014, \$40 million in 2015, and \$53 million in 2016.

Overall, when compared with the February Plan, Paratransit Service Contract expenses decrease by \$37 million in 2012, \$83 million in 2013, \$130 million in 2014, and \$211 million in 2015. As noted above, expense decreases are due to efficiencies in operating Paratransit services as well as greater management oversight.

This explanation covers only this generic expense category. For a complete income statement on Paratransit, please refer to Section II, Major Assumptions 2013-2016 Projections-Baseline, Subsidies.

Further information on Paratransit saving initiatives is included in Section II, Major Assumptions 2013-2016 Projections-Baseline, Agency Baseline Assumptions, and Paratransit.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Maintenance and Other Operating Contracts is a broad category of expenses that includes facility expenses (e.g. leases, rentals, utilities, real estate taxes), operating contracts (e.g., equipment/vehicle rental, E-ZPass tags, environmental testing & services, rolling stock

purchases), and maintenance services (e.g., construction services, snow removal). Expense forecasts for this category are impacted by contractual increases and regional CPI forecasts.

November Plan Expenses are projected at \$498 million in 2012, \$540 million in 2013, \$551 million in 2014, \$583 million in 2015 and \$608 million in 2016, reflecting year-to-year increases of \$42 million in 2013, \$11 million in 2014, \$32 million in 2015, and \$25 million in 2016.

NYCT's expenses increase by \$37 million in 2013, decrease by \$9 million in 2014, and increase in 2015 and 2016 by \$2 million and \$17 million, respectively. The primary drivers of these changes are Paratransit vehicle replacements in 2013 and 2016, additional bus shop maintenance requirements and Paratransit reservation system support in 2015 and 2016.

B&T's year-over-year expenses increase by \$10 million in 2013, \$16 million in 2014 and 2015, and \$6 million in 2016 largely due to major maintenance and bridge painting not eligible for capital funding, as well as purchases of E-ZPass tags.

MTA Bus' expenses decrease by \$3 million in 2013, increase by \$2 million in 2014 and \$6 million in 2015, and decrease by \$5 million in 2016. These changes reflect fluctuations in the number of bus overhauls within the Shop Plan's four-year overhaul cycle.

MNR expenses decrease by \$3 million in 2013, and increase by \$1 million in 2014, \$6 million in 2015, and \$1 million in 2016. The favorable year-to-year change in 2013 reflects the impact of the completion of overhauls for West-of-Hudson locomotives and several other one-time projects in 2012, whereas the significant unfavorable year-to-year change in 2015 results from increased requirements to support the next cycle of the Genesis and West-of-Hudson F40 locomotive overhaul programs.

Compared with the July Plan, expenses decrease by \$21 million in 2012 and \$2 million in 2013, increase by \$8 million in 2014 and \$5 million in 2015, and decrease by \$5 million in 2016. The lion's share of the 2012 decrease is the result of bus shop underruns and reduced purchases for Paratransit vehicles at NYCT, the deferral of costs to 2013 at MNR, reductions related to the Integrated Electronic Security System (IESS) at MTAHQ, and, at B&T, fewer E-ZPass tag purchases and lower occupancy and equipment maintenance costs. These results are partially offset by higher expenses for overhaul work performed on additional Nova buses at MTA Bus, and the timing of project activity at the LIRR. Overall, plan-to-plan expenses decrease in 2013 mainly due to scheduling changes in the Genesis and West-of-Hudson locomotive overhaul programs at MNR, partially offset by higher elevator/escalator maintenance costs at the LIRR. Major plan-to-plan changes in the out-years include unfavorable classification adjustments at NYCT (with corresponding offsets in NYCT Materials and Supplies), partially offset by favorable changes at the LIRR related to delayed East Side Access start-up costs.

Compared with the February Plan, Maintenance and Other Operating Contracts expenses decrease by \$36 million in 2012, increase by \$8 million in 2013 and 2014, and by \$4 million in 2015. In addition to what is noted above, the decrease in 2012 includes preliminary estimates of reductions in E-ZPass tag purchases at B&T, lower 2 Broadway relocation costs at MTA HQ, lower Shop Program requirements and the transfer of overhaul work from outside vendors to in-house forces at MTA Bus, and the deferral of Genesis locomotive overhauls to 2013.

PROFESSIONAL SERVICE CONTRACTS

Professional Service Contracts broadly consists of three categories of expense: Information Technology (IT), Office and Employee expenses, and Other Professional Services. *Information*

Technology expenses includes software, hardware, IT consulting, data center, and IT maintenance and repair. *Office & Employee* includes, but is not limited to expenses for temporary services, office equipment and related rentals, repair and maintenance, and outside training. *Other Professional Services* includes, but is not limited to fees for engineering, legal, auditing, and market research.

November Plan expenses are projected at \$274 million in 2012, \$277 million in 2013, \$274 million in 2014, \$271 million in 2015, and \$275 million in 2016, reflecting a year-to-year increase of \$3 million in 2013, decreases of \$3 million in 2014 and 2015, and an increase of \$4 million in 2016.

The overall year-to-year increase in 2013 is mainly attributable to: the LIRR (\$6 million) due to the timing of System Initiative projects; MNR (\$4 million) primarily for security improvements for buildings and facilities and consulting for Information System development projects; and B&T (\$1 million) for increased bond issuance fees and MTA charge-backs. These unfavorable projections are partially offset by \$9 million in lower year-to-year spending at MTA HQ, primarily due to higher spending in 2012 for consulting services. Worth noting is that those services provided the MTA with business process improvement opportunities that identified significant paratransit and strategic-sourcing cost savings. In the out-years, the favorable and unfavorable year-to-year changes are largely due to the timing of information system initiative projects at the LIRR and inflation based on regional CPI-U forecasts.

Compared with the July Plan, expenses decrease by \$10 million in 2012, and increase in each of the out-years by \$12 million in 2013, \$6 million in 2014, \$4 million in 2015, and \$3 million in 2016. The major drivers of the 2012 decrease are: the timing of various IT initiatives at the LIRR; lower worker's compensation board fees at NYCT; and lower bond issuance costs, planning studies, and MTA chargebacks at B&T. Plan-to-plan expenses are higher in the out-years primarily due to increased BSC Information Technology data center hosting needs at MTA HQ and the timing of information system initiative projects at the LIRR.

Overall, when compared with the February Plan, Professional Service Contract expenses increase by \$4 million in 2012, \$11 million in 2013, and \$4 million in 2014, and decrease by \$4 million in 2015. In addition to what is noted above, changes in 2012 include higher spending on consulting services at MTA HQ, higher spending on the "IT governance – thin client efficiency initiative", and the prepayment of EDP maintenance and repair costs at NYCT. Additional plan-to-plan changes in the out-years not noted above include favorable re-estimates of MTA inter-agency services and IT requirements at NYCT, increased savings from delays in the west side yard project and a review of administrative expenses at MTA HQ, and higher expenses for IT project development as well as safety and security improvement at MNR.

MATERIALS AND SUPPLIES

Materials & Supplies reflect funding for a variety of expenses including but not limited to parts for trains & buses, electrical supplies, radio equipment, project materials, roadway equipment, paint and plumbing supplies. All agency increases in Materials and Supplies for 2013 – 2016 are inflated primarily by regional CPI forecasts.

November Plan expenses are projected at \$470 million in 2012, \$493 million in 2013, \$510 million in 2014, \$565 million in 2015, and \$573 million in 2016. On a year-to-year basis, expenses increase by \$23 million in 2013, \$18 million in 2014, \$54 million in 2015, and \$8 million in 2016.

NYCT's expense growth increases by \$18 million in 2013, decreases by less than \$1 million in 2014, increases by \$45 million in 2015, and decreases by \$5 million in 2016. The 2013 unfavorable variance is primarily due to the impact of a favorable cash timing adjustment in 2012. The 2014-2016 changes are mostly due to fluctuations in the timing of major subway and bus maintenance initiatives.

LIRR's year-over-year expenses increase by \$7 million in 2013, \$10 million in 2014, \$1 million in 2015, and \$6 million in 2016 reflecting East Side Access and Reliability Centered Maintenance (RCM) material requirements.

SIR's year-to-year expenses increase by \$3 million in 2013, decrease by \$3 million in 2014, increase by less than a \$1 million in 2015, and decrease by less than a \$1 million in 2016, primarily due to the timing of the replacement of non-revenue vehicles.

MNR's year-to-year expenses decrease by \$4 million in 2013, and increase by \$10 million in 2014, \$1 million in 2015 and \$4 million in 2016, reflecting inflation and material requirements for car equipment maintenance and replacement plans.

MTA Bus' expenses decrease by less than a \$1 million in 2013, remain unchanged in 2014, and increase by \$6 million in 2015 and \$3 million in 2016 mainly due to the number of buses requiring overhauls and increases in brake material costs.

Compared with the July Plan, expenses are lower by \$17 million in 2012, \$3 million in 2013, \$6 million in 2014, \$10 million in 2015, and \$15 million in 2016. Plan-to-plan expenses decrease in 2012 primarily due to the timing of SMS-related expenses and less material usage at NYCT, lower East Side Access capital material costs and the timing of Reliability Centered Maintenance (RCM) activities at the LIRR, and the deferral of the Shop Overhaul Program at MTA Bus. Expenses for 2013-2016 are lower mainly due to reclassification adjustments at NYCT (which are offset in Maintenance & Other Operating Contracts); and material efficiencies gained by the integration of new M-8 cars and modifications to maintenance cycles for the older equipment fleet on MNR's New Haven Line. These increases are partially offset by a re-estimate of material needs for East Side Access and the RCM program, as well as higher track material costs at the LIRR, and higher costs for brakes, driver barriers and the implementation of a platform budget at MTA Bus.

When compared with the February Plan, expenses decrease by \$21 million in 2012, \$19 million in 2013, \$18 million in 2014, \$15 million in 2015, and \$22 million in 2016. In addition to what is captured above, expense decreases have been aided by greater oversight of the procurement process.

OTHER BUSINESS EXPENSES

Other Business Expenses reflect a variety of different expenses including: credit/debit card fees for fare media purchases; bond service fees; internal and subsidy support requirements.

November Plan Expenses are projected at \$121 million in 2012, \$152 million in 2013, \$158 million in 2014, \$163 million in 2015 and \$168 million in 2016, reflecting inflationary growth, programmatic changes and a timing adjustment.

The year-to-year increase in 2013 is mostly attributable to MTA HQ (\$20 million); MNR (\$8 million); NYCT (\$4 million) and B&T (\$2 million). MTA HQ's increase is due to a timing adjustment in 2012. MNR's increase in 2013 is primarily due to a \$6 million increase in

operating costs and additional service investments for West of Hudson services. From 2014 through 2016, MNR's expenses increase primarily as a result of additional West of Hudson service of \$1 million annually. NYCT's and B&T's increase is primarily due to inflationary assumptions. Partially offsetting these results is a decrease at the LIRR (\$3 million) due mostly to the timing of credits associated with the concrete tie settlement. The increases after 2013 are driven mostly by the LIRR (\$3 million) for East Side Access start-up costs; and at MNR (\$3 million) primarily due to increased West of Hudson subsidies for additional train service. Partially offsetting these results is a favorable variance at MTA Bus of \$2 million primarily due to increased efforts to streamline costs in office supplies. The year-to-year increases in the out years of the Plan primarily reflect a continuation of the same service and program expenses.

Compared with the July Plan, expenses decrease by \$33 million in 2012, \$7 million in 2013 and \$5 million annually from 2014 through 2016. MTA HQ expenses decrease by \$22 million in 2012 due to a timing adjustment. NYCT expenses decrease by \$5 million in 2012, \$3 million in 2013, \$4 million in 2014 and 2015 and \$3 million in 2016 primarily due to lower MVM debit and credit fees. MNR expenses decrease by \$4 million in 2012 primarily due to a one-time operating credit for West of Hudson service costs. In 2013, MNR cost decrease by \$1 million primarily due to the reclassification of TVM purchases to operating capital. And from 2014 to 2016, expenses at MNR increase primarily as a result of higher West of Hudson subsidy requirements resulting from new service investments. MTA HQ expenses decrease by \$1 million in 2012 and \$3 million from 2013 through 2016 primarily due to a reclassification of expenses to professional services.

Overall, compared with the February Plan, Other Business Expenses decrease by \$32 million in 2012, \$6 million in 2013, \$3 million in 2014, and \$1 million in 2015. The favorable changes are primarily driven by the following: MTA HQ – due to a timing adjustment; NYCT - due to lower MVM debit and credit card fees; MNR - due to higher cost recoveries from Amtrak and an one-time operating credit for additional West of Hudson service, and from 2012 through 2015, the purchase and installation of TVM's; LIRR - due mostly to an assumed third party reimbursement for the concrete tie replacement program in 2013, and lower debit and credit card fees; and at FMTAC, updated estimates based on existing spending trends. Partially offsetting these favorable impacts are increased expenses at MTA HQ for additional support of the Rockaway Discount Program and a reclassification adjustment at the Transit Museum; and at MNR, increased West of Hudson service.

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Subsidies

SUBSIDIES - OVERVIEW

The following pages provide accrual and cash summary tables for projections of subsidies and dedicated taxes received by MTA, as well as tables comparing these projections with those from the 2012 July Plan. Detailed narratives describing each subsidy, the forecast methodologies employed and explanations of changes from earlier Plans are also included. The details of Bridges and Tunnels operations that produce the Operating Surplus Transfer are discussed in the B&T portion of the Agency Financial Plans section of this report. Consolidated income and expense information on NYCT's Paratransit operation is also included. (Note that additional details can be found in this volume under Agency Financial Plans.)

Overall accrued subsidies are projected to grow from year to year in line with regional economic growth projections. Real estate revenues have been trending higher since the Fall of 2010. Real estate tax projections indicate that recent improvements in the regional economy will continue to spur growth in activity. However, these improvements in annual real estate revenues should be contrasted with the steep declines that occurred in 2008 and 2009, when MTA saw receipts fall by seventy-five percent. The 2012 real estate forecast is fifty-eight percent lower than actual receipts in 2007. With the exception of PBT, Urban Taxes, Local Operating subsidy and City Subsidy to MTA Bus, which changed in one or more years of the Plan, the subsidies are similar to the July Plan.

As shown on the following tables, on an *accrual basis*, the 2012 November Forecast of Total Dedicated Taxes and State & Local Subsidies is \$5,500 million, \$30 million above the July Plan. The favorable variance is primarily the result of higher Mortgage Recording Taxes of \$24 million and Urban Taxes of \$7 million (often described as "real estate taxes") and City Subsidy for MTA Bus of \$11 million. This is offset by unfavorable PBT receipts of \$17 million due to lower than anticipated year-to-date collections. Compared with the Budget, Total Dedicated Taxes and State & Local Subsidies are \$85 million higher in 2012.

On a *cash basis*, total 2012 MTA Dedicated Taxes and State & Local Subsidies is \$5,181 million or \$2 million below the July Plan estimate. This unfavorable variance mostly reflects City Subsidy for SIRTOA of \$30 million and PBT of \$18 million. This is offset primarily by favorable real estate taxes of \$30 million, City Subsidy to MTA Bus of \$9 million and net subsidy adjustment of \$6 million, details of which are described in the related sections of this report. Compared with the Budget, the 2012 variance is \$60 million higher.

For 2013 through 2016, total Dedicated Taxes and State & Local Subsidies, on an *accrual basis*, are projected to increase from the July Plan levels by \$70 million in 2013, \$52 million in 2014, \$48 million in 2015 and \$57 million in 2016 due primarily to favorable City Subsidy to MTA Bus, Mortgage Recording Taxes and CDOT subsidy. Compared with the Budget, Total State & Local Subsidies are expected to increase by \$57 million in 2013, \$32 million in 2014, and \$82 million in 2015.

On a *cash basis*, total Dedicated Taxes and State and Local Subsidies are projected to increase from the July Plan estimates by \$70 million in 2013, \$48 million in 2014, \$41 million in 2015 and \$44 million in 2016, due primarily to favorable Mortgage Recording Taxes and City Subsidy to MTA Bus. Compared with the Budget, these subsidies are expected to increase by \$140 million in 2013, by \$188 million in 2014 and by \$336 million in 2015.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Consolidated Subsidies
Accrual Basis
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Subsidies						
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,306.6	\$1,343.4	\$1,488.2	\$1,568.0	\$1,640.1	\$1,690.6
Petroleum Business Tax (PBT) Receipts	619.6	607.2	631.3	635.8	638.1	639.8
Mortgage Recording Tax (MRT)	245.8	284.7	327.4	372.3	415.8	439.1
MRT Transfer to Suburban Counties	(1.8)	(2.4)	(3.1)	(4.1)	(5.0)	(4.8)
Use of MRT Balances	0.0	0.0	0.0	0.0	0.0	0.0
Carryover Balances	0.0	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	4.2	4.3	4.5	4.7	4.9	5.1
Urban Tax	347.0	388.1	435.2	476.1	520.3	566.1
Investment Income	<u>0.4</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>
	\$2,511.8	\$2,616.3	\$2,874.5	\$3,043.7	\$3,205.3	\$3,327.1
New State Taxes and Fees						
Payroll Mobility Tax	\$1,415.0	\$1,261.4	\$1,248.0	\$1,315.1	\$1,384.7	\$1,452.4
Payroll Mobility Tax Replacement Funds	0.0	255.0	310.0	310.0	310.0	310.0
MTA Aid	<u>303.2</u>	<u>306.1</u>	<u>310.7</u>	<u>315.4</u>	<u>320.1</u>	<u>324.9</u>
	\$1,718.3	\$1,822.5	\$1,868.8	\$1,940.5	\$2,014.8	\$2,087.4
State and Local Subsidies						
State Operating Assistance	\$190.5	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	188.3	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy	4.6	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy	93.9	79.8	101.8	85.2	89.1	92.9
Station Maintenance	153.2	157.4	160.0	163.0	166.1	168.8
AMTAP	<u>5.6</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$636.1	\$613.0	\$637.7	\$624.1	\$631.0	\$637.6
Sub-total Dedicated Taxes & State and Local Subsidies	\$4,866.1	\$5,051.9	\$5,380.9	\$5,608.4	\$5,851.2	\$6,052.1
City Subsidy for MTA Bus	\$264.3	\$414.8	\$363.0	\$368.2	\$394.5	\$418.6
City Subsidy for SIRTOA	21.1	33.6	30.7	29.7	32.9	38.1
Total Dedicated Taxes & State and Local Subsidies	\$5,151.5	\$5,500.2	\$5,774.5	\$6,006.3	\$6,278.6	\$6,508.7
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	\$527.7	\$505.5	\$444.4	\$407.6	\$362.6	\$331.5
MTA Subsidy to Subsidiaries	<u>27.2</u>	<u>(21.1)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$554.9	\$484.5	\$444.4	\$407.6	\$362.6	\$331.5
GROSS SUBSIDIES	\$5,706.4	\$5,984.7	\$6,218.9	\$6,413.9	\$6,641.2	\$6,840.2

METROPOLITAN TRANSPORTATION AUTHORITY
Summary of Changes Between the November and July Financial Plans
Consolidated Subsidies
Accrual Basis
(\$ in millions)

	2012	2013	2014	2015	2016
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT) Receipts	(16.9)	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	24.1	27.7	26.6	26.9	29.0
MRT Transfer to Suburban Counties	1.4	2.3	3.2	1.3	1.7
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Urban Tax	7.0	(10.9)	(11.9)	(13.0)	(14.1)
Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$15.6	\$19.0	\$17.9	\$15.2	\$16.6
<i>New State Taxes and Fees</i>					
Payroll Mobility Tax	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>State and Local Subsidies</i>					
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	(0.0)	0.0	0.0	0.0
Nassau County Subsidy	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy	2.4	6.2	3.5	5.2	5.6
Station Maintenance	0.0	0.0	0.0	0.0	0.0
AMTAP	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$2.4	\$6.2	\$3.5	\$5.2	\$5.6
Sub-total Dedicated Taxes & State and Local Subsidies	\$18.0	\$25.2	\$21.4	\$20.4	\$22.2
City Subsidy for MTA Bus	10.6	41.8	33.0	27.5	30.6
City Subsidy for SIRTOA Recovery	1.5	3.3	(2.4)	(0.3)	3.8
Total Dedicated Taxes & State and Local Subsidies	\$30.1	\$70.3	\$52.0	\$47.6	\$56.6
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	44.0	25.4	35.8	53.4	69.1
MTA Subsidy to Subsidiaries	<u>(21.1)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$22.9	\$25.4	\$35.8	\$53.4	\$69.1
GROSS SUBSIDIES	\$53.0	\$95.7	\$87.8	\$101.0	\$125.6

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Consolidated Subsidies
Cash Basis
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,306.6	\$1,343.4	\$1,488.2	\$1,568.0	\$1,640.1	\$1,690.6
Petroleum Business Tax (PBT) Receipts	619.6	605.1	630.9	635.6	638.0	639.7
Mortgage Recording Tax (MRT)	244.8	278.4	323.7	368.5	413.6	439.1
MRT Transfer to Suburban Counties	(2.6)	(1.8)	(2.4)	(3.1)	(4.1)	(5.0)
Use of MRT Balances	0.0	0.0	0.0	0.0	0.0	0.0
Carryover Balances	0.0	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Other Outstanding 2007 Loans	0.0	0.0	0.0	0.0	0.0	0.0
Downsizing	0.0	0.0	0.0	0.0	0.0	0.0
Enhanced Security Training	0.0	0.0	0.0	0.0	0.0	0.0
Service Marketing Campaign	0.0	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
Cash Defeasance Loan for TBTA	0.0	0.0	0.0	0.0	0.0	0.0
Interest	4.2	4.3	4.5	4.7	4.9	5.1
Urban Tax	352.9	383.9	431.9	472.4	516.4	563.6
Investment Income	<u>0.4</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>
	\$2,491.0	\$2,579.4	\$2,842.7	\$3,012.1	\$3,175.1	\$3,299.4
<i>New State Taxes and Fees</i>						
Payroll Mobility Tax	\$1,415.0	\$1,261.4	\$1,248.0	\$1,315.1	\$1,384.7	\$1,452.4
Payroll Mobility Tax Replacement Funds	0.0	255.0	310.0	310.0	310.0	310.0
MTA Aid	<u>303.2</u>	<u>306.1</u>	<u>310.7</u>	<u>315.4</u>	<u>320.1</u>	<u>324.9</u>
	\$1,718.3	\$1,822.5	\$1,868.8	\$1,940.5	\$2,014.8	\$2,087.4
<i>State and Local Subsidies</i>						
State Operating Assistance	\$190.5	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	223.3	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy	4.6	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy	89.1	79.8	101.8	85.2	89.1	92.9
Station Maintenance	153.2	155.7	157.9	160.7	163.8	166.9
AMTAP	<u>5.6</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$666.2	\$611.3	\$635.6	\$621.8	\$628.7	\$635.7
<i>Other Subsidy Adjustments</i>						
Interagency Loan	(\$269.0)	\$0.0	(\$6.0)	(\$6.0)	(\$6.0)	(\$6.0)
NYCT Charge Back of MTA Bus Debt Service	(11.1)	(11.8)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	(101.6)	3.1	3.0	0.4	0.0	0.0
MNR Repayment for 525 North Broadway	(7.3)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	0.0	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
Committed to Capital	<u>(21.4)</u>	<u>(131.8)</u>	<u>(123.6)</u>	<u>(84.8)</u>	<u>(38.1)</u>	<u>0.0</u>
	(\$410.5)	(\$242.9)	(\$240.5)	(\$204.4)	(\$158.1)	(\$119.9)
Sub-total Dedicated Taxes & State and Local Subsidies	\$4,465.0	\$4,770.4	\$5,106.5	\$5,370.0	\$5,660.5	\$5,902.5
City Subsidy for MTA Bus	\$292.1	\$389.7	\$371.6	\$367.4	\$390.1	\$414.6
City Subsidy for SIRTAA	0.0	21.1	33.6	30.7	29.7	32.9
Total Dedicated Taxes & State and Local Subsidies	\$4,757.1	\$5,181.1	\$5,511.7	\$5,768.1	\$6,080.3	\$6,350.1
<i>Inter-agency Subsidy Transactions</i>						
B&T Operating Surplus Transfer	\$509.7	\$526.3	\$450.5	\$411.2	\$367.1	\$334.6
MTA Subsidy to Subsidiaries	<u>27.2</u>	<u>(9.9)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$537.0	\$516.5	\$450.5	\$411.2	\$367.1	\$334.6
GROSS SUBSIDIES	\$5,294.1	\$5,697.6	\$5,962.2	\$6,179.3	\$6,447.4	\$6,684.7

METROPOLITAN TRANSPORTATION AUTHORITY
Summary of Changes Between the November and July Financial Plans
Consolidated Subsidies
Cash Basis
(\$ in millions)

	2012	2013	2014	2015	2016
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT) Receipts	(18.4)	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	21.8	27.8	26.6	26.7	28.9
MRT Transfer to Suburban Counties	0.0	1.4	2.3	3.2	1.3
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Urban Tax	7.9	(10.9)	(11.8)	(12.9)	(14.1)
Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$11.2	\$18.3	\$17.0	\$17.1	\$16.2
<i>New State Taxes and Fees</i>					
Payroll Mobility Tax	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>State and Local Subsidies</i>					
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance (18-b)	0.0	(0.0)	0.0	0.0	0.0
Nassau County Subsidy (includes 18-b local match)	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy	2.4	6.2	3.5	5.2	5.6
Station Maintenance	0.0	0.0	0.0	0.0	0.0
AMTAP	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$2.4	\$6.2	\$3.5	\$5.2	\$5.6
<i>Other Subsidy Adjustments</i>					
Inter-Agency Loan	\$0.0	(\$6.0)	(\$6.0)	(\$6.0)	(\$6.0)
NYCT Charge Back of MTA Bus Debt Service	(0.3)	0.0	0.0	0.0	0.0
Forward Energy Contracts Program - Initiated in 2011	6.5	8.2	0.3	0.0	0.0
MNR Repayment for 525 North Broadway	0.0	0.0	0.0	0.0	0.0
Repayment of Loan to Capital Financing Fund	0.0	0.0	0.0	0.0	0.0
Committed to Capital	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$6.1	\$2.2	(\$5.7)	(\$6.0)	(\$6.0)
Sub-total Dedicated Taxes & State and Local Subsidies	\$19.8	\$26.7	\$14.8	\$16.2	\$15.8
City Subsidy for MTA Bus	\$8.9	\$36.6	\$34.5	\$28.4	\$30.1
City Subsidy for SIRTOA	(30.2)	6.2	(1.4)	(3.5)	(1.4)
Total Dedicated Taxes & State and Local Subsidies	(\$1.5)	\$69.5	\$47.9	\$41.2	\$44.5
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	\$39.6	\$27.2	\$34.7	\$51.6	\$67.5
MTA Subsidy to Subsidiaries	<u>12.8</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$52.4	\$27.2	\$34.7	\$51.6	\$67.5
GROSS SUBSIDIES	\$50.8	\$96.8	\$82.6	\$92.8	\$111.9

METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)

The Metropolitan Mass Transportation Operating Assistance taxes (MMTOA) consist of special State taxes imposed within the MTA Transportation District which, subject to State appropriation, supplement the general operating subsidies of transportation systems in the District. MMTOA is comprised of the following taxes:

- Petroleum Business Tax (PBT), which is a small portion of the basic PBT imposed on petroleum businesses operating within New York State;
- Sales Tax, which is imposed on sales and uses of certain tangible personal property and services;
- Corporate Franchise Taxes imposed on certain transportation and transmission companies;
- Temporary Corporate Surcharges imposed on the portion of the franchise and other taxes of certain businesses attributable to the conduct of business within the transportation district.

The estimate of total taxes in the Statewide Mass Transportation Operating Assistance Fund for 2012 is \$1,976 million, of which \$1,792 million is allotted for Downstate transit properties. This is \$24 million higher than the 2011 Downstate allotment and is unchanged from the July Plan forecast. Of the Downstate allotment, \$190 million, which includes \$154 million for NYCT/SIR and \$21 million for the Commuter Railroads, is earmarked to fund the State's 18-b obligation. The 2012 shares of the MMTOA Downstate allotment are 58% for NYCT/SIR and 27% for the Commuter Railroads. These percentages are unchanged from the July Plan and reflect the actual amounts appropriated in NYS's 2012-13 Enacted Budget. MMTOA and State 18-b funds were also allotted to New York City on behalf of MTA Bus, as well as to other downstate transportation properties.

While unchanged from the July Plan, the November Plan forecasts for MTA MMTOA revenues are projected to increase slightly from the February Plan forecasts in 2012, and to decrease in all the other Plan years, details of which are discussed in the sections that follow.

2012 November Forecast

The 2012 November Forecast reflects New York State 2012-13 Enacted Budget appropriation of \$1,343 million. This is unchanged from the July Plan's forecast and is \$11 million higher than the February Plan's forecast. When compared with 2011, the combined 2012 appropriation for NYCT/SIR and the Commuter Railroads is higher by \$81 million. Of the total estimated MMTOA receipts for 2012, \$888 million is appropriated for NYCT/SIR, with \$455 million allocated to the Commuter Railroads.

The 2012 November Plan assumes that the State's funding of its 18-b obligations to the MTA remains at the 2011 level of \$175, which is consistent with the July and February

Plans. The 2012 percentage allocations of MTA's share of downstate MMTOA, 58% for NYCT/SIR and 27% for the Commuter Railroads, are derived from the actual amounts appropriated by the State.

2013 Final Proposed Budget

For 2013, total estimated MTA MMTOA revenue is \$1,488 million, which is \$145 million more than the 2012 estimate. Of the total, \$946 million is earmarked for NYCT/SIR and \$542 million is earmarked for the Commuter Railroads. These forecasts are unchanged from the July Plan. They are \$3 million below the February Plan forecasts.

The 2013 November Plan assumes that the State's funding of its 18-b obligation for NYCT/SIR and Commuter Railroads will remain at the 2012 level of \$175 million, which is consistent with both the July and February Plans. The percentage allocations of MMTOA's downstate shares that come to the MTA represent 56% for NYCT/SIR and 29% for the Commuter Railroads.

Revenues for the Sales Tax, Petroleum Business Tax, and Corporate Surcharge components of MMTOA are expected to grow annually from the 2012 level by 4%, 4% and 3%, respectively. There is no change expected in the level of Corporate Franchise Tax, which remains flat through the Plan period.

2014 – 2016

For 2014 through 2016, the MTA MMTOA forecasts are based on projections included in the NYS 2012-13 Enacted Budget of revenues from sales taxes, petroleum business taxes, corporate franchise taxes and the corporate tax surcharge. These forecasts are unchanged from the July Plan. The November Plan projections are \$1,568 million in 2014, \$1,640 million in 2015, and \$1,691 million in 2016, with unfavorable variances of \$10 million in 2014 and \$16 million in 2015 relative to the February Plan estimates.

Growth Rate for the Individual Components of MMTOA (from prior year)					
		2013	2014	2015	2016
Sales Tax		4%	3%	3%	0%
Petroleum Business Tax		4%	1%	1%	0%
Corporate Franchise Tax		0%	0%	0%	0%
Corporate Tax Surcharge		3%	7%	5%	5%

MMTOA STATE DEDICATED TAXES
November Financial Plan 2013-2016
(\$ in millions)

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
<u>Forecast of MMTOA Gross Receipts (\$FY):</u>						
Sales Tax	\$774.3	\$823.3	\$854.3	\$883.3	\$913.3	\$913.3
PBT	129.0	138.3	143.4	144.5	145.6	146.2
Corporate Franchise	65.0	65.0	65.0	65.0	65.0	65.0
Corporate Surcharge	858.0	949.0	975.0	1,039.0	1,093.0	1,152.0
Investment Income	0.0	0.0	0.0	0.0	0.0	0.0
Total Gross Receipts Available for Allocation	\$1,826.3	\$1,975.6	\$2,037.7	\$2,131.8	\$2,216.9	\$2,276.5

Allocation of Total Gross Receipts to DownState:

Total Gross Receipts	\$1,826.3	\$1,975.6	\$2,037.7	\$2,131.8	\$2,216.9	\$2,276.5
Less: Upstate Share of PBT	(58.1)	(62.2)	(64.5)	(65.0)	(65.5)	(65.8)
Less: Upstate Share of Transmission	0.0	(21.5)	(21.5)	(21.5)	(21.5)	(21.5)
Less: Repay Negative Fund Balance	0.0	0.0	0.0	0.0	0.0	0.0
Less: New Fund Balance	0.0	(100.0)	0.0	0.0	0.0	0.0
Upstate Percent Share of Investment Income	3.18%	3.15%	3.17%	3.05%	2.96%	2.89%
Less: Upstate Share of Investment Income	0.0	0.0	0.0	0.0	0.0	0.0
Total Net DownState Share Available for Allocatio	\$1,768.3	\$1,791.9	\$1,951.7	\$2,045.3	\$2,129.9	\$2,189.3
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
Adjusted Total Net DownState Share for Allocatio	\$1,578.7	\$1,602.4	\$1,762.2	\$1,855.8	\$1,940.4	\$1,999.7

Allocation of Total Net DownState Share to NYCT/SIR:

NYCT/SIR Share	56.87%	58.17%	56.36%	56.36%	56.36%	56.36%
From Total Net DownState Share	\$1,005.6	\$1,042.3	\$1,099.9	\$1,152.7	\$1,200.4	\$1,233.8
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Adjusted Total Net DownState Share	\$851.8	\$888.4	\$946.1	\$998.8	\$1,046.5	\$1,080.0
From Carryover	0.0	0.0	0.0	0.0	0.0	0.0
Total NYCT/SIR Share of Net DownState Share	\$851.8	\$888.4	\$946.1	\$998.8	\$1,046.5	\$1,080.0
SIR Share (Accrued)	2.9	3.1	3.3	3.5	3.7	3.8
Total SIR Share (Cash)	3.0	3.1	3.3	3.5	3.7	3.8
Total NYCT Share of Net DownState Share	\$848.9	\$885.3	\$942.8	\$995.3	\$1,042.9	\$1,076.2

Allocation of Total Net DownState Share to MTA:

MTA Share	24.42%	26.57%	28.86%	28.86%	28.86%	28.86%
From Total Net DownState Share	\$431.7	\$476.2	\$563.3	\$590.3	\$614.7	\$631.9
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Adjusted Total Net DownState Share	\$410.5	\$455.0	\$542.1	\$569.1	\$593.5	\$610.7
From Carryover	0.0	0.0	0.0	0.0	0.0	0.0
Total MTA Share of Net DownState Share	\$410.5	\$455.0	\$542.1	\$569.1	\$593.5	\$610.7

Allocation of Total Net DownState Share to LIB:

LI Bus Share	2.67%	0.00%	0.00%	0.00%	0.00%	0.00%
From Total Net DownState Share	\$47.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Less: Used for 18-B/other	(2.1)	0.0	0.0	0.0	0.0	0.0
Adjusted Total Net DownState Share	44.2	0.0	0.0	0.0	0.0	0.0
From Carryover	0.0	0.0	0.0	0.0	0.0	0.0
Total LIB Share of Net DownState Share	\$44.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

PETROLEUM BUSINESS TAXES (PBT)

The Statewide Dedicated Funds Pool is the repository for revenues from the following dedicated taxes and fees:

- Petroleum business taxes - a business privilege tax imposed on petroleum businesses operating in New York State;
- Motor fuel taxes - an excise tax levied with respect to gasoline and diesel motor fuels;
- Motor vehicle fees - derived mainly from vehicle registration and driver license fees.

Subject to statutory allocation under current State Law, thirty-four percent (34%) of the Dedicated Funds Pool is currently deposited in the Mass Transportation Trust Fund (MTTF) for MTA's benefit, while sixty-three percent (63%) is earmarked for State uses including upstate highways and other transportation and the other three percent (3%) is allotted to other mass transit operating agencies. Amounts transferred from the MTTF Account to the MTA's Dedicated Tax Fund constitute MTTF Receipts, which is also referred to interchangeably as PBT Receipts by the MTA for purposes of budget presentation. Eighty-five percent (85%) of the MTTF Receipts are payable to NYCT for the benefit of NYCT and SIR, and the remaining 15% to MTA for the benefit of LIRR and Metro-North.

MTA utilizes the PBT Receipts to pay debt service on MTA's Dedicated Tax Fund Bonds (DTF Bonds). Debt service on DTF Bonds is payable first from PBT Receipts and then, to the extent of any deficiency, from MMTOA Taxes. On an annual basis to date, PBT Receipts have always been sufficient to meet debt service commitments and no MMTOA Taxes have been used for this purpose.

After debt obligations are satisfied, the remaining PBT receipts are allocated to New York City Transit and the Commuter Railroads in accordance with the formula provided by statute (85% to NYCT and 15% to the Commuter Railroads.)

The PBT cash forecast in the 2012 MTA November Plan is adjusted downward from the July Plan forecast by \$18 million based on actual receipts through September and collection patterns for the last two years. The PBT revenues for 2013 through 2016 are unchanged from the July Plan forecasts. On a year-to-year basis, the MTA November Plan PBT cash revenues are expected to increase by \$26 million in 2013, by \$5 million in 2014, by \$2 million in 2015 and by \$2 million in 2016.

2012 November Forecast

The 2012 MTA November Forecast for PBT, on a cash basis, is \$605 million or \$18 million below the July Plan forecast. The estimate is revised downward to reflect the actual receipts, through September, that are annualized based on collection patterns over the last two years. Of the total PBT allocation, 85% or \$514 million is earmarked

for New York City Transit and 15% or \$91 million for the commuter railroads. Compared to the February Plan, the 2012 November Forecast is lower by \$25 million.

On an accrual basis, the PBT estimate for 2012 is \$607 million. The accrual estimate is based on a one-month lag in the booking and collection of PBT proceeds.

2013 Final Proposed Budget

The 2013 Final Proposed Budget for MTA PBT, on a cash basis, is \$631 million, which is unchanged from the July Plan estimate and \$26 million greater than the 2012 estimate. Compared to the February Plan, the November Plan estimate is lower by \$3 million.

On an accrual basis, the 2013 PBT estimate is \$631 million, an increase of \$24 million from the 2012 estimate.

2014 - 2016

For 2014 through 2016, PBT cash estimates are \$636 million, \$638 million and \$640 million, respectively. These PBT estimates are unchanged from the July Plan projections. The November Plan variance from the February Plan PBT estimates is less than \$1 million in both 2014 and 2015. The 2014 through 2016 PBT forecasts are higher than the previous year by 0.7% in 2014, 0.4% in 2015 and 0.3% in 2016.

On an accrual basis, PBT estimates are \$636 million in 2014, \$638 million in 2015 and \$640 million in 2016, which are unchanged from the July Plan.

PETROLEUM BUSINESS TAX PROJECTIONS
November Financial Plan 2013-2016
(\$ in millions)

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
Total Net PBT Collections Available for Distribution	\$1,822.4	\$1,779.7	\$1,855.6	\$1,869.3	\$1,876.4	\$1,881.6

Distribution Shares:

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

Amount of Total Net Collections Available for the MTA:

MTA Total	\$619.6	\$605.1	\$630.9	\$635.6	\$638.0	\$639.7
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Accrued

NYCT/SIR Share of MTA Total	\$526.7	\$516.2	\$536.6	\$540.4	\$542.4	\$543.8
Commuter Railroad Share of MTA Total	<u>92.9</u>	<u>91.1</u>	<u>94.7</u>	<u>95.4</u>	<u>95.7</u>	<u>96.0</u>
MTA Total of Net Collections	\$619.6	\$607.2	\$631.3	\$635.8	\$638.1	\$639.8

Cash

NYCT/SIR Share of MTA Total	\$526.7	\$514.3	\$536.3	\$540.2	\$542.3	\$543.8
Commuter Railroad Share of MTA Total	<u>92.9</u>	<u>90.8</u>	<u>94.6</u>	<u>95.3</u>	<u>95.7</u>	<u>96.0</u>
MTA Total of Net Collections	\$619.6	\$605.1	\$630.9	\$635.6	\$638.0	\$639.7

MORTGAGE RECORDING TAXES (MRT)

The Mortgage Recording Taxes consist of two separate taxes: Mortgage Recording Tax-1 (MRT-1) and Mortgage Recording Tax-2 (MRT-2).

MRT-1 is imposed on the borrower for recorded mortgages of real property, subject to certain exclusions, and collected by New York City and the seven other counties within the MTA's service area at the rate of three-tenths of one percent (0.3%) of the debt secured by certain real estate mortgages. By Statute, receipts from MRT-1 must be applied, first, to meet MTA Headquarters operating expenses and, second, to make deposits into the New York City Transit (NYCT) Account (55% of the remaining amount) and the Commuter Railroad Account (45% of the remaining amount).

Funds in the NYCT Account are required to be used to pay operating and capital costs of NYCT, its subsidiaries, and Staten Island Railway (SIR). Funds in the Commuter Railroad Account are required to be first used to pay up to \$20 million to the State Suburban Transportation Fund each year. In the event the transfer to the Suburban Fund would result in a Commuter Railroad operating deficit, the amount of the deficit is appropriated to the MTA for Commuter Railroad operating purposes, and not transferred to the Suburban Fund. After first making the required transfers to the Suburban Fund, any balance in the Commuter Railroad Account is required to be used to pay commuter railroad operating and capital costs.

MRT-2 is a tax imposed on the institutional lender at a rate of one-quarter of one percent (0.25%) of certain recorded mortgages secured by real estate structures containing one to six dwelling units in the MTA's service area. MRT-2 receipts are to be applied, first, to make deposits into the Payment Sub-accounts for Dutchess, Orange and Rockland Fund (DORF) payments and, second, to make deposits into the Corporate Purposes Sub-account for the purpose of paying operating and capital costs, including debt service and debt service reserve requirements, if any, incurred for the benefit of MTA, NYCT and their respective subsidiaries.

MTA is required to make annual DORF payments, in equal quarterly installments, of \$1.5 million each for Dutchess and Orange Counties, and \$2.0 million for Rockland County. Additionally, MTA must transfer to DORF for each of these three counties an amount equal to the product of (i) the percentage by which the county's mortgage recording tax payment (MRT-1 excluding post-1989 tax rate increases plus MRT-2) to MTA in the preceding calendar year increased over such payment in calendar year 1989 and (ii) \$1.5 million each for Dutchess and Orange Counties and \$2.0 million for Rockland County.

Forecast Methodology

Forecasts of MRT receipts for 2012 consist of actual receipts through October. Receipts for the last two months of 2012 reflect average collections for the second half of the year, which has seen general stability in receipts. As with the projections presented in

previous financial plans, MTA consulted with real estate tax analysts at New York City's Office of Management and Budget; based on those discussions, growth assumptions reflect the City's latest forecast as well as projections of suburban real estate activity and an analysis of recent conditions. That said, forecasts for the plan period have been developed on a 2012 base that is \$22 million greater than the base used for the July Plan, reflecting favorable year-to-date variances; the 2012 November Forecast is \$5 million greater than the 2012 Adopted Budget.

2012 Mid-Year Forecast

MRT receipts are forecast to be \$278 million in 2012, \$34 million (14%) more than 2011 MRT receipts. This projected increase would be the second annual increase after four years of declines from 2007 to 2010. MRT-1, which is collected on mortgages for both commercial and residential properties, is projected to increase \$25 million (16%) while MRT-2, which is paid only on residential properties with fewer than seven units in the structure, is forecast to increase \$9 million (10%) compared with 2011 receipts.

The 2012 November Forecast for MRT is \$22 million (8%) more than the Mid-Year Forecast, reflecting stronger recovery in mortgage borrowing than anticipated in the July Plan. MRT-1 is estimated to be \$14 million (8%) more than the Mid-Year Forecast, while MRT-2 is projected to be \$8 million (10%) more than the Mid-Year Forecast.

Compared with the Adopted Budget, the November Forecast for MRT is \$5 million (2%) higher, with improvements in both MRT-1 (\$4 million; 2%) and MRT-2 (\$2 million; 2%).

2013 Final Proposed Budget

Projections indicate that recent improvements in the regional economy will continue to spur growth in mortgage recordings at rates similar to those projected in the July Plan. MRT receipts are forecast to be \$324 million in 2013, \$45 million (16%) greater than the 2012 November Forecast. The projected 2013 MRT increase, coupled with increases in both 2011 and 2012, will still leave MRT receipts 58 percent lower than when MRT receipts peaked in 2006. About two-thirds of the MRT increase in 2013 is expected to come from MRT-1 receipts, which is projected to increase \$29 million (15%); MRT-2 receipts are forecast to increase \$17 million (18%).

The 2013 Final Proposed Budget for MRT is \$28 million (9%) more than the July Plan forecast, reflecting both a higher 2012 base and a slightly stronger year-over-year increase (16% vs. 15% in July). MRT-1 is estimated to be \$16 million (8%) more than the July Plan forecast, while MRT-2 is projected to be \$12 million (12%) more than the July Plan forecast.

The 2013 Final Proposed Budget for MRT is \$0.7 million (0.2%) higher than the February Plan forecast, with MRT-1 projections \$1.2 million (0.6%) higher and MRT-2 projections \$0.5 million (0.5%) lower.

2014 - 2016

MRT receipts are expected to improve annually, increasing \$45 million in both 2014 and 2015, and increasing \$25 million in 2016. Despite these increases, projected 2016 MRT receipts will still be 42 percent below receipts from ten years earlier, when MRT receipts peaked in 2006.

For 2014, projected MRT receipts in the November Plan are \$27 million (8%) higher than the July Plan forecast, a continuation of the impact of the higher 2012 base and the stronger 2013 year-over-year increase. However, the November Plan projects slower 2013-to-2014 growth than was estimated in July (14% vs. 16% in July). For 2015, MRT receipts are expected to be \$27 million (7%) higher than was forecast in the July Plan, and for 2016 MRT receipts are projected to be \$29 million (7%) more than the July Plan estimate.

Compared with the February Plan, 2014 MRT receipts are \$6 million (2%) higher and 2015 MRT receipts are \$54 million (15%) higher; the sizable variance for 2015 reflects a change in the forecasting methodology that was made for the July Plan affecting projections starting in 2015. These outer-year forecasts are based on projections of transaction activity and sale prices provided by Global Insight; in the February Plan, simple relationship with population and US Treasury rates were employed to estimate MRT receipts.

The following table summarizes MRT year-to-year changes in the July Plan:

	2012	2013	2014	2015	2016
MRT-1	16%	15%	13%	12%	6%
MRT-2	10%	18%	15%	13%	6%
TOTAL	14%	16%	14%	12%	6%

The projected growth in MRT receipts reflects annual improvements in the regional economy over the course of the plan period, which is expected to have favorable impacts on housing demand – and by extension mortgage recording activity – in the MTA region.

Other MRT-2 Adjustments

MRT-2 receipts are used to reimburse the agencies for certain security expenses from a fund managed by MTA Police. These monies are used for short term security projects. Consistent with the July Plan, an annual amount of \$10 million has been earmarked in the November Plan to cover these security expenses from 2012 through 2016.

In addition, the November Plan assumes that funds from subsidies will be used to cover debt service cash flow requirements and loan repayment of the MTA Bus Company (MTABC). In negotiations with the City, during the MTA takeover of the private buses, a

package that consisted of bond proceeds (\$209 million) and inter-agency loans (\$114 million) was used to finance MTABC's capital investment. Pursuant to the agreement with the City, the MTA pays the capital costs of the MTABC 2005-2009 capital program, to the extent that it is otherwise not paid from Federal grants, matching City funds, or other funding sources specifically dedicated to MTABC capital projects. As part of the terms of this agreement, the MTA is required to pay the debt service on bonds and commercial paper expended after November 2006 on MTABC capital projects, until such amounts are paid in full, which would require payments through the Plan period and beyond. The November Plan estimates of the required amounts are \$25 million annually beginning in 2012 and continuing for the duration of the Plan period. This reflects no changes from the July Plan.

SUMMARY OF MORTGAGE RECORDING TAX PROJECTIONS

November Financial Plan 2013-2016

(\$ in millions)

Cash Basis

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
MORTGAGE RECORDING TAX #261-1						

Receipts Available for Transfer to NYCT and CRs:

Total Gross Receipts	\$160.2	\$185.3	\$213.9	\$242.3	\$271.1	\$288.3
Less: MTAHQ Operating Deficit	(324.0)	(302.9)	(333.1)	(327.7)	(333.5)	(342.6)
Receipts Available for Transfer	(\$163.8)	(\$117.6)	(\$119.2)	(\$85.4)	(\$62.4)	(\$54.2)
Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	163.8	117.6	119.2	85.4	62.4	54.2
Adjusted Receipts Available for Transfer	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Allocation of Net Receipts to NYCT/SIR Account:

Opening Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYCT/SIR Share	55%	55%	55%	55%	55%	55%
From Current Year Net Receipts	0.0	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	\$0.0
Total SIR Net Cash Share	0.0	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	\$0.0

Allocation of Net Receipts to Commuter Railroad Account:

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

MORTGAGE RECORDING TAX #261-2

Receipts Available

Total Receipts to Corporate Account	\$84.6	\$93.1	\$109.8	\$126.2	\$142.5	\$150.8
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
General Reserve	0.0	0.0	(130.0)	(135.0)	(140.0)	(150.0)
Investment Income	4.2	4.3	4.5	4.7	4.9	5.1
Total Receipts Available for Transfer	\$53.9	\$62.6	(\$50.7)	(\$39.0)	(\$27.5)	(\$29.1)

Use of Total Receipts:

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(7.1)	(6.3)	(6.9)	(7.6)	(8.5)	(9.4)
Less: Transfer to MTAHQ Funds	(163.8)	(117.6)	(119.2)	(85.4)	(62.4)	(54.2)
Net Receipts Available	(\$112.6)	(\$56.9)	(\$172.3)	(\$127.6)	(\$93.9)	(\$88.2)

URBAN TAXES

Urban Taxes consist of two distinct taxes applied to certain commercial real property transactions and mortgage recordings within New York City: a Mortgage Recording Tax (MRT) imposes a five-eighths of one-percent (0.625%) levy on mortgages exceeding \$500,000 on New York City commercial properties; and, a Real Property Transfer Tax (RPTT) imposes a one percent levy on the transfer of New York City commercial real properties valued over \$500,000. Tax receipts are available only for transit purposes in New York City, with 90% of the receipts earmarked for New York City Transit (NYCT) general operations and 6% used for the partial reimbursement of NYCT Paratransit costs. The remaining 4% is earmarked as subsidy for the New York City private buses; the City utilizes these funds to reimburse MTA Bus expenses. Figures below reflect the 90% of Urban Tax receipts earmarked to NYCT general operations.

Forecast Methodology

Forecasts of Urban Tax receipts for 2012 consist of actual receipts through October. Receipts for the last two months of 2012 reflect average collections for the second half of the year, which has seen general stability in receipts. As with the projections presented in previous financial plans, MTA consulted with real estate tax analysts at New York City's Office of Management and Budget: based on those discussions, growth assumptions reflect both the City's latest forecast as well as an analysis of recent conditions. That said, forecasts for the plan period have been developed on a 2012 base that is \$8 million higher than the base used for the July Plan, reflecting favorable year-to-date variances; the 2012 November Forecast is \$9 million less than the 2012 Adopted Budget.

2012 Mid-Year Forecast

Urban Tax receipts are forecast to be \$384 million in 2012, \$31 million (9%) more than 2011 receipts. While this increase follows a \$179 million increase (103%) in 2011 and a more modest \$24 million increase (16%) in 2010, it also follows an 83% decline from 2007 to 2009, when annual receipts fell by \$734 million in two years. The growth in receipts since 2009 represents about 32% of the 2007 to 2009 decline. RPTT receipts are projected to increase \$7 million (3%) and MRT receipts are forecast to be \$24 million (27%) above 2011 receipts.

The 2012 November Forecast for the Urban Taxes is \$8 million more than the Mid-Year Forecast, a 2% improvement that reflects favorable year-to-date variances for both RPTT and MRT. Compared with the Mid-Year Forecast, RPTT and MRT are estimated to be \$4 million (2%) and \$4 million (3%) higher, respectively.

While commercial real estate activity in New York City has been stronger than projected in the Mid-Year Forecast, it nonetheless remains weaker than the level of activity assumed in the Adopted Budget, down \$9 million (2%).

2013 Final Proposed Budget

Projections indicate that recent improvements in the region's economy will continue and spur more sustained growth in real estate activity, although at a slower rate of growth for 2013 when compared with the July Plan projection. Urban Tax receipts are forecast to be \$432 million in 2013, \$48 million (12%) greater than 2012. This projected increase, while building on the increase that is projected for 2012, will nonetheless still result in receipts that are just half of the Urban Tax's peak in 2008. Sixty percent of the increase is expected to come from RPTT receipts, which are projected to increase \$29 million (10%), while MRT receipts are forecast to increase \$19 million (18%).

The 2013 Final Proposed Budget for the Urban Taxes is \$11 million less than the July Plan forecast (2%), reflecting a year-over-year increase that is less pronounced than projected in the July Plan (12% vs. 18% in July). RPTT is estimated to be \$15 million less (5%) than the July Plan forecast, while MRT is projected to be \$4 million more (3%) than the July Plan forecast.

The 2013 Final Proposed Budget for the Urban Taxes is \$10 million (2%) higher than the February Plan forecast, with RPTT projections \$4 million (1%) higher and MRT projections \$7 million (6%) higher.

2014 - 2016

Urban Tax receipts are expected to improve annually, increasing by \$41 million in 2014, \$44 million in 2015 and \$47 million in 2016. Despite these increases, projected 2016 Urban Tax receipts will still be 36 percent below receipts from nine years earlier, when Urban Tax receipts peaked in 2007.

While the rate of year-to-year improvements are consistent with growth rates projected in the July Plan, November Plan Urban Tax receipts are lower than those in the July Plan as the result of a lower 2013 forecast; receipts are projected to be 2 percent below the July Plan each year, by \$12 million for 2014, \$13 million for 2015 and \$14 million for 2016. Urban Tax receipts for the November Plan are higher than receipts projected in the February Plan, by \$4 million (1%) in 2014 and by \$22 million (4%) in 2015.

The following table summarizes Urban Tax year-to-year changes in the July Plan:

	2012	2013	2014	2015	2016
Real Property Transfer Tax	3%	10%	9%	9%	9%
Mortgage Recording Tax	27%	18%	10%	10%	9%
TOTAL	9%	12%	9%	9%	9%

The projected growth in Urban Tax receipts reflects annual improvements in the regional economy over the course of the plan period, which is expected to have favorable impacts on commercial real estate activity in New York City.

PAYROLL MOBILITY TAX

The Payroll Mobility Tax (PMT)¹, also referred to interchangeably as the Metropolitan Commuter Transportation Mobility Tax (MCTMT), was enacted in 2009 by New York State (Chapter 25, Laws of 2009) to provide a stable source of revenues for the MTA that would also address the MTA's revenue shortfall and operating budget gap. Legislation enacted in December 2011 significantly changed the Payroll Mobility Tax, effective April 1, 2012. The new legislation, referred to as the "December Act", eliminates the payroll mobility tax imposed within the MTA Commuter Transportation District ("MCTD") for the following taxpayers:

- Employers with payroll expense less than or equal to \$312,500 in any calendar quarter;
- Any public school district, board of cooperative educational services, public elementary or secondary school, school serving students with disabilities of school age and any nonpublic elementary or secondary school that provides instruction in grade one or above; and
- Individuals with net earnings from self-employment attributable to the MCTD that do not exceed \$50,000 for the tax year.

The new legislation reduces the payroll mobility tax liability for the following taxpayers:

- Employers with payroll expense no greater than \$375,000 in any calendar quarter are subject to reduced tax rate of 0.11 percent; and
- Employers with payroll expense greater than \$375,000 but not greater than \$437,500 in any calendar quarter are subject to reduced tax rate of 0.23 percent.

Employers with payroll expense in excess of \$437,500 in any calendar quarter continue to pay a tax rate of 0.34 percent. Further, the December Act expressly provides that any reductions in transit aid attributable to these reductions in the payroll mobility tax "shall be offset through alternative sources that will be included in the state budget"; these offsets to the MTA from alternative sources are known as the "PMT Revenue

¹ A payroll tax with rates of 0.11 percent, 0.23 percent or 0.34 percent based on total payroll expenses, imposed on certain employers and on net earnings of certain self-employed individuals engaged in business within the 12-county region serviced by the MTA, referred to as the Metropolitan Commuter Transportation District (MCTD). The entire proceeds from the mobility tax are remitted by employers to the State for deposit into an account that benefits the MTA.

When the tax was first enacted in 2009, it applied to all employers in the MCTD and was imposed on the earnings of all self-employed individuals within the MCTD at a flat rate of 0.34 percent. School districts were also required to pay the tax, but the legislation mandated that the tax payments from school districts be reimbursed by the State.

The legislation permits the MTA to utilize the payroll mobility tax revenues:

- As pledged revenue to secure and be applied to the payment of bonds to be issued in the future to fund capital projects of the MTA and NYCTA and NYCTA subsidiaries;
- To pay capital costs, including debt service of MTA and its subsidiaries, and NYCTA and its subsidiaries;
- To pay for costs, including operating costs of MTA and its subsidiaries, and NYCTA and its subsidiaries.

Offset” or “PMT Replacement Funds”.

The MTA November Plan forecasts for Payroll Mobility Tax (PMT) receipts for 2012 through 2016 are unchanged from the July Plan. The November Plan estimates of MTA PMT revenues are \$1,261 million in 2012, \$1,248 million in 2013, \$1,315 million in 2014, \$1,385 million in 2015 and \$1,452 million in 2016.

Consistent with the July and February Plans, the November Plan includes PMT Replacement Funds of \$250 million in 2012 and \$310 million in 2013 and beyond. Further, the 2012 November Plan estimate also includes \$5 million from the State for MTA B&T to reimburse residents of the Rockaway section of Queens for bridge tolls necessary to access their homes. The 2012 PMT Replacement Funds estimate is prorated for three-quarters of the year to reflect the legislative changes that took effect on April 1, 2012. Total MTA PMT including the replacement funds is \$1,516 million in 2012, \$1,558 in 2013, \$1,625 in 2014, \$1,695 in 2015 and \$1,762 in 2016, which are unchanged from the July Plan.

2012 November Forecast

The 2012 November Forecast of PMT revenues of \$1,261 is unchanged from the July Plan; this does not include the \$250 million in PMT replacement funds or the \$5 million payment to MTA B&T. Total PMT for 2012, including these additional funds, is \$1,516 million, which is also consistent with the July Plan. The 2012 November Forecast is \$27 million (2%) higher than in the February Plan.

2013 Final Proposed Budget

The 2013 Final Proposed Budget forecast for PMT is \$1,248 million, which is unchanged from the July Plan. The forecast is \$7 million (1%) higher than the February Plan. When combined with the PMT replacement funds of \$310 million for the first full year impact of the tax law changes, the 2013 Total PMT of \$1,558 million remains the same as the July Plan.

2014 - 2016

The November Plan PMT forecast is \$1,315 million for 2014, \$1,385 million for 2015 and \$1,452 million for 2016, which is unchanged from the July Plan. These estimates are \$8 million (1%) higher than the February Plan in both 2014 and 2015. The PMT replacement funds for each of the out-years remain flat at \$310 million. Consistent with the July and February Plans, the November Plan continues to assume 5 percent growth per annum from the prior year's level.

MTA AID TRUST REVENUES

Legislative actions by New York State in May 2009 directed revenues from the following new taxes and fees to the MTA Aid Trust Account:

- License Fee - a supplemental fee of one dollar for each six month period of validity of a learner's permit or driver's license issued to individuals residing in the Metropolitan Commuter Transportation District (MCTD);
- Auto Registration Fee - a \$25 increase in automobile registration fees in the MTA region, on an annual basis, to be paid by automobile registrants in increments of \$50, since car registrations cover a two-year period;
- Taxicab Tax – a tax of \$0.50 per ride imposed on taxicab owners for each taxicab ride that originates in New York City and terminates within the 12-county MTA region;
- Auto Rental Tax – a supplemental tax of five-percent (5%) of the cost of automobile rentals within the MCTD.

The legislation establishing these new tax streams:

- Allows for the revenues to be pledged by MTA or by TBTA to secure debt;
- Allows the MTA to pay operating and capital costs of the MTA and its subsidiaries and NYCTA and its subsidiaries as determined by the MTA, subject to the provisions of the above referenced pledges, or in the event there is no such pledge.

The 2012 November Plan forecasts of total MTA Aid taxes are \$306 million in 2012, \$311 million in 2013, \$315 million in 2014, \$320 million in 2015 and \$325 million in 2016. These are unchanged from the July Plan projections. Compared to the February Plan, the November Plan projections are higher by \$5 million in 2012, \$5 million in 2013, \$5 million in 2014 and \$6 million in 2015.

For 2013 through 2016, the November Plan assumes overall annual growth of 1.5 percent per annum, which is consistent with the July and February Plans, and accounts for anticipated moderate favorable economic activity over the years covered by the Plan.

STATE AND LOCAL SUBSIDIES

State and Local Subsidies consist of the following:

- *New York State Operating Assistance* - a statewide mass transportation program (State 18-b Operating Assistance) that provides direct State aid to the MTA, which is appropriated by the State Legislature on an annual basis. Beginning in 1994, the State has used a portion of the MMTOA funds for the State's 18-b payments.
- *Local Operating Assistance* – payments made by the City and each of the seven counties in the MTA Transportation District, which are required by the transportation law to match the amounts of 18-b Operating Assistance paid by the State. The matching payments are to be made quarterly to the MTA. Additional assistance from NYC and other localities not elsewhere captured are included in Local Operating Assistance.
- *Station Maintenance* – a subsidy paid by the City and each of the seven counties in the MTA Transportation District for the operation, maintenance and use of Commuter System passenger stations within the City and each of the counties. Station Maintenance base amounts were established in 1999 and are subject to an annual adjustment tied to the consumer price index.
- *Connecticut Department of Transportation (CDOT) Subsidy to Metro-North Railroad* - subsidy payments made to Metro-North Railroad as reimbursement for expenses associated with commuter train operations by Metro-North in the State of Connecticut.
- *New York City Subsidy for MTA Bus* - New York City reimbursement to the MTA of the costs of MTA Bus' operation. The current costs of the MTA Bus' operations are 100% reimbursable by the City of New York. Under an agreement with the MTA, the City of New York committed to pay MTA Bus the difference between the actual operating costs of the City bus routes and all revenues received for operations from said routes. MMTOA, State and Local 18-b and Urban Taxes that are designated for the former private buses, which are subsidized by the City as required by Statute, continue to be paid directly to the City and are used by the City to partially fund MTA Bus.
- *New York City Subsidy for SI Railway* – subsidy payments made by New York City to cover expenses associated with SI Railway operations.

2012 November Forecast

In the November Plan, the 2012 State and Local cash subsidy estimate (excluding New York City Subsidy for MTA Bus and SIR) is \$611 million, or \$2.4 million above the July Plan forecast. The change is primarily due to higher CDOT subsidies. Compared to the February Plan, the November Plan estimate is lower by \$19 million due primarily to change in CDOT subsidy.

For 2012, the November Plan cash forecast of City Subsidy to MTA Bus increased by \$9 million from the July Plan level. This was primarily due to favorable cash timing adjustments. Compared to the February Plan, the November Plan estimate is higher by \$53 million, also due to favorable timing adjustments. The 2012 cash forecast for City Subsidy to Staten Island Railroad decreased by \$30 million. The July Plan assumed that the New York City payment would be made by the end of the second quarter of the City's Fiscal Year (by December 2012). However, the City has since indicated that the payment will be made in 2013 during the third or fourth quarter of the City Fiscal Year.

2013 Final Proposed Budget

The 2013 Final Proposed Budget for State and Local Subsidy (excluding City Subsidy for MTA Bus and SIR) is above the July Plan estimate by \$6 million, primarily due to favorable re-estimates of CDOT subsidies to MNR, reflecting lower revenues and higher expenses at MNR. Compared to the February Plan, the November Plan estimate is higher by less than a million dollars.

2014 – 2016

Total State and Local Subsidy in the MTA's November Plan are above the July Plan estimates by \$3 million in 2014, \$5 million in 2015 and \$6 million in 2016. This was due primarily to favorable re-estimates of CDOT subsidies to MNR, reflecting lower revenues and higher expenses. Compared to the February Plan, the November Plan estimates are lower by \$16 million in 2014 and by \$15 million in 2015.

SUBSIDY AND OTHER TECHNICAL ADJUSTMENTS

In addition to the adjustments to MRT-2, which are discussed in the MRT Section, the November Plan includes other subsidy adjustments for 2012 through 2016.

MTA Bus Debt Service - Consistent with the July Plan, the November Plan reflects the MTA's agreement with the City of New York to fund a portion of MTA Bus' debt service from New York City Transit subsidies each year, which is \$12 million annually for the duration of the Plan. These amounts reflect reimbursement to MTA Bus under a swap agreement with New York City Transit in which Federal capital grant moneys earmarked for MTA Bus are paid directly to New York City Transit; NYCT applies these funds to cover its own capital projects and in turn reimburses MTA Bus. This is in addition to the MTA's funding of all capital costs associated with MTABC's 2005-2009 Capital Program, currently estimated at \$25 million annually. [For details, see *Other MRT-2 Adjustments* in the Mortgage Recording Taxes (MRT) Section].

Forward Energy Contract - Since 2008, the MTA has used financial instruments to hedge a portion of its projected fuel expense to reduce budgetary risk from price volatility. The MTA intends to continue this strategy, and in 2013 it will increase the portion of its fuel requirement that is hedged. New Hedge contracts will be extended to 24 months in duration, which provides greater price stability over a longer time period. At any point in time, approximately 50% of the projected fuel usage for the forward 12 month period will be hedged.

MNR Repayment for 525 North Broadway - In 2007, an arrangement was made whereby MTA Capital would advance the funds for MNR's capital project at 525 North Broadway in North White Plains, for which MTA Capital would be reimbursed over time from MNR's operating budget. The November Plan incorporates the repayment of this loan in the amount of \$2.4 million annually from 2012 through 2016. This is consistent with the July Plan.

Repayment of Loan to Capital Financing Fund - The November Plan, similar to the July Plan, anticipates the repayment of a Board-authorized \$500 million interagency loan, from the "Capital Financing Fund" (non-bond related funds dedicated to capital programs) to the operating budget, in five equal installments of \$100 million annually beginning in 2012.

Committed to Capital – Consistent with the July Plan, the November Plan assumes that a portion of the new tax revenues authorized by New York State in May 2009 will be used for the MTA Capital Program. The November Plan, like the July Plan, assumes payment in 2012 of \$150 million and increases by increments of \$50 million annually through 2016. The amounts reflected in this category are net of debt service payments associated with the MTA's 2010-2014 Capital Program, which are captured within consolidated debt service.

MTA New York City Transit Subsidy Allocation
November Financial Plan 2013-2016

Cash Basis
(\$ in millions)

	2011	2012	2013			
	Actual	November	Final Proposed	2014	2015	2016
		Forecast	Budget			
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$848.9	\$885.3	\$942.8	\$995.3	\$1,042.9	\$1,076.2
Petroleum Business Tax (PBT) Receipts	526.7	514.3	536.3	540.2	542.3	543.8
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Urban Tax	<u>352.9</u>	<u>383.9</u>	<u>431.9</u>	<u>472.4</u>	<u>516.4</u>	<u>563.6</u>
	\$1,728.4	\$1,783.6	\$1,910.9	\$2,008.0	\$2,101.6	\$2,183.6
<i>New State Taxes and Fees</i>						
Payroll Mobility Tax	\$1,231.1	\$1,034.3	\$883.0	\$982.4	\$966.5	\$1,010.9
Payroll Mobility Tax Replacement Funds	0.0	209.1	219.3	231.6	216.4	215.8
MTA Aid	<u>190.7</u>	<u>192.6</u>	<u>195.5</u>	<u>198.4</u>	<u>201.4</u>	<u>204.4</u>
	\$1,421.8	\$1,436.0	\$1,297.8	\$1,412.4	\$1,384.2	\$1,431.0
<i>State and Local Subsidies</i>						
State Operating Assistance	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1
Local Operating Assistance	<u>193.3</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>
	\$351.4	\$316.2	\$316.2	\$316.2	\$316.2	\$316.2
<i>Other Subsidy Adjustments</i>						
Inter-agency Loan	(\$269.0)	\$0.0	(\$4.0)	(\$4.0)	(\$4.0)	(\$4.0)
NYCT Charge Back of MTA Bus Debt Service	(11.1)	(11.8)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts Program - Initiated in 2011	(71.1)	2.2	2.1	0.3	0.0	0.0
Repayment of Loan to Capital Financing Fund	0.0	(69.0)	(69.0)	(69.0)	(69.0)	(69.0)
Committed to Capital	<u>(21.0)</u>	<u>(65.8)</u>	<u>(71.8)</u>	<u>(58.7)</u>	<u>(31.5)</u>	<u>0.0</u>
	(\$372.2)	(\$144.5)	(\$154.3)	(\$143.0)	(\$116.0)	(\$84.5)
Total Dedicated Taxes & State and Local Subsidies	\$3,129.4	\$3,391.3	\$3,370.6	\$3,593.6	\$3,686.0	\$3,846.3
<i>Inter-agency Subsidy Transactions</i>						
Bridges and Tunnels Operating Surplus Transfer	<u>\$192.4</u>	<u>\$196.1</u>	<u>\$166.7</u>	<u>\$147.3</u>	<u>\$125.3</u>	<u>\$109.0</u>
	\$192.4	\$196.1	\$166.7	\$147.3	\$125.3	\$109.0
GROSS SUBSIDIES	\$3,321.8	\$3,587.4	\$3,537.4	\$3,741.0	\$3,811.2	\$3,955.3

MTA Commuter Railroad Subsidy Allocation
November Financial Plan 2013-2016

Cash Basis
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$410.5	\$455.0	\$542.1	\$569.1	\$593.5	\$610.7
Petroleum Business Tax (PBT) Receipts	92.9	90.8	94.6	95.3	95.7	96.0
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Investment Income	<u>0.4</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>
	\$503.9	\$546.7	\$637.7	\$665.5	\$690.3	\$707.8
<i>New State Taxes and Fees</i>						
Payroll Mobility Tax	\$184.0	\$227.0	\$365.0	\$332.7	\$418.2	\$441.5
Payroll Mobility Tax Replacement Funds	0.0	45.9	90.7	78.4	93.6	94.2
MTA Aid	<u>112.5</u>	<u>113.6</u>	<u>115.3</u>	<u>117.0</u>	<u>118.8</u>	<u>120.6</u>
	\$296.5	\$386.5	\$571.0	\$528.2	\$630.6	\$656.3
<i>State and Local Subsidies</i>						
State Operating Assistance	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance	29.6	29.3	29.3	29.3	29.3	29.3
CDOT Subsidy	89.1	79.8	101.8	85.2	89.1	92.9
Station Maintenance	<u>153.2</u>	<u>155.7</u>	<u>157.9</u>	<u>160.7</u>	<u>163.8</u>	<u>166.9</u>
AMTAP	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$301.1	\$294.0	\$318.2	\$304.5	\$311.3	\$318.3
<i>Other Subsidy Adjustments</i>						
Inter-agency Loan	0.0	0.0	(2.0)	(2.0)	(2.0)	(2.0)
Forward Energy Contracts - 2008 (15 mth Contract)	0.0	0.0	0.0	0.0	0.0	0.0
Forward Energy Contracts - 2009 (12 mth Contract)	0.0	0.0	0.0	0.0	0.0	0.0
Forward Energy Contracts Program - Initiated in 2011	(\$30.5)	\$0.9	\$0.9	\$0.1	\$0.0	\$0.0
MNR Repayment for 525 North Broadway	(7.3)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	0.0	(31.0)	(31.0)	(31.0)	(31.0)	(31.0)
Committed to Capital	<u>(0.4)</u>	<u>(66.0)</u>	<u>(51.8)</u>	<u>(26.1)</u>	<u>(6.6)</u>	<u>0.0</u>
	(\$38.2)	(\$98.5)	(\$86.3)	(\$61.4)	(\$42.0)	(\$35.4)
Total Dedicated Taxes & State and Local Subsidies	\$1,063.2	\$1,128.8	\$1,440.7	\$1,436.7	\$1,590.2	\$1,647.0
<i>Inter-agency Subsidy Transactions</i>						
Bridges and Tunnels Operating Surplus Transfer	<u>\$317.3</u>	<u>\$330.3</u>	<u>\$283.8</u>	<u>\$263.9</u>	<u>\$241.8</u>	<u>\$225.7</u>
	\$317.3	\$330.3	\$283.8	\$263.9	\$241.8	\$225.7
GROSS SUBSIDIES	\$1,380.6	\$1,459.0	\$1,724.5	\$1,700.6	\$1,832.0	\$1,872.7

MTA Staten Island Railway Subsidy Allocation
November Financial Plan 2013-2016

Cash Basis
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$3.0	\$3.1	\$3.3	\$3.5	\$3.7	\$3.8
<i>State and Local Subsidies</i>						
State Operating Assistance	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6
Local Operating Assistance	0.4	0.6	0.6	0.6	0.6	0.6
SIRTOA Recovery	<u>0.0</u>	<u>21.1</u>	<u>33.6</u>	<u>30.7</u>	<u>29.7</u>	<u>32.9</u>
	\$1.0	\$22.2	\$34.7	\$31.8	\$30.8	\$34.0
Total Dedicated Taxes & State and Local Subsidies	\$3.9	\$25.3	\$38.0	\$35.3	\$34.5	\$37.8
<i>Inter-agency Subsidy Transactions</i>						
MTA Subsidy to Subsidiaries	\$21.9	(\$21.1)	\$0.0	\$0.0	\$0.0	\$0.0
GROSS SUBSIDIES	\$25.8	\$4.2	\$38.0	\$35.3	\$34.5	\$37.8

MTA Headquarters Subsidy Allocation
November Financial Plan 2013-2016
Cash Basis
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
<u>Mortgage Recording Tax-1</u>						
Net Receipts After Agency Transfers	\$160.2	\$185.3	\$213.9	\$242.3	\$271.1	\$288.3
<u>Adjustments</u>						
MRT-2 Required to Balance	\$163.8	\$117.6	\$119.2	\$85.4	\$62.4	\$54.2
Net Funding of MTA Headquarters	\$324.0	\$302.9	\$333.1	\$327.7	\$333.5	\$342.6
<u>Mortgage Recording Tax - 2</u>						
Net Receipts	\$84.6	\$93.1	\$109.8	\$126.2	\$142.5	\$150.8
<u>Adjustments</u>						
Funding of General Reserve	\$0.0	\$0.0	(\$130.0)	(\$135.0)	(\$140.0)	(\$150.0)
Use of MRT Balances	0.0	0.0	0.0	0.0	0.0	0.0
Diversion of MRT to Suburban Counties	(2.6)	(1.8)	(2.4)	(3.1)	(4.1)	(5.0)
Carryover/Opening Balances/Interest	4.2	4.3	4.5	4.7	4.9	5.1
Agency Security Costs from MRT	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
Transfer to MRT-1	<u>(163.8)</u>	<u>(117.6)</u>	<u>(119.2)</u>	<u>(85.4)</u>	<u>(62.4)</u>	<u>(54.2)</u>
	(\$197.1)	(\$150.0)	(\$282.1)	(\$253.8)	(\$236.5)	(\$239.0)
Unallocated MRT-2 Receipts	(\$112.6)	(\$56.9)	(\$172.3)	(\$127.6)	(\$93.9)	(\$88.2)

MTA Bus Company Subsidy Allocation
November Financial Plan 2013-2016
Cash Basis
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>Subsidies</u>						
City Subsidy to MTA Bus Company	\$292.1	\$389.7	\$371.6	\$367.4	\$390.1	\$414.6

MTA Bridges & Tunnels
November Financial Plan 2013-2016
Surplus Transfer
(\$ in millions)

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
Net Surplus/(Deficit)	\$1,157.762	\$1,132.559	\$1,100.287	\$1,077.420	\$1,053.946	\$1,051.654

Deductions from Net Operating Income:

Investment Income	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457	\$2.975
Total Debt Service	608.592	589.860	610.747	623.988	643.794	667.722
Capitalized Assets	4.364	10.370	17.781	17.843	17.849	20.635
Reserves	15.276	25.000	25.415	25.895	26.382	26.881
GASB Reserves	1.787	1.700	1.815	1.841	1.904	1.940
Total Deductions from Net Operating Income	\$630.104	\$627.040	\$655.868	\$669.861	\$691.386	\$720.152
Net Income Available for Transfer to MTA and NYCT	\$527.658	\$505.519	\$444.419	\$407.559	\$362.560	\$331.502

Distribution of Funds to MTA:

Investment Income in Current Year	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457	\$2.975
Accrued Current Year Allocation	326.113	315.600	280.274	262.081	239.539	224.113
Total Accrued Amount Distributed to MTA	\$326.198	\$315.710	\$280.384	\$262.375	\$240.996	\$227.088

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	177.545	165.919	140.145	121.477	99.021	83.389
Total Accrued Amount Distributed to NYCT	\$201.545	\$189.919	\$164.145	\$145.477	\$123.021	\$107.389

Actual Cash Transfer to MTA and NYCT:

From Current Year Surplus	\$317.328	\$330.270	\$283.807	\$263.901	\$241.794	\$225.656
Investment Income in Prior Year	0.147	0.085	0.110	0.110	0.294	1.457
Total Cash Amount Distributed to MTA	\$317.475	\$330.355	\$283.917	\$264.011	\$242.087	\$227.112
Total Cash Amount Distributed to NYCT	\$192.402	\$196.068	\$166.722	\$147.344	\$125.266	\$108.952

MTA Bridges & Tunnels
November Financial Plan 2013-2016
Surplus Transfer
(\$ in millions)

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
<u>Debt Service Detail by Agency:</u>						
B&T Own Purpose Debt Service	\$196.750	\$196.958	\$231.101	\$243.094	\$263.106	\$286.536
NYCT Transportation Debt Service	280.205	271.292	259.888	260.749	260.603	260.955
MTA Transportation Debt Service	131.637	121.610	119.759	120.145	120.084	120.231
Total Debt Service by Agency	\$608.592	\$589.860	\$610.747	\$623.988	\$643.794	\$667.722

Total Accrued Amount for Transfer to MTA and NYCT:

Total Adjusted Net Income Available for Transfer	\$1,136.250	\$1,095.378	\$1,055.166	\$1,031.547	\$1,006.354	\$999.224
Less: B&T Total Debt Service	(196.750)	(196.958)	(231.101)	(243.094)	(263.106)	(286.536)
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	\$915.500	\$874.420	\$800.065	\$764.453	\$719.248	\$688.688

Calculation of Actual Cash Transfer to MTA:

<u>Distribution of Remainder to MTA</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$457.750	\$437.210	\$400.032	\$382.226	\$359.624	\$344.344
Less: MTA Total Debt Service	(131.637)	(121.610)	(119.759)	(120.145)	(120.084)	(120.231)
MTA's Accrued Current Year Allocation	\$326.113	\$315.600	\$280.274	\$262.081	\$239.539	\$224.113
<u>Cash Conversion of MTA's Accrued Amount</u>						
Current Year Amount	\$279.882	\$284.040	\$252.247	\$235.873	\$215.585	\$201.702
Balance of Prior Year	37.446	46.231	31.560	28.027	26.208	23.954
Cash Transfer to MTA	\$317.328	\$330.270	\$283.807	\$263.901	\$241.794	\$225.656

Calculation of Actual Cash Transfer to NYCT:

<u>Distribution of Remainder to NYCT</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$457.750	\$437.210	\$400.032	\$382.226	\$359.624	\$344.344
Less: NYCT Total Debt Service	(280.205)	(271.292)	(259.888)	(260.749)	(260.603)	(260.955)
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	\$201.545	\$189.919	\$164.145	\$145.477	\$123.021	\$107.389
<u>Cash Conversion of NYCT's Accrued Amount</u>						
Current Year Amount	\$176.403	\$170.927	\$147.730	\$130.930	\$110.719	\$96.650
Balance of Prior Year	15.999	25.142	18.992	16.414	14.548	12.302
Cash Transfer to NYCT	\$192.402	\$196.068	\$166.722	\$147.344	\$125.266	\$108.952

SUMMARY
MTA STATEN ISLAND RAILWAY
MULTI-YEAR FINANCIAL PLAN
2013-2016
(\$ in millions)

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
<u>Revenue Summary:</u>						
Farebox Revenue	\$5.6	\$5.6	\$5.7	\$5.8	\$5.8	\$5.9
Other Revenue	2.3	2.1	2.1	2.1	2.1	2.1
State/City Subsidies	4.0	4.2	4.4	4.6	4.8	4.9
City SIRTOA Recovery	21.1	33.6	30.7	29.7	32.9	38.1
Total Revenue Before MTA Subsidy	\$32.9	\$45.4	\$42.9	\$42.2	\$45.6	\$50.9
<u>Non-Reimbursable Expense Summary:</u>						
Labor Expenses	\$25.8	\$28.6	\$29.8	\$30.2	\$30.9	\$31.8
Non-Labor Expenses	7.5	9.5	12.6	14.5	15.2	15.5
Depreciation	9.2	9.0	9.0	9.0	9.0	9.0
OPEB Obligation	2.2	2.3	2.3	2.3	2.3	2.3
Environmental Remediation	0.4	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	\$45.0	\$49.4	\$53.8	\$56.0	\$57.4	\$58.6
Total Net Revenue/(Deficit)	(\$12.0)	(\$4.0)	(\$10.9)	(\$13.8)	(\$11.8)	(\$7.7)
<u>Cash Adjustment Summary:</u>						
Operating Cash Adjustments	\$12.1	\$4.3	\$11.3	\$11.3	\$11.3	\$11.3
GASB Cash Adjustments		(0.3)	(0.4)	(0.4)	(0.4)	(0.4)
Subsidy Cash Adjustments (Other than SIRTOA Recovery)	(0.0)	0.0	0.0	0.0	0.0	0.0
SIRTOA Recovery Cash Adjustments	(21.1)	(12.5)	2.9	0.9	(3.2)	(5.1)
Total Cash Adjustments	(\$9.0)	(\$8.5)	\$13.8	\$11.8	\$7.7	\$5.8
Gross Cash Balance	(\$21.1)	(\$12.5)	\$2.9	(\$2.0)	(\$4.1)	(\$1.9)
Net Cash Balance from Previous Year (SIRTOA)	0.0	0.0	0.0	2.9	0.9	(3.2)
Baseline Net Cash Surplus/(Deficit)	(\$21.1)	(\$12.5)	\$2.9	\$0.9	(\$3.2)	(\$5.1)
<u>MTA Internal Subsidy:</u>						
MTA Carryover from Previous Year	1.9	2.7	0.0	0.0	0.0	0.0
MTA Internal Subsidy (Cash)	21.9	(21.1)	0.0	0.0	0.0	0.0
Baseline Net Cash Surplus/(Deficit)	\$2.7	(\$30.8)	\$2.9	\$0.9	(\$3.2)	(\$5.1)

<p style="text-align: center;">SUMMARY MTA BUS COMPANY MULTI-YEAR FINANCIAL PLAN 2013-2016 (\$ in millions)</p>

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
<u>Revenue Summary:</u>						
Farebox Revenue	\$179.0	\$182.3	\$183.0	\$184.2	\$185.3	\$186.3
Other Revenue	20.9	19.0	19.4	19.8	20.2	20.6
Total Revenue Before MTA Subsidy	\$199.9	\$201.3	\$202.3	\$204.0	\$205.5	\$206.9
<u>Non-Reimbursable Expense Summary:</u>						
Labor Expenses	\$388.3	\$401.8	\$417.0	\$423.1	\$439.3	\$460.2
Non-Labor Expenses	155.3	148.1	146.3	153.3	166.0	170.8
Depreciation	40.5	42.2	42.2	42.2	42.2	42.2
OPEB Obligation	96.1	55.4	56.3	56.9	57.7	58.3
Environmental Remediation	2.0	0.0	0.0	0.0	0.0	0.0
Debt Service	0.0	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	\$682.2	\$647.6	\$661.8	\$675.5	\$705.2	\$731.5
Total Net Revenue/(Deficit)	(\$482.3)	(\$446.3)	(\$459.5)	(\$471.5)	(\$499.7)	(\$524.7)
<u>Cash Adjustment Summary:</u>						
Cash Adjustments	\$221.9	\$35.8	\$101.9	\$109.6	\$111.5	\$112.4
GASB Cash Adjustments	(3.9)	(4.3)	(5.3)	(6.3)	(6.3)	(6.3)
Subsidy Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Total Cash Adjustment	\$218.0	\$31.5	\$96.5	\$103.3	\$105.2	\$106.1
Gross Cash Balance	(\$264.3)	(\$414.8)	(\$363.0)	(\$368.2)	(\$394.5)	(\$418.6)
<u>City Subsidy Cash Adjustments:</u>						
<i>Accrued</i>	\$264.3	\$414.8	\$363.0	\$368.2	\$394.5	\$418.6
<i>Cash</i>	<u>292.1</u>	<u>389.7</u>	<u>371.6</u>	<u>367.4</u>	<u>390.1</u>	<u>414.6</u>
Subsidy Cash Adjustments	27.8	(25.1)	8.6	(0.9)	(4.4)	(4.0)
Net Cash Balance from Previous Year	(\$48.4)	(\$20.6)	(\$45.7)	(\$37.0)	(\$37.9)	(\$42.3)
Baseline Net Cash Surplus/(Deficit)	(\$20.6)	(\$45.7)	(\$37.0)	(\$37.9)	(\$42.3)	(\$46.3)

MTA New York City Transit
November Financial Plan 2013 - 2016
Paratransit Operations
(\$ in thousands)

	2012	2013	2014	2015	2016
ADA Trips:	6,999,038	7,773,036	8,628,070	9,577,157	10,630,645
<i>Pct Change from Previous Year</i>	<i>6.7%</i>	<i>11.1%</i>	<i>11.0%</i>	<i>11.0%</i>	<i>11.0%</i>
<hr/>					
Revenue:					
Fares	\$ 15,625	\$ 17,642	\$ 19,591	\$ 21,756	\$ 24,158
Urban Tax	25,871	29,016	31,739	34,690	37,741
<i>Sub-total</i>	<i>\$ 41,496</i>	<i>\$ 46,658</i>	<i>\$ 51,330</i>	<i>\$ 56,446</i>	<i>\$ 61,899</i>
City Reimbursements	106,240	127,489	152,987	183,585	220,302
Total Revenue	\$ 147,736	\$ 174,147	\$ 204,318	\$ 240,031	\$ 282,201
Expenses:					
Operating Expenses:					
Salaries & Benefits	\$ 14,865	\$ 18,300	\$ 18,300	\$ 18,300	\$ 18,300
Rental & Miscellaneous	430,840	471,161	515,512	535,684	625,879
Total Expenses	\$ 445,705	\$ 489,461	\$ 533,812	\$ 553,984	\$ 644,179
Net Paratransit Surplus/(Deficit)	\$ (297,968)	\$ (315,314)	\$ (329,494)	\$ (313,954)	\$ (361,978)
<hr/>					
Paratransit Details					
Total Paratransit Reimbursement:	\$ 132,111	\$ 156,505	\$ 184,726	\$ 218,275	\$ 258,043
Urban Tax	\$ 25,871	\$ 29,016	\$ 31,739	\$ 34,690	\$ 37,741
City Reimbursements	106,240	127,489	152,987	183,585	220,302
Rental & Miscellaneous Expense:					
<i>Paratransit Service Contracts</i>					
Carrier Services	\$ 336,879	\$ 347,901	\$ 378,788	\$ 380,848	\$ 444,622
Command Center	23,362	28,411	31,592	35,123	39,042
Eligibility Certification	2,775	3,838	4,209	4,608	5,058
Other	3,781	5,031	5,031	5,031	5,031
<i>Subtotal</i>	<i>\$ 366,797</i>	<i>\$ 385,181</i>	<i>\$ 419,620</i>	<i>\$ 425,610</i>	<i>\$ 493,753</i>
<i>Other Than Personnel Service:</i>					
Insurance	37,953	42,277	51,322	62,641	76,486
Fuel	21,463	23,632	25,515	27,315	32,355
Other	3,742	18,860	17,844	18,908	22,076
<i>Subtotal</i>	<i>\$ 63,158</i>	<i>\$ 84,769</i>	<i>\$ 94,681</i>	<i>\$ 108,864</i>	<i>\$ 130,917</i>
<i>Non-City Reimbursable OTPS:</i>	<i>\$ 884</i>	<i>\$ 1,211</i>	<i>\$ 1,212</i>	<i>\$ 1,210</i>	<i>\$ 1,209</i>
<hr/>					
Total Rental & Miscellaneous Expense	\$ 430,840	\$ 471,161	\$ 515,512	\$ 535,684	\$ 625,879
<hr/>					
<i>Annual Growth in Total Expenses</i>	<i>2.7%</i>	<i>9.8%</i>	<i>9.1%</i>	<i>3.8%</i>	<i>16.3%</i>

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Debt Service

Debt Service in the Financial Plan

The following table includes debt service projections for 2012 through 2016 associated with *approved* Capital Programs and compares such estimates with the July 2012 Financial Plan. The significant favorable debt service variance for the 2012 through 2016 period against the July 2012 Financial Plan is largely reflective of the re-baselining of the ESA project in May 2012, refunding savings starting in 2015 attributable to the 2012 refunding program, and lower assumed weighted average rates for all future new money needs.

Debt Service Forecast (in millions)*			
Year	July Plan Debt Service	November Plan Debt Service	Difference Favorable/ (Unfavorable)
2012	\$2,124	\$2,072	\$51
2013	2,335	2,246	89
2014	2,570	2,401	169
2015	2,806	2,547	258
2016	2,996	2,785	211
Total	\$12,830	\$12,053	\$778

*Totals may not add due to rounding.

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*	2012	2013	2014	2015	2016
<i>(\$ in millions)</i>					
TR and DTF New Money Bonds	\$1,750	\$1,943	\$2,366	\$3,054	\$2,759
TBTA New Money Bonds	231	67	280	334	399
Total New Money Bonds	\$1,982	\$2,010	\$2,646	\$3,388	\$3,159
Assumed Fixed-Rates					
Transportation Revenue Bonds	5.01%	5.18%	5.36%	5.51%	5.63%
Dedicated Tax Fund Bonds	4.59%	4.75%	4.91%	5.05%	5.16%
Triborough Bridge & Tunnel Authority	4.59%	4.75%	4.91%	5.05%	5.16%
Assumed Variable Rates	4.00%	4.00%	4.00%	4.00%	4.00%
Weighted Average Interest Rates ¹					
Transportation Revenue Bonds	4.91%	5.07%	5.22%	5.36%	5.47%
Dedicated Tax Fund Bonds	4.53%	4.68%	4.82%	4.95%	5.04%
Triborough Bridge & Tunnel Authority	4.53%	4.68%	4.82%	4.95%	5.04%

*TR stands for Transportation Revenue; DTF stands for Dedicated Tax Fund. 2012 New Money Bonds include \$1.835 billion of new money bonds issued to date.

1. 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 2012–2016 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of October 12, 2012).
- 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.
- Assumes Transportation Revenue Bonds are issued to fund a portion of the East Side Access project costs ultimately expected to be funded by the Railroad Rehabilitation and Improvement Financing (RRIF) loan.
- All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
- Assumes \$430 million of pay-go funding committed to capital during the 2012-2016 forecast period.
- In 2012 and 2013, 2 Broadway Certificates of Participation Debt Service is partially offset by approximately \$10 million debt service reserve fund release.
- No reserve funds.

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2013-2016

Summary of Total Budgeted Debt Service

(\$ in millions)

Line Number		ACTUAL		FORECAST		
		2011	2012	2013	2014	2015
9	<u>New York City Transit:</u>					
10	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$586.437	\$674.201	\$721.422	\$722.739	\$694.503
11	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	4.724	39.036	99.810	167.917
12	2 Broadway Certificates of Participation - NYCT Lease Portion	23.315	4.648	16.695	19.799	21.633
13	Transportation Resolution Commercial Paper	1.201	6.136	21.697	21.697	21.697
14	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	311.707	305.222	325.808	321.149	312.853
15	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	9.431	28.791	50.465
16	Sub-Total MTA Paid Debt Service	\$922.660	\$994.932	\$1,134.089	\$1,213.985	\$1,269.067
17						\$1,380.897
18	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$203.162	\$190.727	\$181.694	\$181.985	\$182.097
19	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	80.825	80.564	78.194	78.797	78.541
20	Sub-Total B&T Paid Debt Service	\$283.986	\$271.292	\$259.888	\$260.782	\$260.637
21						
22						
23						
24	Total NYCT Debt Service	\$1,206.647	\$1,266.224	\$1,393.977	\$1,474.768	\$1,529.704
25						\$1,641.888
26	<u>Commuter Railroads:</u>					
27	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$389.124	\$435.201	\$458.714	\$459.552	\$441.598
28	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	24.220	85.768	177.314
29	Transportation Resolution Commercial Paper	0.502	3.766	14.032	14.032	14.032
30	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	65.695	65.290	68.139	67.164	65.429
31	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000
32	Sub-Total MTA Paid Debt Service	\$455.321	\$504.257	\$565.105	\$626.516	\$698.372
33						\$800.194
34	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$90.935	\$86.214	\$85.403	\$85.540	\$85.593
35	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	35.511	35.397	34.355	34.620	34.777
36	Sub-Total B&T Paid Debt Service	\$126.446	\$121.610	\$119.759	\$120.161	\$120.100
37						
38						
39	Total CRR Debt Service	\$581.766	\$625.867	\$684.863	\$746.676	\$818.473
40						\$920.441
41	<u>Bridges and Tunnels:</u>					
42	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$177.297	\$169.008	\$204.818	\$205.147	\$205.273
43	Debt Service on Additional TBTA (B&T) Subordinate Revenue Bonds	31.927	31.824	30.888	31.126	31.025
44	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	2.097	13.118	32.848
45	2 Broadway Certificates of Participation - TBTA Lease Portion	3.297	0.657	2.361	2.800	3.059
46						2.683
47						
48	Total B&T Debt Service	\$212.521	\$201.490	\$240.164	\$252.191	\$272.204
49						\$295.635
50	<u>MTA Bus:</u>					
51	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$23.349	\$26.102	\$21.052	\$21.090	\$20.266
52	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000
53	Transportation Resolution Commercial Paper	0.241	0.239	0.272	0.272	0.272
54						0.272
55	Total MTA Bus Debt Service	\$23.591	\$26.341	\$21.323	\$21.362	\$20.538
56						\$20.832
57						
58	Total MTA HQ Debt Service for 2 Broadway Certificates of Participation	\$3.182	\$0.638	\$2.290	\$2.716	\$2.968
						\$2.603

(\$ in millions)

MTA Net Total

Debt Service Affordability Statement

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METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2013-2016

Debt Affordability Statement ⁽¹⁾

\$ in millions

Forecasted Debt Service and Borrowing Schedule			Notes	2011 ACTL	2012	2013	2014	2015	2016
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3			\$1,903.7	\$2,066.5	\$2,225.1	\$2,376.0	\$2,519.8	\$2,760.7
Forecasted New Money Bonds Issued		4		1,226.7	1,981.7	2,009.7	2,645.9	3,388.1	3,158.8
Forecasted Debt Service by Credit ⁹			Notes	2011	2012	2013	2014	2015	2016
Transportation Revenue Bonds	5	Pledged Revenues		\$10,389.1	\$10,973.2	\$11,213.5	\$11,449.8	\$11,724.4	\$11,976.8
Debt Service		944.4	1,121.0	1,241.7	1,366.1	1,478.7	1,667.7		
Debt Service as a % of Pledged Revenues		9%	10%	11%	12%	13%	14%		
Dedicated Tax Fund Bonds									
Pledged Revenues	6	\$619.6	\$605.1	\$630.9	\$635.6	\$638.0	\$639.7	\$639.7	
Debt Service		349.0	356.3	375.0	388.7	400.3	427.9	427.9	
Debt Service as a % of Pledged Revenues		56%	59%	59%	61%	63%	67%	67%	
Triborough Bridge and Tunnel Authority General Revenue Bonds	7	Pledged Revenues		\$1,166.7	\$1,095.4	\$1,055.2	\$1,031.5	\$1,006.4	\$999.2
Debt Service		462.1	441.4	464.9	476.7	496.7	519.9		
Debt Service as a % of Total Pledged Revenues		40%	40%	44%	46%	49%	52%		
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds									
Pledged Revenues	8	\$700.4	\$654.0	\$590.2	\$554.9	\$509.7	\$479.4	\$479.4	
Debt Service		148.3	147.8	143.4	144.5	144.1	145.2		
Debt Service as a % of Total Pledged Revenues		21%	23%	24%	26%	28%	30%		
Cumulative Debt Service (Excluding State Service Contract Bonds)			Notes	2011	2012	2013	2014	2015	2016
Total Debt Service				\$1,903.7	\$2,066.5	\$2,225.1	\$2,376.0	\$2,519.8	\$2,760.7
Fare and Toll Revenues				\$6,500.8	\$6,614.7	\$6,672.9	\$6,763.3	\$6,840.3	\$6,915.1
Total Debt Service as a % of Fare and Toll Revenue				29%	31%	33%	35%	37%	40%
Operating Revenues and Subsidies				\$12,162.5	\$12,650.9	\$13,008.1	\$13,363.5	\$13,751.9	\$14,103.5
Total Debt Service as a % of Operating Revenues and Subsidies				16%	16%	17%	18%	18%	20%
Operating Revenues and Subsidies after Below the Line Adjustments				\$12,162.5	\$12,650.9	\$13,390.2	\$13,829.0	\$14,649.0	\$15,094.8
Total Debt Service as a % of Operating Rev/Subsidies after BTL Adj.				16%	16%	17%	17%	17%	18%
Non-reimbursable Expenses with Non-Cash Liabilities				\$13,722.1	\$14,258.7	\$14,983.0	\$15,435.6	\$16,090.2	\$16,799.2
Total Debt Service as % of Non-reimbursable Expenses				14%	14%	15%	15%	16%	16%
Non-reimbursable Expenses after Below the Line Adjustments				\$13,722.1	\$14,487.1	\$14,901.3	\$15,352.4	\$16,274.8	\$16,900.0
Total Debt Service as a % of Non-Reimbursable Exp after BTL Adj.				14%	14%	15%	15%	15%	16%

Notes on the following page are integral to this table.

Notes

Unhedged tax-exempt variable rate debt reflects actual rates through September 2012, and 4.00% for the remaining life of bonds.

Synthetic fixed-rate debt assumed at swap rate.

Total debt service excludes COPS lease payments. All debt service numbers reduced by expected investment income and Build America Bonds (BAB) subsidy.

New money bonds amortized as 30-year level debt. New debt issued assumed 90% fixed-rate and 10% variable rate. Actual 2012 issuance is included with the forecast and is reflective of new money bonds and notes.

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.

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, franchise sales 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.

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.

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.

Debt service schedules for each credit are attached as addendum hereto.

Special Notes

⁽¹⁾ 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 2012 (\$ in millions)

Fiscal Year	Transportation Revenue Resolution			Dedicated Tax Fund Resolution			TBTAs General Revenue Resolution			TBTAs 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
2012	1,116.3	4.7	1,121.0	356.3	-	356.3	441.4	-	441.4	147.8	-	147.8	2,061.8	4.7	2,066.5
2013	1,178.5	63.3	1,241.7	365.6	9.4	375.0	462.9	2.1	464.9	143.4	-	143.4	2,150.4	74.8	2,225.1
2014	1,180.7	185.6	1,366.3	359.9	28.8	388.7	463.6	13.1	476.7	144.5	-	144.5	2,148.8	227.5	2,376.3
2015	1,133.7	345.2	1,478.9	349.9	50.5	400.4	463.9	32.8	496.7	144.1	-	144.1	2,091.5	428.5	2,520.1
2016	1,150.5	517.5	1,667.9	352.9	75.1	428.0	463.2	56.7	519.9	145.2	-	145.2	2,111.8	649.2	2,761.0
2017	1,153.3	637.2	1,790.5	354.3	96.8	451.1	465.4	82.4	547.8	147.8	-	147.8	2,120.9	816.4	2,937.2
2018	1,155.9	675.8	1,831.7	353.6	105.7	459.3	462.6	104.0	566.6	145.9	-	145.9	2,118.1	885.5	3,003.6
2019	1,156.8	675.9	1,832.7	347.9	105.7	453.6	458.5	118.3	576.8	145.8	-	145.8	2,109.1	899.8	3,008.9
2020	1,156.3	675.9	1,832.2	350.1	105.7	455.8	458.7	125.9	584.5	145.2	-	145.2	2,110.2	907.5	3,017.6
2021	1,156.2	675.9	1,832.1	348.9	105.7	454.6	455.7	128.9	584.6	145.9	-	145.9	2,106.6	910.5	3,017.1
2022	1,151.1	675.9	1,827.0	345.7	105.7	451.4	459.7	129.7	589.3	145.4	-	145.4	2,101.9	911.3	3,013.1
2023	1,163.9	675.9	1,839.8	348.7	105.7	454.4	453.3	129.8	588.1	146.1	-	146.1	2,112.0	911.4	3,023.4
2024	1,165.0	675.9	1,840.9	348.0	105.7	453.8	449.1	129.8	578.9	146.0	-	146.0	2,108.1	911.4	3,019.5
2025	1,171.5	675.9	1,847.4	347.9	105.7	453.6	449.3	129.8	579.1	146.0	-	146.0	2,114.7	911.4	3,026.1
2026	1,212.9	675.9	1,888.8	345.6	105.7	451.3	448.6	129.8	578.4	146.2	-	146.2	2,153.3	911.4	3,064.7
2027	1,200.0	675.9	1,875.9	339.0	105.7	444.7	451.6	129.8	581.4	146.2	-	146.2	2,136.8	911.4	3,048.3
2028	1,194.6	675.9	1,870.5	347.7	105.7	453.4	463.8	129.8	593.6	146.5	-	146.5	2,152.7	911.4	3,064.1
2029	1,181.0	675.9	1,856.9	345.8	105.7	451.5	462.9	129.8	592.8	146.4	-	146.4	2,136.1	911.4	3,047.5
2030	1,184.7	675.9	1,860.6	344.7	105.7	450.4	465.1	129.8	594.9	146.7	-	146.7	2,141.3	911.4	3,052.7
2031	1,215.3	675.9	1,891.2	342.1	105.7	447.8	482.0	129.8	611.8	140.8	-	140.8	2,180.2	911.4	3,091.6
2032	1,145.8	675.9	1,821.8	347.2	105.7	452.9	407.2	129.8	537.0	86.4	-	86.4	1,986.6	911.4	2,898.0
2033	855.0	675.9	1,530.9	333.7	105.7	439.4	206.8	129.8	336.6	-	-	-	1,395.6	911.4	2,307.0
2034	857.4	675.9	1,533.3	182.7	105.7	288.4	211.6	129.8	341.4	-	-	-	1,251.7	911.4	2,163.1
2035	832.4	675.9	1,508.3	131.3	105.7	237.0	241.6	129.8	371.4	-	-	-	1,205.3	911.4	2,116.7
2036	651.8	675.9	1,327.8	146.0	105.7	251.8	235.5	129.8	365.3	-	-	-	1,033.4	911.4	1,944.8
2037	622.9	675.9	1,298.8	334.1	105.7	439.8	236.5	129.8	366.3	-	-	-	1,193.5	911.4	2,104.9
2038	570.8	675.9	1,246.7	322.8	105.7	428.5	217.3	129.8	347.1	-	-	-	1,110.9	911.4	2,022.3
2039	506.6	675.9	1,182.5	271.3	105.7	377.0	76.5	129.8	206.3	-	-	-	854.4	911.4	1,765.8
2040	406.1	675.9	1,082.0	29.9	105.7	135.6	33.6	129.8	163.4	-	-	-	469.7	911.4	1,381.1
2041	219.9	675.9	895.8	-	105.7	105.7	-	129.8	129.8	-	-	-	219.9	911.4	1,131.3
2042	160.0	671.2	831.2	-	105.7	105.7	-	129.8	129.8	-	-	-	160.0	906.7	1,066.7
2043	56.8	612.6	669.5	-	96.3	96.3	-	127.7	127.7	-	-	-	56.8	836.6	893.5
2044	56.8	490.3	547.2	-	76.9	76.9	-	116.7	116.7	-	-	-	56.8	683.9	740.8
2045	56.8	330.7	387.5	-	55.2	55.2	-	97.0	97.0	-	-	-	56.8	482.9	539.7
2046	55.4	158.4	213.8	-	30.6	30.6	-	73.1	73.1	-	-	-	55.4	282.2	317.5
2047	7.9	38.7	46.6	-	8.9	8.9	-	47.4	47.4	-	-	-	7.9	95.0	102.9

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.

Forecasted Investment Income is not included above.

Net of Build America Bonds subsidy.

Positions (Headcount)

POSITIONS (Headcount)

The information contained in this section presents MTA headcount by Agency, function, occupational group and various other reporting categories. Analysis of these numbers is provided on both a plan-to-plan and a year-to-year basis. The changes in headcount described below are reflective of the MTA-wide commitment to improve service as well as maintain, expand and integrate the MTA Network. To that end, the November Plan reflects the strategic reallocation of resources with reductions in areas where operations can be made more efficient while also adding positions where more personnel are required.

The MTA continues to benefit from headcount reductions taken in 2010 which resulted in a 15% administrative reduction at the Agencies (20% at Headquarters). However, non-administrative positions are being added in all years of the financial plan in an effort to support critical operational and maintenance needs, new and restored service, and to address customer safety concerns. These "New Needs" are referenced on the following pages and detailed in Agency sections.

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2013-2016 Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2012	2013	2014	2015	2016
2012 July Plan - Total Baseline Positions	65,955	65,919	66,189	66,363	66,842
Total Plan-to-Plan Changes	14	(687)	(396)	(446)	(191)
2012 November Plan - Total Baseline Positions	65,941	66,606	66,585	66,809	67,033
Total Year-to-Year Changes, November Plan		(665)	21	(224)	(224)
Total Plan-to-Plan Changes by Reporting Category:					
Non-Reimbursable	(55)	(651)	(360)	(469)	(235)
Reimbursable	69	(36)	(36)	23	44
Total	14	(687)	(396)	(446)	(191)
Full-Time	14	(685)	(394)	(444)	(189)
Full-Time Equivalents	0	(2)	(2)	(2)	(2)
Total	14	(687)	(396)	(446)	(191)
By Function Category					
- Administration	48	(116)	(110)	(105)	(104)
- Operations	9	(304)	(40)	(105)	(44)
- Maintenance	30	(183)	(162)	(152)	41
- Engineering/Capital	(4)	(21)	(21)	(21)	(21)
- Public Safety	(69)	(63)	(63)	(63)	(63)
Total	14	(687)	(396)	(446)	(191)
By Occupational Group					
- Managers/Supervisors	(60)	(136)	(110)	(103)	(78)
- Professional, Technical, Clerical	(22)	(123)	(107)	(90)	(89)
- Operational Hourlies	96	(428)	(179)	(253)	(24)
Total	14	(687)	(396)	(446)	(191)
Total Plan-to-Plan Changes by Major Category:					
2012 BRPs	(70)	(72)	(70)	(70)	(70)
New Needs	(27)	(405)	(385)	(384)	(384)
Change in Reimbursable Positions	69	(36)	(36)	23	44
Re-estimates & All Other ¹	42	(174)	95	(15)	219
Total	14	(687)	(396)	(446)	(191)
¹ Includes Full-time Equivalents					
2012 February Plan - Total Baseline Positions	65,763	65,671	65,949	66,192	66,609
Total Plan-to-Plan Changes	(178)	(935)	(636)	(617)	(424)
2012 November Plan - Total Baseline Positions	65,941	66,606	66,585	66,809	67,033

Year-to-Year Position Changes

2013 vs. 2012

Consolidated 2013 baseline positions are 66,606, an increase of 665 positions from the 2012 level. This is primarily due to:

- NYCT non-reimbursable increases of 573 positions mainly for the service investment program, training float, availability/pay hour adjustments and maintenance requirements in Subways and Buses, partly offset by reductions of 173 reimbursable positions resulting from changes in capital project support requirements;
- LIRR reimbursable increases of 129 positions, mostly reflecting the delayed start of Positive Train Control from 2012 to 2013;
- MNR non-reimbursable increases of 77 positions mainly to support new service investments and other service plan initiatives, maintenance, IT project management, and systems monitoring initiatives; and
- MTA Bus non-reimbursable increases of 46 positions mainly for Platform Budget requirements.

Positions by Function increase between 2012 and 2013 mainly for the following reasons:

- Maintenance increases of 293 positions attributable to: NYCT (+150) mainly for Subways and Buses maintenance; the LIRR (+94) reflecting the delayed start of Positive Train Control at LIRR; and MNR (+40) mostly for support for the new M-8 car fleet and New Haven shop;
- Operations increases of 207 positions mainly due to NYCT (+125) mostly for the service investment plan at Buses and Subways;
- Administration increases of 136 positions mainly at NYCT (+131) reflecting the impact of the 2012 suspension of the TWU apprentice program that was not eliminated in 2013, (+84), revised back-office needs (+42); and engineering increases of (+23) positions mainly due to project activity at the LIRR; and
- Public Safety increases of (+12) positions for MTAHQ Police patrols at the Atlantic Avenue Terminal for the Barclay Center partly offset by a decrease of six positions at NYCT.

2014 - 2016

Total forecasted positions are 66,585 for 2014, a decrease of 21 positions from 2013. Reimbursable positions decrease by 80 and non-reimbursable positions increase by 59. NYCT decreases reimbursable positions by 92 as a result of revised capital project support requirements, and non-reimbursable positions decrease by 57 positions, mostly due to the Fulton Street Transit Center revised costs. At the LIRR, non-reimbursable position increases of 84 attributable to the East Side Access ramp-up are partially offset by reimbursable decreases of 12. At MNR, non-reimbursable positions increase by 43 as a result of increased maintenance and operations.

Total forecasted positions are 66,809 in 2015, an increase of 224 positions from 2014. This is primarily due to East Side Access ramp-up efforts at the LIRR requiring an additional 211 non-reimbursable positions, Shop Program requirements at MTA Bus of 68 non-reimbursable

positions, and 24 non-reimbursable positions at NYCT, partly offset by reimbursable decreases of 80 positions at NYCT mainly due to revised capital support requirements.

In 2016, total forecasted positions of 67,033 are an increase of 224 positions from 2015. This primarily results from East Side Access ramp-up increases of 316 non-reimbursable positions, partly offset by a decrease of 95 non-reimbursable positions at NYCT mainly due to revised subway car maintenance requirements.

November Plan vs. July Plan Position Changes

2012

Headcount of 65,941 positions in the November Plan represents a favorable reduction of 14 positions from the July Plan primarily due to:

- Decreases of 71 positions at NYCT including reductions of 84 for the TWU Apprenticeship Program, 49 positions for platform budget adjustments, 18 positions for project support, and 13 positions for Revenue Control. These reductions are partially offset by an increase of 70 positions in support of the Bus Fare Evasion reduction program, and 17 positions for the Service Investment Program;
- Net reductions of 11 MNR positions reflecting 43 fewer reimbursable positions partially offset by an increase of 32 non-reimbursable positions primarily for the Service Investment Plan; and
- Increases of 68 non-reimbursable LIRR positions, mainly for train crew staffing initiatives.

2013

Headcount increases of 687 positions from the July Plan of 65,919 positions are mainly the result of:

- NYCT increases of 474 positions are mainly for the Service Investment Plan (+220), training float (+124), the Bus Fare Evasion reduction initiative (+70), bus shop and subway car maintenance (+57), capital project support (+44 reimbursable), and revised back-office needs (+42). These increases are partially offset by reductions of 82 positions reflecting availability and pay hour adjustments, 37 positions for platform budget adjustments, and 23 positions for the TWU Apprenticeship program;
- Increases of 134 positions at the LIRR comprising of (+100) non-reimbursable positions mainly for train crew staffing initiatives, and (+34) reimbursable positions stemming from revised project activity;
- Increases of 64 non-reimbursable positions at MTA Bus mainly for platform budget re-estimates; and
- Increases of 15 positions at MNR mainly related to the Service Investment Plan.

2014, 2015 and 2016

Headcount increases to 66,585 positions in 2014, 66,809 positions in 2015, and 67,033 positions in 2016, increases of 396, 446, and 191 positions, respectively, from the July Plan. These unfavorable variances are mainly due to:

- NYCT increases of 283 positions, 272 positions, and 97 positions in 2014, 2015, and 2016, respectively. These include increases in non-reimbursable positions mainly for the Service Investment Program, training float, revised back-office needs, the Bus Fare

Reduction Program; and reimbursable positions for project support in 2014. These are partly offset by decreased positions associated with availability and pay hour adjustments, revised platform budgets, the TWU Apprenticeship program, as well as decreased project support requirements in 2015. In 2016, bus and subway car maintenance positions are reduced;

- Increases of 55 reimbursable positions at LIRR due to project activity in 2014 and 2015, and 37 positions in 2016; LIRR also assumes an increase of 57 non-reimbursable positions in 2015;
- Increases of 47 non-reimbursable positions in each year of the Plan at MTA Bus mainly for Platform Budget requirements; and
- Increases of 15 positions at MNR mainly related to the Service Investment Plan.

Budget Reduction Program

The 2012 Budget Reduction Program, explained earlier in the book, has an unfavorable position impact of 70 positions in 2012, 72 positions in 2013, and 70 positions in 2014- 2016, reflecting additional positions required to enforce NYCT's Bus Fare Evasion program.

New Needs

Programmatic changes referred to earlier and explained further in Agency sections, address MTA's most pressing safety and operational needs, identify personnel resources needed to address critical system maintenance work, and commence or continue programmatic efforts that will improve equipment, safety and reliability of service. These New Needs result in increases of 27 positions in 2012, 405 positions in 2013, 385 positions in 2014, and 384 positions in 2015 and 2016. Major New Needs are listed below:

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2013-2016 Favorable/(Unfavorable)					
Position Impacts of Major New Needs					
	2012	2013	2014	2015	2016
NYCT					
- Service Investment Program	(17)	(220)	(220)	(220)	(220)
- Work Car maintenance requirements	0	(7)	(7)	(7)	(7)
- Video Retrieval	0	(13)	(13)	(13)	(13)
- Refuse Train enhancement	0	(6)	(6)	(6)	(6)
- Talent Management	0	(3)	(3)	(3)	(3)
- Bus Strategy Office	0	(3)	(3)	(3)	(3)
- Inspection of Ancillary Rooms	0	(7)	(7)	(7)	(7)
- Station Maintenance and Cleaning of rehab. stations	0	(15)	(15)	(15)	(15)
- IT requirements and projects approved via IT Governance	0	(10)	(7)	(6)	(6)
MNR					
- Service Investment Program	(10)	(26)	(26)	(26)	(26)
LIRR					
- Service Investment Program	0	(31)	(31)	(31)	(31)
MTA Bus Co					
- Special Investigation Unit	0	(3)	(3)	(3)	(3)
- Depot Training Supervisors (DTS)	0	(4)	(4)	(4)	(4)
- Operations Planning	0	(1)	(1)	(1)	(1)
- Intergovernmental Community Relations	0	(1)	(1)	(1)	(1)
- Shop Overhaul deferral	0	(12)	0	0	0
- Shop Overhaul of Nova 1996 Additional Buses	0	(5)	0	0	0
- Platform Budget requirement	0	(38)	(38)	(38)	(38)
Total New Needs	(27)	(405)	(385)	(384)	(384)

Changes in Reimbursable Positions

Efficiencies, primarily in the management of the Capital Program, which showed 15% capital administration reductions in 2011, have resulted in additional favorable changes of 69 reimbursable positions in 2012. Unfavorable changes of 36 positions in 2013 and 2014 reflect increases of 44 and 23 positions, respectively, at NYCT for project support, and 34 and 55 positions, respectively, at LIRR also due to project activity. These are offset by decreases at MNR of 42 positions in each year. Favorable reductions of 23 positions in 2015 and 44 positions in 2016 are mainly due to decreases of 42 positions at MNR in each year, and 36 and 39 positions, respectively, at NYCT. Increases in 2015 and 2016 of 55 and 37, respectively, at the LIRR are an unfavorable offset to positions.

Re-Estimates & All Other

Combined, agencies show a net increase of 174 positions in 2013 resulting from their re-estimates and other changes. Major drivers of the change are captured in the below table with more information contained in Agency sections:

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2013-2016 Favorable/(Unfavorable)					
Position Impacts of Major Re-Estimates					
	2012	2013	2014	2015	2016
NYCT					
- TWU Apprenticeship Program	84	23	27	27	27
- Revenue Control	13	0	0	0	0
- Platform budget adjustments	49	37	37	37	37
- Availability and pay hour adjustments	0	82	82	82	82
- RTO ATS-A work program efficiencies	0	14	14	14	14
- Booth staffing adjustment	(8)	(8)	(8)	(8)	(8)
- TA labor adjustment	0	0	0	0	(12)
- Training float	0	(124)	(20)	(16)	(16)
- BSC retained functions	0	(42)	(42)	(42)	(42)
- Bus shop maintenance requirements	0	(28)	(15)	(28)	102
- Subway car maintenance requirements	0	(29)	(13)	(41)	1
- OBI for mega projects	0	2	30	30	30
- Other	2	(1)	(1)	(13)	(1)
LIRR					
- Train crew staffing initiatives	(76)	(69)	35	(26)	36
MNR					
- Corporate Media position	1	1	1	1	1
- Service Quality Inspector	1	1	1	1	1
- Safety positions	(3)	(2)	(2)	(2)	(2)
- Human Resources	(4)	(4)	(4)	(4)	(4)
- Employee Relations	-	(2)	(2)	(2)	(2)
- Other	(17)	(25)	(25)	(25)	(25)
Total Re-Estimates	42	(174)	95	(15)	219

November Plan vs. February Plan Position Changes

2012

Headcount of 65,941 positions in the November Plan are an increase of 178 positions from the February Adopted Budget primarily due to increases of 113 non-reimbursable positions at LIRR for train crew staffing initiatives, and 87 non-reimbursable positions at NYCT mainly for 70 Bus Fare Evasion Reduction positions and 17 Service Investment Programs positions.

2013

Headcount increases of 935 positions to 66,606 in the November Plan compare unfavorably to the February Adopted Budget mainly due to the following:

- Higher NYCT positions of 595 mainly due to 220 Service Investment Program positions, 124 positions for training float, 70 Bus Fare Evasion Reduction positions, 44 positions for project support, and 42 positions for revised back-office needs;
- Increased LIRR positions of 206, mainly for train crew staffing initiatives which are partially offset by 52 fewer reimbursable positions;

- Higher Metro-North positions of 52, mainly related to the service investment plan; and
- Increased MTA Bus positions of 81, mainly for Platform Budget requirements.

2014 and 2015

Headcount increases in the November Plan from the February Adopted Budget by 636 positions in 2014, and 617 positions in 2015 mainly due to the following:

- Higher NYCT non-reimbursable positions of 396 and 436 positions in 2014 and 2015, respectively, are mainly due to 220 Service Investment Program positions, 70 Bus Fare Evasion Reduction positions, 42 positions for revised back-office needs, 23 project support positions in 2015 (36 positions in 2015), and 20 training float positions (16 positions in 2015);
- Increased MNR non-reimbursable positions of 103 and 100 positions in 2014 and 2015, respectively, mainly related to the service investment plan;
- Higher MTA Bus non-reimbursable positions of 81 positions in 2014 and 65 positions in 2015 are mainly for Platform Budget Requirements; and
- Increased LIRR non-reimbursable positions of 51 and 110 positions mainly due to East Side Access ramp-up efforts.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency

Category	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Baseline Total Positions	64,522	65,941	66,606	66,585	66,809	67,033
NYC Transit	45,339	45,663	46,063	45,914	45,858	45,750
Long Island Rail Road	6,312	6,597	6,731	6,827	7,023	7,314
Metro-North Railroad	5,825	6,340	6,418	6,461	6,472	6,478
Bridges & Tunnels	1,584	1,648	1,652	1,652	1,652	1,652
Headquarters	1,603	1,737	1,732	1,732	1,737	1,767
Staten Island Railway	265	271	271	271	271	271
Capital Construction Company	123	132	140	140	140	140
Bus Company	3,471	3,553	3,599	3,588	3,656	3,661
Non-Reimbursable	58,626	60,032	60,732	60,791	61,110	61,372
NYC Transit	40,606	41,158	41,731	41,674	41,698	41,603
Long Island Rail Road	5,765	6,053	6,058	6,142	6,353	6,669
Metro-North Railroad	5,469	5,773	5,850	5,893	5,904	5,910
Bridges & Tunnels	1,540	1,604	1,608	1,608	1,608	1,608
Headquarters	1,560	1,687	1,682	1,682	1,687	1,717
Staten Island Railway	262	268	268	268	268	268
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,424	3,489	3,535	3,524	3,592	3,597
Reimbursable	5,896	5,909	5,874	5,794	5,699	5,661
NYC Transit	4,733	4,505	4,332	4,240	4,160	4,147
Long Island Rail Road	547	544	673	685	670	645
Metro-North Railroad	356	567	568	568	568	568
Bridges & Tunnels	44	44	44	44	44	44
Headquarters	43	50	50	50	50	50
Staten Island Railway	3	3	3	3	3	3
Capital Construction Company	123	132	140	140	140	140
Bus Company	47	64	64	64	64	64
Total Full-Time	64,310	65,766	66,434	66,421	66,645	66,869
NYC Transit	45,143	45,504	45,907	45,766	45,710	45,602
Long Island Rail Road	6,312	6,597	6,731	6,827	7,023	7,314
Metro-North Railroad	5,824	6,339	6,417	6,460	6,471	6,477
Bridges & Tunnels	1,584	1,648	1,652	1,652	1,652	1,652
Headquarters	1,603	1,737	1,732	1,732	1,737	1,767
Staten Island Railway	265	271	271	271	271	271
Capital Construction Company	123	132	140	140	140	140
Bus Company	3,456	3,538	3,584	3,573	3,641	3,646
Total Full-Time-Equivalents	212	175	172	164	164	164
NYC Transit	196	159	156	148	148	148
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	1	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	15	15	15	15	15	15

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency

Function	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration	4,032	4,169	4,305	4,303	4,305	4,304
NYC Transit	1,851	1,783	1,914	1,905	1,901	1,900
Long Island Rail Road	611	620	628	630	636	644
Metro-North Railroad	463	532	540	540	537	537
Bridges & Tunnels	66	52	52	52	52	52
Headquarters	859	956	939	939	939	939
Staten Island Railway	28	28	28	28	28	28
Capital Construction Company	22	16	18	18	18	18
Bus Company	132	182	186	191	194	186
Operations	28,763	29,146	29,353	29,296	29,468	29,564
NYC Transit	21,597	21,650	21,775	21,714	21,714	21,711
Long Island Rail Road	2,058	2,229	2,244	2,242	2,400	2,493
Metro-North Railroad	2,006	2,140	2,170	2,176	2,190	2,196
Bridges & Tunnels	704	768	768	768	768	768
Headquarters	-	-	-	-	-	-
Staten Island Railway	93	91	91	91	91	91
Capital Construction Company	-	-	-	-	-	-
Bus Company	2,305	2,268	2,305	2,305	2,305	2,305
Maintenance	28,494	29,241	29,534	29,572	29,617	29,716
NYC Transit	20,147	20,438	20,588	20,509	20,457	20,353
Long Island Rail Road	3,537	3,621	3,715	3,811	3,843	4,033
Metro-North Railroad	3,265	3,568	3,608	3,645	3,645	3,645
Bridges & Tunnels	409	411	415	415	415	415
Headquarters	-	-	-	-	-	-
Staten Island Railway	144	152	152	152	152	152
Capital Construction Company	-	-	-	-	-	-
Bus Company	992	1,051	1,056	1,040	1,105	1,118
Engineering/Capital	1,718	1,746	1,769	1,769	1,769	1,769
NYC Transit	1,249	1,218	1,218	1,218	1,218	1,218
Long Island Rail Road	106	127	144	144	144	144
Metro-North Railroad	91	100	100	100	100	100
Bridges & Tunnels	139	147	147	147	147	147
Headquarters	-	-	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	101	116	122	122	122	122
Bus Company	32	38	38	38	38	38
Public Safety	1,515	1,639	1,645	1,645	1,650	1,680
NYC Transit	495	574	568	568	568	568
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-
Bridges & Tunnels	266	270	270	270	270	270
Headquarters	744	781	793	793	798	828
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	10	14	14	14	14	14

Metropolitan Transportation Authority
November Financial Plan 2013-2016
Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP		2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration							
	Managers/Supervisors	1,438	1,524	1,551	1,545	1,548	1,556
	Professional, Technical, Clerical	2,569	2,552	2,575	2,574	2,570	2,569
	Operational Hourlies	25	93	179	184	187	179
	Total Administration	4,032	4,169	4,305	4,303	4,305	4,304
Operations							
	Managers/Supervisors	3,091	3,234	3,154	3,151	3,151	3,149
	Professional, Technical, Clerical	1,070	1,124	1,140	1,137	1,137	1,137
	Operational Hourlies	24,602	24,788	25,059	25,008	25,180	25,278
	Total Operations	28,763	29,146	29,353	29,296	29,468	29,564
Maintenance							
	Managers/Supervisors	4,542	4,858	4,938	4,921	4,952	4,983
	Professional, Technical, Clerical	2,282	2,409	2,418	2,387	2,365	2,359
	Operational Hourlies	21,670	21,974	22,178	22,264	22,300	22,374
	Total Maintenance	28,494	29,241	29,534	29,572	29,617	29,716
Engineering/Capital							
	Managers/Supervisors	422	459	466	466	466	466
	Professional, Technical, Clerical	1,294	1,285	1,301	1,301	1,301	1,301
	Operational Hourlies	2	2	2	2	2	2
	Total Engineering/Capital	1,718	1,746	1,769	1,769	1,769	1,769
Public Safety							
	Managers/Supervisors	170	251	251	251	251	251
	Professional, Technical, Clerical	126	143	143	143	143	143
	Operational Hourlies	1,219	1,245	1,251	1,251	1,256	1,286
	Total Public Safety	1,515	1,639	1,645	1,645	1,650	1,680
Baseline Total Positions							
	Managers/Supervisors	9,663	10,326	10,360	10,334	10,368	10,405
	Professional, Technical, Clerical	7,341	7,513	7,577	7,542	7,516	7,509
	Operational Hourlies	47,518	48,102	48,669	48,709	48,925	49,119
	Baseline Total Positions	64,522	65,941	66,606	66,585	66,809	67,033

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Year to Year Changes for Positions by Function and Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents
Favorable/(Unfavorable)

Function	Change 2012-2011	Change 2012-2013	Change 2013-2014	Change 2014-2015	Change 2015-2016
Baseline Total Positions	(1,419)	(665)	21	(224)	(224)
NYC Transit	(324)	(400)	149	56	108
Long Island Rail Road	(285)	(134)	(96)	(196)	(291)
Metro-North Railroad	(515)	(78)	(43)	(11)	(6)
Bridges & Tunnels	(64)	(4)	-	-	-
Headquarters	(134)	5	-	(5)	(30)
Staten Island Railway	(6)	-	-	-	-
Capital Construction Company	(9)	(8)	-	-	-
Bus Company	(82)	(46)	11	(68)	(5)
Non-Reimbursable	(1,406)	(700)	(59)	(319)	(262)
NYC Transit	(552)	(573)	57	(24)	95
Long Island Rail Road	(288)	(5)	(84)	(211)	(316)
Metro-North Railroad	(304)	(77)	(43)	(11)	(6)
Bridges & Tunnels	(64)	(4)	-	-	-
Headquarters	(127)	5	-	(5)	(30)
Staten Island Railway	(6)	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(65)	(46)	11	(68)	(5)
Reimbursable	(13)	35	80	95	38
NYC Transit	228	173	92	80	13
Long Island Rail Road	3	(129)	(12)	15	25
Metro-North Railroad	(211)	(1)	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	(7)	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	(9)	(8)	-	-	-
Bus Company	(17)	-	-	-	-
Total Full-Time	(1,456)	(668)	13	(224)	(224)
NYC Transit	(361)	(403)	141	56	108
Long Island Rail Road	(285)	(134)	(96)	(196)	(291)
Metro-North Railroad	(515)	(78)	(43)	(11)	(6)
Bridges & Tunnels	(64)	(4)	-	-	-
Headquarters	(134)	5	-	(5)	(30)
Staten Island Railway	(6)	-	-	-	-
Capital Construction Company	(9)	(8)	-	-	-
Bus Company	(82)	(46)	11	(68)	(5)
Total Full-Time-Equivalents	37	3	8	-	-
NYC Transit	37	3	8	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Year to Year Changes for Positions by Function and Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents
Favorable/(Unfavorable)

FUNCTION/DEPARTMENT	Change 2012-2011	Change 2012-2013	Change 2013-2014	Change 2014-2015	Change 2015-2016
<i>Administration</i>	(137)	(136)	2	(2)	1
NYC Transit	68	(131)	9	4	1
Long Island Rail Road	(9)	(8)	(2)	(6)	(8)
Metro-North Railroad	(69)	(8)	-	3	-
Bridges & Tunnels	14	-	-	-	-
Headquarters	(97)	17	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	6	(2)	-	-	-
Bus Company	(50)	(4)	(5)	(3)	8
<i>Operations</i>	(383)	(207)	57	(172)	(96)
NYC Transit	(53)	(125)	61	-	3
Long Island Rail Road	(171)	(15)	2	(158)	(93)
Metro-North Railroad	(134)	(30)	(6)	(14)	(6)
Bridges & Tunnels	(64)	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	2	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	37	(37)	-	-	-
<i>Maintenance</i>	(747)	(293)	(38)	(45)	(99)
NYC Transit	(291)	(150)	79	52	104
Long Island Rail Road	(84)	(94)	(96)	(32)	(190)
Metro-North Railroad	(303)	(40)	(37)	-	-
Bridges & Tunnels	(2)	(4)	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	(8)	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(59)	(5)	16	(65)	(13)
<i>Engineering/Capital</i>	(28)	(23)	-	-	-
NYC Transit	31	-	-	-	-
Long Island Rail Road	(21)	(17)	-	-	-
Metro-North Railroad	(9)	-	-	-	-
Bridges & Tunnels	(8)	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	(15)	(6)	-	-	-
Bus Company	(6)	-	-	-	-
<i>Public Safety</i>	(124)	(6)	-	(5)	(30)
NYC Transit	(79)	6	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	(4)	-	-	-	-
Headquarters	(37)	(12)	-	(5)	(30)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(4)	-	-	-	-

Metropolitan Transportation Authority
November Financial Plan 2013-2016
Year to Year Changes for Positions by Function and Occupational Group
Baseline Total Full-time Positions and Full-time Equivalents
Non-Reimbursable and Reimbursable
Favorable/(Unfavorable)

FUNCTION/OCCUPATIONAL GROUP	Change 2012-2013	Change 2013-2014	Change 2014-2015	Change 2015-2016
Administration				
Managers/Supervisors	(27)	6	(3)	(8)
Professional, Technical, Clerical	(23)	1	4	1
Operational Hourlies	(86)	(5)	(3)	8
Total Administration	(136)	2	(2)	1
Operations				
Managers/Supervisors	80	3	-	2
Professional, Technical, Clerical	(16)	3	-	-
Operational Hourlies	(271)	51	(172)	(98)
Total Operations	(207)	57	(172)	(96)
Maintenance				
Managers/Supervisors	(80)	17	(31)	(31)
Professional, Technical, Clerical	(9)	31	22	6
Operational Hourlies	(204)	(86)	(36)	(74)
Total Maintenance	(293)	(38)	(45)	(99)
Engineering/Capital				
Managers/Supervisors	(7)	-	-	-
Professional, Technical, Clerical	(16)	-	-	-
Operational Hourlies	-	-	-	-
Total Engineering/Capital	(23)	-	-	-
Public Safety				
Managers/Supervisors	-	-	-	-
Professional, Technical, Clerical	-	-	-	-
Operational Hourlies	(6)	-	(5)	(30)
Total Public Safety	(6)	-	(5)	(30)
Baseline Total Positions				
Managers/Supervisors	(34)	26	(34)	(37)
Professional, Technical, Clerical	(64)	35	26	7
Operational Hourlies	(567)	(40)	(216)	(194)
Baseline Total Positions	(665)	21	(224)	(224)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Baseline Change Between 2012 November Financial Plan vs. 2012 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency
Favorable/(Unfavorable)

Category	2012	2013	2014	2015	2016
Baseline Total Positions	14	(687)	(396)	(446)	(191)
NYC Transit	71	(474)	(283)	(272)	(97)
Long Island Rail Road	(68)	(134)	(51)	(112)	(32)
Metro-North Railroad	11	(15)	(15)	(15)	(15)
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(64)	(47)	(47)	(47)
Non-Reimbursable	(55)	(651)	(360)	(469)	(235)
NYC Transit	53	(430)	(260)	(308)	(136)
Long Island Rail Road	(76)	(100)	4	(57)	5
Metro-North Railroad	(32)	(57)	(57)	(57)	(57)
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(64)	(47)	(47)	(47)
Reimbursable	69	(36)	(36)	23	44
NYC Transit	18	(44)	(23)	36	39
Long Island Rail Road	8	(34)	(55)	(55)	(37)
Metro-North Railroad	43	42	42	42	42
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
Total Full-Time	14	(685)	(394)	(444)	(189)
NYC Transit	71	(472)	(281)	(270)	(95)
Long Island Rail Road	(68)	(134)	(51)	(112)	(32)
Metro-North Railroad	11	(15)	(15)	(15)	(15)
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(64)	(47)	(47)	(47)
Total Full-Time-Equivalents	0	(2)	(2)	(2)	(2)
NYC Transit	0	(2)	(2)	(2)	(2)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Baseline Change Between 2012 November Financial Plan vs. 2012 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency
Favorable/(Unfavorable)

Function	2012	2013	2014	2015	2016
<i>Administration</i>	48	(116)	(110)	(105)	(104)
NYC Transit	85	(56)	(54)	(53)	(53)
Long Island Rail Road	(6)	(14)	(10)	(6)	(5)
Metro-North Railroad	(28)	(40)	(40)	(40)	(40)
Bridges & Tunnels	(2)	(2)	(2)	(2)	(2)
Headquarters	(1)	(1)	(1)	(1)	(1)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(3)	(3)	(3)	(3)
<i>Operations</i>	9	(304)	(40)	(105)	(44)
NYC Transit	43	(189)	(83)	(83)	(83)
Long Island Rail Road	(67)	(104)	54	(11)	50
Metro-North Railroad	26	19	19	19	19
Bridges & Tunnels	5	5	5	5	5
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	2	(35)	(35)	(35)	(35)
<i>Maintenance</i>	30	(183)	(162)	(152)	41
NYC Transit	13	(165)	(82)	(72)	103
Long Island Rail Road	5	1	(78)	(78)	(60)
Metro-North Railroad	17	10	10	10	10
Bridges & Tunnels	(3)	(3)	(3)	(3)	(3)
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(2)	(26)	(9)	(9)	(9)
<i>Engineering/Capital</i>	(4)	(21)	(21)	(21)	(21)
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	(17)	(17)	(17)	(17)
Metro-North Railroad	(4)	(4)	(4)	(4)	(4)
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<i>Public Safety</i>	(69)	(63)	(63)	(63)	(63)
NYC Transit	(70)	(64)	(64)	(64)	(64)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	1	1	1	1	1
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<i>Baseline Total Positions</i>	14	(687)	(396)	(446)	(191)

Metropolitan Transportation Authority
November Financial Plan 2013-2016
Baseline Change Between 2012 November Financial Plan vs. 2012 July Financial Plan
Non-Reimbursable and Reimbursable
Full-time Positions and Full-time Equivalents by Occupational Group and Agency
Favorable/(Unfavorable)

		Change				
FUNCTION/OCCUPATIONAL GROUP		2012	2013	2014	2015	2016
Administration						
	Managers/Supervisors	1	(36)	(30)	(26)	(25)
	Professional, Technical, Clerical	(20)	(55)	(55)	(54)	(54)
	Operational Hourlies	67	(25)	(25)	(25)	(25)
	Total Administration	48	(116)	(110)	(105)	(104)
Operations						
	Managers/Supervisors	(2)	54	59	60	79
	Professional, Technical, Clerical	9	(7)	(7)	(7)	(7)
	Operational Hourlies	2	(351)	(92)	(158)	(116)
	Total Operations	9	(304)	(40)	(105)	(44)
Maintenance						
	Managers/Supervisors	5	(83)	(68)	(66)	(61)
	Professional, Technical, Clerical	(2)	(42)	(26)	(10)	(9)
	Operational Hourlies	27	(58)	(68)	(76)	111
	Total Maintenance	30	(183)	(162)	(152)	41
Engineering/Capital						
	Managers/Supervisors	1	(6)	(6)	(6)	(6)
	Professional, Technical, Clerical	(5)	(15)	(15)	(15)	(15)
	Operational Hourlies	-	-	-	-	-
	Total Engineering/Capital	(4)	(21)	(21)	(21)	(21)
Public Safety						
	Managers/Supervisors	(65)	(65)	(65)	(65)	(65)
	Professional, Technical, Clerical	(4)	(4)	(4)	(4)	(4)
	Operational Hourlies	-	6	6	6	6
	Total Public Safety	(69)	(63)	(63)	(63)	(63)
Baseline Total Positions						
	Managers/Supervisors	(60)	(136)	(110)	(103)	(78)
	Professional, Technical, Clerical	(22)	(123)	(107)	(90)	(89)
	Operational Hourlies	96	(428)	(179)	(253)	(24)
	Baseline Total Positions	14	(687)	(396)	(446)	(191)

III. Other MTA Consolidated Materials-Baseline

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.						
7	Non-Reimbursable					
8		2011	2012	2013		
9		Actual	November Forecast	Final Proposed Budget	2014	2015
10	Operating Revenue					2016
11	Farebox Revenue	\$4,999	\$5,110	\$5,173	\$5,260	\$5,333
12	Toll Revenue	1,502	1,505	1,499	1,503	1,508
13	Other Revenue	510	536	561	594	633
14	Capital and Other Reimbursements	0	0	0	0	0
15	Total Operating Revenue	\$7,011	\$7,151	\$7,234	\$7,357	\$7,473
16						
17	Operating Expense					
18	Labor Expenses:					
19	Payroll	\$4,160	\$4,207	\$4,276	\$4,314	\$4,421
20	Overtime	539	527	506	495	504
21	Health & Welfare	810	863	979	1,045	1,132
22	OPEB Current Payment	394	428	480	521	571
23	Pensions	1,075	1,329	1,366	1,393	1,449
24	Other-Fringe Benefits	582	550	561	573	590
25	Reimbursable Overhead	(324)	(317)	(300)	(298)	(292)
26	Sub-total Labor Expenses	\$7,235	\$7,586	\$7,869	\$8,043	\$8,375
27						
28	Non-Labor Expenses:					
29	Electric Power	\$457	\$502	\$561	\$596	\$635
30	Fuel	283	264	270	266	264
31	Insurance	14	20	32	45	53
32	Claims	316	190	198	213	221
33	Paratransit Service Contracts	349	367	385	420	426
34	Maintenance and Other Operating Contracts	451	498	540	551	582
35	Professional Service Contracts	226	274	277	274	271
36	Materials & Supplies	438	470	493	510	565
37	Other Business Expenses	170	121	152	158	163
38	Sub-total Non-Labor Expenses	\$2,704	\$2,707	\$2,907	\$3,032	\$3,178
39						
40	Other Expense Adjustments:					
41	Other	(\$2)	\$58	\$45	\$46	\$46
42	General Reserve	0	0	130	135	140
43	Sub-total Other Expense Adjustments	(\$2)	\$58	\$175	\$181	\$186
44						
45	Total Operating Expense before Non-Cash Liability Adj.	\$9,937	\$10,351	\$10,952	\$11,255	\$11,740
46						
47	Depreciation	\$2,019	\$2,182	\$2,252	\$2,329	\$2,425
48	OPEB Obligation	1,707	1,721	1,774	1,845	1,919
49	Environmental Remediation	59	5	6	6	6
50						
51	Total Operating Expense after Non-Cash Liability Adj.	\$13,722	\$14,259	\$14,983	\$15,436	\$16,090
52						
53	Net Deficit Before Subsidies and Debt Service	(\$6,711)	(\$7,108)	(\$7,749)	(\$8,078)	(\$8,617)
54						
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,785	\$3,908	\$4,032	\$4,180	\$4,350
56						
57	Debt Service (excludes Service Contract Bonds)	(1,934)	(2,072)	(2,246)	(2,401)	(2,547)
58						
59	Total Operating Expense with Debt Service	\$11,870	\$12,423	\$13,198	\$13,657	\$14,287
60						
61	Dedicated Taxes and State/Local Subsidies	\$5,151	\$5,500	\$5,775	\$6,006	\$6,279
62						
63	Net Deficit After Subsidies and Debt Service	\$292	\$227	(\$190)	(\$293)	(\$535)
64						
65	Conversion to Cash Basis: GASB Account	(38)	(77)	(83)	(88)	(90)
66	Conversion to Cash Basis: All Other	(117)	(192)	(178)	(292)	(106)
67						
68	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$137	(\$42)	(\$451)	(\$673)	(\$1,120)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line

No						
7	Reimbursable					
8		2011	2012	2013		
9		Actual	November	Final Proposed	2014	2015
10	<u>Operating Revenue</u>		Forecast	Budget		2016
11	Farebox Revenue	\$0	\$0	\$0	\$0	\$0
12	Toll Revenue	0	0	0	0	0
13	Other Revenue	0	0	0	0	0
14	Capital and Other Reimbursements	1,452	1,404	1,419	1,460	1,435
15	Total Operating Revenue	\$1,452	\$1,404	\$1,419	\$1,460	\$1,435
16						
17	<u>Operating Expense</u>					
18	Labor Expenses:					
19	Payroll	\$507	\$486	\$512	\$512	\$513
20	Overtime	116	105	94	93	94
21	Health & Welfare	51	54	62	65	68
22	OPEB Current Payment	1	0	0	0	0
23	Pensions	51	67	59	61	62
24	Other-Fringe Benefits	145	136	144	144	144
25	Reimbursable Overhead	325	316	299	298	292
26	Sub-total Labor Expenses	\$1,197	\$1,165	\$1,170	\$1,173	\$1,173
27						
28	Non-Labor Expenses:					
29	Electric Power	\$1	\$0	\$1	\$0	\$0
30	Fuel	0	0	0	0	0
31	Insurance	9	9	11	12	12
32	Claims	0	0	0	0	(0)
33	Paratransit Service Contracts	0	0	0	0	0
34	Maintenance and Other Operating Contracts	99	70	60	72	68
35	Professional Service Contracts	40	42	47	55	54
36	Materials & Supplies	102	111	122	140	122
37	Other Business Expenses	3	7	8	8	6
38	Sub-total Non-Labor Expenses	\$254	\$239	\$249	\$287	\$262
39						
40	Other Expense Adjustments:					
41	Other	\$0	\$0	\$0	\$0	\$0
42	Sub-total Other Expense Adjustments	\$0	\$0	\$0	\$0	\$0
43						
44	Environmental Remediation	0	0	0	0	0
45						
46	Total Operating Expense	\$1,452	\$1,404	\$1,419	\$1,460	\$1,435
47						
48	Baseline Surplus/(Deficit)	(\$0)	\$0	\$0	\$0	\$0

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line Number		2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
7	Non-Reimbursable / Reimbursable						
8							
9							
10	Operating Revenue						
11	Farebox Revenue	\$4,999	\$5,110	\$5,173	\$5,260	\$5,333	\$5,396
12	Toll Revenue	1,502	1,505	1,499	1,503	1,508	1,519
13	Other Revenue	510	536	561	594	633	680
14	Capital and Other Reimbursements	1,452	1,404	1,419	1,460	1,435	1,451
15	Total Operating Revenue	\$8,463	\$8,555	\$8,652	\$8,818	\$8,909	\$9,046
16							
17	Operating Expense						
18	Labor Expenses:						
19	Payroll	\$4,667	\$4,693	\$4,788	\$4,826	\$4,934	\$5,049
20	Overtime	655	632	600	588	597	608
21	Health & Welfare	861	917	1,041	1,110	1,200	1,310
22	OPEB Current Payment	395	428	480	521	571	626
23	Pensions	1,126	1,395	1,426	1,454	1,511	1,545
24	Other-Fringe Benefits	727	686	705	717	735	752
25	Reimbursable Overhead	1	(1)	(1)	(1)	(1)	(1)
26	Sub-total Labor Expenses	\$8,432	\$8,750	\$9,039	\$9,216	\$9,548	\$9,891
27							
28	Non-Labor Expenses:						
29	Electric Power	\$458	\$503	\$561	\$596	\$636	\$679
30	Fuel	283	264	270	266	264	280
31	Insurance	24	29	43	57	66	77
32	Claims	316	190	198	213	221	233
33	Paratransit Service Contracts	349	367	385	420	426	494
34	Maintenance and Other Operating Contracts	550	568	600	623	649	676
35	Professional Service Contracts	266	317	324	329	325	326
36	Materials & Supplies	540	581	615	651	686	695
37	Other Business Expenses	173	128	160	165	169	175
38	Sub-total Non-Labor Expenses	\$2,958	\$2,946	\$3,156	\$3,319	\$3,441	\$3,634
39							
40	Other Expense Adjustments:						
41	Other	(\$2)	\$58	\$45	\$46	\$46	\$49
42	General Reserve	0	0	130	135	140	150
43	Sub-total Other Expense Adjustments	(\$2)	\$58	\$175	\$181	\$186	\$199
44							
45	Total Operating Expense before Non-Cash Liability Adjs.	\$11,388	\$11,755	\$12,370	\$12,716	\$13,175	\$13,724
46							
47	Depreciation	\$2,019	\$2,182	\$2,252	\$2,329	\$2,425	\$2,525
48	OPEB Obligation	1,707	1,721	1,774	1,845	1,919	1,996
49	Environmental Remediation	59	5	6	6	6	6
50							
51	Total Operating Expense	\$15,174	\$15,663	\$16,402	\$16,896	\$17,526	\$18,251
52							
53	Net Operating Deficit Before Subsidies and Debt Service	(\$6,711)	(\$7,108)	(\$7,749)	(\$8,078)	(\$8,617)	(\$9,204)
54							
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,786	\$3,908	\$4,032	\$4,180	\$4,350	\$4,527
56							
57	Debt Service (excludes Service Contract Bonds)	(1,934)	(2,072)	(2,246)	(2,401)	(2,547)	(2,785)
58							
59	Total Operating Expense with Debt Service	\$13,322	\$13,827	\$14,617	\$15,117	\$15,723	\$16,509
60							
61	Dedicated Taxes and State/Local Subsidies	\$5,151	\$5,500	\$5,775	\$6,006	\$6,279	\$6,509
62							
63	Net Deficit After Subsidies and Debt Service	\$293	\$227	(\$190)	(\$293)	(\$535)	(\$954)
64							
65	Conversion to Cash Basis: GASB Account	(\$38)	(77)	(83)	(88)	(90)	(94)
66	Conversion to Cash Basis: All Other	(118)	(192)	(178)	(292)	(106)	(71)
67							
68	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$137	(\$42)	(\$451)	(\$673)	(\$732)	(\$1,120)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
MTA Consolidated Cash Receipts and Expenditures
(\$ in millions)

Line

No

Cash Receipts and Expenditures						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$5,046	\$5,133	\$5,226	\$5,307	\$5,380	\$5,444
Other Operating Revenue	524	615	587	623	662	708
Capital and Other Reimbursements	1,285	1,564	1,444	1,436	1,415	1,427
Total Receipts	\$6,856	\$7,312	\$7,257	\$7,366	\$7,458	\$7,578
Expenditures						
Labor:						
Payroll	\$4,484	\$4,611	\$4,651	\$4,766	\$4,761	\$4,863
Overtime	630	616	578	578	573	583
Health and Welfare	858	899	1,011	1,079	1,167	1,273
OPEB Current Payment	369	419	463	504	553	607
Pensions	1,092	1,325	1,383	1,408	1,461	1,498
Other Fringe Benefits	609	648	651	672	680	697
Contribution to GASB Fund	38	77	83	88	90	94
Reimbursable Overhead	0	0	0	0	0	0
Total Labor Expenditures	\$8,080	\$8,596	\$8,822	\$9,095	\$9,287	\$9,614
Non-Labor:						
Electric Power	\$442	\$541	\$554	\$594	\$633	\$676
Fuel	266	261	263	260	258	274
Insurance	(9)	64	36	49	59	66
Claims	221	176	179	190	192	200
Paratransit Service Contracts	361	365	383	418	424	492
Maintenance and Other Operating Contracts	473	516	530	526	530	547
Professional Service Contracts	208	288	284	287	282	283
Materials & Supplies	512	581	611	648	681	693
Other Business Expenditures	134	144	161	164	167	172
Total Non-Labor Expenditures	\$2,606	\$2,937	\$3,002	\$3,134	\$3,226	\$3,403
Other Expenditure Adjustments:						
Other	\$30	\$62	\$101	\$97	\$100	\$118
General Reserve	0	0	130	135	140	150
Total Other Expenditure Adjustments	\$30	\$62	\$231	\$232	\$240	\$268
Total Expenditures	\$10,716	\$11,595	\$12,055	\$12,462	\$12,753	\$13,285
Net Cash Deficit Before Subsidies and Debt Service	(\$3,860)	(\$4,283)	(\$4,798)	(\$5,095)	(\$5,295)	(\$5,707)
Dedicated Taxes and State/Local Subsidies	\$5,294	\$5,698	\$5,962	\$6,179	\$6,447	\$6,685
Debt Service (excludes Service Contract Bonds)	(1,297)	(1,457)	(1,615)	(1,757)	(1,884)	(2,097)
Net Cash Balance from Previous Year	160	297	255	\$0	\$0	\$0
Baseline Net Cash Surplus/(Deficit)	\$297	\$255	(\$196)	(\$673)	(\$732)	(\$1,120)
CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$137	(\$42)	(\$451)	(\$673)	(\$732)	(\$1,120)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Cash Conversion Detail
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>Depreciation</u>						
New York City Transit	\$1,312	\$1,445	\$1,520	\$1,595	\$1,670	\$1,748
Metro-North Railroad	214	229	242	247	252	257
Long Island Rail Road	316	318	310	299	308	317
MTA Bus Company	40	42	42	42	42	42
MTA Headquarters	41	49	34	33	32	32
Staten Island Railway	9	9	9	9	9	9
Bridges & Tunnels	87	90	94	104	112	120
<i>Sub-Total</i>	<i>2,019</i>	<i>2,182</i>	<i>2,252</i>	<i>2,329</i>	<i>2,425</i>	<i>2,525</i>
<u>Other Post Employment Benefits</u>						
New York City Transit	\$1,323	\$1,355	\$1,405	\$1,464	\$1,521	\$1,580
Metro-North Railroad	57	68	76	78	83	89
Long Island Rail Road	75	80	82	85	87	90
MTA Bus Company	96	55	56	57	58	58
MTA Headquarters	78	88	75	79	84	88
Bridges & Tunnels	67	73	77	80	85	89
Long Island Bus	9	0	0	0	0	0
Staten Island Railway	2	2	2	2	2	2
<i>Sub-Total</i>	<i>1,707</i>	<i>1,721</i>	<i>1,774</i>	<i>1,845</i>	<i>1,919</i>	<i>1,996</i>
<u>Environmental Remediation</u>						
New York City Transit	49	0	0	0	0	0
Metro-North Railroad	4	3	4	4	4	4
Long Island Rail Road	4	2	2	2	2	2
MTA Bus Company	2	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0	0
Staten Island Railway	0	0	0	0	0	0
<i>Sub-Total</i>	<i>59</i>	<i>5</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>
<u>Operating</u>						
New York City Transit	138	123	92	(58)	57	67
Metro-North Railroad	(54)	14	(73)	(37)	(16)	(12)
Long Island Rail Road	9	4	5	(12)	(5)	(10)
MTA Bus Company	79	(66)	(2)	4	5	6
MTA Headquarters	42	(43)	(12)	(2)	(1)	(1)
Long Island Bus	9	0	0	0	0	0
Staten Island Railway	0	(7)	(0)	(0)	(0)	(0)
First Mutual Transportation Assurance Company	(14)	(29)	(28)	(27)	(39)	(51)
Other	23	30	15	(16)	(4)	(5)
<i>Sub-Total</i>	<i>232</i>	<i>25</i>	<i>(4)</i>	<i>(148)</i>	<i>(4)</i>	<i>(7)</i>
<u>Subsidies</u>						
New York City Transit	(342)	(147)	(160)	(149)	(122)	(90)
Commuter Railroads	(45)	(84)	(80)	(57)	(38)	(31)
Headquarters	(27)	(31)	(28)	(28)	(26)	(25)
MTA Bus Company	28	(25)	9	(1)	(4)	(4)
Long Island Bus	18	0	0	0	0	0
Staten Island Railway	(19)	(9)	3	4	(2)	(8)
<i>Sub-Total</i>	<i>(387)</i>	<i>(295)</i>	<i>(257)</i>	<i>(232)</i>	<i>(193)</i>	<i>(159)</i>
Total Cash Conversion	\$3,630	\$3,638	\$3,771	\$3,801	\$4,154	\$4,361

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Changes Year-to-Year By Category

Favorable/(Unfavorable)
(\$ in millions)

Line Number		2012		2013		2014	Change 2014 - 2013	2015	Change 2015 - 2014	Change 2016 - 2015
		November Forecast	Change 2012 - 2011	Final Proposed Budget	Change 2013 - 2012					
	Non-Reimbursable									
10										
11										
12	Operating Revenue									
13	Farebox Revenue	\$5,110	\$111	\$5,173	\$63	\$5,260	\$87	\$5,333	\$73	\$5,396
14	Toll Revenue	1,505	3	1,499	(5)	1,503	4	1,508	4	1,519
15	Other Revenue	536	26	561	25	594	33	680	39	719
16	Capital and Other Reimbursements	0	0	0	0	0	0	0	0	0
17	Total Operating Revenue	\$7,151	\$140	\$7,234	\$83	\$7,357	\$124	\$7,473	\$116	\$7,595
18										
19	Operating Expense									
20	Labor Expenses:									
21	Payroll	\$4,207	(\$46)	\$4,276	(\$70)	\$4,314	(\$38)	\$4,421	(\$107)	\$4,529
22	Overtime	527	12	506	20	495	11	504	(9)	513
23	Health & Welfare	863	(54)	979	(116)	1,045	(66)	1,132	(87)	1,239
24	OPEB Current Payment	428	(33)	480	(52)	521	(41)	571	(50)	626
25	Pensions	1,329	(254)	1,366	(38)	1,393	(27)	1,449	(56)	1,483
26	Other-Fringe Benefits	560	32	561	(11)	573	(12)	590	(17)	606
27	Reimbursable Overhead	(317)	(7)	(300)	(17)	(298)	(2)	(292)	(6)	(297)
28	Sub-total Labor Expenses	\$7,586	(\$351)	\$7,869	(\$284)	\$8,043	(\$174)	\$8,375	(\$332)	\$8,699
29										
30	Non-Labor Expenses:									
31	Traction and Propulsion Power	\$502	(\$45)	\$561	(\$58)	\$596	(\$35)	\$635	(\$40)	\$679
32	Fuel for Buses and Trains	264	19	270	(6)	266	4	264	2	280
33	Insurance	20	(6)	32	(12)	45	(13)	53	(9)	65
34	Claims	190	126	198	(8)	213	(15)	221	(8)	233
35	Paratransit Service Contracts	367	(18)	385	(18)	420	(34)	426	(6)	494
36	Maintenance and Other Operating Contracts	498	(47)	540	(42)	551	(11)	582	(31)	607
37	Professional Service Contracts	274	(48)	277	(2)	274	3	271	3	275
38	Materials & Supplies	470	(32)	493	(23)	510	(18)	565	(54)	573
39	Other Business Expenses	121	48	152	(30)	158	(6)	163	(5)	168
40	Sub-total Non-Labor Expenses	\$2,707	(\$3)	\$2,907	(\$200)	\$3,032	(\$124)	\$3,178	(\$147)	\$3,374
41										
42	Other Expense Adjustments:									
43	Other	\$58	(60)	\$45	13	\$46	(1)	\$46	(1)	\$49
44	General Reserve	0	0	130	(130)	135	(5)	140	(5)	150
45	Sub-total Other Expense Adjustments	\$58	(\$60)	\$175	(\$17)	\$181	(\$6)	\$186	(\$6)	\$199
46										
47	Total Operating Expense before Non-Cash Liability Adjs.	\$10,351	(\$414)	\$10,952	(\$601)	\$11,255	(\$304)	\$11,740	(\$484)	\$12,273
48										
49	Depreciation	2,182	(163)	2,252	(70)	2,329	(78)	2,425	(96)	2,525
50	OPEB Obligation	1,721	(14)	1,774	(53)	1,845	(71)	1,919	(74)	1,996
51	Environmental Remediation	5	54	6	(1)	6	0	6	0	6
52	Total Operating Expense	\$14,259	(\$537)	\$14,983	(\$724)	\$15,436	(\$453)	\$16,090	(\$655)	\$16,799
53										
54	Less B&T Depreciation	90	(34)	94	(45)	104	(100)	112	(73)	120
55										
56	Net Operating Deficit Before Subsidies and Debt Service	(\$7,108)	(\$397)	(\$7,749)	(\$641)	(\$8,078)	(\$329)	(\$8,617)	(\$538)	(\$9,204)
57	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,908	(\$122)	\$4,032	(\$124)	\$4,180	(\$149)	\$4,350	(\$170)	\$4,527
58	Debt Service (excludes Service Contract Bonds)	(2,072)	(139)	(2,246)	(174)	(2,401)	(155)	(2,547)	(146)	(2,785)
59										
60	Total Operating Expense with Debt Service	\$12,423	(\$553)	\$13,198	(\$775)	\$13,657	(\$459)	\$14,267	(\$631)	\$15,058
61										
62	Dedicated Taxes and State/Local Subsidies	\$5,500	\$349	\$5,775	\$274	\$6,006	\$232	\$6,279	\$272	\$6,509
63										
64	Net Deficit After Subsidies and Debt Service	\$227	(\$65)	\$190	(\$417)	(\$293)	(\$103)	(\$555)	(\$242)	(\$954)
65										
66	Conversion to Cash Basis: GASB Account	(77)	40	(83)	6	(89)	4	(90)	3	(94)
67	Conversion to Cash Basis: All Other	(192)	74	(178)	(14)	(292)	114	(106)	(186)	(71)
68										
69										
70	CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$42)	(\$179)	(\$451)	(\$409)	(\$673)	(\$222)	(\$732)	(\$59)	(\$1,120)

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2013-2016

Non-Recurring Revenue and Savings

(\$ in millions)

		2012 November Forecast	2013 Preliminary Budget	2014 Plan	2015 Plan	2016 Plan
		Explanation	Explanation	Explanation	Explanation	Explanation
New York City Transit	CNG Tax Rebate	\$ 3.7 2011 CNG IRS Rebate received June, 2012	\$ -	\$ -	\$ -	\$ -
Long Island Rail Road	Air Rights		\$ 3.0 Through a formal RFP process, the MTA and LIRR have identified a property owner interested in purchasing real estate along the right of way	\$ -	\$ -	\$ -
Metro-North Railroad	Harlem River Lift Bridge Repairs	\$ 1.0 One-time project cost, favorable to budget	\$ -	\$ -	\$ -	\$ -
Bridges & Tunnels	None	\$ -	\$ -	\$ -	\$ -	\$ -
MTA Headquarters	2011 Tropical Storm Irene Reimb.	\$ 15.6 Insurance/FEMA reimbursement for expenses incurred as a results of Tropical Storm Irene (August 2011)	\$ 36.9 Insurance/FEMA reimbursement for expenses incurred as a results of Tropical Storm Irene (August 2011)	\$ -	\$ -	\$ -
MTA Bus	None	\$ -	\$ -	\$ -	\$ -	\$ -
Staten Island Railway	None	\$ -	\$ -	\$ -	\$ -	\$ -
MTA Capital Construction	None	\$ -	\$ -	\$ -	\$ -	\$ -
FMTAC	None	\$ -	\$ -	\$ -	\$ -	\$ -
Total Non-Recurring Resources (> or = \$1 million		\$ 20.3	\$ 39.9	\$ -	\$ -	\$ -

REVISED 1/18/2013

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2013-2016
Operating Budget Reserves
(\$ in millions)

	2012 November <u>Forecast</u>	2013 Final Proposed <u>Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
MTA General Reserve (annual)	\$0.0	\$130.0	\$135.0	\$140.0	\$150.0
GASB Fund Reserve ^{1,2,3}	\$178.7	\$263.8	\$353.4	\$520.6	\$616.6
MTA Retiree Welfare Benefits Trust ¹	\$250.0	\$250.0	\$250.0	\$250.0	\$250.0

¹ Cumulative balances

² MTA Intends to move funds from the GASB Fund Reserve into the MTA Retiree Welfare Benefits Trust Fund.

³ This schedule in the original November Plan book excluded the impact of two loans issued in 2012:

- (1) \$75 million captured in Volume I of the November Plan to temporarily fund short-term Sandy losses that will be paid back in 2015 with insurance/government proceeds; and
- (2) \$45.2 million for swap termination fees that will be paid back over seven years beginning in 2013.

IV. MTA Capital Program Information

NYCT
2012 Commitments Goal
All \$ in millions

ACEP	Project Description	2012 Commitments
2005-2009		
T50302/18	Purchase 90 Standard Buses	\$ 52.42
T50302/21	Purchase 60 Express Buses	\$ 38.26
	Element Total	\$ 90.68
T50904/14	Cathodic Protection Manhole Relocation At Queensbridge Park	\$ 0.25
	Element Total	\$ 0.25
T51204/08	BRT: Traffic Signal Priority Hardware	\$ 4.63
T51204/08	BRT Traffic Signal Priority Hardware	\$ 0.07
T51204/23	Chassis Wash Lift Replace: Castleton Depot [Mentor]	\$ 0.55
T51204/24	Chassis Wash Lift Replacement: East New York Depot [Mentor]	\$ 0.55
	Element Total	\$ 5.80
T51605/21	Concrete Batch Plant Inspection	\$ 1.15
T51605/24	Concrete Cylinder Testing	\$ 0.66
	Element Total	\$ 1.81
2010-2014		
S60701/02	Lemon Creek Culvert Bridge	\$ 7.40
	Element Total	\$ 7.40
T60101/02	Purchase 300 B Division Cars - R179	\$ 637.64
	Element Total	\$ 637.64
T60302/06	Purchase 90 Articulated Buses	\$ 70.63
T60302/07	Purchase 99 Express Buses	\$ 72.75
T60302/09	Purchase 425 Standard Buses	\$ 321.48
T60302/10	Purchase 89 Express Buses	\$ 65.76
T60302/14	Purchase 97 Express Buses	\$ 74.53
T60302/16	Purchase 71 Standard Buses	\$ 55.85
T60302/18	Replace Integrated Farebox Unit (IFU) Components, Phase 2	\$ 21.94
T60302/22	Purchase 104 Standard Buses	\$ 72.68
T60302/23	Bus Cameras: 2010-2014 Purchases	\$ 24.83
	Element Total	\$ 780.45
T60404/02	Purchase Automated Farecard Access System (AFAS) Units	\$ 2.31
T60404/05	Smart Card Implementation, Phase 1	\$ 10.00
	Element Total	\$ 12.31
T60407/04	Replace 11 Hydraulic Elevators	\$ 44.62
	Element Total	\$ 44.62
T60412	Station Ventilators: Ph3 - 7 Loc / Canarsie & 6 Av Lines	\$ 3.51
T60412	Station Component Investments: 4 Locations / Eastern Parkway	\$ 0.76
T60412/06	Station Components: Pelham Bay Park / Pelham	\$ 9.10
T60412/07	Station Renewal: Buhre Avenue / Pelham	\$ 20.61
T60412/08	Station Renewal: Middletown Road / Pelham	\$ 19.55

NYCT
2012 Commitments Goal
All \$ in millions

ACEP	Project Description	2012 Commitments
T60412/09	Station Renewal: Zerega Avenue / Pelham	\$ 19.58
T60412/10	Station Renewal: Castle Hill Avenue / Pelham	\$ 20.31
T60412/22	Brick Arch Repair: 168 Street & 181 Street / Broadway-7th Av	\$ 37.96
T60412/24	Station Painting At Component Locations, Phase 1	\$ 9.49
T60412/25	Station Renewal: Central Avenue / Myrtle	\$ 11.08
T60412/26	Station Renewal: Seneca Avenue / Myrtle	\$ 6.84
T60412/27	Station Renewal: Forest Avenue / Myrtle	\$ 6.71
T60412/28	Station Renewal: Knickerbocker Avenue / Myrtle	\$ 10.33
T60412/29	Station Renewal: Fresh Pond Road / Myrtle	\$ 6.87
T60412/30	Station Walls-Tile Repl: Borough Hall / Lexington	\$ 2.64
T60412/31	Station Renewal: 104 Street / Liberty	\$ 17.62
T60412/31	Station Renewal: 104 Street / Liberty	\$ 0.92
T60412/32	Station Renewal: Ozone Park-lefferts Boulevard / Liberty	\$ 6.75
T60412/32	Station Renewal: Ozone Park-lefferts Boulevard / Liberty	\$ 0.93
T60412/33	Station Renewal: 111 Street / Liberty	\$ 16.83
T60412/33	Station Renewal: 111 Street / Liberty	\$ 0.88
T60412/34	Station Renewal: Rockaway Boulevard / Liberty	\$ 17.24
T60412/34	Station Renewal: Rockaway Boulevard / Liberty	\$ 0.96
T60412/35	Station Renewal: 88 Street / Liberty	\$ 17.31
T60412/35	Station Renewal: 88 Street / Liberty	\$ 0.87
T60412/36	Station Renewal: 80 Street / Liberty	\$ 16.96
T60412/36	Station Renewal: 80 Street / Liberty	\$ 0.91
T60412/60	Station Components: 6 Stations / Jamaica	\$ 21.91
T60412/60	Station Components: 6 Stations / Jamaica	\$ 2.02
T60412/61	Station Components: 5 Stations / Brighton	\$ 8.85
T60412/64	Station Component Investments: 3 Locations / Astoria	\$ 0.57
T60412/67	Station Components: 149 Street-grand Concourse / Jerome	\$ 6.44
T60412/68	Station Components: 149 Street-grand Concourse / WPR	\$ 8.85
	Element Total	\$ 332.15
T60413/04	Platform Gap Retrofit Phase 1 - 14 Stations	\$ 0.19
T60413/06	ADA: Kingsbridge Rd / Concourse	\$ 28.76
T60413/07	ADA: 68 St-Hunter College / Lexington	\$ 66.27
T60413/07	ADA: 68 St-Hunter College / Lexington	\$ 0.96
T60413/09	ADA: Hunts Point Av / Pelham	\$ 28.17
T60413/12	ADA: Ozone Park-Lefferts Blvd / Liberty	\$ 31.77
T60413/12	ADA: Ozone Park-lefferts Blvd / Liberty	\$ 3.36
	Element Total	\$ 159.48
T60414/04	Scrubber Room Drainage - 4 Locations	\$ 0.48
T60414/05	Access Improvements: Grand Central / Lex	\$ 0.52

NYCT
2012 Commitments Goal
All \$ in millions

ACEP	Project Description	2012 Commitments
T60414/07	Station Signage	\$ 0.47
	Element Total	\$ 1.47
T60502/07	Mainline Track Replacement - 2012 Support Costs	\$ 2.36
T60502/08	Track Force Account - 2012	\$ 35.00
T60502/09	Continuous Welded Rail - 2012	\$ 5.69
T60502/10	Mainline Track Replacement - 2013	\$ 1.01
T60502/24	Mainline Track Replacement 2012 At Broadway	\$ 2.55
T60502/25	Mainline Track Replacement 2012 At Brighton	\$ 7.64
T60502/26	Mainline Track Replacement 2012 At N/o Dekalb	\$ 5.54
T60502/27	Mainline Track Replacement 2012 At Atlantic Avenue	\$ 5.36
T60502/28	Mainline Track Replacement 2012 At S/o Court Street	\$ 2.26
T60502/29	Mainline Track Replacement 2012 At West End	\$ 3.18
T60502/30	Mainline Track Replacement 2012 At Sea Beach	\$ 1.01
T60502/31	Mainline Track Replacement 2012 At N/o Pacific Street	\$ 4.03
T60502/32	Mainline Track Replacement 2012 At Jamaica	\$ 7.88
T60502/33	Mainline Track Replacement 2012 At Myrtle Avenue	\$ 15.97
T60502/34	Mainline Track Replacement 2012 At 168 Street/ 8 Avenue	\$ 1.62
T60502/35	Mainline Track Replacement 2012 At Cranberry Tube / 8 Avenue	\$ 8.52
T60502/36	Mainline Track Replacement 2012 At 6th Avenue	\$ 14.72
T60502/37	Mainline Track Replacement 2012 At Concourse	\$ 15.13
T60502/38	Mainline Track Replacement 2012 At Queens Blvd	\$ 9.09
T60502/39	Mainline Track Replacement 2012 At Canarsie	\$ 1.15
T60502/40	Mainline Track Replacement 2012 At Rockaway	\$ 9.16
T60502/41	Mainline Track Replacement 2012 At Broadway-7th Avenue	\$ 7.04
T60502/42	Mainline Track Replacement 2012 At Flushing	\$ 30.16
T60502/43	Mainline Track Replacement 2012 At Eastern Parkway	\$ 2.17
T60502/44	Mainline Track Replacement 2012 At Lenox-white Plains Rd	\$ 7.56
T60502/45	Mainline Track Replacement 2012 At Jerome Ave	\$ 4.90
T60502/46	Mainline Track Replacement 2012 At Pelham	\$ 1.57
T60502/47	Mainline Track Replacement 2012 At Lexington Avenue	\$ 8.50
T60502/48	Mainline Track Replacement 2012 At White Plains Road	\$ 9.95
	Element Total	\$ 230.72
T60503/03	Mainline Track Switches - 2012 Support Costs	\$ 8.01
T60503/04	Mainline Track Switches- 2013	\$ 1.69
T60503/09	Mainline Track Switches - 2012 At West End	\$ 7.06
T60503/10	Mainline Track Switches - 2012 At Queens Blvd	\$ 5.54
T60503/11	Mainline Track Switches - 2012 At Broadway-7th Avenue	\$ 5.29
T60503/12	Mainline Track Switches - 2012 At Eastern Parkway	\$ 3.57
T60503/13	Mainline Track Switches - 2012 At Lexington Avenue	\$ 6.31

NYCT
2012 Commitments Goal
All \$ in millions

ACEP	Project Description	2012 Commitments
T60503/14	Mainline Track Switches - 2012 At White Plain Road	\$ 9.30
	Element Total	\$ 46.77
T60602/03	Tunnel Lighting Rehabilitation: 36 St To Jackson-roosevelt / QBL	\$ 1.35
T60603/03	Vent Plant: Mulry Square / 8av & Bw7	\$ 108.50
T60603/05	Replace Vent Controls: 26 Locations	\$ 0.82
T60603/05	Replace Vent Controls: 26 Locations	\$ 0.82
	Element Total	\$ 111.48
T60604/03	Pumps: 4 Locations / Pelham-Jerome-Lenox	\$ 0.89
	Element Total	\$ 0.89
T60703/02	Rehab Emergency Exits: 75 Locs	\$ 18.00
T60703/06	Demolition Of Abandoned Structures - Various	\$ 14.07
T60703/06	Demolition Of Abandoned Structures - Various	\$ 0.93
T60703/09	Line Structure Overcoating: Portal - East 180 Street / White Plains	\$ 33.67
T60703/13	Structure Repairs / Dyre Avenue Line	\$ 8.99
T60703/13	Structure Repairs / Dyre Avenue Line	\$ 0.32
T60703/14	Line Structure Overcoating: Bway Junction - Cypress Hills / Jamaica	\$ 25.88
	Element Total	\$ 101.86
T60803/10	Signal Systems: 2 Interlockings: Union Turnpike & 71 Av	\$ 362.69
T60803/13	Signal Systems: Dyre Avenue Line Signals	\$ 245.12
T60803/13	Dyre Avenue Line Signals	\$ 6.18
T60803/14	Signal Systems: Roosevelt Interlocking / Queens Blvd	\$ 110.72
T60803/15	34th St Interlocking / 6th Avenue	\$ 2.98
T60803/16	West 4 St Interlocking / 6th Avenue	\$ 5.60
T60803/22	Duct Rehabilitation & Negative Cable: Steinway Tube/flushing	\$ 46.46
	Element Total	\$ 779.75
T60806/01	Fiber Optic Cable Replacement: Phase 1	\$ 13.90
T60806/01	Fiber Optic Cable Replacement: Phase 1	\$ 1.10
T60806/03	PRS: Time Domain Interference Solution	\$ 10.15
T60806/04	PA/CIS at 43 Stations: Install Cable	\$ 55.56
T60806/07	Copper Cable Upgrade/replacement Phase 2	\$ 8.89
T60806/08	VHF Radio System Upgrade	\$ 210.71
T60806/09	Comm Room HVAC Ph 2: 7 Stations / Brooklyn	\$ 20.00
T60806/13	Antenna Cable Upgrade/replacement Ph 1	\$ 15.58
T60806/13	Antenna Cable Upgrade/Replacement Ph 1	\$ 0.85
T60806/15	Copper Cable Upgrade/replacement Phase 3	\$ 0.62

NYCT
2012 Commitments Goal
All \$ in millions

ACEP	Project Description	2012 Commitments
T60806/15	Copper Cable Upgrade/replacement Phase 3	\$ 0.46
	Element Total	\$ 337.83
T60902/03	Substation Hatchways: 8 Locs	\$ 10.63
T60902/04	Cabling: Central Substation / 6th Av - Phase 2	\$ 1.00
T60902/05	Substation Roof And Enclosure	\$ 15.64
T60902/05	Substation Roof And Enclosure [design Only]	\$ 1.26
	Element Total	\$ 28.52
T60904/04	CBH 74 Havermeyer & 74A Bridge / Jamaica	\$ 22.20
T60904/04	CBH 74 Havermeyer & 74A Bridge / Jamaica	\$ 0.84
T60904/06	CBH 146 Prospect Park / Brighton	\$ 6.34
T60904/06	CBH 146 Prospect Park / Brighton	\$ 0.40
	Element Total	\$ 29.78
T61004/04	207 St Maintenance Shop: Dc Power Upgrade	\$ 15.67
T61004/04	207 St Maintenance Shop: Dc Power Upgrade	\$ 0.82
T61004/07	DCE Shop Component Priority Repairs Ph 2	\$ 1.13
T61004/07	DCE Shop Component Priority Repairs Ph 2	\$ 1.13
T61004/13	Yard Track - 2012	\$ 3.06
T61004/19	Yard Switches - 2012	\$ 4.71
	Element Total	\$ 26.52
T61204/03	Bus Radio System Interim Upgrade	\$ 8.76
T61204/05	IVN For 5 Depots	\$ 2.60
T61204/06	3 Bus Washers At Manhattanville Depot	\$ 6.38
T61204/06	7 Bus Washers at Kb, Gh, Cs	\$ 5.91
T61204/09	Tank Upgrades: 2 Depots	\$ 1.97
T61204/10	HVAC Upgrades - 4 Depots (locker Rooms)	\$ 1.14
T61204/18	Bus Lane Enforcement Cameras, Phase 1	\$ 2.70
	Element Total	\$ 29.46
T61302/05	Purchase 118 Non-Rev Vehicles: 2012-2013	\$ 13.94
T61602/03	Capital Revolving Fund - 2012	\$ 5.00
	Element Total	\$ 18.94
T61604/03	Enterprise Securty Network Infrastructure	\$ 10.39
	Element Total	\$ 10.39
T61605/07	Engineering Services: 2012	\$ 3.60
T61605/09	Scope Development: 2012 Scope Development	\$ 10.00
	Element Total	\$ 13.60
T61606/04	Asbestos Disposal	\$ 2.52
T61606/05	Sprinkler & Alarm Systems: Phase 1 - 5 Locations	\$ 17.60
T61606/05	Sprinkler & Alarm Systems: Phase 2	\$ 9.15
T61606/06	Fire Alarm: 207 Street Overhaul Shop	\$ 10.51

NYCT
2012 Commitments Goal
All \$ in millions

ACEP	Project Description	2012 Commitments
T61606/06	Fire Alarm: 207 Street Overhaul Shop	\$ 0.49
T61606/07	Groundwater And Soil Remediation (2011)	\$ 6.50
T61606/08	Groundwater And Soil Remediation Consultant (2011)	\$ 6.00
	Element Total	\$ 12.50
T61607/02	Information Technology: Jay Street Systems Phase 1	\$ 1.90
T61607/03	RTO Master Tower Hardening	\$ 4.34
T61607/06	Maspeth Warehouse Repairs	\$ 8.60
T61607/06	Maspeth Warehouse Repairs	\$ 0.32
T61607/07	Perimeter Hardening: RCC, PCC & 130 Livingston	\$ 11.51
T61607/13	Employee Facilities at 207 Street / 8th Avenue	\$ 8.66
T61607/17	Livingston Plaza: Elevators, Roof, Facade	\$ 0.31
T61607/17	Livingston Plaza: Elevators, Roof, Facade	\$ 0.47
	Element Total	\$ 36.10

Total 2012 Commitments

\$ 3,889.17

MTA Long Island Rail Road
2012 Commitment Summary
All \$ in Millions

ACEP	Project Description	2012 Commitments
2005-2009		
L5020425	JCC BUILDING FITOUT - PHASE 2	\$0.35
L5020427	NEW ATLANTIC TERMINAL ELEVATOR	\$2.40
L502042D	NEW ELEVATORS-QUEENS VILLAGE STATION	\$0.59
L502042E	NEW ELEVATORS-FLUSHING MAIN STREET	\$0.57
	Element Total	\$3.91
L50206VD	PS CUSTOMER SERVICE OFFICE	\$0.03
	Element Total	\$0.03
L50301E1	TRACK EQUIPMENT	\$1.64
	Element Total	\$1.64
L50401B8	QUEENS BLVD BRIDGE	\$0.80
	Element Total	\$0.80
L50601Y1	PORT WASHINGTON YARD - DESIGN	\$1.52
L50601Y3	JAMAICA STATION BUILDING REHAB	\$6.83
	Element Total	\$8.34
L50699YY	BABYLON TRAIN WASH	\$0.23
	Element Total	\$0.23
L509048A	ELECTRIC SUBSTATIONS REMEDIATION	\$1.05
L509048H	HOLBAN YARD	\$0.10
L50904OP	PROGRAM DEVELOPMENT	\$0.77
	Element Total	\$1.92
2010-2014		
L60204UB	MASSAPEQUA STATION PLATFORM REPLACEMENT	\$0.50
L60204UH	ELEVATOR REPLACEMENT PROGRAM	\$0.74
	Element Total	\$1.24
L60206VL	PENN STATION HVAC	\$0.05
	Element Total	\$0.05
L60301TC	2012 ANNUAL TRACK PROGRAM	\$51.80
L60301TF	CONSTRUCTION EQUIPMENT	\$2.20
L60301TG	ATLANTIC BRANCH 1/2 TIES	\$1.73
L60301TH	MERRICK/BELLMORE DIRECT FIXATION	\$17.29
L60301TL	ROW-FENCING	\$1.60
L60301TM	ERT TUNNEL REHABILITATION	\$25.00
	Element Total	\$99.62
L60304TU	JAMAICA CAPACITY IMPROVEMENTS	\$19.02
L60304TV	MASSAPEQUA POCKET TRACK	\$1.60
	Element Total	\$20.62
L60401BB	BRIDGE PROGRAM	\$14.60
L60401BD	CONSTRUCT 150TH ST-JAMAICA & BRDWY/PW	\$2.50
L60401BE	CONSTRUCT 3 MONTAUK BRANCH BRIDGES	\$0.58
L60401BF	ATLANTIC AVENUE VIADUCT - PHASE 2B	\$1.13
L60401BH	WOODHAVEN BLVD. BRIDGE	\$7.93
	Element Total	\$26.74
L60501L1	FIBER OPTIC NETWORK	\$10.00
L60501L4	IMPROVED RADIO COVERAGE INITIATIVE	\$2.30
L60501L6	PENN STATION RADIO RETROFIT/ERT ANTENNA	\$0.12

MTA Long Island Rail Road
2012 Commitment Summary
All \$ in Millions

ACEP	Project Description	2012 Commitments
L60501L7	ATLANTIC AVE TUNNEL CABLE REPLACEMENT	\$0.05
	Element Total	\$12.47
L60502LA	POSITIVE TRAIN CONTROL	\$0.36
	Element Total	\$0.36
L60601YA	SHOP RECONFIG & RCM INFRASTRUCTURE	\$0.73
L60601YB	HILLSIDE FACILITY BLDG REHAB (ROOF)	\$4.90
L60601YC	HILLSIDE MAINTENANCE FACILITY	\$1.86
L60601YN	NEW MID SUFFOLK ELECTRIC YARD	\$0.08
	Element Total	\$7.56
L60604YT	REHAB OF EMPLOYEE FACILITIES	\$1.66
	Element Total	\$1.66
L60701AA	2010-2014 SUBSTATION REPLACEMENT	\$23.09
L60701AJ	ATLANTIC AVE TUNNEL LIGHTING	\$6.53
	Element Total	\$29.62
L60904NA	PROGRAM ADMIN	\$24.83
L60904NC	INSURANCE	\$0.10
L60904ND	INDEPENDENT ENGINEER	\$0.90
	Element Total	\$25.83

Total 2012 Commitments

\$242.64

MTA Metro-North Railroad
2012 Commitment Summary
All \$ in Millions

ACEP	Project Description	2012 Commitments
2000-2004		
M4020313	North White Plains Parking - EIS/EA/Prelim Design	\$0.30
	Element Total	\$0.30
2005-2009		
M5010112	Rolling Stock Signals (PTC)	\$3.26
	Element Total	\$3.26
M5020108	GCT Water Conveyance Utilities Improvements	\$0.46
	Element Total	\$0.46
M5020209	Bronx Stations/Capacity Improvements	\$5.57
M5020210	Smart Cards	\$2.78
	Element Total	\$8.35
M5050101	Substation Bridge 23	\$5.45
	Element Total	\$5.45
M5080109	Customer and Employee Communications Projects	\$2.03
	Element Total	\$2.03
2010-2014		
M6010102	M-8 New Haven Line Purchase	\$17.36
	Element Total	\$17.36
M6020101	GCT Trainshed/Tunnel Structure	\$4.04
M6020102	Park Avenue Tunnel Renewal	\$7.50
M6020106	GCT Elevator Rehab Phase 4	\$1.50
M6020108	GCT Utilities	\$2.13
	Element Total	\$15.17
M6020201	Poughkeepsie Station Building	\$1.00
M6020203	Harlem Line Station Renewal	\$2.30
M6020204	Station Building Rehabilitation/Net Lease	\$0.26
M6020206	New Haven Line Station Phase II	\$32.73
M6020207	Smart Card Improvements	\$4.38
M6020208	Customer Communications/Connectivity Improvements	\$5.37
	Element Total	\$46.04
M6020302	Strategic Facilities	\$2.45
	Element Total	\$2.45
M6030102	Turnouts - Mainline/High Speed	\$27.43
M6030103	GCT Turnouts/Switch Renewal	\$3.50
M6030104	Turnouts - Yards/Sidings	\$0.59
M6030106	Cyclical Repl. Insulated Joint	\$0.48
M6030107	Rock Slope Remediation	\$5.00
M6030108	Drainage and Undercutting Program	\$9.78
M6030109	Rebuild Retaining Walls	\$3.60
M6030112	2012 Cyclical Track Program	\$13.00
	Element Total	\$63.38
M6030206	Remove Obsolete Facilities	\$0.04
M6030209	Employee Welfare and Storage Facility	\$0.60
M6030210	Replace/Repair Undergrade Bridges Program	\$14.38
M6030211	Harlem River Lift Bridge Cable	\$9.55
M6030213	Catenary Painting/Rehabilitate Catenary Structures	\$3.50
M6030214	Park Avenue Viaduct Direct Fixation	\$1.80
	Element Total	\$29.87
M6030301	West of Hudson Track Program	\$6.45

MTA Metro-North Railroad
2012 Commitment Summary
All \$ in Millions

ACEP	Project Description	2012 Commitments
M6030302	West of Hudson Improvements	\$0.75
M6030303	Moodna/Woodbury Viaduct	\$3.36
M6030304	Otisville Tunnel Renewal	\$3.00
M6030305	West of Hudson Replace/Renew Undergrade Bridges	\$1.80
	Element Total	\$15.35
M6040101	Positive Train Control	\$38.65
M6040102	West of Hudson Signal Improvements	\$64.96
M6040103	Replace Fiber/Communication & Signals Cables	\$3.69
M6040104	Replace Field code System - Mott Haven	\$0.63
M6040105	Crossing Upgrades - Phase 2	\$0.79
M6040106	Centralized Train Control/SCADA Intrusion Testing	\$0.70
M6040108	Design/Replace Harlem and Hudson Track Relays	\$0.68
M6040111	PBX Equipment Upgrade	\$1.37
M6040116	Radio Frequency Rebanding	\$0.51
	Element Total	\$111.98
M6050101	Substation Bridge 23 - Construction	\$26.81
M6050102	Renewal Harlem & Hudson Substations - Construction	\$2.90
M6050103	Harlem & Hudson Lines Power Improvements	\$26.25
M6050104	Replace Motors Alternators	\$1.00
M6050107	Harlem River Lift Bridge Breaker Houses/Controls	\$13.60
M6050109	Replace 3rd Rail Brackets - Park Avenue Tunnel	\$0.91
	Element Total	\$71.47
M6060101	Harmon Shop Improvements	\$8.93
	Element Total	\$8.93
M6080106	Program Administration	\$9.00
M6080107	Program Scope Development	\$2.32
	Element Total	\$11.32

Total 2012 Commitments

\$413.17

MTA Bus
2012 Commitments Goal
All \$ in millions

<i>ACEP</i>	<i>Project Description</i>	2012 Commiments
<u>2005-2009</u>		
<i>U5030205</i>	Fuel Tanks and Bus Wash: Eastchester Depot	\$12.55
<i>U5030219</i>	Service Vehicles	\$4.00
<i>U5030210</i>	Security Upgrade: College Point Depot	\$2.83
<i>U5030220</i>	New Boilers and A/C: JFK Depot	\$1.68
<i>U5030204</i>	Emergency Generators: 6 Depots	\$7.73
<i>U5030202</i>	College Point Storage Building	\$3.00
<i>U5030218</i>	Security Upgrade: Eastchester and LaGuardia	\$7.50
<i>U5030220</i>	Chassis Wash and Oil Water Separator: JFK	\$1.50
	Element Total	\$40.78
<u>2010-2014</u>		
U6030215	Bus Cameras on 79 CNG Buses	\$2.20
U6030205	Bus Wash: JFK and Baisley Park	\$3.30
	Element Total	\$5.50
	Total 2012 Commitments	\$46.28

MTA Bridges & Tunnels
2012 Commitments Goal
All \$ in millions

ACEP	Project Description	2012 Commitments
2000-2004		
D405BB43	Rehab Battery Parking Garage	\$3.98
	Element Total	\$3.98
2005-2009		
D505QM01	Service & FE Building Rehab	\$2.30
	Element Total	\$2.30
2010-2014		
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	\$4.11
	Element Total	\$4.11
D601BW14	Miscellaneous Structural Rehabilitation	\$0.05
D601BW84	Cable Investigation / Monitoring	\$0.05
D601BW97	Concrete Anchorage Repairs	\$9.81
	Element Total	\$9.91
D601HH07	Structural Rehabilitation - Phase I	\$1.08
	Element Total	\$1.08
D601MP16	Miscellaneous Steel Repairs	\$2.25
	Element Total	\$2.25
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	\$5.22
	Element Total	\$5.22
D601RK19	Seismic and Wind Study	\$5.00
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$9.06
D601RK76	Miscellaneous Structural Repair	\$0.55
	Element Total	\$14.61
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	\$2.69
	Element Total	\$2.69
D602BB54	Replacement Brooklyn Plaza Structural Slab	\$2.34
	Element Total	\$2.34
D602HH88	Replace Upper & Lower Level Plazas and Southbound Approach	\$9.41
	Element Total	\$9.41
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	\$1.11
	Element Total	\$1.11
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$15.86
D602RK73	Deck Replacement- RFK MQ Ramp	\$71.26
	Element Total	\$87.11
D602TN49	Suspended Span Replacement - Phase A	\$11.68
	Element Total	\$11.68
D602VN80	Replace Upper Level Suspended Span	\$332.88
D602VN84	Widening of Belt Parkway Ramps	\$0.05
	Element Total	\$332.93
D604QM30	Tunnel Ventilation Building Electrical Upgrade	\$64.41
D604QM81	Controls / Communication System	\$0.05
	Element Total	\$64.46
D604VN87	Substation #1 Rehabilitation	\$0.95
	Element Total	\$0.95
D605AW12	Hazardous Materials Abatement	\$0.40
	Element Total	\$0.40

MTA Bridges & Tunnels
2012 Commitments Goal
All \$ in millions

ACEP	Project Description	2012 Commitments
D605BB21	Service Building Rehabilitation	\$0.54
D605BB43	Miscellaneous Repairs at BPG	\$0.75
	Element Total	\$1.29
D606AW18	Protective Liability Insurance	\$0.24
D606AW21	Program Administration	\$3.21
D606AW28	Scope Development	\$1.20
	Element Total	\$4.65
D607MP21	Paint - Rockaway Point Overpass	\$0.02
	Element Total	\$0.02
D607VN80	Paint - Upper Level Superstructure	\$16.10
	Element Total	\$16.10

Total 2012 Commitments

\$578.59

MTA Capital Construction
2012 Commitment Goals
All \$ in Millions

ACEP	Project Description	2012 Commiments
<u>2000-2004</u>		
G4140203	Penn Stn LIRR/NYCT Sec/Harden	\$0.31
G4140401	Cisco Video Upgrade	\$0.45
G4140401	Consolidated Training	\$0.90
G4140501	Lenel Enterprise Work	\$1.30
	Element Total	\$2.96
<u>2005-2009</u>		
G5100104	Cntract 6: SAS Systems	\$325.19
G5100197	SAS Owner Controlled Insurance	\$1.40
	Element Total	\$326.59
G5110112	Construction: Core&Shell (Site P)	\$103.48
	Element Total	\$103.48
G5140207	08TSG Atlantic Ave Perim Prot	\$11.27
G5140208	09ARRA TSG Penn Station FLS (Design)	\$1.92
	Element Total	\$13.19
G5140305	GCT Lexington Avenue Bollards	\$0.35
	Element Total	\$0.35
<u>2010-2014</u>		
G6100101	2B/C: Shell/Finishes/MEP 96 St	\$439.26
G6090112	55th St Ventilation Facility - ESA	\$58.85
G6090117/G4090123	Manh Structures 2 - ESA	\$490.64
G6090135	Systems Package 1 - ESA	\$573.00
	Element Total	\$1561.75
Total 2012 Commitments		\$2008.32

* East Side Access (ESA) goals added since July 2012 Financial Plan.

MTA Police Department
 2012 Commitment Summary
 All \$ in Millions

ACEP	Project Description	2012 Commiments
2005-2009		
N5100104	K-9 Facility (Construction)	\$10.50
N5100109	Public Safety Radio (30% Design)	\$0.55
	Element Total	\$11.05
2012 Commitment Total		\$11.05

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MTA New York City Transit
2012-2016 Completions
\$ in millions

ACEP	Project Description	Project	
		Completion Date	Allocation
T304119K	Station Rehabilitation: 149 St-Grand Concourse / Jerome Design	Jan-12	\$2.65
T304119L	Station Rehabilitation: 149 St-Grand Concourse/White Plains Design	Jan-12	\$1.59
T40806T1	Communications Cable and Equipment: TIS Command Center At RCC	Jan-12	\$1.30
T5070339	Line Structure Overcoating: Portal - 27 Street / Astoria & Flushing	Jan-12	\$14.20
T40806T1	Communications Cable and Equipment: Network Management (CNMMS)	Jan-12	\$10.83
T5100403	Shop Equipment And Machinery: 207 St OH Shop: Cranes And Equipment	Jan-12	\$2.59
T6030220	New Buses:90 Standard Diesel Buses - Daimler Pilot	Jan-12	\$44.77
T6050206	Welded Rail:Continuous Welded Rail - 2011	Jan-12	\$6.57
T6050219	Mainline Track Rehabilitation:Mainline Track Replacement at 8th Avenue	Jan-12	\$16.58
T6050223	Mainline Track Rehabilitation:Mainline Track Replacement at Clark St Tube	Jan-12	\$10.11
T6100418	Yard Switches:Yard Switches - 2011	Jan-12	\$2.03
T6030203	New Buses:90 Express Buses	Feb-12	\$55.46
T5040405	MetroCard Vending Machine Replacement: Bill Handler Upgrade	Feb-12	\$3.25
T5120419	Depot Rehabilitation:Jamaica Depot Roof Repairs, Phase 1 (Mentor)	Feb-12	\$0.92
T5040401	Fare Control Modernization:Smart Card Cabling: 32 Pilot Stations	Feb-12	\$4.64
T5080317	Fire Protection:Signal Room Fire Suppression, Phase 1	Feb-12	\$18.09
T5080616	Station Communication Rooms:HVAC Comm Rooms: 5 Locations	Feb-12	\$6.67
T5160402	Computer Hardware & Communications:HP Server Consolidation/Replacement	Feb-12	\$5.20
T6041255	Station Component Investments:2 Street Stairs: Rockaway Avenue / New Lots	Feb-12	\$0.83
T5041160	Station Rehabilitation:Far Rockaway-Mott Avenue/ Far Rockaway	Feb-12	\$11.31
T5041161	Station Rehabilitation:Beach 90 Street / Rockaway	Feb-12	\$19.38
T5041162	Station Rehabilitation:Beach 98 Street / Rockaway	Feb-12	\$20.20
T5041163	Station Rehabilitation:Beach 105 Street / Rockaway	Feb-12	\$18.29
T5041317	Station Accessibility (ADA):Mott Avenue: Far Rockaway Line	Feb-12	\$10.67
T5080608	Antenna Cable Replacement:Antenna Cable Replacement Phase II (Wrap Up)	Feb-12	\$3.00
T6030221	New Buses:90 Standard Diesel Buses - New Flyer Pilot	Feb-12	\$44.23
T6050307	Mainline Track Switches:Mainline Track Switches at Jamaica	Feb-12	\$4.36
T5070329	Line Structure Overcoating:27 Street - 41 Avenue / Astoria & Flushing	Mar-12	\$13.80
T5120420	Depot Rehabilitation:Jamaica Depot Roof Repair, Phase 2 [Mentor]	Mar-12	\$0.97
T404112D	Station Rehabilitation:Intermodal: Gun Hill Road / White Plains Road	Mar-12	\$6.77
T6041257	Station Component Investments:2 Street Stairs: New Lots Avenue / New Lots	Mar-12	\$0.85
T6030204	New Paratransit Vehicles:15 Paratransit Vehicles - Ramp-based prototype (CNG)	Mar-12	\$0.93
T30902FE	Substations (IRT-BMT):Neg Return System At Joralmon/Willow	Mar-12	\$4.20
T40409PW	Public Address/Customer Info Systems:PA/CIS Wrap-Up (TIS)	Mar-12	\$2.07
T40806D2	Communications Cable/Eqt:ATM Network System: B Division-253 Stations Base	Mar-12	\$91.67
T40806P2	Public Address/Customer Info Systems:PA/CIS, Phase 2: 156 Stations (IRT)	Mar-12	\$200.19
T41302O4	Work Train & Special Equipment:36 CWR Flatcars & 18 Flatcars	Mar-12	\$15.11
T5030227	New Buses:90 Standard Low-floor CNG Buses	Mar-12	\$45.96
T5041174	Station Rehabilitation:East 180 Street / White Plains Road	Mar-12	\$49.65
T5041319	Station Accessibility (ADA):ADA: E 180 Street / White Plains Road	Mar-12	\$10.43
T5041421	Station Component Repairs: Ventilator Rehab: 149 Street-Grand Conc/Jerome	Mar-12	\$3.61
T5041421	Station Component Repairs: Ventilator Rehab: 149 Street-Grand Conc LL / WPR	Mar-12	\$1.84
T5059901	Maintenance Of Way:Third Rail Heater Control System	Mar-12	\$2.00
T5080319	Communication-Based Train Control:CBTC Canarsie: Equip 64 R-160 Cars	Mar-12	\$61.37
T5080320	Communication-Based Train Control:CBTC Canarsie: Automatic Signal Removals	Mar-12	\$5.08
T5080324	Signal Systems:Alstom Relay Replacement	Mar-12	\$10.82
T5080601	Communications Cable/Eqt:ATM Network System: B Division-253 Stations Option	Mar-12	\$210.63
T5080604	Communications Cable/Eqpt:Copper Cable Replacement: Steinway Tube-Phase 1	Mar-12	\$4.49
T5160403	Automated Telephone Travel Information	Mar-12	\$2.84
T5160506	Concrete Batch Plant Inspection	Mar-12	\$1.49
T5160508	Capital Program Management:Concrete Cylinder Testing (2006)	Mar-12	\$0.63
T5160726	Consolidated Employee Facilities:Subways:East 180th Street / White Plains Road	Mar-12	\$6.54
T6050302	Mainline Track Switches:29 Mainline Switches - 2011	Mar-12	\$37.13

MTA New York City Transit
2012-2016 Completions
\$ in millions

ACEP	Project Description	Project	
		Completion Date	Allocation
T6080618	Communications Cable/Eqpmt:Copper Cable Repl: Steinway Tube Phase 2	Mar-12	\$9.95
T6090410	Power Distribution Facilities:Joralemon/Willow Duct Replacement	Mar-12	\$4.07
T6160508	Capital Program Management:Construction Support Reserve 2010	Mar-12	\$2.33
T6050227	Mainline Track Rehabilitation: Track Replacement 2012 at Atlantic Avenue	Apr-12	\$5.36
T5041421	Station Component Repairs: 181 St Ceiling/Broadway-7th Ave EMERGENCY FIX	Apr-12	\$7.02
T5049901	Station Rehabilitation:71 Street / West End	Apr-12	\$10.23
T5049902	Station Rehabilitation:79 Street / West End	Apr-12	\$10.17
T5049903	Station Rehabilitation:18 Avenue / West End	Apr-12	\$10.07
T5049904	Station Rehabilitation:20 Avenue / West End	Apr-12	\$9.60
T5049905	Station Rehabilitation:25 Avenue / West End Line	Apr-12	\$10.60
T5049906	Station Rehabilitation:Bay 50 Street / West End	Apr-12	\$9.80
T5049907	Station Rehabilitation:Bay Parkway / West End	Apr-12	\$23.60
T5049908	Station Accessibility (ADA):ADA: Bay Parkway / West End	Apr-12	\$14.23
T5049909	Station Rehabilitation:Fort Hamilton Parkway / West End	Apr-12	\$23.88
T5049910	Station Rehabilitation:62 Street / West End	Apr-12	\$21.24
T5049911	Station Rehabilitation:9 Avenue / West End	Apr-12	\$23.36
T5049912	Misc: Stations:Station Work: 50 Street / West End	Apr-12	\$9.71
T5049913	Misc: Stations:Station Work: 55 Street / West End	Apr-12	\$9.85
T5079901	Elevated Structure Rehabilitation:Bay 50 Street - 63 Street / West End	Apr-12	\$41.48
T5079902	Elevated Structure Rehabilitation:63 Street - 9 Avenue / WST	Apr-12	\$17.30
T5080615	Public Address/Customer Info Systems:PA/CIS: 44 Stns: Install Cable & Equip	Apr-12	\$24.27
T5160501	Capital Program Management:MTA-Indep Engineering Consultant 2009-2010	Apr-12	\$8.27
T6041256	Station Component Investments:3 Street Stairs: Saratoga Avenue/New Lots	Apr-12	\$1.15
T6050234	Mainline Track Rehabilitation: Track Replacement 2012 at 168 Street/ 8 Avenue	May-12	\$1.62
T6041237	Station Renewal:Hunters Point Avenue / Flushing	May-12	\$10.47
T6050230	Mainline Track Rehabilitation:Mainline Track Replacement 2012 at Sea Beach	May-12	\$1.01
S5070111	SIR: Passenger Stations:St George Terminal: Floor Repair/Repl	May-12	\$6.24
S4070115	SIR: Passenger Stations:Station Security Initiatives	May-12	\$18.35
T5049914	Station Accessibility (ADA):Induction Loops: 642 Booths	May-12	\$13.37
T5119902	Yard Rehabilitation:Yard Fencing: 5 Locations	May-12	\$21.47
T6090402	Power Distribution Facilities:CBH #292/293 Albermarle Rd / Nostrand	Jun-12	\$6.25
T6050231	Mainline Track Rehabilitation: Track Replacement 2012 at N/O Pacific Street	Jun-12	\$4.03
T6050241	Mainline Track Rehabilitation: Track Replacement 2012 at Broadway-7th Avenue	Jun-12	\$7.04
T6050311	Mainline Track Switches:Mainline Track Switches - 2012 at Broadway-7th Avenue	Jun-12	\$5.29
T414042R	Facilities: Police:District Office 23: Canopy Reconstruction - Mentoring	Jun-12	\$0.93
T5160202	Capital Revolving Fund - 2009	Jun-12	\$5.00
T6041410	Station Accessibility (ADA):Platforms: 45 Rd-Court House Sq/Flushing	Jun-12	\$18.40
T5041407	Platform, Roof & Canopy Replacement:Repair Canopies: 5 Stns / Bway-7th Ave	Jun-12	\$14.14
T5041421	Station Component Investments:Street Stairs: 2 Locations / Broadway-7th Ave	Jun-12	\$8.05
T5041421	Station Component Investments:Platform Edge: 5 Locations / Broadway-7th Ave	Jun-12	\$12.07
T6041211	Station Normal Replacement:Dyckman Street / Broadway-7th Ave	Jun-12	\$46.93
T6041271	Station Component Repairs: Painting at Component Locations: 207 St / BW7	Jun-12	\$0.51
S5070112	SIR: Line Equipment:Signl Sys Mod: St.George-Tottenvil/Wrap-Up	Jun-12	\$1.19
T30806BS	Employee Facilities-Upgrade RTO Radio Base Stations to Fiber Optics	Jun-12	\$15.59
T31302RG	Work Train & Special Equipment:1 Rail Grinder	Jun-12	\$11.73
T4080701	Rapid Transit Operations:Backup Command Center	Jun-12	\$22.84
T5030212	New Buses:Bus Cameras for 90 Articulated Buses	Jun-12	\$2.42
T5030227	New Buses:Bus Cameras for 90 Standard Low-floor CNG Buses	Jun-12	\$4.25
T5041108	Station Rehabilitation:Bleecker Street / Lexington	Jun-12	\$33.65
T5041155	Station Rehabilitation:Beach 67 Street / Far Rockaway	Jun-12	\$22.07
T5041156	Station Rehabilitation:Beach 60 Street / Far Rockaway	Jun-12	\$18.16
T5041157	Station Rehabilitation:Beach 44 Street / Far Rockaway	Jun-12	\$17.95
T5041158	Station Rehabilitation:Beach 36 Street / Far Rockaway	Jun-12	\$16.91

MTA New York City Transit

2012-2016 Completions

\$ in millions

ACEP	Project Description	Project	
		Completion Date	Allocation
T5041159	Station Rehabilitation:Beach 25 Street / Far Rockaway	Jun-12	\$18.44
T5041302	Station Accessibility (ADA):Broadway-Lafayette-Bleecker St Complex	Jun-12	\$18.14
T5041402	Intermodal/Transfer Facilities:Broadway-Lafayette-Bleecker Transfer	Jun-12	\$81.52
T5070317	Line Structure Overcoating:Portal To EOL / Pelham	Jun-12	\$28.16
T5080616	Station Communication Rooms:HVAC Comm Romms: 2 Locs	Jun-12	\$0.92
T5080616	Station Communication Rooms:Comm Room HVAC: 6 Locs (On-Call)	Jun-12	\$4.21
T5160609	Groundwater And Soil Remediation:Consultant Srvcs: UST & Remediation 2008	Jun-12	\$7.37
T6050204	Mainline Track Rehabilitation: Track Replacement - 2011	Jun-12	\$108.52
T6050217	Mainline Track Rehabilitation: Track Replacement at Jamaica	Jun-12	\$11.68
T6050308	Mainline Track Switches: Track Switches at 238th Street	Jun-12	\$8.51
T6060402	Water Conditions Remedy:Deep Wells: Crosstown Ph 2: Rehabilitate	Jun-12	\$11.47
T6080606	Communications - RTO:RTO: Portable Radio Unit Replacement	Jun-12	\$7.21
T6041266	Station Component Investments:Street Stairs: Longwood Avenue/Pelham	Jul-12	\$0.93
T6041258	Station Component Investments:3 Street Stairs: Sutter Av-Rutland Rd/New Lots	Jul-12	\$0.94
T6041201	Station Component Investments:4 Avenue / Culver	Jul-12	\$11.87
T6041212	Station Rehabilitation:Smith-9 Streets / Prospect Park Line	Jul-12	\$32.31
T5160736	Roofing Repair & Replacement:DOS Roof Replacement Phase 2	Jul-12	\$19.66
T6120418	Misc: Bus Projects:Bus Lane Enforcement Cameras, Phase 1	Aug-12	\$2.70
T6050224	Mainline Track Rehabilitation: Track Replacement 2012 at Broadway	Aug-12	\$2.55
T6100405	East New York Maintenance Shop: Ventilation Improvements	Aug-12	\$5.61
T6160402	Computer HW & Communications:Enterprise-Wide SAN/Disaster Recovery Phs 1	Aug-12	\$6.37
T30803CN	Mainline Track Rehabilitation: CBTC Canarsie: I/H Track Wrap-Up	Aug-12	\$0.41
T6050246	Mainline Track Rehabilitation: Track Replacement 2012 at Pelham	Aug-12	\$1.57
T6060202	Tunnel Lighting Rehabilitation: 4 Avenue - Church Av Local Tracks / Culver	Aug-12	\$31.83
T41203FG	New Depots & Facilities:Charleston-Storm Water Sewer	Aug-12	\$14.92
T5040403	Fare Control Modernization:Replac High Production Encoding Machines	Aug-12	\$5.24
T6120405	Depot Equipment And Machinery:IVN For 5 Depots	Sep-12	\$2.60
T5069901	Ventilation Facilities:Vent Plant: Jackson Avenue / Queens	Sep-12	\$83.66
T6050232	Mainline Track Rehabilitation: Track Replacement 2012 at Jamaica	Sep-12	\$7.88
T6050238	Mainline Track Rehabilitation: Track Replacement 2012 at Queens Blvd	Sep-12	\$9.09
T5090403	Control And Battery Cable: Replace Cable: 4 Substation Control Zones	Sep-12	\$48.81
T5099901	Substations (IND): Jay St Substation: DC Feeders / CBH #579	Sep-12	\$34.59
T5120411	Depot Rehabilitation: Bus Lifts At Various Locations	Sep-12	\$8.80
T5120422	Depot Equipment/Machinery:Chassis Wash Repl 2 Lifts: Fresh Pond Depot	Sep-12	\$0.97
T6041262	Station Component Investments:Platform Stairs: 182-183 Streets / Concourse	Sep-12	\$1.58
T6100403	Car Maintenance Shops:207 Street Overhaul Shop: Heating Plant	Sep-12	\$15.70
T6050229	Mainline Track Rehabilitation: Track Replacement 2012 at West End	Oct-12	\$3.18
T6050309	Mainline Track Switches: Track Switches - 2012 at West End	Oct-12	\$7.06
T6041259	Station Component Investments:Street Stairs: Longwood Avenue/Pelham	Oct-12	\$1.26
T6041262	Station Component Investments:Street Stairs: Fordham Road / Concourse	Oct-12	\$1.31
T6041263	Station Component Investments:Station Components: 138 Street- 3 Av / Pelham	Oct-12	\$1.43
T6050247	Mainline Track Rehabilitation: Track Replacement 2012 at Lexington Avenue	Oct-12	\$8.50
T6050313	Mainline Track Switches: Track Switches - 2012 at Lexington Avenue	Oct-12	\$6.31
T6050310	Mainline Track Switches: Track Switches - 2012 at Queens Blvd	Oct-12	\$5.54
T6050226	Mainline Track Rehabilitation: Track Replacement 2012 at N/O Dekalb	Oct-12	\$5.54
T5060215	Tunnel Lighting Rehabilitation:7 Av And 47-50 Sts To Lex Av / QBL	Oct-12	\$11.99
T5060216	Tunnel Lighting Rehabilitation:Removals: Lex Av-Queens Plz / 53 St Tube	Oct-12	\$2.82
T5070335	Elevated Structure Rehab:Stillwell Ave Terminal: Place Switch 977 in Service	Oct-12	\$2.10
T5080314	Signal Systems:Interlockings: Lexington Av, 5 Av / Queens Blvd	Oct-12	\$142.57
T5080325	Signal Systems:Times Square - n/o Hunters Pt / Flushing WRAP-UP	Oct-12	\$4.02
T6030205	New Buses:171 Standard Low-floor CNG Buses	Oct-12	\$87.13
T6050244	Mainline Track Rehabilitation: Track Replacement 2012 at Lenox-White Plains Rd	Nov-12	\$7.56
T6080304	Signal Systems:Replace Solid State Signal Equipment - 5 Locs	Nov-12	\$6.90

MTA New York City Transit
2012-2016 Completions
\$ in millions

ACEP	Project Description	Project	
		Completion Date	Allocation
T6050235	Mainline Track Rehabilitation: Track Replacement 2012 at Cranberry Tube / 8 Ave	Nov-12	\$8.52
T5160610	Asbestos Abatement:Asbestos Waste Disposal I/Q	Nov-12	\$0.84
T6050233	Mainline Track Rehabilitation: Track Replacement 2012 at Myrtle Avenue	Nov-12	\$15.97
T5120407	Depot Rehabilitation:Lifts: Stengel/Manhattanville	Nov-12	\$5.70
T5120416	Depot Rehabilitation:Priority Repairs: Jamaica Depot	Nov-12	\$4.12
T5130204	Rubber-Tired Vehicles:Replace Rubber Tire Vehicles - 2008-2009	Nov-12	\$7.49
T6090410	Substations (IND):Cabling: Central Substation / 6th Av - Phase 1	Nov-12	\$10.00
T6120402	Misc: Bus Projects:BRT - Bus Rapid Transit 2010-2011	Dec-12	\$10.00
T5090216	Substations (IND):Greeley Substation / 6th Avenue	Dec-12	\$30.81
T6050225	Mainline Track Rehabilitation: Track Replacement 2012 at Brighton	Dec-12	\$7.64
T6050245	Mainline Track Rehabilitation: Track Replacement 2012 at Jerome Ave	Dec-12	\$4.90
T6050242	Mainline Track Rehabilitation: Track Replacement 2012 at Flushing	Dec-12	\$30.16
T6050236	Mainline Track Rehabilitation: Track Replacement 2012 at 6th Avenue	Dec-12	\$14.72
T6041212	Station Component Investments: Ventilators: Ph3 - 7 Loc / Canarsie & 6 Av Lines	Dec-12	\$3.51
T6090201	Substation Enclosures (IRT-BMT): 5 Locations	Dec-12	\$16.64
T40803CI	Mainline Track Rehabilitation:SSI Bergen: I/H Track Wrap-Up	Dec-12	\$1.80
T4120401	Radio & Data Communication:AVLM: Paratransit - 2,273 Veh	Dec-12	\$37.28
T5030212	New Buses:Intelligent Vehicle Network (IVN) at 4 Depots	Dec-12	\$2.12
T5090402	Power Distribution Facilities: Duct Reconstruction: Ryders-Front St/8th Ave (Ph2)	Dec-12	\$21.36
T5120423	Depot Equipment And Machinery:Chassis Wash Lift Replace: Castleton Depot	Dec-12	\$0.55
T5120424	Chassis Wash Lift Replacement: East New York Depot	Dec-12	\$0.55
T6041401	Station Signage:Station Signage	Dec-12	\$3.93
T6050207	Mainline Track Rehabilitation: Track Replacement - 2012: Design and EFA	Dec-12	\$3.33
T6050208	Mainline Track Rehabilitation:Track Force Account - 2012	Dec-12	\$35.00
T6050209	Continuous Welded Rail - 2012	Dec-12	\$5.69
T6050303	Mainline Track Switches:29 Mainline Switches - 2012	Dec-12	\$9.62
T6100413	Yard Track Rehabilitation:Yard Track - 2012	Dec-12	\$3.14
T6100419	Yard Switches - 2012	Dec-12	\$4.98
T6160504	Independent Eng'g Consultant 2010-2014	Dec-12	\$19.48
T6050228	Mainline Track Rehabilitation: Track Replacement 2012 at S/O Court Street	Jan-13	\$2.26
T6050243	Mainline Track Rehabilitation: Track Replacement 2012 at Eastern Parkway	Jan-13	\$2.17
T6050312	Mainline Track Switches: Track Switches - 2012 at Eastern Parkway	Jan-13	\$3.57
T6050237	Mainline Track Rehabilitation: Track Replacement 2012 at Concourse	Jan-13	\$15.13
T6050239	Mainline Track Rehabilitation: Track Replacement 2012 at Canarsie	Jan-13	\$1.15
T6050240	Mainline Track Rehabilitation: Track Replacement 2012 at Rockaway	Jan-13	\$9.16
T6050248	Mainline Track Rehabilitation: Track Replacement 2012 at White Plains Road	Jan-13	\$9.95
T6050314	Mainline Track Switches: Track Switches - 2012 at White Plain Road	Jan-13	\$9.30
T5160602	Groundwater And Soil Remediation (2005)	Jan-13	\$6.99
T5160604	Fire Protection (Fire Alarms): 130 Livingston & Power Ctr	Jan-13	\$15.55
T6100402	Car Maintenance Shops: 207 St OH: Electrical	Jan-13	\$21.25
T5120307	Depot Rehabilitation: ENY	Feb-13	\$17.19
T5120416	Depot Rehabilitation - Priority Repairs: Flatbush Depot	Feb-13	\$5.82
T5120416	Depot Rehabilitation - Priority Repairs: Ulmer Depot	Feb-13	\$8.89
T5120416	Depot Rehabilitation - Priority Repairs: Jamaica Depot	Feb-13	\$0.90
T40404M4	Fare Control Modernization:AFC Replacement, Phase 1: Station Controllers	Feb-13	\$7.53
T5070307	Elevated Structure Rehabilitation: Culver Viaduct Rehabilitation - Phase 2	Feb-13	\$151.41
T5080312	Signal Systems: Interlocking: 4th Ave / Culver	Feb-13	\$118.26
T6030223	Bus Component Systems:Bus Cameras - 2010-14 Purchases	Mar-13	\$24.83
T6160721	Facilities: Distribution:Replace Roofing System at Maspeth Office Building	Mar-13	\$0.20
T5090406	Power Distribution Facilities: Neg Cable Repl: Rockaway & Far Rockaway	Mar-13	\$13.12
T5130210	Rubber-Tired Vehicles:Diesel Part. Filters: Non-Rev Fleet, Ph1	Mar-13	\$4.97
T40803CI	Signal Systems:SSI: Bergen St Interlocking / Prospect Park WRAP-UP	Mar-13	\$1.42
T6160713	Consolidated Employee Facilities:Subways:207 Street / 8th Avenue	Mar-13	\$8.78

MTA New York City Transit

2012-2016 Completions

\$ in millions

ACEP	Project Description	Project	
		Completion Date	Allocation
T6041230	Station Component Repairs: Station Walls-Tile Repl: Borough Hall / Lexington	Apr-13	\$2.84
T6070305	Elevated Structure Rehabilitation:Cypress Hills - 130 Street / Jamaica	Apr-13	\$19.15
T6070318	Line Structure Overcoating:Cypress Hills - 130 Street / Jamaica	Apr-13	\$20.04
T6160602	Asbestos Abatement:Asbestos Abatement I/Q	May-13	\$8.30
T6070303	Elevated Structure Rehabilitation:Culver Viaduct Rehab Phase 3 - Underside	May-13	\$50.64
T6090202	Substations (IND):Modernize 10 Street Substation / Culver	May-13	\$20.63
T6090203	Substation Hatchways: Phase 2 - 2 Loc CONSTRUCTION ONLY	May-13	\$3.81
T6130203	Work Train & Special Equipment: 8 Auger-Type Snowthrowers	May-13	\$8.98
T6030206	New Buses: 90 Articulated Buses	Jun-13	\$78.08
T6120409	Bus Projects:Tank Upgrades: 2 Depots	Jun-13	\$2.60
T6040701	Escalator Replacement:3 Escalators - Southern Manhattan	Jun-13	\$14.48
S6070102	SIR: Structures:Rehabilitation of 8 Bridges	Jun-13	\$20.64
T5120413	Depot Equipment And Machinery:Depot Equipment 2009	Jun-13	\$9.88
T6030202	New Buses:328 Articulated Buses	Jun-13	\$251.94
T6041403	Misc: Stations:Water Condition Remedy (2011)	Jun-13	\$3.77
T6050221	Mainline Track Rehabilitation:Mainline Track Replacement at Dyre Av	Jun-13	\$1.08
T6070301	Water Conditions Remedy:Flood Mitigation/Relieving Platform Rehab/148 St Yard	Jun-13	\$26.22
T5120306	New Depots & Facilities:Clara Hale Depot: Reconstruction	Jul-13	\$253.02
T6090401	Power Distribution Facilities:New Duct Bank: 141 St - 148 St / Lenox	Jul-13	\$22.20
T6160603	Asbestos Abatement:IQ Asbestos/Lead Air Monitoring (2010)	Jul-13	\$7.52
T6160707	Security: Perimeter Hardening: RCC, PCC & 130 Livingston	Jul-13	\$12.00
T5080608	Communication Equipment: Police:PRS: TDI & Coverage (Pilot)	Jul-13	\$10.00
T6080603	Communication Equipment: Police:PRS:Time Domain Interference Solution	Jul-13	\$10.15
T5041403	Intermodal/Transfer Facilities:Myrtle-Wyckoff Intermdl FacI -Signal Wrk	Aug-13	\$0.68
T6041224	Station Component Investments: Painting at Component Locations, Phase 1	Aug-13	\$9.49
S6070102	SIR: Structures:Lemon Creek Culvert Bridge	Aug-13	\$8.14
T6100406	Car Maintenance Shops: Power Centers 2&3: CI OH Shop	Aug-13	\$8.13
T6120403	Radio & Data Communication:Bus Radio System Interim Upgrade	Aug-13	\$0.56
S6070101	SIR: Passenger Stations:Station Structural Repairs, 8 Locations	Sep-13	\$14.97
T5130203	Work Train & Special Equipment:2 Ballast Regulators	Sep-13	\$7.74
T6160703	Maintenance Of Way:RTO Master Tower Hardening	Sep-13	\$4.60
T6160706	Facilities: Distribution:Maspeth Warehouse Repairs	Sep-13	\$9.57
T6041261	Station Component Investments:Station Components: 5 Stations / Brighton	Oct-13	\$9.93
T6041301	Station Accessibility (ADA): Forest Hills - 71 Av / Queens Blvd	Oct-13	\$24.70
T5090212	Misc: Power:Substation Hatchways: 6 Locations CONSTRUCTION ONLY	Oct-13	\$6.10
T6041309	Station Accessibility (ADA): Hunts Point Av / Pelham	Oct-13	\$30.91
T6080301	Signal Systems: AC to DC Line Relay Conversion / Fulton PILOT	Nov-13	\$10.00
T6030207	New Buses: 99 Express Buses	Dec-13	\$73.00
T6030212	New Buses: 100 Articulated Buses	Dec-13	\$91.33
T6030215	New Buses: 156 Articulated Buses	Dec-13	\$165.76
T6050210	Mainline Track Rehabilitation: Track Replacement - 2013	Dec-13	\$196.14
T6050211	Mainline Track Rehabilitation:Track Force Account - 2013	Dec-13	\$35.00
T6050212	Continuous Welded Rail - 2013	Dec-13	\$5.96
T6050304	Mainline Track Switches:29 Mainline Switches - 2013	Dec-13	\$48.89
T6100414	Yard Track Rehabilitation:Yard Track - 2013	Dec-13	\$3.29
T6100420	Yard Switches:Yard Switches - 2013	Dec-13	\$5.22
T5030221	New Buses:60 Express Buses	Dec-13	\$38.26
T5120405	Misc: Bus Projects:Real Time Customer Information, Phase 1	Dec-13	\$30.69
T6041267	Station Component Investments:149 Street-Grand Concourse / Jerome	Dec-13	\$7.17
T6041268	Station Component Investments: 149 Street-Grand Concourse / WPR	Dec-13	\$9.63
T6070304	Elevated Structure Rehabilitation: Viaduct Structure Rockaway & Far Rockaway	Dec-13	\$42.09
T6070307	Line Structure Overcoating:Rockaway Boulevard - Hammels Wye / Rockaway	Dec-13	\$4.48
T41204P2	Depot Rehabilitation:Paving: 3 Locations	Dec-13	\$3.13

MTA New York City Transit
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\$ in millions

ACEP	Project Description	Project	
		Completion Date	Allocation
T6040401	Fare Control Modernization:MVM Electronics Replacement Phase 1	Jan-14	\$10.00
T6041225	Station Renewal:Central Avenue / Myrtle	Jan-14	\$13.40
T6041226	Station Renewal:Seneca Avenue / Myrtle	Jan-14	\$8.06
T6041227	Station Renewal:Forest Avenue / Myrtle	Jan-14	\$7.92
T6041228	Station Renewal:Knickerbocker Avenue / Myrtle	Jan-14	\$12.24
T6041229	Station Renewal:Fresh Pond Road / Myrtle	Jan-14	\$8.22
T6041312	Station Accessibility (ADA):ADA: Ozone Park-Lefferts Blvd / Liberty	Jan-14	\$35.84
T6041308	Station Accessibility (ADA):ADA: Utica Av / Fulton Line	Feb-14	\$16.95
T6040402	Purchase Automated Farecard Access System (AFAS) Units	Feb-14	\$2.31
T6090406	Power Distribution Facilities:CBH 146 Prospect Park / Brighton	Feb-14	\$7.10
T6120406	Bus Washers:3 Bus Washers at Manhattanville Depot	Mar-14	\$0.26
T6160605	Fire Protection:Sprinkler & Alarm Systems: Phase 1 - 5 Locations	Mar-14	\$20.01
T5080307	Signal Systems:Signal Key-By Circuit Mod: Phase 2	Mar-14	\$26.76
T6080301	Maintenance Of Way:Signal Control Modifications Phase 4	Mar-14	\$15.48
T6090203	Misc: Power:Substation Hatchways: 8 Locs	Mar-14	\$10.63
T6041231	Station Renewal:104 Street / Liberty	Apr-14	\$19.69
T6041232	Station Renewal:Ozone Park-Lefferts Boulevard / Liberty	Apr-14	\$8.20
T6041233	Station Renewal:111 Street / Liberty	Apr-14	\$18.83
T6041234	Station Renewal:Rockaway Boulevard / Liberty	Apr-14	\$19.31
T6041235	Station Renewal:88 Street / Liberty	Apr-14	\$19.30
T6041236	Station Renewal:80 Street / Liberty	Apr-14	\$18.98
T6070314	Line Structure Overcoating:Bway Junction - Cypress Hills / Jamaica	Apr-14	\$26.68
T6030218	Fare Control Modernization:Replace Integrated Farebox Unit Components, Ph 2	Apr-14	\$21.94
T6080307	Rapid Transit Operations:Station Time (ST) Improvements, Ph 2 / LEX	May-14	\$29.67
T41302P4	Work Train & Special Equipment:Purchase 9 Diesel-Electric Locomotives	May-14	\$31.04
T5130205	Work Train & Special Equipment:19 Diesel Locomotives	May-14	\$72.37
T6041306	Station Accessibility (ADA):ADA: Kingsbridge Rd / Concourse	May-14	\$32.03
T6030209	New Buses:425 Standard Buses	Jun-14	\$321.48
T6030210	New Buses:89 Express Buses	Jun-14	\$65.76
T6030214	New Buses:97 Express Buses	Jun-14	\$74.53
T6030216	New Buses:71 Standard Buses	Jun-14	\$55.85
T6030222	New Buses:104 Standard Buses	Jun-14	\$72.93
T6041224	Station Component Investments: Painting at Component Locations, Phase 2	Jun-14	\$15.00
T6120406	Bus Washers:7 Bus Washers KB, GH, CS	Jun-14	\$22.26
T6160501	Capital Program Management:Boring Services: Bklyn, Qns, SI	Jun-14	\$1.54
T6160502	Capital Program Management:Boring Services: Manhattan & Bronx	Jun-14	\$1.85
T6160503	Capital Program Management:Test Pits Contract	Jun-14	\$2.60
T6041313	Station Accessibility (ADA):Dyckman Street / Broadway-7th Avenue	Jul-14	\$0.90
T6160716	Depot Rehabilitation:8 AFC (Keene) Employee Office Upgrades @ 5 Depots	Aug-14	\$3.00
T6080303	Signal Systems:Church Ave Interlocking & Automatics / Culver	Aug-14	\$210.61
T6070303	Subway Tunnel Rehabilitation:122 St &135 St Portal Repairs / Broadway-7th Ave	Aug-14	\$0.79
T5160204	Owner-Controlled Insurance Program:2006-2009 Owner-Controlled Insurance	Aug-14	\$132.35
T6160606	Fire Protection:Fire Alarm: 207 Street Overhaul Shop	Aug-14	\$11.00
T6080601	Communications Cable And Equipment:Fiber Optic Cable Replacement: Phase 1	Sep-14	\$15.00
T6040704	Elevator Replacement:Replace 11 Hydraulic Elevators	Oct-14	\$49.91
T6040703	Escalator Replacement:2 Escalators Roosevelt Av / QBL	Oct-14	\$15.48
T6041222	Station Components: Brick Arch Repair: 168 Street & 181 Street / Broadway-7th Av	Oct-14	\$40.10
T6070311	Water Conditions Remedy:Alleviate Flooding At 6 Locs: Manhattan	Oct-14	\$48.69
T6160605	Fire Protection:Sprinkler & Alarm Systems: Phase 2	Nov-14	\$10.00
S6070103	SIR: Track:St. George Interlocking - Phase 1	Nov-14	\$15.00
T6070313	Line Structure Rehabilitation:Structure Repairs / Dyre Avenue Line	Nov-14	\$10.00
T6070315	Line Structure Overcoating:Dyckman Street - 215 Street / Broadway-7th Avenue	Nov-14	\$18.89
T6080604	Public Address/Customer Info Systems:PA/CIS: 43 Stations: Install Cable	Nov-14	\$55.56

MTA New York City Transit
2012-2016 Completions
\$ in millions

ACEP	Project Description	Project	
		Completion Date	Allocation
T6100404	Car Maintenance Shops:207 St Maintenance Shop: DC Power Upgrade	Nov-14	\$19.70
T6050213	Mainline Track Rehabilitation:Mainline Track Replacement - 2014	Dec-14	\$205.41
T6050214	Mainline Track Rehabilitation:Track Force Account - 2014	Dec-14	\$35.00
T6050216	Welded Rail:Continuous Welded Rail - 2014	Dec-14	\$1.86
T6050305	Mainline Track Switches:29 Mainline Switches - 2014	Dec-14	\$51.20
T6080308	Maintenance Of Way:Stop Cable Repl Ph4: Various Locations	Dec-14	\$22.80
T6090404	Power Distribution Facilities:CBH 74 Havermeyer & 74A Bridge / Jamaica	Dec-14	\$24.24
T6100415	Yard Track Rehabilitation:Yard Track - 2014	Dec-14	\$3.45
T6100421	Yard Switches:Yard Switches - 2014	Dec-14	\$5.46
T6041402	Station Rehabilitation:Station Entrance Railings	Dec-14	\$4.02
T41204HU	New Depots & Facilities:AVL: 126 St Depot - Pilot 2	Dec-14	\$7.97
T6041260	Station Component Investments:Station Components: 6 Stations / Jamaica	Dec-14	\$24.66
T6070302	Line Structure Rehabilitation:Rehab Emergency Exits: 75 Locs	Dec-14	\$18.00
T6160710	Consolidated Employee Facilities:Subways:West 4 Street / 6th Avenue	Dec-14	\$4.13
T6160715	Consolidated Employee Facilities:Subways:9 Locations / Crosstown	Dec-14	\$7.51
T6041407	Station Signage:Station Signage	Jan-15	\$4.83
T6070320	Elevated Structure Rehabilitation:Trackway Stabilization / Franklin Shuttle	Jan-15	\$29.53
T6080302	Maintenance Of Way:Messenger Cable Brackets / Brighton	Jan-15	\$1.47
T6090408	Power Distribution Facilities:Negative Cables: 4th Avenue - Phase 2	Jan-15	\$5.00
T6120416	Bus Washers:8 Bus Washers	Jan-15	\$19.40
T6160513	Capital Program Management:Boring Services: Manhattan & Bronx	Jan-15	\$2.03
T6160514	Capital Program Management:Boring Services: Bklyn, Qns & SI	Jan-15	\$1.69
T6160709	Roofing Repair & Replacement:DOS Roof Replacement Phase 3	Jan-15	\$13.68
T5090414	Misc: Power:Cathodic Protection Manhole Relocation at Queensbridge Park	Jan-15	\$3.50
T6080322	Subway Tunnel Rehabilitation:Duct Reconstruction: Steinway Tube / Flushing	Jan-15	\$32.23
T6080322	Maint. of Way:Duct Rehabilitation & Negative Cable: Steinway Tube/Flushing	Jan-15	\$46.46
T6120408	Misc: Bus Projects:Paint Application System: Fresh Pond & Zerega	Jan-15	\$1.70
T40404M6	Fare Control Modernization:AFC System Wrap-Up	Feb-15	\$8.10
T6120410	Depot Equipment And Machinery:HVAC Upgrades - 4 Depots (Locker Rooms)	Mar-15	\$15.27
T6160403	Computer HW & Communications:Enterprise Securty Network Infrastructure	Mar-15	\$10.39
T5160521	Materiel:Concrete Batch Plant Inspection	Mar-15	\$1.21
T5160524	Capital Program Management:Concrete Cylinder Testing	Mar-15	\$0.72
T6160705	Consolidated Employee Facilities:Subways:RTO Fac: Chambers St / Nassau Loop	Mar-15	\$7.07
T6041304	Station Accessibility (ADA):ADA: Platform Gap Retrofit Phase 1 - 14 Stations	Apr-15	\$5.51
T6080609	Station Communication Rooms:Comm Room HVAC Ph 2: 7 Stations / Brooklyn	Apr-15	\$20.00
T6100409	Yard Lighting:Yard Lighting: (Jerome, Pelham)	Apr-15	\$15.07
T6120401	Misc: Bus Projects:Paint Booth Air Systems 6 Loc	Apr-15	\$10.00
T6160717	Facilities:Livingston Plaza: Elevators, Roof, Facade	Apr-15	\$23.56
T6040705	Elevator Replacement:10 Hydraulic Elevators	May-15	\$61.13
T6041304	Station Accessibility (ADA):ADA: Platform Gap Retrofit Phase 2 - 14 Stations	May-15	\$5.86
T5090217	Substation Equipment (IND):Repl DC Feeder Systems At 4 IND Substns	May-15	\$0.39
T6080602	Communications Cable And Equipment:Application Cutover to SONET Phase 1	May-15	\$7.50
T6120302	Depot Rehabilitation:In-House Mini-Rehabs At 3 Locations	Jun-15	\$27.80
T6120421	Misc: Bus Projects:New DOB Facility At St George Terminal	Jun-15	\$4.20
T6160607	Groundwater And Soil Remediation:Groundwater & Soil Remed - 2011	Jun-15	\$6.50
T6160608	Groundwater And Soil Remediation:Consult: UST & Remed (2011)	Jun-15	\$6.00
T6080619	Station Communication Rooms:Communication Room Waterproofing	Jun-15	\$16.00
T6041404	Misc: Stations:Scrubber Room Drainage - 4 Locations	Jun-15	\$4.52
T6070309	Line Structure Overcoating:Portal - East 180 Street / White Plains	Jul-15	\$37.56
T5080323	Communication-Based Train Control:CBTC Test Track Pilot/ Culver Line	Jul-15	\$16.01
T6041310	Station Accessibility (ADA):ADA: 23 Street / Lexington	Jul-15	\$30.18
T6041311	Station Accessibility (ADA):ADA Phase 2: 57 Street - 7 Avenue / Broadway	Jul-15	\$38.77
T6080311	Communication-Based Train Control:CBTC Test Track, Phase 2 / Culver	Jul-15	\$84.90

MTA New York City Transit
2012-2016 Completions
\$ in millions

ACEP	Project Description	Project	
		Completion Date	Allocation
T6160201	Capital Revolving Fund:Capital Revolving Fund - 2010	Aug-15	\$5.00
T6041405	Misc: Stations:Access Improvements: Grand Central / LEX	Aug-15	\$20.43
T6060303	Ventilation Facilities:Vent Plant: Mulry Square / 8AV & BW7	Aug-15	\$118.96
T6130201	Rubber-Tired Vehicles:Purchase 110 Non-Revenue Vehicles - 2011	Aug-15	\$13.20
T6130205	Rubber-Tired Vehicles:Purchase 118 Non-Rev Vehicles: 2012-13 Orders	Sep-15	\$13.94
T5080615	Public Address/Customer Info Systems: 44 Stns: Furn & Install Cabinets	Sep-15	\$9.76
T6080604	PA/CIS: 43 Stns: Furnish-Install Cabinets	Sep-15	\$10.40
T6160601	Asbestos Abatement:Asbestos Abatement: Priority 7	Sep-15	\$5.00
T6120420	Misc: Bus Projects:Jamaica Bus Terminal Reconfiguration	Oct-15	\$3.40
T6070319	Line Structure Overcoating:Broadway Junction - New Lots Avenue / CNR	Nov-15	\$25.73
T6050215	Mainline Track Rehabilitation:Mainline Track Replacement - 2015	Dec-15	\$2.00
T6050306	Mainline Track Switches:Mainline Switch Replacement 2015	Dec-15	\$2.90
T6080602	Communications Cable And Equipment:Application Cutover to SONET Phase 2	Dec-15	\$15.00
T6100416	Yard Track Rehabilitation:Yard Track - 2015	Dec-15	\$0.06
T6100422	Yard Switches:Yard Switches - 2015	Dec-15	\$0.65
T6041207	Station Renewal:Buhre Avenue / Pelham	Dec-15	\$23.58
T6041208	Station Renewal:Middletown Road / Pelham	Dec-15	\$21.62
T6041209	Station Renewal:Zerega Avenue / Pelham	Dec-15	\$21.97
T6041210	Station Renewal:Castle Hill Avenue / Pelham	Dec-15	\$22.49
T6041206	Station Component Investments:Pelham Bay Park / Pelham	Dec-15	\$10.16
T6080603	Communication Equipment: Police:Police Radio Wrap-Up	Dec-15	\$17.87
T6080613	Antenna Cable Replacement:Antenna Cable Upgrade/Replacement Ph 1	Dec-15	\$16.42
T6160704	Consolidated Employee Facilities:Subways:Employee Facility: Jay St / Fulton	Dec-15	\$12.32
S6070104	SIR: Car Rehabilitation:R-46 Retrofit for SIR Service	Jan-16	\$20.00
T6030208	New Paratransit Vehicles:52 Paratransit Vans	Jan-16	\$4.04
T6030213	New Paratransit Vehicles:333 Paratransit Vans	Jan-16	\$29.68
T6030217	New Paratransit Vehicles:222 Paratransit Vehicles	Jan-16	\$20.59
T6040401	Fare Control Modernization:HEET NR Electronics Replacement Ph I	Jan-16	\$2.71
T6040405	Fare Control Modernization:Smart Card Implementation, Phase 1	Jan-16	\$60.00
T6041202	Station Renewal:Station Renewal: 7 Locations - 2013 Reserve	Jan-16	\$91.84
T6041409	Misc: Stations:Church Street Corridor Improvements	Jan-16	\$70.00
T6080304	Signal Systems:Repl Solid State Sig Equip - 8 Locs	Jan-16	\$28.49
T6080312	Maintenance Of Way:Signal Control Modifications Phase 5	Jan-16	\$10.00
T6080610	Information Technology:PBX Upgrade	Jan-16	\$14.21
T6080616	Station Communication Rooms:Comm Room HVAC - Phase 3	Jan-16	\$27.63
T6080617	PA/CIS: Real Time Train Arrival Information: B-Division, Phase 2	Jan-16	\$120.00
T6090204	Substations (IND):Cabling: Central Substation / 6th Av - Phase 2	Jan-16	\$20.40
T6090206	Misc: Power:Substation Hatchways: Phase 3 - 23 Loc	Jan-16	\$17.03
T6090407	Emergency Alarms Replacement:Replace Emergency Alarms (EAs) Phase1	Jan-16	\$21.08
T6120305	New Depots & Facilities:ENY Paint Shop Rehab For Alternative Use	Jan-16	\$10.00
T6120411	Depot Equipment And Machinery:Depot Equipment Replacement	Jan-16	\$15.94
T6120412	Depot Equipment And Machinery:Lot Development (Jam, Grand)	Jan-16	\$5.19
T6120413	Radio & Data Communication:Replace The Adept System	Jan-16	\$7.20
T6120414	Depot Equipment and Machinery:Automated Fuel Management System Upgrade	Jan-16	\$2.50
T6120415	Depot Equipment and Machinery:Replace Bus Lifts	Jan-16	\$14.30
T6130202	Work Train & Special Equipment:54 Flat Cars	Jan-16	\$35.38
T6130204	Work Train & Special Equipment:10 Diesel-Electric Locomotives (Option)	Jan-16	\$40.68
T6130206	Rubber-Tired Vehicles:Purchase 101 Non-Rev Vehicles: 2013-14 Orders	Jan-16	\$11.50
T6160402	Computer HW & Communications:Enterprise-Wide SAN/Disaster Recovery Phs 2	Jan-16	\$11.68
T6160404	Information Technology:Wan And Legacy Systems Replacement	Jan-16	\$9.61
T6160515	Capital Program Management:Test Pits Contract (2014)	Jan-16	\$5.56
T6160604	Asbestos Abatement:Asbestos Disposal	Jan-16	\$2.52
T6160718	Revenue Facilities:Replace Currency Counters	Jan-16	\$3.49

MTA New York City Transit
2012-2016 Completions
\$ in millions

ACEP	Project Description	Project	
		Completion Date	Allocation
T6090409	Power Distribution Facilities:CBH 275: Pearl Street / Clark	Feb-16	\$8.13
T5010101	New Subway Cars:23 A Division Cars - R188; Convert 10 R142A Cars	Feb-16	\$116.46
T6010101	New Subway Cars:103 A Division Cars - R188 Option	Feb-16	\$272.39
T6080607	Copper Cable Upgrade/Replacement Phase 2 - CONSTRUCTION	Feb-16	\$8.89
T6100407	Car Maintenance Shops:DCE Shop Component Priority Repairs Ph 2	Mar-16	\$45.13
T6100408	Shop Equipment And Machinery:Heavy Shop Equipment Replacement	Mar-16	\$12.88
T6060203	Tunnel Lighting Rehabilitation:36 St To Jackson-Roosevelt / Queens Blvd	Mar-16	\$62.14
T6160609	Abatement:Asbestos Abatement 2013	Apr-16	\$9.66
T6160712	Facilities:Power Upgrade: RCC, PCC	Apr-16	\$23.09
T6160719	Roofing Repair & Replacement:DOS Roof Replacement Phase 4	Apr-16	\$14.88
S6070107	SIR: Power:Installation Of Composite Contact Rail	Jun-16	\$14.21
T6041403	Misc: Stations:Water Condition Remedy (2013)	Jun-16	\$3.28
T6060401	Water Conditions Remedy:Deep Wells: Nostrand Ph 2: Rehabilitate	Jun-16	\$15.96
T6070306	Demolition of Abandoned Structures - Various	Jun-16	\$15.15
T6080305	Communication-Based Train Control:CBTC Flushing: 370 R-142A Conversions	Jun-16	\$224.78
T6080307	Rapid Transit Operations:Station Time (ST) Improvements, Ph 3 / LEX	Jun-16	\$21.81
T6160610	Asbestos Abatement:Asbestos/Lead: Air Monitor	Jun-16	\$9.12
T6060305	Ventilation Facilities:Replace Vent Controls: 26 Locations	Jul-16	\$15.82
T6080310	Signal Systems:2 Interlockings: Union Turnpike & 71 Av	Jul-16	\$362.69
T6060404	Pumping Facilities:Pumps: 2 Locs - Manhattan Midtown	Aug-16	\$21.02
T6010102	New Subway Cars:300 B Division Cars - R179	Sep-16	\$638.00
T6070317	Line Structure Overcoating:West 8 Street - Church Avenue Portal / Culver	Nov-16	\$51.43
T6160720	Maintenance Of Way:RTO Facilities Hardening Ph 2	Nov-16	\$10.00
T6041223	Station Component Investments:Station Component Repairs: 2012	Dec-16	\$65.44
T6080318	Signal Systems:Signal Key-By Circuit Mods: Phase 3	Dec-16	\$15.00
T6030204	New Paratransit Vehicles:321 Paratransit Vehicles	Dec-16	\$24.20

MTA Long Island Rail Road

2012-2016 Completions

\$ in millions

ACEP	Project Description	Completion Date	Project Allocation
L30209EC	Little Neck Station Platform Improvements	Jan-12	\$1.3
L40703C1	Circuit Brkr House - "F" Tower	Jan-12	\$7.2
L50101M7	M7 Procurement - 158 Cars	Jan-12	\$388.4
L50502SC	CTC-Traction Power-SCADA	Jan-12	\$14.7
L5020428	Forest Hills Station-Ramp	Feb-12	\$2.0
L50699YY	Babylon Car Wash	Feb-12	\$25.5
L50701PH	Demo/Const 6 Substations	Feb-12	\$61.3
L509048D	Richmond Hill Yard - Environme	Mar-12	\$1.0
L60301TB	2011 Annual Track Program	Mar-12	\$55.1
L4020434	Valley Stream Station Rehab	Apr-12	\$7.0
L308059B	Brooklyn\Queens Freight Projs	Jun-12	\$9.0
L4070370	Flatbush Substation Upgrade	Jun-12	\$5.1
L502042T	Escalator Replacement Program	Jun-12	\$5.7
L50301R3	Fencing	Jun-12	\$3.1
L509048C	LIC Car Wash Environmental Rem	Jul-12	\$1.2
L506016Y	LCM-Shop Design and Construction	Sep-12	\$46.5
L60301TL	Right of Way - Fencing	Sep-12	\$8.0
L60601YA	Shop Reconfig& Reliability Centered Maint Infrastr	Sep-12	\$10.4
L302097W	LIRR Stations Imps/Farley	Dec-12	\$28.3
L50205U2	Kew Gardens & Stony Brook Parking (2010 Mentoring)	Dec-12	\$0.5
L50206VF	Penn Station Visioning Study	Dec-12	\$2.5
L50401B8	Queens Blvd Bridge Rehabilitation	Dec-12	\$23.1
L50402VA	ERT Fire & Life Safety	Dec-12	\$116.3
L509048R	GP-38 Diesel Simulator	Dec-12	\$2.3
L60301TC	2012 Annual Track Program	Dec-12	\$51.8
L60301TF	Construction Equipment	Dec-12	\$7.0
L30209EB	Amityville Station Fencing	Jan-13	\$0.1
L50304T8	Main Line Corridor-Grade Xing	Jan-13	\$80.8
L50401B2	Bridge Painting	Jan-13	\$5.0
L50501S6	Improved Radio Coverage/Infras	Jan-13	\$15.3
L509048A	Substations Environmental Reme	Jan-13	\$10.5
L50206VD	PS Customer Service Office	Feb-13	\$0.8
L50701PG	Replace 3 Substations	Mar-13	\$36.8
L509048K	Morris Park Environmental Stud	Mar-13	\$8.6
L50206VC	PS Emp Fac Yards & Buildings	Mar-13	\$2.2
L502042D	New Elevators-Queen Village St	Apr-13	\$8.5
L50301E1	Track Equipment	Apr-13	\$34.0
L50101M4	Protect & Work Loco Spec Devel	Jun-13	\$2.8
L60204UK	Smart Card Improvements	Jun-13	\$10.0
L50204UK	SMART Card Improvements - Study	Dec-13	\$1.0
L509048H	Holban Yard - Environmental De	Dec-13	\$0.9
L60401BF	Atlantic Avenue Viaduct - Phase lib	Dec-13	\$46.8
L60701AN	3rd Rail Feeder Cable Upgrade	Dec-13	\$2.5
L60701AP	Negative Reactor Upgrade	Dec-13	\$4.0
L50304T7	Main Line Corridor-Des/Con Ph1	Jan-14	\$122.9
L509048B	Yaphank Landfill Environmental	Jan-14	\$2.2
L5060161	Diesel Locomotive Shop Upgrade	Mar-14	\$10.0
L60301TD	2013 Annual Track Program	Mar-14	\$59.5
L60601YC	Hillside Maintenance Facility	Mar-14	\$2.8
L5020427	Replace Elevator-Atlantic Term	Apr-14	\$3.4
L60204UC	Wantagh Station Platform Replacement	Jun-14	\$21.2
L60301TG	Atlantic Branch Half ties	Jun-14	\$14.0
L60301TH	Merrick / Bellmore Direct Fixation	Jun-14	\$34.0
L60601YB	Hillside Facility Roof Renewal	Jun-14	\$6.0
L50301TP	Queens Blvd Track & Deck Rehabilitation	Sep-14	\$11.3
L50601Y3	Jamaica Station Building Rehab	Sep-14	\$8.5
L60401BC	Colonial Road Highway Bridge Replacement	Sep-14	\$10.0

MTA Long Island Rail Road

2012-2016 Completions

\$ in millions

ACEP	Project Description	Completion Date	Project Allocation
L60501L6	PennStation Radio Retrofit/EastRiverTunnel Antenna	Sep-14	\$6.5
L60501L7	Atlantic Avenue Tunnel Cable Replacement	Sep-14	\$5.1
L60502LD	Babylon Interlocking Renewal	Sep-14	\$76.5
L60601YK	Montauk Yard Improvements	Sep-14	\$8.4
L4020424	Atlantic Terminal	Dec-14	\$94.3
L60204UF	Mets / Willets Point Station Renovation	Dec-14	\$6.2
L60206VL	Penn Station Heating, Ventilation & Air Conditioning	Dec-14	\$11.0
L60304TV	Massapequa Pocket Track	Dec-14	\$19.6
L60304TW	Extend Great Neck Pocket Track	Dec-14	\$26.1
L60401BB	Bridge Program	Dec-14	\$24.6
L60401BE	Construct Three Montauk Branch Bridges	Dec-14	\$22.4
L60401BG	Bridge Painting Program	Dec-14	\$5.2
L60502LB	Signal Normal Replacement Program	Dec-14	\$15.0
L60701AB	Substation Battery Replacement	Dec-14	\$0.8
L60701AC	Signal Power Motor Generator Replacement	Dec-14	\$2.0
L60701AD	Substation Pilot Wire & Relay Replacement	Dec-14	\$2.0
L60701AE	3rd Rail - 2000 Million Cubic Meter Cable	Dec-14	\$2.5
L60701AF	3rd Rail - Disconnect Switches	Dec-14	\$1.0
L60701AG	3rd Rail - Protection Board	Dec-14	\$9.2
L60701AH	3rd Rail - Aluminum Rail	Dec-14	\$10.9
L60701AK	Signal Power Line Replacement	Dec-14	\$3.0
L60701AL	Power Pole Line Replacement	Dec-14	\$3.0
L60904N6	Smithtown Viaduct Remediation	Dec-14	\$3.2
L60205U1	Intermodal Facility Development	Mar-15	\$50.0
L60301TE	2014 Annual Track Program	Mar-15	\$57.1
L60502LE	Supervisory Control & Remote Terminal Unit	Mar-15	\$9.3
L60502LF	Centralized Train Control	Mar-15	\$30.0
L60601YL	Port Washington Yard Reconfiguration	Mar-15	\$12.1
L60204UB	Massapequa Station Platform Replacement	Jun-15	\$20.3
L60204UH	Elevator Replacement Program	Jun-15	\$5.0
L60301TN	Right of Way - Track Stability / Retaining Walls	Jun-15	\$1.1
L60501L2	PrivateBranchExchange-Wayside Phone Rplcmt Phase 1	Jun-15	\$10.5
L60501L3	Communication Pole / Copper Plant Replacement	Jun-15	\$7.0
L60501L4	Radio Coverage Improvements	Jun-15	\$10.3
L60301TJ	Right of Way - Culverts	Sep-15	\$2.5
L60301TK	Right of Way - Drainage Control	Sep-15	\$3.5
L60601YN	New Mid Suffolk Electric Yard	Sep-15	\$79.2
L60604YT	Employee Facilities Renewal	Sep-15	\$10.0
L60904N4	Yaphank Landfill Remediation	Sep-15	\$9.1
L60401BH	Woodhaven Boulevard Bridge	Dec-15	\$11.0
L60501L1	Fiber Optic Network	Dec-15	\$10.0
L60701AA	Substation Replacements	Dec-15	\$60.0
L60701AJ	Atlantic Avenue Tunnel Lighting	Dec-15	\$7.0
L60701AM	New Substations	Dec-15	\$22.1
L60904N3	Chlordane Remediation - 20 Substations	Dec-15	\$8.5
L502042E	New Elevators -Flushing-MainSt	Apr-16	\$8.5
L60502LA	Positive Train Control (PTC)	Jun-16	\$264.5
L60502LC	Speonk to Montauk Signalization	Jun-16	\$49.9
L50502SM	PTC DES only	Jul-16	\$9.5
L60301TM	East River Tunnel Track Replacement	Dec-16	\$28.0
L60304TU	Jamaica Capacity Improvements - Phase One	Dec-16	\$345.0
L60401BD	150th Street - Jamaica & Broadway /Port Washington	Dec-16	\$29.7

MTA Metro North Railroad

2012-2016 Completions

\$ in millions

ACEP	Project Description	Completion Date	Project Allocation
M5020203	Poughkeepsie Station Building	Jan-12	\$18.4
M5020303	Cortlandt Pkg. & Access Imp.	Jan-12	\$34.8
M6030205	Bridge Walkways Installation	Jan-12	\$1.9
M6040114	Radio Base Station Replacement	Jan-12	\$0.8
M5020102	GCT Leaks Remediation	Feb-12	\$2.4
M5010111	West of Hudson Locomotives -4	Mar-12	\$8.3
M5020110	GCT Trainshed Block Restoration-Phase 1	Mar-12	\$2.5
M5050102	Tagging Relays - H&H	Mar-12	\$12.7
M5050108	Harlem And Hudson Lines Power	Mar-12	\$9.0
M6030204	DC Substation / Signal House	Mar-12	\$1.8
M5020209	Bronx Stations/Capacity Imp	Apr-12	\$15.5
M6050105	Replace Substation Batteries	Apr-12	\$1.0
M5020207	Station & Platform Info. Signs	May-12	\$1.0
M5029901	Tarrytown Station Improvement	May-12	\$36.4
M6030103	GCT Turnout / Switch Renewal	May-12	\$13.6
M3030928	Pt Jervis Line Trop Storm Irene Restoration-Phs 1	Jun-12	\$12.8
M3031104	Pt Jervis Line Trop Storm Irene Restoration-Phs 2	Jun-12	\$14.2
M5020108	GCT Water Conveyance Utilities	Jun-12	\$3.5
M6030111	2011 Cyclical Track Program	Jun-12	\$12.4
M6040107	Refurbish / Replace Electrical Switch Machine	Jun-12	\$0.5
M6040109	Replace High Cycle Relays	Jun-12	\$0.6
M6030106	Cyclical Replacement of Insulated Joints	Jul-12	\$2.5
M5080109	Customer & Employee Comms.	Aug-12	\$9.0
M6030303	Moodna / Woodbury Viaducts	Aug-12	\$10.0
M6040105	Crossing Upgrades - Phase 2	Sep-12	\$1.0
M4030203	Purchase MoW Equipment	Oct-12	\$10.8
M5020202	Croton Harmon/Peekskill Impr.	Oct-12	\$15.4
M5040107	Signal System Replacement	Oct-12	\$31.9
M5010112	Rolling Stock - Signals - PTC	Dec-12	\$5.3
M5020211	System-Wide Vending Machines	Dec-12	\$0.6
M5020302	Parking Expansion	Dec-12	\$3.5
M5029903	Pok Station Bldg-Doors/Windows	Dec-12	\$5.9
M5030201	Replace/Repair Undergrade Brid	Dec-12	\$26.4
M5040111	C&S Cable Repl GCT-Mott Haven	Dec-12	\$4.2
M5040118	Positive Train Control (PTC)	Dec-12	\$9.9
M5050101	Substation Bridge 23	Dec-12	\$15.1
M5060103	Harmon Shop Repl. -Master Plan	Dec-12	\$346.2
M5080114	PTC - Scope Development	Dec-12	\$4.0
M6030201	Replace Timbers Undergrade Bridges	Dec-12	\$3.7
M6030203	Right-of-Way Fencing	Dec-12	\$0.8
M6030206	Remove Obsolete Facilities	Dec-12	\$3.0
M6040103	Replace Fiber / Communication & Signals Cables	Dec-12	\$8.8
M6040104	Replace Field Code System - Mott Haven	Dec-12	\$1.8
M6040113	Rolling Stock Radios and PA Equipment	Dec-12	\$0.3
M6040116	Radio Frequency Rebanding	Dec-12	\$3.7
M6050109	Replace 3rd Rail Brackets - Park Avenue Tunnel	Dec-12	\$5.6
M6040111	PBX Equipment Upgrade	Jan-13	\$2.9
M6010103	Shuttle / Switcher Locomotives	Feb-13	\$13.1
M6020101	GCT Trainshed / Park Avenue Tunnel Structure	Feb-13	\$30.0
M6020301	Parking Renewal	Feb-13	\$2.5
M6030105	Maintenance of Way Equipment / Rolling Stock	Feb-13	\$6.3
M6040112	Mobile / Portable Radios	Feb-13	\$0.2
M4020313	North White Plains Pkg. EIS/EA/Prelim Design	Mar-13	\$6.3
M5080112	WHRTAS Study Phase II AA	Apr-13	\$4.0
M6030108	Drainage and Undercutting	Apr-13	\$10.0
M6040101	Positive Train Control	Apr-13	\$187.1
M6030112	2012 Cyclical Track Program	Jun-13	\$13.0

MTA Metro North Railroad

2012-2016 Completions

\$ in millions

ACEP	Project Description	Completion Date	Project Allocation
M6030109	Rebuild Retaining Walls	Aug-13	\$5.0
M6020108	GCT Utilities	Sep-13	\$27.4
M6030210	Replace / Repair Undergrade Bridges	Sep-13	\$36.5
M6050104	Replace Motor Alternators	Sep-13	\$8.0
M5020206	Station Building Rehabs.	Oct-13	\$11.3
M6030304	Otisville Tunnel Renewal	Oct-13	\$3.0
M5020301	Parking Rehabilitation	Nov-13	\$1.2
M6030214	Park Avenue Viaduct Direct Fixation	Nov-13	\$1.8
M6040102	West of Hudson Signal Improvements	Nov-13	\$67.6
M3070106	Penn Station Access	Dec-13	\$6.6
M6030202	Renew / Replace Railtop Culverts	Dec-13	\$3.6
M6030213	Catenary Painting/Rehabilitate Catenary Structures	Dec-13	\$4.0
M6030302	West of Hudson Improvements	Dec-13	\$3.8
M6040108	Design / Replace Harlem and Hudson Track Relays	Dec-13	\$1.2
M6020207	Smart Card Improvements	Feb-14	\$9.1
M6030113	2013 Cyclical Track Program	Apr-14	\$13.6
M6030305	West of Hudson Replace / Renew Undergrade Bridges	Apr-14	\$11.9
M5010107	M-8 NHL Purchase - 210+90 Cars	May-14	\$110.7
M6010101	EMU Replacement / Repair	May-14	\$25.0
M6010102	M-8 New Haven Line Purchase	May-14	\$220.5
M6020102	Park Avenue Tunnel Renewal	May-14	\$7.5
M6050101	Substation Bridge 23 - Construction	May-14	\$32.8
M6020206	New Haven Line Stations - Phase II	Jun-14	\$37.2
M6020202	Fordham Station Improvements	Aug-14	\$13.0
M6040106	Centralized Train Control /SCADA Intrusion Testing	Aug-14	\$0.7
M5030206	Overhead Bridge Program-E of H	Sep-14	\$6.0
M6030211	Harlem River Lift Bridge Cable	Sep-14	\$10.5
M6050107	Harlem River Lift Bridge Breaker Houses / Controls	Sep-14	\$13.6
M5020210	SmartCard	Dec-14	\$2.8
M6020104	GCT Trainshed Track Structure	Dec-14	\$3.0
M6020109	Customer Communications - GCT	Dec-14	\$2.0
M6030104	Turnouts: Yards / Sidings	Dec-14	\$4.4
M6030209	Employee Welfare and Storage Facilities	Dec-14	\$10.0
M6030212	Overhead Bridge Program - East of Hudson	Dec-14	\$17.1
M6030301	West of Hudson Track Program	Dec-14	\$21.2
M6050108	Replace 3rd Rail Sectionalizing Switches	Dec-14	\$1.3
M6080109	Systemwide Security Initiatives	Dec-14	\$5.0
M5050111	Renew H&H Substations	Jan-15	\$11.1
M6050102	Renewal Harlem & Hudson Substations - Construction	Jan-15	\$8.0
M6050103	Harlem & Hudson Lines Power Improvements	Jan-15	\$35.7
M6060104	Port Jervis Yard Expansion	Jan-15	\$7.3
M6020201	Poughkeepsie Station Building	Feb-15	\$6.0
M6030114	2014 Cyclical Track Program	Apr-15	\$14.3
M6030107	Rock Slope Remediation	May-15	\$7.0
M6080104	Independent Engineer	Jun-15	\$6.7
M6020203	Harlem Line Station Renewal	Sep-15	\$24.5
M6020204	Station Building Renewal / Net Lease	Sep-15	\$4.9
M6020302	Strategic Facilities	Sep-15	\$45.5
M6060102	Wassaic Yard Expansion - D/C	Sep-15	\$3.0
M5030218	Systemwide Flood Control	Dec-15	\$3.2
M6020107	GCT Platform Improvements	Dec-15	\$3.1
M6060103	Other Shops / Yards Renewal	Dec-15	\$24.1
M6020106	GCT Elevator Renewal - Phase 4	Apr-16	\$7.5
M6020105	GCT Leaks Remediation	Oct-16	\$13.0
M6020110	GCT Recycling Facility	Dec-16	\$7.5
M6030102	Turnouts: Mainline / High Speed	Dec-16	\$69.8
M6060101	Harmon Shop Improvements	Dec-16	\$289.8

MTA Bridges and Tunnels

2012-2016 Completions

\$ in millions

ACEP	Project Description	Completion Date	Project Allocation
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	Jan-12	\$338.3
D503AW48	2nd Generation E-Zpass In-Lane	Feb-12	\$5.1
D403AW37	Operations Center @ RI & Other	Mar-12	\$15.7
D502TN50	Replace Concrete Deck	Mar-12	\$76.7
D503VN03	New Toll Plaza - Phase 1	Mar-12	\$13.8
D505AW12	Hazardous Material Abatement	Mar-12	\$3.7
D603AW48	2nd Generation E-Zpass In-Lane	Mar-12	\$35.0
D501TB23	HRD Ramp	Apr-12	\$11.8
D501TN87	Anchorage and Tower Protection	Sep-12	\$11.8
D503AW37	Operation Centers TS Systems	Sep-12	\$3.3
D607TN87	Paint - Bronx and Queens Tower Fender Systems	Sep-12	\$8.3
D502BW89	Elevated & On Grade (Bx) Appr.	Oct-12	\$212.3
D607VN88	Tower Painting - Below Roadway Level	Oct-12	\$30.4
D501BW97	Concrete Anchorage Repairs	Dec-12	\$9.2
D504AW80	Variable Message Signs	Dec-12	\$3.6
D601CB09	Substructure & Underwater Work	Feb-13	\$20.1
D601TN52	Miscellaneous Structural Rehabilitation	Jun-13	\$22.0
D501TN85	Suspended Span Cable Rewrap	Jul-13	\$40.4
D607TN85	Steel Repairs - Suspended Span	Jul-13	\$6.2
D506AW28	Scope Development	Aug-13	\$5.5
D601AW98	Feasibility Study:BBT/QMT Improve/Modernize	Aug-13	\$3.4
D602HH10	Upper Level Sidewalk / Curb Stringers	Sep-13	\$42.0
D607HH10	Paint - Curb Stringers	Sep-13	\$0.8
D601HH07	Structural Rehabilitation - Phase I	Dec-13	\$8.6
D604BW15	Necklace Lighting	Dec-13	\$10.7
D602TN82	Rehabilitate Orthotropic Deck - Phase B	Jan-14	\$25.4
D607TN82	Paint - Bronx and Queens Approach Spans	Jan-14	\$46.2
D601BW07	Tower and Pier Fender Protection	Mar-14	\$3.1
D601BW97	Concrete Anchorage Repairs	Jul-14	\$10.7
D405BB43	Rehab Battery Parking Garage	Sep-14	\$44.6
D601RK19	Seismic and Wind Study	Sep-14	\$5.4
D602RK73	Deck Replacement- RfK MQ Ramp	Sep-14	\$76.0
D604BB45	Replace Electrical Switchgear & Equipment	Sep-14	\$56.7
D601MP06	Substructure & Underwater Scour Protection	Oct-14	\$17.1
D601BW84	Cable Investigation / Monitoring	Dec-14	\$9.2
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	Dec-14	\$19.1
D607AW95	Miscellaneous Agency Wide Painting	Dec-14	\$6.3
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	Dec-14	\$19.6
D602BW89	Deck Replacement - Elevated and On Grade Approach	Jan-15	\$166.1
D505QM01	Service & FE Building Rehab	Jun-15	\$13.3
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	Jul-15	\$73.6
D604VN87	Substation #1 Rehabilitation	Sep-15	\$16.6
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	Nov-15	\$7.6
D603AW54	Regional Integration	Nov-15	\$3.1
D607MP21	Paint - Rockaway Point Overpass	Nov-15	\$1.1
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	Dec-15	\$49.4
D603AW35	Weather Information Systems	Dec-15	\$1.2
D603AW50	Wireless Communications	Dec-15	\$2.4
D604AW80	Advanced Traveler Information Systems	Dec-15	\$19.4
D605BB21	Service Building Rehabilitation	Dec-15	\$4.4
D605BB43	Misc. Repairs at BP Garage	Dec-15	\$6.3
D603AW36	Installation of CCTV / Fiber Optic Cable	Jan-16	\$12.1
D604MP03	Programmable Logic Controller & Mechanical Rehab.	Mar-16	\$20.2
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	Apr-16	\$20.6
D602VN80	Replace Upper Level Suspended Span	Apr-16	\$414.0
D603AW52	Advanced Traffic Detection / Management System	Apr-16	\$4.6
D601RK76	Miscellaneous Structural Repair	Jun-16	\$20.0

MTA Bridges and Tunnels

2012-2016 Completions

\$ in millions

ACEP	Project Description	Completion Date	Project Allocation
D602BB54	Replacement Brooklyn Plaza Structural Slab	Jun-16	\$22.3
D601BW14	Miscellaneous Structural Rehabilitation	Aug-16	\$13.5
D602TN49	Suspended Span Replacement - Phase A	Dec-16	\$96.8

MTA Capital Construction Company

2012-2016 Completions

\$ in millions

ACEP	Project Description	Completion Date	Project Allocation
G4100106	SAS Tunnels 92 St-62 St (00-04 & 05-09)	Mar-12	397.1
G5100109	SAS Tunnels 92 St-62 St (00-04 & 05-09)	Mar-12	34.3
G5110104	Running Tunnel	Apr-12	1,165.1
G5090126	Expansion Joints	Jul-12	4.8
G4120114	FSTC 4C/D-4/5 Rehab - Dey St Headhouse	Jul-12	80.9
G5110107	Construction (Site L)	Aug-12	63.8
G4120115	FSTC 4E-Dey St Conc Finishes	Nov-12	27.2
G4120106	FSTC 4B- A/C Mezzanine, J/M/Z	Nov-12	175.4
G4090143	44th St and 245 Park Ave Entr	Dec-12	52.8
G5090119	Harold & Point CIL	Dec-12	8.1
G5110108	Construction (Site J)	Dec-12	129.2
G4120108	FSTC 4G-Corbin Bldg Restoration	Dec-12	78.5
G5110110	Construction (Site K)	Dec-12	61.2
G5090115	50th St. Vent Plant Facility	Jan-13	99.1
G5090148	Northern Blvd Crossing	Mar-13	101.0
G5090122	Queens Bored Infrastructure	Mar-13	763.5
G4090126	Harold Structures (Part 2A) (00-04 & 05-09)	May-13	27.1
G5090155	Harold Structures (Part 2A) (00-04 & 05-09)	May-13	11.2
G5100101	Cntract 2A 96 St Stn Structure (05-09 & 10-14)	Jul-13	381.6
G6100107	Cntract 2A 96 St Stn Structure (05-09 & 10-14)	Jul-13	8.0
G4090119	MH Tunnel Excavation	Aug-13	413.5
G5090114	GCT Concourse Civil&Structural (05-09 & 10-14)	Aug-13	539.2
G6090130	GCT Concourse Civil&Structural (05-09 & 10-14)	Aug-13	244.7
G5090117	Harold Structures (Part 1)	Dec-13	204.9
G5090118	Harold Interlocking Stage 1-4	Dec-13	67.0
G5100102	Cntract 4B 72 St Stn Structure	Dec-13	481.2
G5100108	Contract 3: 63rd St Stn Rehab	May-14	201.7
G5110106	Site A Fac; Finishes and Systems	Jun-14	578.4
G4120107	FSTC 4F-Transit Center Enclosure	Jun-14	224.9
G6090120	Plaza Substation & Structures	Aug-14	162.1
G5100107	Cnt 5B 86St Stn Mining&Lining (05-09 & 10-14)	Sep-14	76.9
G6100103	Cnt 5B 86St Stn Mining&Lining (05-09 & 10-14)	Sep-14	260.9
G6100102	4C: Station Finishes/MEP 72 St	Oct-15	272.3
G6100101	2B/C: Shell/Finishes/MEP 96 St	Nov-15	439.3
G5110112	Construction: Core&Shell (Site P)	Dec-15	103.8
G6100104	5C: Station Finishes/MEP 86 St	Jul-16	265.9
G5100104	Cntract 6: SAS Systems	Aug-16	324.4
G5090154	250 HZ Track Circuit	TBD*	12.5
G5090119	Harold & Point CIL	TBD*	30.8
G6090137	Signal Equipment	TBD*	20.7
G6090112	55th St. Ventilation Facility	TBD*	50.1
G6140105	Amtrak Buildings	TBD*	16.1

*ESA Project adjustments underway to reflect update reported to Board in May 2012, therefore subject to change.

MTA Bus Company

2012-2016 Completions

\$ in millions

ACEP	Project Description	Completion Date	Project Allocation
U4030299	Design/Consultant Services	Apr-12	\$14.9
U4030213	45 CNG Buses 2009	Apr-12	\$25.6
U5030212	Roof/Ventilation Baisley Park	Apr-12	\$8.5
U5030211	Roof/Ventilation Far Rockaway	May-12	\$6.9
U5030213	Roof/Ventilation E'chester Mtc	May-12	\$3.6
U5030203	Roof/Ventilation LaGuardia	Jun-12	\$7.0
U5030215	Fueling Lane & Bus Wash LG	Jul-12	\$2.4
U5030209	Upgrade Parking - JFK & BP	Sep-12	\$9.8
U6030215	Purchase 79 CNG Standard Buses	Oct-12	\$40.3
U5030217	Fire Protection JFK LG BP ECH	Nov-12	\$8.6
U5030207	Environmental Remediation Rsrv	Dec-12	\$17.4
U5030214	Roof/Ventilation JFK	Dec-12	\$9.5
U6030216	Purchase 74 Standard Buses	Jan-13	\$46.3
U5030202	College Point Building Annex	Feb-13	\$3.0
U5030219	Service Vehicles	Feb-13	\$4.0
U5030205	Relo. Tanks/Washers-Eastchester	Mar-13	\$12.9
U5030210	Security Upgrade CP ECH YONKRS	Mar-13	\$2.8
U5030218	Security Upgrade 5 Locs.	May-13	\$7.5
U5030216	Addtnl Fuel Capacity BP JFK LG	Aug-13	\$8.7
U6030205	Depot Equipment	Sep-13	\$15.0
U5030204	Elec Upgrd/Emer Gens 6 Depots	Oct-13	\$13.3
U5030220	Depot Equipment	Dec-13	\$7.2
U6030206	Purchase Service Vehicles	Jan-15	\$4.6
U6030207	New Elevator at College Point Depot	Jan-15	\$2.2
U6030224	Bus Cameras	Dec-15	\$2.2
U6030210	"5 New Bus Washers Spring Creek	Jan-16	\$6.5
U6030211	"New HVAC Spring Creek	Jan-16	\$6.5

MTA Police Department

2012-2016 Completions

\$ in millions

ACEP	Project Description	Completion Date	Project Allocation
N5100104	K-9 Facility	Jun-14	\$10.5

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OPERATING IMPACTS EXCEEDING \$1 MILLION FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2012-2016

NEW YORK CITY TRANSIT CAPITAL PROJECTS

Project: Mother Clara Hale Depot Reconstruction. This is a reconstruction of a bus depot to create a modern facility and increase vehicle handling capacity. The new multi-story depot will replace a single-story structure dating from the 1890's. Impacts began in 2013, with full impacts in late 2014 (\$2.2 million).

Project: Enterprise Security Network Infrastructure. This will install unified threat management network security hardware at all the nodes on the new IP-based enterprise data network. The security hardware will protect mission-critical applications like ATS (Automatic Train Supervision), CBTC (Computer based Train Control), PA/CIS (Public address and Customer Information System) which are planned to be migrated to new network. Full impacts will start in 2015 (\$2.7 million).

Project: 7 West Extension. This project will extend the Flushing Line (7) southwest from 42 St & 8th Ave to a new station at 34 St & 11th Ave. The construction includes new running tunnel and associated right-of-way equipment; vent plants; and a new terminal station with elevators, escalators, HVAC, and other modern station finishes. Full impacts will start in 2014 (\$13.1 million).

Project: Fulton St Transit Center Complex. This is a reconfiguration and reconstruction of an existing complex of subway stations. There is an additional underground connecting concourse extending west to the Cortland St Broadway line station. The complex is being renewed in phases. The renewed complex will be larger and have new escalators and elevators. Full impacts begin in 2014 (\$5.7 million).

Project: R188 Subway Car Purchase (126 cars). The purchase of 23 cars, in conjunction with the option for 103 cars, is to grow the A-Division fleet in anticipation of beginning CBTC on the Flushing Line and to support the extension of the Flushing Line. Additional new cars to the fleet have maintenance, energy, and personnel costs. Total impacts of 55 cars are included with the 7 West Extension above. Total impacts of the remaining 71 cars have an estimated impact of \$1.3 million; however, this has not yet been included in NYCT's budget.

Project: R179 Subway Car Purchase. This project is for the purchase of 300 'B' division cars that will replace 272 R32 and R42 cars due for retirement. The operating budget impact is neutral for 272 fleet replacement cars, but 28 cars are fleet expansion. The impact of the replacement cars on the operating budget represents \$0.6M per year, starting in 2017.

Project: Public Address/ Customer Information – 87 Stations. This project will install public address speakers and visual information delivered by Customer Information Screens at 87 stations and 2 pilot stations. Impacts will begin in 2015, when the majority of the equipment would be installed or shortly thereafter. An annual total impact of \$2.9 million is expected.

LONG ISLAND RAIL ROAD CAPITAL PROJECTS

Project: East Side Access. This project will expand LIRR service into Grand Central Terminal. The construction includes new tunnel and track along with related right-of-way equipment, vent plants, substations, and a new terminal station with elevators, escalators, and HVAC. The project also includes 236 new rail cars and will introduce an expanded train service plan to support 2019 Opening Day. Impacts will begin before 2019.

Project: Positive Train Control This project is for the installation of a Positive Train Control (PTC) system for the LIRR. PTC is mandated by the Federal Rail Safety Improvement Act of 2008 for commuter railroads such as the LIRR with an implementation deadline of December 15, 2015. It is an integrated command, control, communication, and geographic information system designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits, and the movement of a train through a switch left in the wrong position. PTC is comprised of five core elements: On-Board Equipment, a Wireless Communication Network, Central Servers, a Dispatching System, and Wayside Equipment. The full operating budget impact has not been identified. However, because of the assets and equipment that will need to be operated and maintained, it is expected that PTC will have an OBI of at least \$1 million a year. Partial impacts will begin in 2015 with full impacts realized starting in 2016.

METRO-NORTH RAILROAD CAPITAL PROJECTS

Project: M-8 New Haven Line Purchase [May 2014]. This project is for the design, manufacture, test and delivery of the new New Haven Line M8 EMU Cars. The first one hundred cars will be utilized to supplement the existing fleet to fill out trains and reduce standees. The base contract for 210 cars and the first option for 90 additional cars were awarded on August 21, 2006. Two additional options 42 and 38 cars respectively. A change order was executed for 25 Single Cars for a total of 405 cars. As of the end of December 2011, 60 Cars have been conditionally accepted and were placed into revenue service. Anticipated steady-state Operating Budget Impact of approximately \$3m (NYS portion) once all 405 cars are in service.

Project: Customer Communication/Connectivity Improvements [December 2014]. Under this project, an updated public address system and real-time information will be provided to Metro-North customers at East of Hudson stations. Departure time and destination, status, and track number will be displayed. Connectivity will be provided at each station to support the new real-time train information/public address system, upgrade ticket office workstations, and allow capability for remote CCTV and elevator monitoring/control. Project currently in scoping phase and any potential Operating Budget Impacts are currently unknown, however they could potentially exceed \$1m.

Project: Positive Train Control [December 2015] Installation of a Positive Train Control (PTC) system is mandated by the Federal Rail Safety Improvement Act of 2008. Commuter railroads such as Metro-North have until December 15, 2015 to implement a PTC system. PTC is an

integrated command, control, communication, and geographic information system designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits, and the movement of a train through a switch left in the wrong position. It is comprised of five core elements: On-Board Equipment, a Wireless Communication Network, Central Servers, a Dispatching System, and Wayside Equipment. The full operating budget impact has not been identified. However, because of the assets and equipment that will need to be operated and maintained, it is expected that PTC will have an Operating Budget Impact of at least \$1 million a year. Partial impacts will begin in 2015 with full impacts realized starting in 2016.

Project: West of Hudson Signal Improvements [December 2015] The purpose of this project is to install a new 100 Hz Cab Signal system replacing existing antiquated signal system for the West of Hudson Port Jervis Line between Suffern, NY (MP 31.3) and Sparrowbush, NY (MP 89.9). This system will be consistent with NORAC (Northeast Operating Rules Advisory Committee) and NJT (New Jersey Transit) operating rules. This project will extend existing cab signal system from NJT territory (south of Suffern) into MNR territory up to the division post at MP 89.9. This line consists of nine interlockings and four highway grade crossings. MNR rolling stock operated by NJT is already equipped with cab signal system due to its operation south of Suffern. PTC equipment for West of Hudson will be procured as options on New Jersey Transit PTC contract. Similarly to the Positive Train Control project (above), the West of Hudson Signal Improvements project could potentially have an annual Operating Budget Impact of greater than \$1 million due to the assets and equipment that will need to be operated and maintained.

MTA BUS COMPANY CAPITAL PROJECTS

There are no capital projects entering beneficial use in 2012-2016 that have an impact on the MTA BUS's operating budget over \$1 million.

BRIDGES AND TUNNELS CAPITAL PROJECTS

There are no capital projects entering beneficial use in 2012-2016 that have an impact on the B&T's operating budget over \$1 million.

MTA POLICE DEPARTMENT CAPITAL PROJECTS

There are no capital projects entering beneficial use in 2012-2016 that have an impact on the MTAPD's operating budget over \$1 million.

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V. Agency Financial Plans

Bridges and Tunnels

MTA BRIDGES AND TUNNELS
2013 Final Proposed Budget
November Financial Plan 2013–2016

At the time of preparation, a preliminary assessment of the impacts on the November Financial Plan from Tropical Storm Sandy had not been completed. While Bridges and Tunnels' baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

FINANCIAL OVERVIEW

MTA Bridges and Tunnels (B&T) continues to be a strong source of fiscal stability to the MTA. Excluding the proposed 2013 toll increase (captured in Volume 1), B&T will contribute over \$1.7 billion in Support to Mass Transit in 2012 and 2013 combined. In this November Financial Plan, revenue is being adjusted slightly downward against the Mid-Year Forecast to reflect recent lower traffic trends, but expenses are also being reduced, resulting in an overall increase in adjusted net income over the plan period compared to the July Financial Plan.

B&T is able to generate this financial support by carrying out its operations in an efficient way, while providing high levels of customer service to travelers utilizing its facilities and a strong safety focus for both employees and customers.

The November Plan maintains initiatives presented in the July Plan, to make E-ZPass available to all B&T customers.

- B&T began selling E-ZPass “On the Go” pre-paid tags in the cash toll lanes at each facility. By the end of September, more than 109,000 tags have been sold in the lanes.
- B&T introduced the MTA Reload Card in February of this year, an initiative which makes it easier for customers to replenish their E-ZPass account with cash. Customers can go to any Visa ReadyLink retail merchant and use the card to reload their E-ZPass accounts through a self-service kiosk or through a sales clerk, eliminating the need to travel to one of three walk-in centers in Yonkers, Queens, or Staten Island to add cash to their E-ZPass accounts. The card is designed for people who want greater cash control and either do not have or do not want to use a credit card for E-ZPass. To date, approximately 32,000 cards have been issued to customers.
- Spanish language versions of the E-ZPass application, interactive website, and the customer service telephone voice response system were introduced in January of this year.
- In November, B&T will introduce E-ZPass “Pay per Trip”, which will enable customers to set up an E-ZPass account without a pre-paid balance. Those

interested in this program will pay for their tolls each day through an Automated Clearinghouse (ACH) deduction from their checking account.

B&T is also continuing its effort to replace E-ZPass tags that are approaching the end of their service lives. Customers are being notified in advance that their tags are due to be replaced and a new tag is being mailed to them along with a prepaid return envelope to send back the old tag. Over 1 million tags have been swapped out to date.

The most potentially far reaching B&T initiative is the pilot project at the Henry Hudson Bridge to test All Electronic Toll (AET) collection operations. In the first phase (implemented in January 2011) toll gates were removed at the Henry Hudson, enabling peak hour E-ZPass throughput to increase from approximately 800 to 1,000 vehicles per hour. The implementation of cashless tolling at the facility will begin in November 2012. All motorists will be able to use any lane to drive through the toll plaza without stopping. There will be no change for drivers who use E-ZPass. For customers without an E-ZPass tag, a photograph will be taken of their license plate and the registered driver will receive a bill in the mail. The purpose of the pilot is to test both the new technologies required to collect video images from passing vehicles and the back-office systems to collect tolls from vehicles without an E-ZPass tag. The pilot will also help determine the operational and financial issues in a cashless environment. The data collected from this pilot will be used to evaluate and guide future toll collection and toll plaza reconstruction plans.

To further help customers crossing B&T facilities, real time travel times are now posted on electronic signs at seven crossings. Travel time information to major regional destinations like airports, sports stadiums and connecting highways can now be displayed on 26 electronic signs at these B&T facilities. The same information is also now available as a free iPhone and iPad app, MTA EZTravel, as well as on the MTA website.

B&T also monitors its facility operations by tracking key customer service oriented performance statistics at the bridges and tunnels. Through the second quarter of 2012, nearly 1,800 potholes were repaired and 7,885 miles of roadway were swept across all facilities. Traffic mobility at all facilities was consistently smooth, with 92% of vehicle crossings at bridges during weekday peak periods traveling above 30 mph, and 61% of vehicle crossings at the tunnels (where lower speeds are posted during measured peak periods) traveling above 25 mph. These results are consistent with 2011 patterns.

Significant customer service improvements are also being carried out through the capital program, including the completion earlier this year of the nearly \$100 million, three-year project to replace the Queens approach roadway decking on the Throgs Neck Bridge, which enabled the Bronx-bound, Cross Island Parkway (CIP) ramp to return to two lanes. The ramp was changed to a one-lane configuration in the summer of 2009 to accommodate the ongoing construction work and reduce accidents. This new configuration has significantly improved the experience of B&T customers when they merge onto the Throgs Neck Bridge from the CIP ramp.

There is no more important priority for B&T than safety. Safe work practices are continually emphasized and safety training is regularly provided to employees. Through August of 2012, there were 46 lost time injuries in the agency, compared to 67 for the same period last year. The present rate of 4.2 injuries per 200,000 hours is 32% lower than last year at this time.

B&T also carries out initiatives that help assure the safe passage of its customers, including identifying collision hotspots, re-evaluating and modifying traffic patterns in construction zones and improving roadway signage. Through August 2012, the collision rate was 5.16 per million vehicles, which was 8.3% below the rate over the same period last year.

To better enforce weight restrictions and ensure the safety and structural integrity of the facilities, a truck weight enforcement program is in place on B&T's suspension bridges. The program uses a combination of personnel to perform vehicle weight and safety inspections and provide a regular facility presence to conduct credential checks. From the start of the program in 2007 through August 2012, more than 64,500 trucks have been interdicted. In addition, B&T assists the NYC Department of Transportation with inspections and violation assessments of commuter buses.

2012 November Forecast

In the 2012 November Forecast, a total of \$1,132.6 million is projected in Baseline Operating Income compared to \$1,124.2 million in the 2012 Mid-Year Forecast, an increase of \$8.4 million.

Total revenues are \$1,534.8 million, which is \$1.5 million, or 0.1% less than the Mid-Year Forecast. Toll revenue accounts for 98% of all revenues and is projected at \$1,504.6 million, which is \$2.4 million less than the Mid-Year Forecast. Actual traffic volume through September was 0.2% less than anticipated. Losses stemming from the lower traffic are partially offset by an additional \$0.9 million in Other Operating Revenue, primarily from higher E-ZPass administrative fee income.

2012 November Forecast expenses are \$402.3 million, which consists of \$236.5 million in labor costs and \$165.8 million in non-labor expenses. Total expenses are \$9.8 million lower than the Mid-Year Forecast.

Labor expenses are lower by \$3.9 million. Payroll and corresponding fringe expenses are \$4.1 million favorable primarily due to vacancies for Bridge & Tunnel Officers and managerial/professional staff, partially offset by \$0.2 million in additional overtime needed to cover the additional vacancies.

Non-labor expenses are lower by \$5.9 million due to favorable re-estimates across a variety of areas including: Re-assessed needs for planning studies (\$1.0 million), E-ZPass tag inventory (\$0.5 million), bond issuance fees (\$0.5 million), and electricity (\$0.5 million); lower debit card fees (\$0.6 million); lower than anticipated costs for several equipment maintenance contracts (\$0.6 million); reduced expenses for security

equipment and services (\$0.6 million); and lower occupancy costs due to a reduction in office space (\$0.5 million).

Total Support to Mass Transit is \$898.5 million compared to \$859.6 million in the 2012 Mid-Year Forecast, an increase of \$39.0 million resulting from \$8.4 million more in Baseline Operating Income (nearly \$1.5 million in revenue losses offset by over \$9.8 million in lower expenses), reduced B&T debt service (\$23.5 million), lower capitalized assets expenditures (\$7.0 million), and a small adjustment to GASB Reserves (less than \$0.1 million).

In 2012, total planned year-end headcount is unchanged from the Mid-Year Forecast at 1,648, including 44 capital reimbursable full-time equivalents.

2013 Final Proposed Budget - Baseline

In the 2013 Final Proposed Budget, a total of \$1,100.3 million is projected in Baseline Operating Income compared to \$1,101.8 million in the July Financial Plan, a decrease of \$1.5 million.

Total revenues are \$1,528.7 million, which is \$1.9 million lower than the July Financial Plan. Toll revenues are reduced by \$2.4 million, reflecting the lower plan-to-plan traffic trends from 2012. Partially offsetting this reduction are higher re-estimates for Other Operating Revenue mainly from E-ZPass administrative fees (\$0.2 million), and Capital Reimbursements for additional overtime needed to cover increased capital project activity (\$0.3 million).

Expenses are \$428.4 million, which are composed of \$247.9 million in labor costs and \$180.5 million in non-labor expenses. Overall expenses are \$0.5 million lower than the July Financial Plan.

Labor costs are projected to be higher by \$1.0 million primarily due to additional anticipated overtime for uniform personnel based on revised staffing plan needs and increased capital project activity (\$0.6 million) and increases in Health & Welfare/OPEB inflation assumptions (\$0.3 million).

Non-labor expenses are lower by \$1.4 million, primarily resulting from re-assessed needs for planning studies (nearly \$1.0 million) and lower occupancy costs due to reduced office space (\$0.5 million).

Excluding the proposed 2013 toll increase, Total Support to Mass Transit is \$824.2 million compared to \$811.2 million in the July Financial Plan, an increase of approximately \$13.0 million resulting from a drop in Baseline Operating Income of \$1.5 million (\$1.9 million in revenue losses partially offset by over \$0.4 million in lower expenses), more than offset by reduced B&T debt service (\$14.5 million) and a minor downward adjustment to GASB reserves (\$0.1 million).

In 2013, total headcount is budgeted at 1,652, including 44 reimbursable positions, which is unchanged from the July Financial Plan.

2014-2016 Projections

The 2014 projection for Baseline Operating Income is \$1,077.4 million compared to \$1,079.8 million in the July Financial Plan. This consists of \$1,532.4 million in revenues, less \$455.0 million in expenses. The expenses are comprised of \$255.6 million in labor costs and \$199.3 million in non-labor expenses.

The 2015 projection for Baseline Operating Income is \$1,053.9million compared to \$1,057.3 million in the July Financial Plan. This consists of \$1,537.9 million in revenues, offset by \$484.0 million in expenses. The expenses are comprised of nearly \$266.0 million in labor costs and \$218.1 million in non-labor expenses.

In 2016, the projection for Baseline Operating Income is \$1,051.7 million compared to \$1,054.0 million in the July Financial Plan. This consists of \$1,551.7 million in revenues, offset by \$500.0 million in expenses. The expenses are comprised of \$272.2 million in labor costs and \$227.8 million in non-labor expenses.

In 2014 to 2016, the total baseline planned headcount will be 1,652, which includes 44 capitally-reimbursable positions.

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

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2011	2012	2013			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Operating Revenue						
Vehicle Toll Revenue	\$1,501.589	\$1,504.576	\$1,499.483	\$1,503.259	\$1,507.573	\$1,519.312
Other Operating Revenue	15.105	16.097	14.616	14.249	14.072	14.240
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.085	0.110	0.110	0.294	1.457	2.975
Total Revenue	\$1,516.779	\$1,520.783	\$1,514.210	\$1,517.802	\$1,523.102	\$1,536.527
Operating Expenses						
<u>Labor:</u>						
Payroll	\$117.515	\$119.018	\$125.862	\$128.475	\$131.802	\$134.147
Overtime	18.601	20.137	20.882	21.228	21.656	22.103
Health and Welfare	21.130	23.029	25.894	26.475	28.414	30.495
OPEB Current Payment	14.145	14.623	16.349	16.741	17.913	19.167
Pensions	26.665	34.818	32.823	36.224	39.118	38.829
Other Fringe Benefits	15.666	15.954	16.731	17.023	17.318	17.564
Reimbursable Overhead	(5.379)	(5.116)	(5.114)	(5.095)	(5.145)	(5.196)
Total Labor Expenses	\$208.343	\$222.464	\$233.427	\$241.071	\$251.077	\$257.109
<u>Non-Labor:</u>						
Electric Power	\$6.178	\$6.500	\$7.180	\$7.322	\$7.900	\$8.530
Fuel	3.037	2.862	2.894	2.797	2.738	2.932
Insurance	4.812	6.657	8.055	9.783	11.430	13.413
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	91.350	96.609	106.117	122.140	137.677	143.268
Professional Service Contracts	17.744	23.968	25.184	25.493	25.873	26.380
Materials & Supplies	3.434	4.296	4.209	4.329	4.410	4.567
Other Business Expenses	24.113	24.869	26.856	27.448	28.051	28.674
Total Non-Labor Expenses	\$150.668	\$165.761	\$180.496	\$199.312	\$218.079	\$227.764
<u>Other Expense 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 and GASB Adjs	\$359.011	\$388.225	\$413.923	\$440.382	\$469.156	\$484.873
Add: Depreciation	\$86.545	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Add: OPEB Obligation	66.680	73.000	76.650	80.483	84.507	88.732
Add: Environmental Remediation	0.006	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$512.242	\$551.153	\$585.002	\$625.254	\$665.329	\$693.126
Less: Depreciation	86.545	89.928	94.429	104.389	111.667	119.521
Less: OPEB Obligation	66.680	73.000	76.650	80.483	84.507	88.732
Total Expenses	\$359.017	\$388.225	\$413.923	\$440.382	\$469.156	\$484.873
Baseline Income/(Deficit)	\$1,157.762	\$1,132.559	\$1,100.287	\$1,077.420	\$1,053.946	\$1,051.654

REIMBURSABLE

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MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
Page 1 of 2

	2011	2012	2013			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Revenue						
Vehicle Toll Revenue	\$1,501.589	\$1,504.576	\$1,499.483	\$1,503.259	\$1,507.573	\$1,519.312
Other Operating Revenue	15.105	16.097	14.616	14.249	14.072	14.240
Capital and Other Reimbursements	14.222	14.051	14.454	14.575	14.833	15.132
Investment Income	0.085	0.110	0.110	0.294	1.457	2.975
Total Revenue	\$1,531.001	\$1,534.834	\$1,528.663	\$1,532.377	\$1,537.935	\$1,551.659
Expenses						
<u>Labor:</u>						
Payroll	\$123.147	\$124.595	\$131.428	\$133.997	\$137.324	\$139.669
Overtime	18.821	20.339	21.282	21.634540	22.071223	22.522968
Health and Welfare	22.483	24.144	27.096	27.751	29.772	31.953
OPEB Current Payment	14.145	14.623	16.349	16.741	17.913	19.167
Pensions	27.671	36.184	34.298	37.798	40.797	40.640
Other Fringe Benefits	16.298	16.629	17.428	17.724	18.032	18.289
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$222.565	\$236.515	\$247.881	\$255.646	\$265.910	\$272.240
<u>Non-Labor:</u>						
Electric Power	\$6.178	\$6.500	\$7.180	\$7.322	\$7.900	\$8.530
Fuel	3.037	2.862	2.894	2.797	2.738	2.932
Insurance	4.812	6.657	8.055	9.783	11.430	13.413
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	91.350	96.609	106.117	122.140	137.677	143.268
Professional Service Contracts	17.744	23.968	25.184	25.493	25.873	26.380
Materials & Supplies	3.434	4.296	4.209	4.329	4.410	4.567
Other Business Expenses	24.113	24.869	26.856	27.448	28.051	28.674
Total Non-Labor Expenses	\$150.668	\$165.761	\$180.496	\$199.312	\$218.079	\$227.764
<u>Other Expense 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 and GASB Adjs	\$373.233	\$402.276	\$428.377	\$454.957	\$483.988	\$500.005
Add: Depreciation	\$86.545	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Add: OPEB Obligation	66.680	73.000	76.650	80.483	84.507	88.732
Add: Environmental Remediation	0.006	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$526.464	\$565.204	\$599.456	\$639.829	\$680.162	\$708.258
Less: Depreciation	\$86.545	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Less: OPEB Obligation	66.680	73.000	76.650	80.483	84.507	88.732
Total Expenses	\$373.239	\$402.276	\$428.377	\$454.957	\$483.988	\$500.005
Baseline Income/(Deficit)	\$1,157.762	\$1,132.559	\$1,100.287	\$1,077.420	\$1,053.946	\$1,051.654

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
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	2011 <u>Actual</u>	2012 <u>November Forecast</u>	2013 <u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Baseline Income/(Deficit)	\$1,157.762	\$1,132.559	\$1,100.287	\$1,077.420	\$1,053.946	\$1,051.654
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$4.364	\$10.370	\$17.781	\$17.843	\$17.849	\$20.635
Reserves	15.276	25.000	25.415	25.895	26.382	26.881
GASB 45 Reserves	1.787	1.700	1.815	1.841	1.904	1.940
Adjusted Baseline Income/(Deficit)	\$1,136.335	\$1,095.488	\$1,055.276	\$1,031.841	\$1,007.811	\$1,002.199
Less: Debt Service	608.592	589.860	610.747	623.988	643.794	667.722
Income Available for Distribution	\$527.743	\$505.629	\$444.529	\$407.852	\$364.017	\$334.477
<u>Distributable To:</u>						
MTA - Investment Income	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457	\$2.975
MTA - Distributable Income	326.113	315.600	280.274	262.081	239.539	224.113
NYCT - Distributable Income	201.545	189.919	164.145	145.477	123.021	107.389
Total Distributable Income:	\$527.743	\$505.629	\$444.529	\$407.852	\$364.017	\$334.477
<u>Actual Cash Transfers:</u>						
MTA - Investment Income	\$0.147	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457
MTA - Transfers	317.328	330.271	283.807	263.901	241.794	225.656
NYCT - Transfers	192.402	196.069	166.722	147.344	125.266	108.952
Total Cash Transfers:	\$509.877	\$526.425	\$450.639	\$411.355	\$367.353	\$336.065
<u>SUPPORT TO MASS TRANSIT:</u>						
Total Revenues	\$1,531.001	\$1,534.834	\$1,528.663	\$1,532.377	\$1,537.935	\$1,551.659
Less: Net Operating Expenses	373.239	402.276	428.377	454.957	483.988	500.005
Net Operating Income:	\$1,157.762	\$1,132.559	\$1,100.287	\$1,077.420	\$1,053.946	\$1,051.654
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$196.750	\$196.958	\$231.101	\$243.094	\$263.106	\$286.536
Capitalized Assets	4.364	10.370	17.781	17.843	17.849	20.635
Reserves	15.276	25.000	25.415	25.895	26.382	26.881
GASB Reserves	1.787	1.700	1.815	1.841	1.904	1.940
Total Deductions from Operating Income:	\$218.177	\$234.028	\$276.112	\$288.673	\$309.242	\$335.991
Total Support to Mass Transit:	\$939.585	\$898.530	\$824.175	\$788.747	\$744.704	\$715.663

MTA BRIDGES AND TUNNELS
2013 Final Proposed Budget
November Financial Plan 2013–2016
Year-to-Year Changes by Category - Baseline

Toll Revenue

- At current crossing charges, toll revenues are estimated at \$1,504.6 million in 2012 and \$1,499.5 million in 2013, a decrease of \$5.1 million based on downward adjustments for the leap-year day (\$4.1 million) and mild winter weather in 2012 that is not expected to recur (\$8.4 million), partially offset by favorable impacts generated by 1.6% projected growth in regional (New York City, Long Island and Westchester) employment (\$7.4 million). Revenue rises to \$1,503.3 million in 2014 and to \$1,507.6 million in 2015, reflecting forecast employment growth of 1.3% and 1.4% respectively. Employment growth in 2016 is projected at 1.1%, which, along with an extra day due to the leap year, pushes revenue up to \$1,519.3 million.
- Traffic is expected to reach 286.1 million vehicles in 2012. The forecast for 2013 through 2016, which incorporates the adjustments and regional employment projections cited above, is 286.0 million vehicles in 2013, 287.4 million in 2014, 288.9 million in 2015 and 291.4 million in 2016.

Other Operating Revenue

- Other Operating Revenue is projected at \$16.1 million in 2012 and \$14.6 million in 2013. The decline is primarily due to anticipated reductions in revenue from E-ZPass administrative fees and lower proceeds from the auction of obsolete non-revenue fleet vehicles.
- Other Operating Revenue decreases by \$0.4 million in 2014 and by \$0.2 million in 2015 due to anticipated reductions in E-ZPass administrative fees. Revenue growth of \$0.2 million in 2016 primarily reflects projected improvement in receipts from the Battery Parking Garage.

Capital and Other Reimbursements

- Capital and Other Reimbursements increase by \$0.4 million in 2013, by \$0.1 million in 2014, and by \$0.3 million annually in 2015 and 2016. These adjustments are tied to the expected work to be performed for the 2010-2014 Capital Program.

Investment Income

- The Investment Income plan for 2013 through 2016 reflects earnings on estimated fund balances based on projected short-term investment yields, which continue to be forecast at very low interest rates. Investment Income is estimated at \$0.1 million in 2013, the same level as in 2012.
- Investment income is projected to grow to \$0.3 million in 2014 and then to \$1.5 million in 2015 and \$ 3.0 million in 2016, based on the most recent forecast for short term interest rates.

Payroll

- In 2013, expenses increase by \$6.8 million, primarily reflecting contractual step-up increases, the filling of 2012 vacancies and inflationary adjustments (\$6.9 million), 9 additional positions for expanded timekeeping functions (\$0.9 million), 4 additional maintainer positions to cover more stringent fire standpipe inspection requirements (\$0.3 million), offset by \$1.3 million in savings from the transfer of 27 headcount to the Business Service Center effective January 2013.
- Thereafter, expenses increase by contractual step-up increases and inflationary adjustments by \$2.6 million in 2014, \$3.3 million in 2015, and \$2.3 million in 2016.
- Wage inflation for non-represented employees is 1.97% in 2013, 1.91% in 2014, 1.85% in 2015, and 1.89% in 2016, and for represented employees, wage inflation is held at 0.00% in 2013, and averages 1.03% in 2014 and 1.87% in both 2015 and 2016.

Overtime

- In 2013, there is an increase of \$0.9 million to reflect normal winter weather patterns compared to the warmer and drier 2012 weather pattern, additional capital project activity, and adjustments to other categories for uniform personnel based on revised staffing plan needs.
- Thereafter, inflationary adjustments are the primary reason for increases of \$0.4 million in both 2014 and 2015, and \$0.5 million 2016.
- Wage inflation rates for overtime are the same as for payroll.

Health and Welfare/OPEB Current Payments

- In 2013, there is an increase of \$4.7 million from 2012 primarily due to forecast inflation for defined medical programs and the previously mentioned headcount increases for expanded timekeeping functions and the fire standpipe maintenance program.
- The year-over-year net increases from 2014 to 2016 are \$1.0 million, \$3.2 million, and \$3.4 million, respectively, and are primarily the result of forecast inflation for defined medical programs.
- Inflation rates for defined medical programs are 11.8% for 2013 and 2.4% in 2014, and 7.0% for each year thereafter.

Pension

- In 2013, there is a \$1.9 million decrease from 2012. The New York City Office of the Actuary dropped their assumed rate of investment return from 8% to 7%, retroactive to July 2011. This resulted in a non-recurring additional charge in 2012 of \$5.1 million. Partially offsetting this favorable year-to-year change is \$3.2 million in forecast baseline growth.
- The increases of \$3.5 million in 2014, \$3.0 million in 2015, and a decrease of \$0.2 million in 2016 are based on the latest growth factors provided by the New York City Office of the Actuary.

Other Fringe Benefits

- The year-over-year increase from 2012 to 2013 of \$0.8 million is primarily due to higher FICA and other expenses associated with the payroll and overtime changes discussed above.
- Thereafter, expenses increase by \$0.3 million annually from 2014 through 2016 primarily due to inflationary adjustments.

Electric Power

- Expenses for Electric Power increase by \$0.7 million in 2013, \$0.1 million in 2014, and \$0.6 million in both 2015 and 2016 due to inflationary adjustments.

Fuel

- Year-to-year inflationary changes from 2013 through 2015 are all less than \$0.1 million. The inflationary increase in 2016 is \$0.2 million.

Insurance

- Insurance expenses increase between \$1.4 million and \$2.0 million annually from 2013 through 2016 based on the latest growth assumptions.

Maintenance and Other Operating Contracts

- In 2013, expenses are \$9.5 million higher than 2012 primarily due to increases in major maintenance needs (\$3.5 million), changes in E-ZPass tag inventory (\$2.3 million), increases in E-ZPass Customer Service Center costs due to growth in E-ZPass usage (\$1.3 million), additional security equipment purchases (\$0.5 million), additional costs for a variety of small equipment maintenance contracts (\$0.8 million) and inflationary adjustments.
- Expenses grow by \$16.0 million in 2014, \$15.5 million in 2015, and \$5.6 million in 2016. Most of the growth (\$12.9 million in 2014, and \$15.2 million in 2015) is driven by anticipated increases in major maintenance needs to ensure that key bridge and tunnel components are properly maintained to maximize the level of service they provide until large scale rehabilitation or replacement work under the capital program

can be carried out. Outside of inflationary adjustments, the E-ZPass Tag Replacement Program accounts for other significant year-to-year shifts, with \$0.7 million more needed in 2014, \$1.5 less required in 2015, and \$2.0 million more needed in 2016.

- Inflationary adjustments are based on a national CPI-U forecast of 1.59% in 2013, 1.90% in 2014, 1.74% in 2015 and 2.01% in 2016, and these factors also apply to the expense categories that follow (Professional Service Contracts, Materials and Supplies and Other Business Expenses).

Professional Service Contracts

- In 2013, expenses are higher by \$1.2 million due primarily to expected increases in bond issuance fees (\$0.6 million), MTA Charge-Backs (\$0.5 million), and CPI-U adjustments.
- Expenses grow by \$0.3 million in 2014, \$0.4 million in 2015 and \$0.5 million in 2016 primarily due to inflationary adjustments.

Materials and Supplies

- Material and Supplies expenses decrease by under \$0.1 million in 2013 due to favorable re-estimates across a variety of miscellaneous supply categories. Thereafter, expenses increase approximately \$0.1 million annually due to inflationary adjustments.

Other Business Expenses

- In 2013, expenses are higher by \$2.0 million due to an increase in credit/debit card fees (\$1.2 million) based on anticipated higher E-ZPass usage and potentially larger debit card fees, and inflationary adjustments.
- Expenses from 2014 through 2016 are \$0.6 million greater each year due to inflationary adjustments.

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)									
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015	
Revenue										
Vehicle Toll Revenue	\$ 1,504.576	\$ 1,499.483	\$ (5.093)	\$ 1,503.259	\$ 3.776	\$ 1,507.573	\$ 4.314	\$ 1,519.312	\$ 11.739	
Other Operating Revenue	16.097	14.616	(1.480)	14.249	(0.367)	14.072	(0.177)	14.240	0.168	
Capital and Other Reimbursements	0.000	0.000	-	0.000	-	0.000	-	0.000	-	
Investment Income	0.110	0.110	-	0.294	0.183	1.457	1.163	2.975	1.518	
Total Revenue	\$ 1,520.783	\$ 1,514.210	\$ (6.574)	\$ 1,517.802	\$ 3.592	\$ 1,523.102	\$ 5.300	\$ 1,536.527	\$ 13.425	
Expenses										
Labor:										
Payroll	\$ 119.018	\$ 125.862	\$ (6.844)	\$ 128.475	\$ (2.613)	\$ 131.802	\$ (3.327)	\$ 134.147	\$ (2.345)	
Overtime	20.137	20.882	(0.745)	21.228	(0.346)	21.656	(0.429)	22.103	(0.447)	
Health and Welfare	23.029	25.894	(2.865)	26.475	(0.581)	28.414	(1.939)	30.495	(2.080)	
OPEB Current Payment	14.623	16.349	(1.726)	16.741	(0.392)	17.913	(1.172)	19.167	(1.254)	
Pensions	34.818	32.823	1.995	36.224	(3.401)	39.118	(2.894)	38.829	0.289	
Other Fringe Benefits	15.954	16.731	(0.777)	17.023	(0.292)	17.318	(0.295)	17.564	(0.246)	
Reimbursable Overhead	(5.116)	(5.114)	(0.002)	(5.095)	(0.019)	(5.145)	0.050	(5.196)	0.051	
Total Labor Expenses	\$ 222.464	\$ 233.427	\$ (10.963)	\$ 241.071	\$ (7.643)	\$ 251.077	\$ (10.006)	\$ 257.109	\$ (6.032)	
Non-Labor:										
Electric Power	\$ 6.500	\$ 7.180	\$ (0.680)	\$ 7.322	\$ (0.142)	\$ 7.900	\$ (0.578)	\$ 8.530	\$ (0.629)	
Fuel	2.862	2.894	(0.033)	2.797	0.098	2.738	0.059	2.932	(0.195)	
Insurance	6.657	8.055	(1.398)	9.783	(1.728)	11.430	(1.647)	13.413	(1.983)	
Claims	-	-	-	-	-	-	-	-	-	
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	
Maintenance and Other Operating Contracts	96.609	106.117	(9.508)	122.140	(16.022)	137.677	(15.537)	143.268	(5.591)	
Professional Service Contracts	23.968	25.184	(1.217)	25.493	(0.309)	25.873	(0.380)	26.380	(0.507)	
Materials & Supplies	4.296	4.209	0.087	4.329	(0.120)	4.410	(0.081)	4.567	(0.157)	
Other Business Expenses	24.869	26.856	(1.987)	27.448	(0.592)	28.051	(0.603)	28.674	(0.624)	
Total Non-Labor Expenses	\$ 165.761	\$ 180.496	\$ (14.735)	\$ 199.312	\$ (18.816)	\$ 218.079	\$ (18.767)	\$ 227.764	\$ (9.685)	
Other Expenses Adjustments:										
Other	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenses before Depreciation and GASB Adjs.	\$ 388.225	\$ 413.923	\$ (25.698)	\$ 440.382	\$ (26.459)	\$ 469.156	\$ (28.773)	\$ 484.873	\$ (15.717)	
Add: Depreciation	\$ 89.928	\$ 94.429	\$ (4.501)	\$ 104.389	\$ (9.960)	\$ 111.667	\$ (7.278)	\$ 119.521	\$ (7.854)	
Add: OPEB Obligation	73.000	76.650	(3.650)	80.483	(3.833)	84.507	(4.024)	88.732	(4.225)	
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-	
Total Expenses after Depreciation and GASB Adjs.	\$ 551.153	\$ 585.002	\$ (33.849)	\$ 625.254	\$ (40.252)	\$ 665.329	\$ (40.075)	\$ 693.126	\$ (27.797)	
Less: Depreciation	89.928	94.429	(4.501)	104.389	(9.960)	111.667	(7.278)	119.521	(7.854)	
Less: OPEB Obligation	73.000	76.650	(3.650)	80.483	(3.833)	84.507	(4.024)	88.732	(4.225)	
Total Expenses	\$ 388.225	\$ 413.923	\$ (25.698)	\$ 440.382	\$ (26.459)	\$ 469.156	\$ (28.773)	\$ 484.873	\$ (15.717)	
Baseline Income/(Deficit)	\$ 1,132.559	\$ 1,100.287	\$ (32.272)	\$ 1,077.420	\$ (22.867)	\$ 1,053.946	\$ (23.473)	\$ 1,051.654	\$ (2.292)	

REIMBURSABLE

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MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE
(Page 1 of 2)

	Favorable/(Unfavorable)									
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015	
Revenue										
Vehicle Toll Revenue	\$ 1,504.576	\$ 1,499.483	\$ (5.093)	\$ 1,503.259	\$ 3.776	\$ 1,507.573	\$ 4.314	\$ 1,519.312	\$ 11.739	
Other Operating Revenue	16.097	14.616	(1.480)	14.249	(0.367)	14.072	(0.177)	14.240	0.168	
Capital and Other Reimbursements	14.051	14.454	0.403	14.575	0.121	14.833	0.258	15.132	0.299	
Investment Income	0.110	0.110	-	0.294	0.183	1.457	1.163	2.975	1.518	
Total Revenue	\$ 1,534.834	\$ 1,528.663	\$ (6.171)	\$ 1,532.377	\$ 3.713	\$ 1,537.935	\$ 5.558	\$ 1,551.659	\$ 13.724	
Expenses										
Labor:										
Payroll	\$ 124.595	\$ 131.428	\$ (6.833)	\$ 133.997	\$ (2.569)	\$ 137.324	\$ (3.327)	\$ 139.669	\$ (2.345)	
Overtime	20.339	21.282	(0.942)	21.635	(0.353)	22.071	(0.437)	22.523	(0.452)	
Health and Welfare	24.144	27.096	(2.952)	27.751	(0.655)	29.772	(2.021)	31.953	(2.180)	
OPEB Current Payment	14.623	16.349	(1.726)	16.741	(0.392)	17.913	(1.172)	19.167	(1.254)	
Pensions	36.184	34.298	1.886	37.798	(3.500)	40.797	(2.999)	40.640	0.157	
Other Fringe Benefits	16.629	17.428	(0.799)	17.724	(0.296)	18.032	(0.308)	18.289	(0.257)	
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	
Total Labor Expenses	\$ 236.515	\$ 247.881	\$ (11.366)	\$ 255.646	\$ (7.764)	\$ 265.910	\$ (10.264)	\$ 272.240	\$ (6.331)	
Non-Labor:										
Electric Power	\$ 6.500	\$ 7.180	(0.680)	\$ 7.322	\$ (0.142)	\$ 7.900	\$ (0.578)	\$ 8.530	\$ (0.629)	
Fuel	2.862	2.894	(0.033)	2.797	0.098	2.738	0.059	2.932	(0.195)	
Insurance	6.657	8.055	(1.398)	9.783	(1.728)	11.430	(1.647)	13.413	(1.983)	
Claims	-	-	-	-	-	-	-	-	-	
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	
Maintenance and Other Operating Contracts	96.609	106.117	(9.508)	122.140	(16.022)	137.677	(15.537)	143.268	(5.591)	
Professional Service Contracts	23.968	25.184	(1.217)	25.493	(0.309)	25.873	(0.380)	26.380	(0.507)	
Materials & Supplies	4.296	4.209	0.087	4.329	(0.120)	4.410	(0.081)	4.567	(0.157)	
Other Business Expenses	24.869	26.856	(1.987)	27.448	(0.592)	28.051	(0.603)	28.674	(0.624)	
Total Non-Labor Expenses	\$ 165.761	\$ 180.496	\$ (14.735)	\$ 199.312	\$ (18.816)	\$ 218.079	\$ (18.767)	\$ 227.764	\$ (9.685)	
Other Expenses Adjustments:										
Other	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenses before Depreciation and GASB Adjs.	\$ 402.276	\$ 428.377	\$ (26.101)	\$ 454.957	\$ (26.580)	\$ 483.988	\$ (29.031)	\$ 500.005	\$ (16.016)	
Add: Depreciation	\$ 89.928	\$ 94.429	\$ (4.501)	\$ 104.389	\$ (9.960)	\$ 111.667	\$ (7.278)	\$ 119.521	\$ (7.854)	
Add: OPEB Obligation	73.000	76.650	(3.650)	80.483	(3.833)	84.507	(4.024)	88.732	(4.225)	
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-	
Total Expenses after Depreciation and GASB Adjs.	\$ 565.204	\$ 599.456	\$ (34.252)	\$ 639.829	\$ (40.373)	\$ 680.162	\$ (40.333)	\$ 708.258	\$ (28.096)	
Less: Depreciation	89.928	94.429	(4.501)	104.389	(9.960)	111.667	(7.278)	119.521	(7.854)	
Less: OPEB Obligation	73.000	76.650	(3.650)	80.483	(3.833)	84.507	(4.024)	88.732	(4.225)	
Total Expenses	\$ 402.276	\$ 428.377	\$ (26.101)	\$ 454.957	\$ (26.580)	\$ 483.988	\$ (29.031)	\$ 500.005	\$ (16.016)	
Baseline Income/(Deficit)	\$ 1,132.559	\$ 1,100.287	\$ (32.272)	\$ 1,077.420	\$ (22.867)	\$ 1,053.946	\$ (23.473)	\$ 1,051.654	\$ (2.292)	

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE
(Page 2 of 2)

	Favorable/(Unfavorable)									
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015	
Baseline Net Income/(Deficit)	\$ 1,132.559	\$ 1,100.287	\$ (32.272)	\$ 1,077.420	\$ (22.867)	\$ 1,053.946	\$ (23.473)	\$ 1,051.654	\$ (2.292)	
<u>Deductions from Income:</u>										
Less: Capitalized Assets	\$ 10.370	\$ 17.781	\$ (7.411)	\$ 17.843	\$ (0.062)	\$ 17.849	\$ (0.006)	\$ 20.635	\$ (2.786)	
Reserves	25.000	25.415	(0.415)	25.895	(0.480)	26.382	(0.487)	26.881	(0.499)	
GASB 45 Reserves	1.700	1.815	(0.115)	1.841	(0.026)	1.904	(0.064)	1.940	(0.035)	
Adjusted Baseline Net Income/(Deficit)	\$ 1,095.488	\$ 1,055.276	\$ (40.098)	\$ 1,031.841	\$ (23.409)	\$ 1,007.811	\$ (23.966)	\$ 1,002.199	\$ (5.576)	
Less: Debt Service	589.860	610.747	(20.888)	623.988	(13.241)	643.794	(19.805)	667.722	(23.928)	
Income Available for Distribution	\$ 505.629	\$ 444.529	\$ (60.985)	\$ 407.852	\$ (36.651)	\$ 364.017	\$ (43.772)	\$ 334.477	\$ (29.505)	
Distributable To:										
MTA - Investment Income	\$ 0.110	\$ 0.110	\$ -	\$ 0.294	\$ 0.183	\$ 1.457	\$ 1.163	\$ 2.975	\$ 1.518	
MTA - Distributable Income	315.600	280.274	(35.326)	262.081	(18.193)	239.539	(22.542)	224.113	(15.426)	
NYCT - Distributable Income	189.919	164.145	(25.774)	145.477	(18.667)	123.021	(22.457)	107.389	(15.632)	
Total Distributable Income:	\$ 505.629	\$ 444.529	\$ (61.100)	\$ 407.852	\$ (36.676)	\$ 364.017	\$ (43.835)	\$ 334.477	\$ (29.540)	
Actual Cash Transfers:										
MTA - Investment Income	\$ 0.085	\$ 0.110	\$ 0.025	\$ 0.110	\$ -	\$ 0.294	\$ 0.183	\$ 1.457	\$ 1.163	
MTA - Transfers	330.271	283.807	(46.464)	263.901	(19.906)	241.794	(22.107)	225.656	(16.138)	
NYCT - Transfers	196.069	166.722	(29.347)	147.344	(19.378)	125.266	(22.078)	108.952	(16.314)	
Total Cash Transfers:	\$ 526.425	\$ 450.639	\$ (75.786)	\$ 411.355	\$ (39.284)	\$ 367.353	\$ (44.001)	\$ 336.065	\$ (31.289)	
SUPPORT TO MASS TRANSIT:										
Total Revenues	\$1,534.834	\$1,528.663	(\$6.171)	\$1,532.377	\$3.713	\$1,537.935	\$5.558	\$1,551.659	\$13.724	
Less: Net Operating Expenses	402.276	428.377	(26.101)	454.957	(26.580)	483.988	(29.031)	500.005	(16.016)	
Net Operating Income:	\$ 1,132.559	\$ 1,100.287	\$ (32.272)	\$ 1,077.420	\$ (22.867)	\$ 1,053.946	\$ (23.473)	\$ 1,051.654	\$ (2.292)	
Deductions from Operating Income:										
B&T Debt Service	\$196.958	\$231.101	(\$34.143)	\$243.094	(\$11.993)	\$263.106	(\$20.012)	\$286.536	(\$23.430)	
Capitalized Assets	10.370	17.781	(7.411)	17.843	(0.062)	17.849	(0.006)	20.635	(2.786)	
Reserves	25.000	25.415	(0.415)	25.895	(0.480)	26.382	(0.487)	26.881	(0.499)	
GASB 45 Reserves	1.700	1.815	(0.115)	1.841	(0.026)	1.904	(0.064)	1.940	(0.035)	
Total Deductions from Operating Inc:	\$ 234.028	\$ 276.112	\$ (42.083)	\$ 288.673	\$ (12.561)	\$ 309.242	\$ (20.569)	\$ 335.991	\$ (26.750)	
Total Support to Mass Transit¹:	\$ 898.530	\$ 824.175	\$ (74.355)	\$ 788.747	\$ (35.428)	\$ 744.704	\$ (44.042)	\$ 715.663	\$ (29.042)	

¹ Excludes proposed toll increases in 2013 and 2015.

MTABRIDGES AND TUNNELS
2013 Final Proposed Budget
November Financial Plan 2013–2016
Summary of Major Plan-to-Plan Changes

Non-Reimbursable

2012: November Financial Plan vs. July Financial Plan

Revenues

Revenue adjustments from the July Plan result in a decrease of \$1.5 million. The major changes include:

- Lower toll revenues (\$2.4 million) based on lower actual results through September. Actual traffic volume through September was 0.2% less than the Mid-Year Forecast.
- Increase in Other Operating Revenues (\$0.9 million) primarily due to higher E-ZPass administrative fee income.

Expenses

Non-reimbursable expenses are projected to be \$9.8 million lower than the July Plan due to decreases of \$3.9 million in labor and \$5.9 million in non-labor costs. The major variances include:

- **Labor**
 - Lower Payroll costs (\$3.9 million) primarily due to vacancies for Bridge & Tunnel Officers (BTOs) and managerial employees.
 - Higher Overtime costs (\$0.2 million) due to increased vacancy coverage needs.
 - Net decrease in Fringe Benefits (Health and Welfare, OPEB Current Payment and Other Fringe Benefits) of \$0.2 million resulting primarily from vacancies and current cost trends through August.
- **Non-Labor**
 - Lower Electric Power (\$0.5 million) due to lower than projected rates from the New York Power Authority.
 - Increase in Fuel expenses (\$0.2 million) due to higher than expected prices for heating fuel and gasoline.
 - Reduction in Maintenance and Other Operating Contracts expenses (\$2.3 million) resulting primarily from lower-than-projected expenses for E-ZPass tags (\$0.5 million), several equipment maintenance contracts (\$0.6 million) and security equipment and services (\$0.6 million), plus lower occupancy costs due to a reduction in office space (\$0.5 million).
 - Decrease in Professional Service Contracts (\$2.1 million) due to lower expenses for planning studies (\$0.8 million), bond issuance costs (\$0.5 million), and MTA Charge-Backs (\$0.5 million).

- Increase in Material and Supplies due to minor expense re-estimates totaling \$0.1 million.
- Decline in Other Business Expenses (\$1.3 million) due to expense re-estimates for credit/debit card fees stemming from lower debit fees(0.6 million), and Transcom membership fees (0.7 million).
- **Total Deductions from Income**
 - Lower Capitalized Asset expenditures of \$7.0 million resulting from favorable bids and project re-scheduling.
 - GASB Reserves have been adjusted downward by \$0.1 million.

2013-2016: November Financial Plan vs. July Financial Plan

Revenues

Revenues are being decreased by \$2.2 million in 2013, \$3.6 million in 2014 and \$5.0 million in 2015, and \$3.8 million in 2016 consisting of:

- Toll Revenue decreases of \$2.4 million in 2013, \$3.9 million in 2014, \$5.1 million in 2015, and \$4.2 million in 2016 reflecting the lower baseline traffic trends from 2012 and the latest growth rate projections for regional (New York City, Long Island and Westchester) employment, which, compared to the assumptions used in the July Financial Plan, are slightly weaker from 2013 through 2015, and slightly better in 2016.
- Other Operating Revenues increases of \$0.2 million from 2013 through 2016 are primarily due to re-estimations of revenue from E-ZPass administrative fees.
- Minor adjustments to investment income in 2014 (up \$0.2 million), 2015 (down \$0.1 million), and 2016 (up \$0.2 million) reflect plan-to-plan changes in the forecast for short-term interest rates.

Expenses

Non-reimbursable expenses are being decreased by \$0.7million in 2013, \$1.2 million in 2014, \$1.7 million in 2015 and \$1.5 million in 2016.

- **Labor** expenses will increase by \$0.7 million in 2013, and \$0.1 million each year thereafter based primarily on the following changes:
 - Higher Overtime and corresponding Other Fringe Benefits for uniform personnel based on revised staffing plan needs (\$0.4 million per year);
 - Higher expenses for Health & Welfare/OPEB Current Payment in 2013 (\$0.3 million) and lower costs ranging from \$0.3 to \$0.4 million each year thereafter based on plan-to-plan changes in inflationary assumptions;

- **Non-Labor** expenses will decrease by \$1.4 million in 2013, \$1.3 million in 2014, \$1.8 million in 2015, and \$1.5 million in 2016 based on the following changes:
 - Lower expenses for Electric Power resulting from a decrease in estimated usage.
 - Increase in Fuel expenses due to price changes.
 - Lower costs for Maintenance and Other Operating Contracts primarily due to decreased occupancy costs from a reduction in office space and favorable inflationary adjustments.
 - Professional Service Contracts are less primarily due to re-assessed needs for planning studies.
 - Reduced Material and Supplies and Other Business Expenses mainly reflect inflationary adjustments.
- **Total Deductions from Income**
 - Deductions are smaller by less than \$0.1 million per year due to minor adjustments to the GASB Reserve.

Reimbursable

There is no change in reimbursable income and expenses for 2012. The November Financial Plan includes equivalent increases to July Plan reimbursable revenue and labor expenses totaling \$0.3 million each year from 2013 through 2016 for additional overtime and corresponding fringe benefits to cover expected increases in capital program activity.

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2012	2013	2014	2015	2016
2012 July Financial Plan - Adjusted Baseline Income	\$1,080.052	\$1,056.717	\$1,034.171	\$1,011.117	\$1,004.481
Baseline Changes					
Revenue					
Vehicle Toll Revenue	(\$2.393)	(\$2.396)	(\$3.917)	(\$5.134)	(\$4.212)
Other Operating Revenue	0.910	0.180	0.181	0.169	0.179
Investment Income	0.007	0.007	0.157	(0.071)	0.230
Total Revenue Changes	(\$1.476)	(\$2.208)	(\$3.579)	(\$5.035)	(\$3.803)
Expenses					
Labor:					
Payroll	\$3.912	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(0.200)	(0.401)	(0.406)	(0.413)	(0.421)
Health and Welfare	(0.244)	(0.332)	0.040	0.065	0.090
OPEB Current Payment	0.195	0.070	0.269	0.288	0.308
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.284	(0.031)	(0.031)	(0.032)	(0.032)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$3.948	(\$0.693)	(\$0.127)	(\$0.093)	(\$0.055)
Non-Labor:					
Electric Power	\$0.502	\$0.159	\$0.347	\$0.489	\$0.635
Fuel	(0.210)	(0.292)	(0.251)	(0.197)	(0.433)
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.301	0.615	0.551	0.761	0.659
Professional Service Contracts	2.088	0.978	0.756	0.802	0.763
Materials & Supplies	(0.101)	0.039	0.003	0.009	0.004
Other Business Expenses	1.319	(0.088)	(0.091)	(0.090)	(0.097)
Total Non-Labor Expense Changes	\$5.899	\$1.411	\$1.314	\$1.774	\$1.531
Total Expenses before Depreciation and GASB Adjs.	\$9.846	\$0.718	\$1.186	\$1.681	\$1.475
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	\$9.846	\$0.718	\$1.186	\$1.681	\$1.475
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$9.846	\$0.718	\$1.186	\$1.681	\$1.475
Total Baseline Changes	\$8.371	(\$1.490)	(\$2.393)	(\$3.354)	(\$2.327)
Deductions from Income					
Capitalized Assets	7.000	0.000	0.000	0.000	0.000
Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.066	0.049	0.062	0.048	0.045
Total Deductions from Income	\$7.066	\$0.049	\$0.062	\$0.048	\$0.045
Total Adjusted Baseline Changes	\$15.437	(\$1.441)	(\$2.330)	(\$3.306)	(\$2.282)
2012 November Financial Plan - Adjusted Baseline Income	\$1,095.488	\$1,055.276	\$1,031.841	\$1,007.811	\$1,002.199

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2012	2013	2014	2015	2016
2012 July Financial Plan - Adjusted Baseline Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.260	0.314	0.339	0.344
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$0.000	\$0.260	\$0.314	\$0.339	\$0.344
Expenses					
<i>Labor:</i>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	(0.242)	(0.292)	(0.315)	(0.320)
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	(0.018)	(0.022)	(0.024)	(0.024)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$0.000	(\$0.260)	(\$0.314)	(\$0.339)	(\$0.344)
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.000	(\$0.260)	(\$0.314)	(\$0.339)	(\$0.344)
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	\$0.000	(\$0.260)	(\$0.314)	(\$0.339)	(\$0.344)
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$0.000	(\$0.260)	(\$0.314)	(\$0.339)	(\$0.344)
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Deductions from Income					
Capitalized Assets	0.000	0.000	0.000	0.000	0.000
Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000
Total Deductions from Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Adjusted Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
2012 November Financial Plan - Adjusted Baseline Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
2012 July Financial Plan - Adjusted Baseline Income	\$1,080.052	\$1,056.717	\$1,034.171	\$1,011.117	\$1,004.481
Baseline Changes					
Revenue					
Vehicle Toll Revenue	(\$2.393)	(\$2.396)	(\$3.917)	(\$5.134)	(\$4.212)
Other Operating Revenue	0.910	0.180	0.181	0.169	0.179
Capital and Other Reimbursement	0.000	0.260	0.314	0.339	0.344
Investment Income	0.007	0.007	0.157	(0.071)	0.230
Total Revenue Changes	(\$1.476)	(\$1.948)	(\$3.265)	(\$4.696)	(\$3.459)
Expenses					
Labor:					
Payroll	\$3.912	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(0.200)	(0.643)	(0.698)	(0.728)	(0.741)
Health and Welfare	(0.244)	(0.332)	0.040	0.065	0.090
OPEB Current Payment	0.195	0.070	0.269	0.288	0.308
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.284	(0.049)	(0.053)	(0.056)	(0.056)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$3.948	(\$0.953)	(\$0.441)	(\$0.431)	(\$0.399)
Non-Labor:					
Electric Power	\$0.502	\$0.159	\$0.347	\$0.489	\$0.635
Fuel	(0.210)	(0.292)	(0.251)	(0.197)	(0.433)
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.301	0.615	0.551	0.761	0.659
Professional Service Contracts	2.088	0.978	0.756	0.802	0.763
Materials & Supplies	(0.101)	0.039	0.003	0.009	0.004
Other Business Expenses	1.319	(0.088)	(0.091)	(0.090)	(0.097)
Total Non-Labor Expense Changes	\$5.899	\$1.411	\$1.314	\$1.774	\$1.531
Total Expenses before Depreciation and GASB Adjs.	\$9.846	\$0.458	\$0.872	\$1.342	\$1.132
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	\$9.846	\$0.458	\$0.872	\$1.342	\$1.132
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$9.846	\$0.458	\$0.872	\$1.342	\$1.132
Total Baseline Changes	\$8.371	(\$1.490)	(\$2.393)	(\$3.354)	(\$2.327)
Deductions from Income					
Capitalized Assets	7.000	0.000	0.000	0.000	0.000
Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.066	0.049	0.062	0.048	0.045
Total Deductions from Income	\$7.066	\$0.049	\$0.062	\$0.048	\$0.045
Total Adjusted Baseline Changes	\$15.437	(\$1.441)	(\$2.330)	(\$3.306)	(\$2.282)
2012 November Financial Plan - Adjusted Baseline Income	\$1,095.488	\$1,055.276	\$1,031.841	\$1,007.811	\$1,002.199

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
2012 July Financial Plan - Adjusted Baseline Income	\$1,080.052	\$1,056.717	\$1,034.171	\$1,011.117	\$1,004.481
<i>Non-Reimbursable Major Changes</i>					
Revenue					
Vehicle Toll Revenue	(\$2.393)	(\$2.396)	(\$3.917)	(\$5.134)	(\$4.212)
Other Operating Income	0.910	0.180	0.181	0.169	0.179
Investment Income	0.007	0.007	0.157	(0.071)	0.230
Sub-Total Non-Reimbursable Revenue Changes	(\$1.476)	(\$2.208)	(\$3.579)	(\$5.035)	(\$3.803)
Expenses					
Inflation-Related:					
Electric Power	0.502	0.159	0.347	0.489	0.635
Fuel	(0.210)	(0.292)	(0.251)	(0.197)	(0.433)
Other Non-Labor		0.068	0.067	0.254	0.104
Health and Welfare/OPEB Current Payment	(0.048)	(0.261)	0.309	0.352	0.398
Sub-Total Inflation Related	0.243	(0.327)	0.471	0.898	0.704
Re-Estimates					
Capitalized Assets: Project re-scheduling and favorable bids	7.000				
Payroll vacancies and associated Other Fringe Benefits	4.211				
Re-evaluation of various Planning Study needs	0.936	0.964	0.715	0.713	0.691
Credit Card Fees adjusted for Federally legislated lower debit card rate	0.643				
Office Rent adjustment due to reduction in office space	0.522	0.462	0.458	0.458	0.458
E-ZPass tag inventory reassessment	0.519				
Lower than anticipated Bond Issuance costs	0.500				
External grant funding for Security Equipment	0.459				
Overtime and associate Other Fringe Benefits for uniform personnel	(0.215)	(0.432)	(0.437)	(0.445)	(0.453)
Expense re-estimates across a variety of miscellaneous non-labor areas	2.094	0.099	0.041	0.104	0.121
Sub-Total Re-Estimates	16.669	1.094	0.777	0.830	0.817
Sub-Total Non-Reimbursable Expense Changes	\$16.912	\$0.767	\$1.249	\$1.729	\$1.521
Total Non-Reimbursable Major Changes	\$15.437	(\$1.441)	(\$2.330)	(\$3.306)	(\$2.282)
<i>Reimbursable Major Changes</i>					
Revenue					
Capital Reimbursement for Overtime and associated Other Fringe Benefits	-	0.260	0.314	0.339	0.344
Expenses					
Reimbursable Overtime and Other Fringe for increased capital project work		(0.260)	(0.314)	(0.339)	(0.344)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$15.437	(\$1.441)	(\$2.330)	(\$3.306)	(\$2.282)
Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$15.437	(\$1.441)	(\$2.330)	(\$3.306)	(\$2.282)
2012 November Financial Plan - Adjusted Baseline Income	\$1,095.488	\$1,055.276	\$1,031.841	\$1,007.811	\$1,002.199

MTA BRIDGES AND TUNNELS
2013 Final Proposed Budget
November Financial Plan 2013–2016
Traffic/Utilization

Year-to-Year

Paid traffic in 2012 is forecast at 286.1 million vehicles, which is 2.5 million vehicles, or 0.9% above 2011 volume. Actual traffic in January and February of 2012 was a combined 2.4 million vehicles, or 6.0% higher than the same period in 2011 due to a mild winter this year and a severe one last year, and an extra day in 2012, this being a leap year. Traffic from March through September was up a net total of 0.5 million vehicles, but Tropical Storm Irene hit in August 2011, and subsequently August of this year was 1.4 million vehicles greater, with all of the other months over this six-month period netting a loss of 0.9 million vehicles. Traffic for the fourth quarter is estimated to decline by a total of 0.5 million vehicles primarily due to the forecast of normal winter weather in December of this year compared to the unusually mild weather last year.

The traffic forecast developed for the November Financial Plan 2013-2016 incorporates the most recent economic projections, which include regional (New York City, Long Island and Westchester) employment growth of 1.6% in 2013, 1.3% in 2014, 1.4% in 2015, and 1.1% in 2016. This growth in regional employment is expected to have positive year-to-year impacts on traffic volumes. In addition, a downward adjustment was made in 2013 to account for the leap-year in 2012, and an upward adjustment was made for 2016, the next leap-year. Paid traffic is forecast at 286.0 million vehicles in 2013, 287.4million in 2014, 288.9million in 2015 and 291.4 million in 2016.

Plan-to-Plan

Paid traffic volume is projected to reach 286.1 million vehicles in 2012, which is 0.5 million vehicles below the Mid-Year Forecast level. This incorporates actual results through September, which were down 0.2% against forecast. The forecast for 2013 through 2016 reflects these lower baseline traffic trends and also incorporates the growth rate projections for regional employment cited above, which, compared to the assumptions used in the July Financial Plan, are slightly weaker from 2013 through 2015, and slightly better in 2016. Plan-to-plan traffic is subsequently lower by 0.3million vehicles in 2013, 0.6million in 2014, 1.0 million in 2015, and 0.9 million in 2016.

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Traffic Volume (Utilization)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>Traffic Volume</u>	283.575	286.097	285.997	287.437	288.900	291.375
<u>Toll Revenue</u>	\$ 1,501.589	\$ 1,504.576	\$ 1,499.483	\$ 1,503.259	\$ 1,507.573	\$ 1,519.312

MTA BRIDGES & TUNNELS
November Financial Plan 2013-2016
2012 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000

MTA BRIDGES AND TUNNELS
2013 Final Proposed Budget
November Financial Plan 2013–2016
Positions

Position Assumptions

Year-to-Year

In 2012, total headcount is budgeted at 1,648, which includes 44 reimbursable positions. Total headcount will increase to 1,652 in 2013. The 4 additional positions will be assigned to our Maintenance Department to cover the needs of new and more rigorous standards for fire standpipe maintenance and inspection at all facilities. From 2014 through 2016, headcount will remain unchanged at 1,652, and the number of reimbursable positions will stay at 44.

Plan-to-Plan

In 2012, total planned year-end headcount is unchanged from the Mid-Year Forecast at 1,648, including 44 capital reimbursable full-time equivalents. For 2013 through 2016, total headcount is also unchanged at 1,652, including reimbursable headcount of 44 full-time equivalents.

MTA BRIDGES & TUNNELS November Financial Plan 2013-2016 Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2012	2013	2014	2015	2016
2012 July Plan - Total Baseline Positions	1,648	1,652	1,652	1,652	1,652
Total Plan-to-Plan Changes					
2012 November Plan - Total Baseline Positions	1,648	1,652	1,652	1,652	1,652
Total Year-to-Year Changes, November Plan		(4)	0	0	0
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	0	0	0	0	0
<i>Reimbursable</i>	0	0	0	0	0
Total	0	0	0	0	0
<i>Full-Time</i>					
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	0	0	0	0	0
<i>By Function Category</i>					
- Administration	(2)	(2)	(2)	(2)	(2)
- Operations	5	5	5	5	5
- Maintenance	(3)	(3)	(3)	(3)	(3)
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	0	0	0	0	0
<i>By Occupational Group</i>					
- Managers/Supervisors	(3)	(3)	(3)	(3)	(3)
- Professional, Technical, Clerical	2	2	2	2	2
- Operational Hourlies	1	1	1	1	1
Total	0	0	0	0	0
Total Plan-to-Plan Changes by Major Category:					
<i>2012 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	0	0	0	0	0
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other</i> ¹	0	0	0	0	0
Total	0	0	0	0	0

¹ Includes Full-time Equivalents

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Executive	2	2	2	2	2	2
Law	8	7	7	7	7	7
CFO ⁽¹⁾	26	20	20	20	20	20
Labor Relations	3	5	5	5	5	5
Procurement & Materials	26	17	17	17	17	17
Staff Services ⁽²⁾	1	1	1	1	1	1
EEO						
Total Administration	66	52	52	52	52	52
Operations						
Revenue Management	36	39	39	39	39	39
Operations (Non-Security)	668	729	729	729	729	729
Total Operations	704	768	768	768	768	768
Maintenance						
Maintenance	180	179	183	183	183	183
Operations - Maintainers	167	172	172	172	172	172
Technology	52	52	52	52	52	52
Internal Security - Tech Svcs	10	8	8	8	8	8
Total Maintenance	409	411	415	415	415	415
Engineering/Capital						
Engineering & Construction	119	127	127	127	127	127
Health & Safety	8	8	8	8	8	8
Planning & Budget Capital	12	12	12	12	12	12
Total Engineering/Capital	139	147	147	147	147	147
Public Safety						
Operations (Security)	233	232	232	232	232	232
Internal Security - Operations	33	38	38	38	38	38
Total Public Safety	266	270	270	270	270	270
Total Baseline Positions	1,584	1,648	1,652	1,652	1,652	1,652
<i>Non-Reimbursable</i>	1,540	1,604	1,608	1,608	1,608	1,608
<i>Reimbursable</i>	44	44	44	44	44	44
<i>Total Full-Time</i>	1,584	1,648	1,652	1,652	1,652	1,652
<i>Total Full-Time Equivalents</i>	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 2013-2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Managers/Supervisors	28	19	19	19	19	19
Professional, Technical, Clerical	38	33	33	33	33	33
Operational Hourlies	-	-	-	-	-	-
Total Administration	66	52	52	52	52	52
Operations						
Managers/Supervisors	51	54	54	54	54	54
Professional, Technical, Clerical	31	35	35	35	35	35
Operational Hourlies ⁽¹⁾	622	679	679	679	679	679
Total Operations	704	768	768	768	768	768
Maintenance						
Managers/Supervisors	33	34	34	34	34	34
Professional, Technical, Clerical	55	62	62	62	62	62
Operational Hourlies ⁽²⁾	321	315	319	319	319	319
Total Maintenance	409	411	415	415	415	415
Engineering/Capital						
Managers/Supervisors	30	31	31	31	31	31
Professional, Technical, Clerical	109	116	116	116	116	116
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	139	147	147	147	147	147
Public Safety						
Managers/Supervisors	8	7	7	7	7	7
Professional, Technical, Clerical	24	29	29	29	29	29
Operational Hourlies ⁽³⁾	234	234	234	234	234	234
Total Public Safety	266	270	270	270	270	270
Total Positions						
Managers/Supervisors	150	145	145	145	145	145
Professional, Technical, Clerical	257	275	275	275	275	275
Operational Hourlies	1,177	1,228	1,232	1,232	1,232	1,232
Total Positions	1,584	1,648	1,652	1,652	1,652	1,652

(1) Represents Bridge and Tunnel Officers, Sergeants and Lieutenants. These positions are paid annually, not hourly.

(2) Represents maintenance personnel. These positions are paid annually, not hourly.

(3) Represents Bridge and Tunnel Officers, Sergeants and Lieutenants performing public safety. These positions are paid annually, not hourly.

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Capital Construction Company

MTA CAPITAL CONSTRUCTION COMPANY
2013 Final Proposed Budget
November Financial Plan 2013-2016

At the time of preparation, a preliminary assessment of the impacts on the November Financial Plan from Tropical Storm Sandy had not been completed. While Capital Construction Company's baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

Financial Overview

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

- Second Avenue Subway
- East Side Access
- 7 Line Extension
- Fulton Center
- Security Program

MTACC is committed to quality and safety in the work place and at its construction sites. We continue to successfully guide our projects into the future by successfully implementing sustainable measures into project designs and construction practices, specifically:

- Construction Management teams on all MTACC projects were successful in diverting more than 85% of construction and demolition debris from disposal in landfills via recycling and salvaging materials.
- High compliance rates for retrofitting construction equipment with Diesel Particulate filters were achieved for each contract.
- MTA Capital Construction is pursuing LEED (Leadership in Energy and Environmental Design) certification of the Fulton Street Transit Center building that will serve as the focal point for entry in the customer friendly complex that will connect 12 subway lines

MTACC participated in the MTA-wide initiative to reduce reimbursable positions and will continue to maintain a cost efficient program management structure.

MTACC's core staff directly manages the design and construction of over \$12 billion in capital projects. MTACC continues to draw from the expertise and support services available in other MTA agencies to supplement the core staff and support design and construction management.

2012 November Forecast

MTACC's 2012 November Financial Plan is \$30.1 million reflecting a \$0.2 million increase from the 2012 July Financial Plan. Labor Costs are projected at \$25.0 million, with a staffing level of 132 by year end.

MTACC Administration will provide funding for 28% of the \$30.1 million November Forecast, which is approximately \$8 million. These expenditures are comprised of administrative staff and non-project specific costs. The remainder of the expenses, predominantly labor, will be reimbursed by each of the mega-projects.

Staff includes 16 MTACC positions that support the system expansion projects and cannot be charged directly to a specific project. The remaining 116 positions are charged to the mega projects. There are 37 technical employees who are not assigned to a specific project but charge their time to projects based on work assignments. Position breakdowns for each of the mega projects are as follows: East Side Access - 22, Second Avenue Subway - 16, Fulton Center - 19, 7 Line Extension - 10, Security Program - 12. Since the creation of the agency, MTACC has developed and implemented strategies to recruit staff with the experience and technical skills required for our complex construction projects on an as-needed basis only. Matrixed employees (employees of other agencies under temporary management by MTACC) and consultants will continue to support MTACC in lieu of hiring full time staff. These expenses will be funded directly from specific project capital programs.

Non-Labor costs are projected at \$5.2 million, an increase of 2.0% from 2012 July Financial Plan due to an increase in insurance expenditures. These costs are non-project specific and are for the provision of company-wide construction support from specialty contractors and oversight agencies. Such expenditures may not be eligible for reimbursement by the Federal Transit Administration and will be funded through MTACC Administration. Independent engineer and legal litigation expenditures will be funded through the Administrative 2010-2014 Capital Program and will be tracked independently of the administrative professional services forecasts and expenditures. This process will allow us to efficiently and candidly report these annual costs. Non-Labor costs are projected to increase slightly due to higher projected insurance expenses but offset by a decrease in mobile communications device expenditures. Remaining funds have been budgeted for risk management software, archeological and environmental

services, reimbursement of NYCT for administrative support staff and services, and other office costs including computer equipment and supplies.

2013 Proposed Budget – Baseline

In 2013, Second Avenue Subway and East Side Access estimate an additional \$1.5 billion in awarded contracts. Total commitments for all system expansion projects will be approximately \$13.5 billion. MTACC projects 2013 expenditures of \$35.2 million, an increase of 0.3% (\$0.1 million) from the 2012 July Financial Plan, and a year end headcount of 140.

MTACC Administration will provide funding for 34% of the \$35.2 million, which is approximately \$12 million. The remainder of the staffing expenditures will be reimbursed by each of the mega projects for those employees directly working on projects.

Labor and fringe expenses are projected at \$27.1 million, an increase of 0.4% (\$0.1 million) from the 2012 July Financial Plan. Labor costs increase due to pension and medical plan adjustments and escalation rates. Staff includes 18 MTACC positions that support the system expansion projects and cannot be charged directly to a specific project. The remaining 122 positions will be charged to the mega projects. There are 37 technical employees who are not assigned to a specific project but charge their time fully to projects based on work assignments. Position breakdowns for each of the mega projects are as follows: East Side Access - 22, Second Avenue Subway - 19, Fulton Center - 20, 7 Line Extension - 12, Security Program - 12.

Non-Labor costs are projected at \$8.1 million, a less than 0.1% decrease from the 2012 July Financial Plan. Independent engineering and legal expenses of approximately \$10 million will be funded through the Administrative 2010-2014 Capital Program. MTA Audit quarterly chargebacks, All Agency Protective Liability insurance and payroll mobility tax still remain within the MTACC Administrative November Plan and the forecasts are on par with the July Plan. 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), legal and engineering services, workforce development through employee training and other office costs such as communications and computer equipment. Archaeological and program management consulting expenses are projected to decrease in 2013.

Major assumptions and reconciliations to the July Financial Plan are discussed later.

2014 - 2016 Projections

MTACC expenses are projected to remain on par with the July Financial Plan slightly decreasing by 0.5%, 0.2% and 0.2%, respectively in 2014, 2015 and 2016. Labor expenses decrease slightly due to pension and medical plan adjustments, slightly offset by escalation rate increases. Non-labor expenses decrease in 2014 by 0.7% and continue to decrease in 2015 and 2016 by 0.2% due to inflation adjustments. Maintaining a tight control of administrative spending and continuing to charge the mega projects for direct costs will allow MTACC to remain on par with previous financial plans. Year-end staffing levels of 140 employees remain constant through 2016.

MTACC Administration will continue to provide significant funding of the overall projections from 2014-2016. The administrative contribution will be approximately 32% through 2016 (average of \$11.6 million). The remainder of the expenses will be reimbursed by each of the mega projects.

Major assumptions and reconciliations to the July Financial Plan are discussed later.

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MTA CAPITAL CONSTRUCTION COMPANY
2013 Final Proposed Budget
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Baseline

Revenue

Capital and Other Reimbursements:

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

Expenses

Payroll:

- 2013 payroll costs will increase by a total of 7.83%, due to a full staffing level of 140 and an inflation escalation of 2.0%.
- 2014, 2015 and 2016 annual staffing levels will continue to remain at 140. Payroll expenditures will increase by approximately 1.9% per year from 2014 through 2016 as a result of inflation.

Other Fringe Benefits:

- In 2013, Health and Welfare, Pension and Other Fringe Benefits costs will increase by 14.0%, 11.2% and 7.1%, respectively, as a result of revised benefit rates and inflation assumptions.
- Overall, benefit expenditures will continue to slightly increase in 2014, 2015 and 2016 by 1.5%, 4.9% and 3.9% respectively due to an escalation in inflation rates and the projections of the five various MTA agencies' labor and fringe expenses where MTACC employees reside.

Insurance:

- In 2012, MTACC's portion of the All Agency Protective Liability insurance cost was higher than anticipated. Premium rates are assumed to increase by 10% per year from 2014 through 2016.

Professional Service Contracts:

- Professional Service costs will slightly increase in 2013 by \$0.1 million.
- Costs will slightly decrease in 2014 by less than \$0.1 million. From 2015 to 2016, professional service expenditures will rapidly decline by \$0.3 million and \$0.9 million, respectively, as MTACC capital projects approach the completion stage. Thus, fewer audit, technical experts and Indefinite Quantity consultant expenses are anticipated.

Materials and Supplies:

- 2013 through 2016 costs reflect inflationary increases.

Other Business Expenses:

- 2013 costs will increase by \$3.0 million due to estimated occupancy and building maintenance charges.
- 2014 through 2016 costs are less than \$0.1 million in each year and are escalated by inflation rates.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue									
Other Operating Revenue									
Capital and Other Reimbursements	30.107	35.192	5.085	35.726	0.534	36.371	0.645	36.225	(0.146)
Total Revenue	\$30.107	\$35.192	\$5.085	\$35.726	\$0.534	\$36.371	\$0.645	\$36.225	(\$0.146)
Expenses									
Labor:									
Payroll	\$14.371	\$15.497	(\$1.125)	\$15.780	(\$0.283)	\$16.060	(\$0.280)	\$16.344	(\$0.284)
Overtime									
Health and Welfare	2.743	3.128	(0.384)	3.068	0.059	3.437	(0.369)	3.700	(0.262)
OPEB Current Payment									
Pensions	2.608	2.901	(0.292)	2.994	(0.093)	3.082	(0.088)	3.170	(0.088)
Other Fringe Benefits	5.231	5.605	(0.374)	5.745	(0.141)	5.864	(0.118)	5.996	(0.132)
Reimbursable Overhead									
Total Labor Expenses	\$24.954	\$27.130	(\$2.175)	\$27.587	(\$0.458)	\$28.442	(\$0.855)	\$29.209	(\$0.767)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel									
Insurance	0.392	0.240	0.152	0.264	(0.024)	0.290	(0.026)	0.319	(0.029)
Claims									
Paratransit Service Contracts									
Maintenance and Other Operating									
Professional Service Contracts	3.863	3.945	(0.082)	3.932	0.013	3.639	0.292	2.694	0.945
Materials & Supplies	0.060	0.059	0.001	0.061	(0.001)	0.062	(0.001)	0.063	(0.001)
Other Business Expenses	0.838	3.818	(2.980)	3.883	(0.065)	3.937	(0.054)	3.940	(0.002)
Total Non-Labor Expenses	\$5.153	\$8.062	(\$2.909)	\$8.139	(\$0.077)	\$7.928	\$0.211	\$7.016	\$0.912
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$30.107	\$35.192	(\$5.085)	\$35.726	(\$0.534)	\$36.371	(\$0.645)	\$36.225	\$0.146
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$30.107	\$35.192	(\$5.085)	\$35.726	(\$0.534)	\$36.371	(\$0.645)	\$36.225	\$0.146
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.000)

CASH RECEIPTS & EXPENDITURES

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MTA CAPITAL CONSTRUCTION COMPANY
2013 Final Proposed Budget
November Financial Plan 2013-2016
Summary of Major Plan-to-Plan Changes

2012: November Financial Plan vs. July Financial Plan

The November Financial Plan is \$0.2 million (0.5%) higher than the July Financial Plan. This increase is due to a re-estimate of insurance expenses offset by a decrease in mobile communications expenses and a slight drop in inflation rates. Labor expenses increase by 0.2% due to pension and medical plan adjustments for a projected staffing level of 132, by year end. Non-Labor costs are also expected to increase by \$0.103 million. Administrative costs captured within this plan are specialized consultant services, environmental and archeological resources, MTA Audit chargebacks, payroll mobility tax, telecommunications and IT expenditures such as risk management software and upgrades to existing equipment.

2013 - 2016: November Financial Plan vs. July Financial Plan

Expenses for 2013 increase slightly by \$0.1 million from the July Financial Plan due to anticipated inflation rates, pensions and medical benefits adjustments. From 2014 through 2016, expenses are expected to decrease, from the July Plan, by an average of 0.2%. In 2013, staffing levels assume 140 and will remain constant through 2016. The Professional Services budget remains on par with the July Plan with fewer program management consulting resources and archeological expenses, due to the progression of the Fulton Center project. These costs are expected to continue to decrease through 2016. Miscellaneous engineering, environmental and temporary expert services (hiring indefinite quantity consultant firms and individuals to support project controls, claims and change orders) for project needs are projected in the November Plan as are All Agency Protective Liability insurance expenses and payroll mobility taxes.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2013-2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Baseline Changes</i>					
Revenue					
Farebox Revenue					
Vehicle Toll Revenue					
Capital and Other Reimbursement	0.161	0.100	(0.192)	(0.083)	(0.064)
<i>Total Revenue Changes</i>	\$0.161	\$0.100	(\$0.192)	(\$0.083)	(\$0.064)
Expenses					
<i>Labor:</i>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	(0.068)	(0.151)	0.167	0.041	0.044
OPEB Current Payment					
Pensions	0.001	0.009	0.007	0.007	0.003
Other Fringe Benefits	0.010	0.038	0.011	0.013	0.000
Reimbursable Overhead					
<i>Total Labor Expense Changes</i>	(\$0.058)	(\$0.104)	\$0.185	\$0.062	\$0.048
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel					
Insurance	(0.173)	0.000	0.000	0.000	0.000
Claims					
Paratransit Service Contracts					
Professional Service Contracts	(0.000)	0.000	0.001	0.007	0.005
Maintenance and Other Operating Contracts					
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.070	0.004	0.005	0.014	0.011
<i>Total Non-Labor Expense Changes</i>	(\$0.103)	\$0.004	\$0.006	\$0.021	\$0.016
<i>Total Expense Changes</i>	(\$0.161)	(\$0.100)	\$0.192	\$0.083	\$0.064
<i>Other Expense Adjustments/Gap Closing Actions</i>					
Other - Restricted Cash Adjustment					
<i>Total Other Expenditure Adjustments Changes</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Baseline Changes</i>	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)

MTA CAPITAL CONSTRUCTION
November Financial Plan 2013-2016
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Reimbursable Major Changes</i>					
Revenue					
Sub-Total Non-Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Sub-Total Non-Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Non-Reimbursable Major Changes</i>	<i>\$0.000</i>	<i>\$0.000</i>	<i>\$0.000</i>	<i>\$0.000</i>	<i>\$0.000</i>
<i>Reimbursable Major Changes</i>					
Revenue	\$0.161	\$0.100	(\$0.192)	(\$0.083)	(\$0.064)
Sub-Total Reimbursable Revenue Changes	\$0.161	\$0.100	(\$0.192)	(\$0.083)	(\$0.064)
Expenses	(\$0.161)	(\$0.100)	\$0.192	\$0.083	\$0.064
Sub-Total Reimbursable Expense Changes	(\$0.161)	(\$0.100)	\$0.192	\$0.083	\$0.064
<i>Total Reimbursable Major Changes</i>	<i>(\$0.000)</i>	<i>\$0.000</i>	<i>\$0.000</i>	<i>(\$0.000)</i>	<i>(\$0.000)</i>
Total Accrual Changes	(\$0.000)	\$0.000	\$0.000	(\$0.000)	(\$0.000)
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Baseline Changes</i>	<i>(\$0.000)</i>	<i>\$0.000</i>	<i>\$0.000</i>	<i>(\$0.000)</i>	<i>(\$0.000)</i>
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	(\$0.000)	\$0.000	\$0.000	(\$0.000)	(\$0.000)

MTA CAPITAL CONSTRUCTION COMPANY
2013 Final Proposed Budget
November Financial Plan 2013-2016
Positions

Position Assumptions

All costs are reimbursable from the MTA Capital Program. The November Financial Plan projects 2012 year-end staffing of 132. Staffing levels are 140 in 2013 and remain constant at that level through 2016.

Staffing needs are also met with a mix of employees matrixed* to the company from other agencies or provided by third party consultants. The actual mix of MTACC employees, matrixed employees and consultant staff are dependent upon the particular needs of each project and the availability of the proper resources.

MTACC has carefully timed the hiring of employees to correspond with the needs of the projects and the mix of construction and design activities underway and as a result, in 2012, the projected year end employee quota remains at 132.

The breakdown of the year-end staffing level of 132 is as follows: 16 MTACC administrative positions and 116 positions implementing East Side Access, Second Avenue Subway, Lower Manhattan, No. 7 Line and the system-wide security program. MTACC continues to anticipate a year-end staff of 140 employees from 2014 through 2016. This breakdown comprised of 55 administrative positions and 85 project positions. MTACC will fully charge the time of 37 technical employees directly to the mega projects, based on work assignments, rather than the Administrative budget.

*Employees of other agencies under temporary management by MTACC

MTA Capital Construction Company
November Financial Plan 2013-2016
Favorable/(Unfavorable)

Total Position Changes at a Glance					
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
2012 July Plan - Total Baseline Positions	132	140	140	140	140
Total Plan-to-Plan Changes	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
2012 November Plan - Total Baseline Positions	132	140	140	140	140
Total Year-to-Year Changes, November Plan		(8)	0	0	0

Total Plan-to-Plan Changes by Reporting Category:					
Non-Reimbursable	0	0	0	0	0
Reimbursable	0	0	0	0	0
Total	0	0	0	0	0
Full-Time	0	0	0	0	0
Full-Time Equivalents	0	0	0	0	0
Total	0	0	0	0	0
By Function Category					
- Administration	0	0	0	0	0
- Operations	0	0	0	0	0
- Maintenance	0	0	0	0	0
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	0	0	0	0	0
By Occupational Group					
- Managers/Supervisors	0	0	0	0	0
- Professional, Technical, Clerical	0	0	0	0	0
- Operational Hourlies	0	0	0	0	0
Total	0	0	0	0	0

Total Plan-to-Plan Changes by Major Category:					
2012 BRPs	0	0	0	0	0
New Needs	0	0	0	0	0
Change in Reimbursable Positions	0	0	0	0	0
Re-estimates & All Other ¹	0	0	0	0	0
Total	0	0	0	0	0

¹ Includes Full Time Equivalents

MTA CAPITAL CONSTRUCTION
November Financial Plan 2013-2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
MTACC	22	16	18	18	18	18
Engineering/Capital						
MTACC	25	37	37	37	37	37
East Side Access	22	22	22	22	22	22
Second Avenue Subway	16	16	19	19	19	19
Security Program	11	12	12	12	12	12
Lower Manhattan Projects	17	19	20	20	20	20
7 Line Extension	10	10	12	12	12	12
Total Engineering/Capital	101	116	122	122	122	122
Total Baseline Positions	123	132	140	140	140	140
<i>Non-Reimbursable</i>	-	-	-	-	-	-
<i>Reimbursable</i>	123	132	140	140	140	140
<i>Total Full-Time</i>	123	132	140	140	140	140
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA CAPITAL CONSTRUCTION
November Financial Plan 2013-2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2011 Actual	2012 November Forecast	Final Proposed Budget	2014	2015	2016
Administration							
	Managers/Supervisors						
	Professional, Technical, Clerical	22	16	18	18	18	18
	Operational Hourlies						
	Total Administration	22	16	18	18	18	18
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	101	116	122	122	122	122
	Operational Hourlies						
	Total Engineering/Capital	101	116	122	122	122	122
Public Safety							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions							
	Managers/Supervisors						
	Professional, Technical, Clerical	123	132	140	140	140	140
	Operational Hourlies						
	Total Baseline Positions	123	132	140	140	140	140

Long Island Rail Road

MTA LONG ISLAND RAIL ROAD

2013 Final Proposed Budget

November Financial Plan 2013 - 2016

At the time of preparation, a preliminary assessment of the impacts on the November Financial Plan from Tropical Storm Sandy had not been completed. While Long Island Rail Road's baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

FINANCIAL OVERVIEW

The 2012 November Financial Plan maintains LIRR's commitment to delivering safe, secure and reliable transportation while continuing to improve customer service, and it contains the resources necessary for the LIRR to achieve its key performance goals in areas such as increased train service, improved fleet performance and solid service reliability. In addition, several critical investments are proposed that would improve customer safety and communications and maintain infrastructure in a state of good repair.

The LIRR has experienced extremely strong ridership that is significantly higher than the growth forecasted in the prior financial plan, with 13 consecutive months of ridership increases compared to the prior year. A portion of the additional revenue generated by this growth is being invested in new train service to customers, particularly the expanding off-peak market. Of particular note is the enhanced service to Atlantic Terminal to complement the opening of Barclay's Center. The LIRR must further expand train service to meet ridership needs, if this growth trend continues. On the cost control side, the Plan reflects the LIRR's continued efforts to address key cost drivers, with a particular focus on overtime expenses, inventory management and administrative costs. Uncontrollable expenses such as health benefits, insurance and fuel continue to rise more rapidly than the rate of inflation. This is especially the case for the historic burden the LIRR bears for its "closed pension plan," which has not accepted new members since the 1980's. Covering this unfunded liability will cost the LIRR \$117.6 million in 2013. Further, the LIRR has over 6,150 retirees most with health benefits costing the LIRR \$67 million per year.

Ridership and Revenue

The strengthening economic recovery has been evident in ridership growth at the Long Island Rail Road. Through September 2012, the LIRR had experienced ridership growth for 13 consecutive months in both the commutation and non-commutation markets.

Ridership through September was above the 2012 Adopted Budget by 3.6% and remains above 2011 levels by 4.3% when adjusted for calendar differences.

These trends have been incorporated into the November Financial Plan. The 2013 ridership is now projected to be 84.4 million or 4.2% over the Adopted Budget estimate for 2012 July Financial Plan based on projected improvements in the 2012 employment forecast. Ridership projections in the out years are conservatively projected to grow by 0.7% in 2014, 0.7% in 2015, and 0.6% in 2016. Farebox revenue is projected to increase in line with the ridership trends. In addition, the LIRR anticipates improved ridership driven by the service investments scheduled to start in 2012.

As part of the 2012 November Financial Plan, the LIRR is investing in increased service in order to address this strong growth in ridership, especially during off-peak periods. LIRR will provide half-hourly service on the weekend and off-peak weekday during certain hours on the Ronkonkoma Branch. Extra trains will be added to accommodate increased ridership on the Long Beach, Port Jefferson, and Montauk branches. In addition, trains service between Atlantic Terminal and Jamaica Station will be extended to 2 AM. Lastly, additional holiday service will be provided on the Port Washington, Huntington, Babylon, and Long Beach branches in order to accommodate ridership growth and attract new customers.

Efficiency Initiatives

The LIRR's commitment to efficiency is evidenced by the 2013 Final Proposed Budget and 2014-2016 Financial Plan, which reflects the continued implementation of budget reduction programs outlined in prior financial plans. The LIRR continues to subject all areas of the budget to intensive review, specifically payroll-related operational costs, overtime, inventory and administration.

For example, the Maintenance of Equipment Department continues to aggressively manage and adjust its maintenance activities to reflect component performance. Based on a careful analysis of mechanical failures, the department adjusted the intervals between several part replacement programs, and the savings generated have been re-invested in improved diagnostic and wayside communication equipment for the diesel locomotives.

The LIRR considers overtime management to be one of its highest priorities. The 2013 Final Proposed Budget targets an 8% reduction in non-reimbursable overtime spending from the 2012 November Forecast and 9% from the final 2011 actual. Continued oversight of overtime by senior management along with planned hiring/training and improved availability are the key drivers of overtime control.

In 2009, the LIRR established an Inventory and Materials Task Force to improve the planning and oversight of material purchases and usage. This led to reducing the re-

order point for selected material, creating an interdepartmental review of all Maintenance of Equipment requisitions over \$25,000, and increased scrutiny of maintenance activities at the key material order points to increase the accuracy of procurement levels. As a result of these efforts the LIRR saved approximately \$9.0 million in 2012 in addition to savings achieved in 2010 and 2011. For 2013, the LIRR is targeting an additional savings of almost \$9.0 million.

In prior financial plans, the LIRR reduced both administrative staffing and non-payroll savings in support areas. The 2012 November Financial Plan maintains these savings.

Programmatic Investments

The Financial Plan contains funding for several initiatives first identified in the preliminary budget, including resources to strengthen the LIRR's protection against lightning strikes, and to enhance elevator and escalator safety and maintenance, with a goal of maintaining all 19 escalators in a state of good repair and increasing oversight of maintenance activities.

Further, the 2012 Financial Plan contains funding for three crucial customer communication initiatives. First, the LIRR will continue to enhance the current Audio Visual Paging System (AVPS), which is deployed at all stations. The AVPS provides audio and visual announcements to customers on train schedule and status and is a vital communication tool for keeping customers informed during major service disruptions. The current initiative provides for improved train reporting capabilities to customers, including using additional GPS and enhancements to the signal system to more accurately pinpoint train locations.

A second initiative will introduce real-time train status information to customers via handheld devices. So far, this application has been deployed on the Port Washington and West Hempstead branches with other branches to follow in 2013.

Third, the two commuter railroads are collaborating on another major MTA-wide customer oriented initiative -- the development of a New Fare Payment System (NFPS). When fully deployed, NFPS will allow customers to purchase tickets on-board or off-board using a wide variety of payment methods including cash, credit and pin-less debit cards (magnetic stripe), "smartcards", smartphones, and bar-coded tickets (paper or electronic). These tickets will be validated by train crew members who will be provided with hand held Ticket Issuing Machines. Roll-out will begin in 2013 with full deployment expected by the end of 2014.

2012 November Forecast

The LIRR's 2012 November Forecast is comprised of non-reimbursable revenue totaling \$623.7 million and non-reimbursable expenses including depreciation, other

post-employment benefits and environmental remediation of \$1,634.3 million that generate an operating deficit of (\$1,010.6) million. The 2012 November Forecast reimbursable revenue and expenses each total \$205.4 million.

Total Non-Reimbursable revenue is (\$1.6) million less than the 2012 Mid-Year Forecast. Farebox Revenue is \$2.1 million greater due to higher ridership. Other Operating Revenue is \$3.7 million less due to the timing of a real estate sale now projected to occur in 2013 and lower than expected train car advertising.

Total Non-Reimbursable expenses (excluding depreciation and OPEB) are less by \$2.5 million. The favorable variance is primarily due to lower Electric Power rates and the timing of various IT initiatives. This is partially offset by additional headcount associated with several train crew staffing initiatives and overtime due to lower availability and the existence of vacant positions. A significant number of vacant craft positions will be filled by early 2013.

The major cash adjustments from the Mid-Year Forecast are timing of capital, other reimbursements and non-labor expenditures.

Full-time positions total 6,597 in the 2012 November Forecast, with 6,053 non-reimbursable positions and 544 reimbursable positions. This reflects an increase of 285 positions from 2011 Year-end Actual and 68 positions from the 2012 Mid-Year Forecast. Most of the year-over-year increase is associated with filling vacant positions and train crew staffing initiatives. The change from the Mid-Year Forecast is primarily related to train crew staffing initiatives.

2013 Final Proposed Budget - Baseline

The LIRR's Financial Plan is geared toward achieving several key operational goals in 2013, including maintaining on-time performance at 95.1% and fleet-wide mean distance between failures (MDBF) at 152,000 miles. The budget plan also reflects a continuing commitment to improve both employee and customer safety and security. Other key assumptions incorporated in the baseline are discussed in a later section, along with reconciliation to the Preliminary Budget.

The 2013 Revenue totals \$873.8 million, of which \$632.7 million is Non-reimbursable revenue and \$241.1 million is Reimbursable revenue. The total expense budget is \$1,953.9 million, of which \$1,560.2 million is for operating expenses and the balance is associated with such non-cash items as depreciation, other post-employment benefits and environmental remediation. Non-reimbursable operating expenses total \$1,319.1 million in 2013, while Reimbursable expenses are \$241.1 million in the accrued statements.

The cash budget for 2013 incorporates \$885.6 million in cash receipts and \$1,566.9 million in cash disbursements. The baseline cash requirement is (\$681.4) million, as

driven by operating expenses paid for in 2013, revenues received in 2013 and other adjustments to cash flow.

On an accrued basis, revenues and expenses are higher in the 2013 Final Proposed Budget than the 2012 Forecast. Total revenues for 2013 are \$873.8 million, \$44.7 million higher than in the current 2012 Forecast with non-reimbursable revenues rising by \$9.0 million and Reimbursable revenues rising by \$35.7 million. Baseline Ridership in 2013 increases over the 2012 November Forecast by 0.9 million rides, or 1.1%. Total operating expenses before depreciation of \$1,560.2 million reflect growth of \$120.1 million over the 2012 November Forecast. Non-reimbursable expenses increase by (\$84.4) million and reimbursable expenses increase by (\$35.7) million. While the resulting total operating baseline deficit increases by (\$69.5) million to (\$1,080.1) million in 2013, the projected baseline cash deficit (or subsidy requirement) of (\$681.4) million in 2013 is higher by \$74.8 million.

Full-time positions total 6,731 in the 2013 Final Proposed Budget, with 6,058 non-reimbursable positions and 673 reimbursable positions. Compared to the 2012 November Forecast, this reflects a total increase of 134 positions, 129 reimbursable positions and 5 non-reimbursable positions. The driver of the reimbursable headcount increase is a result of project activity. The major drivers of the non-reimbursable headcount change are staffing levels in the Transportation Services Department.

Financial Plan 2014-2016 Projections

The baseline projections for 2014 through 2016 reflect continuing initiatives launched in 2012. During this period, the LIRR will continue its Reliability Centered Maintenance (RCM) for its M7 fleet, as many components start to enter key maintenance stages. In addition, the LIRR will begin ramping up costs for service to Grand Central Terminal (East Side Access).

The baseline projections for 2014-2016 reflect these various impacts. Non-reimbursable revenues grow by less than 1% in each year, while Reimbursable revenues increase by 5.9% in 2014, decrease by 7.6% in 2015 and 0.5% in 2016.

The pace of expense growth is higher than the projected revenue growth, driven by rates that exceed inflation in uncontrollable costs like Health and Welfare (active and retirees), Electric Power and Pension costs throughout the plan. Non-reimbursable expenses (before depreciation) grow by 2.2% from \$1,319.1 million in 2013 to \$1,347.8 million in 2014. They continue to rise by 5.1% in 2015 and 6.3% in 2016, reaching \$1,505.0 million. The higher rate of growth in the out years is due to East Side Access ramp-up costs. Reimbursable expenses increase by 5.9% in 2014, decrease by 7.6% in 2015 and 0.5% in 2016.

On a year-to-year basis, the Baseline headcount positions increase in 2014 by 96 positions over 2013, increase by 196 positions in 2015 and 291 positions in 2016. The

increases are primarily related to the East Side Access ramp-up. For the period 2014 to 2016, reimbursable positions increase by 12 in 2014, and decline by 15 in 2015 and 25 in 2016.

GAP CLOSING MEASURES – 2012 Budget Reduction Program (BRP)

BRP Actions

The November Financial Plan includes a Budget Reduction Program resulting in \$3.7 million in improved fare box revenue. The revenue is generated from the implementation of an Address Verification System on ticket selling machines to reduce incidents of credit card fraud.

The AVS initiative builds on a series of budget reduction initiatives that have been included in prior financial plans, which continue to generate sizeable savings for the LIRR. These prior efforts substantially reduced administrative and support costs while protecting the reliability of service. Past efforts include reductions to administrative staff, tightening inventory controls, extending life cycle replacement of highway vehicles, analyzing maintenance schedules, and eliminating low priority programs.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Operating Revenue						
Farebox Revenue	\$571.706	\$586.812	\$593.844	\$598.247	\$602.615	\$605.857
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	34.185	36.902	38.879	38.449	39.301	40.589
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$605.891	\$623.714	\$632.723	\$636.696	\$641.916	\$646.446
Operating Expenses						
<u>Labor:</u>						
Payroll	\$409.228	\$422.656	\$434.365	\$446.539	\$471.539	\$502.168
Overtime	84.707	83.570	76.994	78.204	79.969	81.282
Health and Welfare	83.356	88.142	102.993	106.659	117.956	132.403
OPEB Current Payment	54.292	59.105	66.847	69.104	74.457	80.278
Pensions	142.163	161.902	181.046	178.009	180.736	184.770
Other Fringe Benefits	96.138	103.183	109.459	113.367	119.746	127.308
Reimbursable Overhead	(23.305)	(25.559)	(22.312)	(24.587)	(17.534)	(17.322)
Total Labor Expenses	\$846.579	\$892.999	\$949.392	\$967.295	\$1,026.869	\$1,090.887
<u>Non-Labor:</u>						
Electric Power	\$90.897	\$91.735	\$103.895	\$106.436	\$111.546	\$117.082
Fuel	26.139	27.599	31.171	30.634	29.900	31.643
Insurance	14.869	15.621	17.661	20.427	23.708	27.554
Claims	1.628	3.400	3.401	3.456	3.513	3.570
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	52.635	58.902	59.446	57.059	57.044	63.220
Professional Service Contracts	23.885	29.183	35.067	30.076	28.347	29.347
Materials & Supplies	67.022	101.860	108.998	119.294	120.766	126.432
Other Business Expenses	11.008	13.437	10.093	13.104	14.616	15.306
Total Non-Labor Expenses	\$288.083	\$341.737	\$369.732	\$380.486	\$389.440	\$414.154
<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.	\$1,134.662	\$1,234.736	\$1,319.124	\$1,347.781	\$1,416.309	\$1,505.041
Depreciation	316.199	317.917	309.649	298.649	307.649	316.832
OPEB Obligation	74.596	79.662	82.051	84.513	87.048	89.660
Environmental Remediation	3.496	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,528.953	\$1,634.315	\$1,712.824	\$1,732.943	\$1,813.006	\$1,913.533
Baseline Surplus/(Deficit)	(\$923.062)	(\$1,010.601)	(\$1,080.101)	(\$1,096.247)	(\$1,171.090)	(\$1,267.087)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$316.199	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
Operating/Capital	(2.435)	(8.074)	(23.921)	(16.646)	(10.079)	(10.148)
Other Cash Adjustment	92.159	94.206	112.996	90.848	94.336	92.171
Total Cash Conversion Adjustments	\$405.923	\$404.049	\$398.724	\$372.851	\$391.906	\$398.855
Net Cash Surplus/(Deficit)	(\$517.139)	(\$606.552)	(\$681.377)	(\$723.396)	(\$779.184)	(\$868.232)

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MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$571.706	\$586.812	\$593.844	\$598.247	\$602.615	\$605.857
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	34.185	36.902	38.879	38.449	39.301	40.589
Capital and Other Reimbursements	197.076	205.368	241.097	255.436	236.108	235.023
Total Revenue	\$802.967	\$829.082	\$873.820	\$892.132	\$878.024	\$881.469
Expenses						
<u>Labor:</u>						
Payroll	\$474.267	\$489.492	\$515.434	\$533.763	\$559.064	\$589.776
Overtime	97.302	95.661	89.897	91.348	92.736	93.796
Health and Welfare	95.281	100.246	117.237	122.033	133.398	147.828
OPEB Current Payment	54.292	59.105	66.847	69.104	74.457	80.278
Pensions	164.573	183.100	201.000	199.458	202.188	206.194
Other Fringe Benefits	110.172	117.375	126.614	131.883	138.343	145.886
Reimbursable Overhead	(0.000)	-	-	-	-	-
Total Labor Expenses	\$995.887	\$1,044.979	\$1,117.029	\$1,147.589	\$1,200.186	\$1,263.758
<u>Non-Labor:</u>						
Electric Power	\$91.103	\$91.880	\$103.895	\$106.436	\$111.546	\$117.082
Fuel	26.139	27.599	31.171	30.634	29.900	31.643
Insurance	19.605	19.807	24.343	27.893	31.121	34.874
Claims	1.628	3.400	3.401	3.456	3.513	3.570
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	63.132	71.326	73.074	68.797	66.831	73.135
Professional Service Contracts	28.061	31.235	39.101	31.829	29.803	30.584
Materials & Supplies	94.646	135.554	156.753	172.078	164.802	170.013
Other Business Expenses	11.260	14.324	11.454	14.505	14.715	15.405
Total Non-Labor Expenses	\$335.574	\$395.125	\$443.192	\$455.628	\$452.231	\$476.306
<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.	\$1,331.461	\$1,440.104	\$1,560.221	\$1,603.217	\$1,652.417	\$1,740.064
Depreciation	\$316.199	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
OPEB Obligation	74.596	79.662	82.051	84.513	87.048	89.660
Environmental Remediation	3.773	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,726.029	\$1,839.683	\$1,953.921	\$1,988.379	\$2,049.114	\$2,148.556
Baseline Surplus/(Deficit)	(\$923.062)	(\$1,010.601)	(\$1,080.101)	(\$1,096.247)	(\$1,171.090)	(\$1,267.087)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$316.199	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
Operating/Capital	(2.435)	(8.074)	(23.921)	(16.646)	(10.079)	(10.148)
Other Cash Adjustment	92.159	94.206	112.996	90.848	94.336	92.171
Total Cash Conversion Adjustments	\$405.923	\$404.049	\$398.724	\$372.851	\$391.906	\$398.855
Net Cash Surplus/(Deficit)	(\$517.139)	(\$606.552)	(\$681.377)	(\$723.396)	(\$779.184)	(\$868.232)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$596.699	\$614.940	\$622.844	\$627.247	\$631.615	\$634.857
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	35.350	91.391	51.765	51.077	52.046	53.455
Capital and Other Reimbursements	184.416	209.391	210.953	232.721	219.844	218.335
Total Receipts	\$816.465	\$915.722	\$885.562	\$911.045	\$903.505	\$906.647
Expenditures						
<u>Labor:</u>						
Payroll	\$477.441	\$486.115	\$513.006	\$531.262	\$556.488	\$587.123
Overtime	99.126	95.661	89.897	91.348	92.736	93.796
Health and Welfare	96.648	100.246	117.237	122.033	133.398	147.828
OPEB Current Payment	52.858	59.105	66.847	69.104	74.457	80.278
Pensions	164.450	183.100	201.000	199.458	202.188	206.194
Other Fringe Benefits	111.163	120.375	126.614	131.883	138.343	145.886
GASB Account	7.233	7.371	7.909	9.176	9.593	10.636
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$1,008.918	\$1,051.973	\$1,122.510	\$1,154.264	\$1,207.203	\$1,271.741
<u>Non-Labor:</u>						
Electric Power	\$85.686	\$131.097	\$101.678	\$109.405	\$114.714	\$120.462
Fuel	23.226	31.239	31.171	30.634	29.900	31.643
Insurance	15.649	25.189	23.589	28.435	30.761	34.499
Claims	1.209	2.934	1.609	1.646	1.684	1.722
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	48.866	83.882	73.374	69.097	67.131	73.435
Professional Service Contracts	22.694	30.461	36.101	28.679	26.496	27.111
Materials & Supplies	91.452	124.465	136.871	169.208	161.532	170.323
Other Business Expenses	8.785	14.034	11.036	14.073	14.268	14.943
Total Non-Labor Expenditures	\$297.567	\$443.301	\$415.429	\$451.177	\$446.486	\$474.138
<u>Other Expenditure Adjustments:</u>						
Other	28.982	27.000	29.000	29.000	29.000	29.000
Total Other Expenditure Adjustments	\$28.982	\$27.000	\$29.000	\$29.000	\$29.000	\$29.000
Total Expenditures	\$1,335.467	\$1,522.274	\$1,566.939	\$1,634.441	\$1,682.689	\$1,774.879
Cash Timing and Availability Adjustment	1.863	0.000	0.000	0.000	0.000	0.000
Baseline Cash Surplus/(Deficit)	(\$517.139)	(\$606.552)	(\$681.377)	(\$723.396)	(\$779.184)	(\$868.232)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$24.993	\$28.128	\$29.000	\$29.000	\$29.000	\$29.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	1.165	54.489	12.886	12.628	12.745	12.866
Capital and Other Reimbursements	(12.660)	4.023	(30.144)	(22.715)	(16.264)	(16.688)
Total Receipts	\$13.498	\$86.640	\$11.742	\$18.913	\$25.481	\$25.178
Expenditures						
Labor:						
Payroll	(\$3.174)	\$3.377	\$2.428	\$2.501	\$2.576	\$2.653
Overtime	(1.824)	-	-	-	-	-
Health and Welfare	(1.367)	-	-	-	-	-
OPEB Current Payment	1.434	-	-	-	-	-
Pensions	0.123	-	-	-	-	-
Other Fringe Benefits	(0.991)	(3.000)	-	-	-	-
GASB Account	(7.233)	(7.371)	(7.909)	(9.176)	(9.593)	(10.636)
Reimbursable Overhead	(0.000)	-	-	-	-	-
Total Labor Expenditures	(\$13.032)	(\$6.994)	(\$5.481)	(\$6.675)	(\$7.017)	(\$7.983)
Non-Labor:						
Electric Power	\$5.417	(\$39.217)	\$2.217	(\$2.969)	(\$3.168)	(\$3.380)
Fuel	2.913	(3.640)	-	-	-	-
Insurance	3.956	(5.382)	0.754	(0.542)	0.360	0.375
Claims	0.419	0.466	1.792	1.810	1.829	1.848
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	14.266	(12.556)	(0.300)	(0.300)	(0.300)	(0.300)
Professional Service Contracts	5.367	0.774	3.000	3.150	3.307	3.473
Materials & Supplies	3.194	11.089	19.882	2.870	3.270	(0.310)
Other Business Expenditures	2.475	0.290	0.418	0.432	0.447	0.462
Total Non-Labor Expenditures	\$38.007	(\$48.176)	\$27.763	\$4.451	\$5.745	\$2.168
Other Expenditures Adjustments:						
Other	(28.982)	(27.000)	(29.000)	(29.000)	(29.000)	(29.000)
Total Other Expenditures Adjustments	(\$28.982)	(\$27.000)	(\$29.000)	(\$29.000)	(\$29.000)	(\$29.000)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$9.492	\$4.470	\$5.024	(\$12.311)	(\$4.791)	(\$9.637)
Depreciation Adjustment	\$316.199	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
OPEB Obligation	74.596	79.662	82.051	84.513	87.048	89.660
Environmental Remediation	3.773	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	1.863	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$405.923	\$404.049	\$398.724	\$372.851	\$391.906	\$398.855

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MTA LONG ISLAND RAIL ROAD
2013 Final Proposed Budget
November Financial Plan 2013 – 2016
Year-To-Year Changes by Category - Baseline

Revenue

Farebox Revenue

- The regional economy and employment trends are the primary drivers.
- Farebox revenue is increasing by 2.6% in 2012 over 2011 primarily due to anticipated ridership growth and full year impact of AVS implementation.
- Farebox revenue is increasing by 1.2% in 2013 over 2012 primarily due to anticipated ridership growth.
- Passenger revenue forecasts in the outer years 2014 - 2016 reveal modest annual growth due to increases in ridership.

Other Operating Revenue

- Other revenues are higher in 2012 from the 2011 actual due to higher station privileges, partially offset by lower miscellaneous revenue.
- Excluding a one-time real estate sale in 2013, projected to grow each year primarily through contractual and inflationary increases.

Capital and Other Reimbursements

- Reflects the 2010 - 2014 Capital Program and other project activity including overbuilds and East Side Access materials.

Expenses

Payroll

- 2012 - 2016 includes increases for management employees of 2.20%, 1.97%, 1.91%, 1.85% and 1.89% respectively.
- 2012 - 2016 includes increases for represented employees of 0.0%, 1.97%, 1.91%, 1.85% and 1.89% respectively (all increases effective July 1 of each year).
-
- 2012 - 2013 increase is due to projected wage assumptions, headcount increases include filling all vacant positions, additional resources to support FRA Mandates, train crew staffing initiatives, service investments, elevator and escalator maintenance and Reliability Centered Maintenance needs, and capital project activity staffing levels.
- 2012 - 2013 headcount increases are primarily related to Capital Program activity.
- 2014 - 2016 include East Side Access ramp-up costs. Of the 84 non-reimbursable head increase from 2013 to 2014, 19 are related to East Side Access. Similarly, almost all the headcount increases from 2014 – 2016 are related to East Side Access.

Overtime

- 2012 - 2013 decrease of \$5.8 million or 6.0% is primarily associated with the assumption that a significant number of vacant craft positions will be filled by 2013 and improved availability, partially offset by higher project activity.
- 2013 - 2016 increases primarily reflect normal wage growth.

Health & Welfare

- 2012 - 2016 reflects an annual NYSHIP rate increase of approximately 11.1% (2013), 1.7%, 6.3% and 6.3% (2016) for individual coverage and 11.8% (2013), 2.4%, 7.0% and 7.0% (2016) for family coverage.
- Reflects impact of headcount changes each year, including ramp-up costs for East Side Access beginning in 2014.

Pensions

- Reflects the latest actuarial valuation for each year.

Other Fringe Benefits

- Railroad Retirement Tax maximum limits are based on the projected maximum earnings bases from the Railroad Retirement Board and annual CPI increases; the tax rate for each tier is expected to remain unchanged.
- Railroad Unemployment reflects a slight annual increase in the monthly amount per employee each year.
- FELA Medical and Indemnity payments assumed to increase by CPI.

Electric Power

- 2012 is based on actuals through July and reflects the latest LIRR consumption estimates and inflationary increases.
- 2013 - 2016 reflects the latest LIRR consumption estimates and inflationary increases.

Fuel

- 2012 is based on actuals through July and reflects the latest LIRR consumption estimates inflationary increases.
- 2013 - 2016 reflects the latest inflationary increases.

Insurance

- 2012 - 2016 reflects the latest inflationary increases and Force Account Insurance estimates based on project activity. Generally, premium rates are assumed to increase by 10% per year during 2013-2016.

Claims

- 2012 reflects actual experience through July and the anticipated settlement and payout of claims for the balance of the year.
- 2013 - 2016 reflects inflationary increases.

Maintenance and Other Operating Contracts

- 2012 – 2013 increases due to timing of project activity.
- 2013 – 2014 increase due to security initiatives and other maintenance agreements.
- 2014 – 2016 include normal inflationary and contractual increases.
- 2016 includes East Side Access start-up costs.

Professional Service Contracts

- 2012 – 2016 reflects changes in timing of System Initiative projects.
- 2014 – 2016 increase due to prior year timing changes and normal inflationary increases.
- 2016 includes East Side Access start-up costs.

Material and Supplies

- The increase in materials from 2012 – 2014 is primarily due to East Side Access material and other capital program activity, Reliability Centered Maintenance (RCM) material and higher than anticipated inflationary increase for track material.
- 2014 – 2016 include changes in East Side Access material and other capital program activity.
- 2016 includes East Side Access start-up costs.

Other Business Expenses

- 2012 – 2016 reflects changes in timing of credits for concrete tie settlement and normal inflationary increases.
- 2016 include East Side Access start-up costs.

Depreciation

- Reflects depreciation of current assets as well as estimates for capital projects based on their beneficial use.

Cash Adjustments

Expense

- Insurance and Claims & Suits – payments versus accrued expenses.
- Maintenance - Joint Facility Amtrak payment terms one time change in 2012.
- 2012 - 2016 – lower material purchases based on an assessment of material needs required to support infrastructure maintenance efforts compared to inventory on hand.
- Depreciation and other non-cash adjustments for each year 2012 - 2016.
- Traction and Propulsion Power – reflects projected LIPA settlement and other adjustments.

MTA LONG ISLAND RAILROAD
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$586.812	\$593.844	\$7.032	\$598.247	\$4.403	\$602.615	\$4.368	\$605.857	\$3.242
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	36.902	38.879	1.977	38.449	(0.430)	39.301	0.852	40.589	1.288
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$623.714	\$632.723	\$9.009	\$636.696	\$3.973	\$641.916	\$5.220	\$646.446	\$4.530
Expenses									
Labor:									
Payroll	\$422.656	\$434.365	(11.709)	\$446.539	(\$12.174)	\$471.539	(\$25.000)	\$502.168	(\$30.629)
Overtime	83.570	76.994	6.576	78.204	(1.210)	79.969	(1.765)	81.282	(1.313)
Health and Welfare	88.142	102.993	(14.851)	106.659	(3.666)	117.956	(11.297)	132.403	(14.447)
OPEB Current Payment	59.105	66.847	(7.742)	69.104	(2.257)	74.457	(5.353)	80.278	(5.821)
Pensions	161.902	181.046	(19.144)	178.009	3.037	180.736	(2.727)	184.770	(4.034)
Other Fringe Benefits	103.183	109.459	(6.276)	113.367	(3.908)	119.746	(6.379)	127.308	(7.562)
Reimbursable Overhead	(25.559)	(22.312)	(3.247)	(24.587)	2.275	(17.534)	(7.053)	(17.322)	(0.212)
Total Labor Expenses	\$892.999	\$949.392	(\$56.393)	\$967.295	(\$17.903)	\$1,026.869	(\$59.574)	\$1,090.887	(\$64.018)
Non-Labor:									
Electric Power	\$91.735	\$103.895	(\$12.160)	\$106.436	(\$2.541)	\$111.546	(\$5.110)	\$117.082	(\$5.536)
Fuel	27.599	31.171	(3.572)	30.634	0.537	29.900	0.734	31.643	(1.743)
Insurance	15.621	17.661	(2.040)	20.427	(2.766)	23.708	(3.281)	27.554	(3.846)
Claims	3.400	3.401	(0.001)	3.456	(0.055)	3.513	(0.057)	3.570	(0.057)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	58.902	59.446	(0.544)	57.059	2.387	57.044	0.015	63.220	(6.176)
Professional Service Contracts	29.183	35.067	(5.884)	30.076	4.991	28.347	1.729	29.347	(1.000)
Materials & Supplies	101.860	108.998	(7.138)	119.294	(10.296)	120.766	(1.472)	126.432	(5.666)
Other Business Expenses	13.437	10.093	3.344	13.104	(3.011)	14.616	(1.512)	15.306	(0.690)
Total Non-Labor Expenses	\$341.737	\$369.732	(\$27.995)	\$380.486	(\$10.754)	\$389.440	(\$8.954)	\$414.154	(\$24.714)
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,234.736	\$1,319.124	(\$84.388)	\$1,347.781	(\$28.657)	\$1,416.309	(\$68.528)	\$1,505.041	(\$88.732)
Depreciation	\$317.917	\$309.649	\$8.268	\$298.649	\$11.000	\$307.649	(\$9.000)	\$316.832	(\$9.183)
OPEB Obligation	79.662	82.051	(2.389)	84.513	(2.462)	87.048	(2.535)	89.660	(2.612)
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses	\$1,634.315	\$1,712.824	(\$78.509)	\$1,732.943	(\$20.119)	\$1,813.006	(\$80.063)	\$1,913.533	(\$100.527)
Baseline Net Surplus/(Deficit)	(\$1,010.601)	(\$1,080.101)	(\$69.500)	(\$1,096.247)	(\$16.146)	(\$1,171.090)	(\$74.843)	(\$1,267.087)	(\$95.997)

MTA LONG ISLAND RAILROAD
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	205.368	241.097	35.729	255.436	14.339	236.108	(19.328)	235.023	(1.085)
Total Revenue	\$205.368	\$241.097	\$35.729	\$255.436	\$14.339	\$236.108	(\$19.328)	\$235.023	(\$1.085)
Expenses									
Labor:									
Payroll	\$66.836	\$81.069	(\$14.233)	\$87.224	(\$6.155)	\$87.525	(\$0.301)	\$87.608	(\$0.083)
Overtime	12.091	12.903	(0.812)	13.144	(0.241)	12.767	0.377	12.514	0.253
Health and Welfare	12.104	14.244	(2.140)	15.374	(1.130)	15.442	(0.068)	15.425	0.017
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	21.198	19.954	1.244	21.449	(1.495)	21.452	(0.003)	21.424	0.028
Other Fringe Benefits	14.192	17.155	(2.963)	18.516	(1.361)	18.597	(0.081)	18.578	0.019
Reimbursable Overhead	25.559	22.312	3.247	24.587	(2.275)	17.534	7.053	17.322	0.212
Total Labor Expenses	\$151.980	\$167.637	(\$15.657)	\$180.294	(\$12.657)	\$173.317	\$6.977	\$172.871	\$0.446
Non-Labor:									
Electric Power	\$0.145	\$0.000	\$0.145	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.186	6.682	(2.496)	7.466	(0.784)	7.413	0.053	7.320	0.093
Claims	0.000	0.000	0.000	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	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12.424	13.628	(1.204)	11.738	1.890	9.787	1.951	9.915	(0.128)
Professional Service Contracts	2.052	4.034	(1.982)	1.753	2.281	1.456	0.297	1.237	0.219
Materials & Supplies	33.694	47.755	(14.061)	52.784	(5.029)	44.036	8.748	43.581	0.455
Other Business Expenses	0.887	1.361	(0.474)	1.401	(0.040)	0.099	1.302	0.099	0.000
Total Non-Labor Expenses	\$53.388	\$73.460	(\$20.072)	\$75.142	(\$1.682)	\$62.791	\$12.351	\$62.152	\$0.639
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$205.368	\$241.097	(\$35.729)	\$255.436	(\$14.339)	\$236.108	\$19.328	\$235.023	\$1.085
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$205.368	\$241.097	(\$35.729)	\$255.436	(\$14.339)	\$236.108	\$19.328	\$235.023	\$1.085
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAILROAD
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015- 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$586.812	\$593.844	\$7.032	\$598.247	\$4.403	\$602.615	\$4.368	\$605.857	\$3.242
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	36.902	38.879	1.977	38.449	(0.430)	39.301	0.852	40.589	1.288
Capital and Other Reimbursements	205.368	241.097	35.729	255.436	14.339	236.108	(19.328)	235.023	(1.085)
Total Revenue	\$829.082	\$873.820	\$44.738	\$892.132	\$18.312	\$878.024	(\$14.108)	\$881.469	\$3.445
Expenses									
Labor:									
Payroll	\$489.492	\$515.434	(\$25.942)	\$533.763	(\$18.329)	\$559.064	(\$25.301)	\$589.776	(\$30.712)
Overtime	95.661	89.897	5.764	91.348	(1.451)	92.736	(1.388)	93.796	(1.060)
Health and Welfare	100.246	117.237	(16.991)	122.033	(4.796)	133.398	(11.365)	147.828	(14.430)
OPEB Current Payment	59.105	66.847	(7.742)	69.104	(2.257)	74.457	(5.353)	80.278	(5.821)
Pensions	183.100	201.000	(17.900)	199.458	1.542	202.188	(2.730)	206.194	(4.006)
Other Fringe Benefits	117.375	126.614	(9.239)	131.883	(5.269)	138.343	(6.460)	145.886	(7.543)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,044.979	\$1,117.029	(\$72.050)	\$1,147.589	(\$30.560)	\$1,200.186	(\$52.597)	\$1,263.758	(\$63.572)
Non-Labor:									
Electric Power	\$91.880	\$103.895	(\$12.015)	\$106.436	(\$2.541)	\$111.546	(\$5.110)	\$117.082	(\$5.536)
Fuel	27.599	31.171	(3.572)	30.634	0.537	29.900	0.734	31.643	(1.743)
Insurance	19.807	24.343	(4.536)	27.893	(3.550)	31.121	(3.228)	34.874	(3.753)
Claims	3.400	3.401	(0.001)	3.456	(0.055)	3.513	(0.057)	3.570	(0.057)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	71.326	73.074	(1.748)	68.797	4.277	66.831	1.966	73.135	(6.304)
Professional Service Contracts	31.235	39.101	(7.866)	31.829	7.272	29.803	2.026	30.584	(0.781)
Materials & Supplies	135.554	156.753	(21.199)	172.078	(15.325)	164.802	7.276	170.013	(5.211)
Other Business Expenses	14.324	11.454	2.870	14.505	(3.051)	14.715	(0.210)	15.405	(0.690)
Total Non-Labor Expenses	\$395.125	\$443.192	(\$48.067)	\$455.628	(\$12.436)	\$452.231	\$3.397	\$476.306	(\$24.075)
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.	\$1,440.104	\$1,560.221	(\$120.117)	\$1,603.217	(\$42.996)	\$1,652.417	(\$49.200)	\$1,740.064	(\$87.647)
Depreciation	\$317.917	\$309.649	\$8.268	\$298.649	\$11.000	\$307.649	(\$9.000)	\$316.832	(\$9.183)
OPEB Obligation	79.662	82.051	(2.389)	84.513	(2.462)	87.048	(2.535)	89.660	(2.612)
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses	\$1,839.683	\$1,953.921	(\$114.238)	\$1,988.379	(\$34.458)	\$2,049.114	(\$60.735)	\$2,148.556	(\$99.442)
Baseline Net Surplus/(Deficit)	(\$1,010.601)	(\$1,080.101)	(\$69.500)	(\$1,096.247)	(\$16.146)	(\$1,171.090)	(\$74.843)	(\$1,267.087)	(\$95.997)

MTA LONG ISLAND RAILROAD
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015- 2014	2016	Change 2016 - 2015
<u>Receipts</u>									
Farebox Revenue	\$614.940	\$622.844	\$7.904	\$627.247	\$4.403	\$631.615	\$4.368	\$634.857	\$3.242
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	91.391	51.765	(39.626)	51.077	(0.688)	52.046	0.969	53.455	1.409
Capital and Other Reimbursements	209.391	210.953	1.562	232.721	21.768	219.844	(12.877)	218.335	(1.509)
Total Receipts	\$915.722	\$885.562	(\$30.160)	\$911.045	\$25.483	\$903.505	(\$7.540)	\$906.647	\$3.142
<u>Expenditures</u>									
Labor:									
Payroll	\$486.115	\$513.006	(\$26.891)	\$531.262	(\$18.256)	\$556.488	(\$25.226)	\$587.123	(\$30.635)
Overtime	95.661	89.897	5.764	91.348	(1.451)	92.736	(1.388)	93.796	(1.060)
Health and Welfare	100.246	117.237	(16.991)	122.033	(4.796)	133.398	(11.365)	147.828	(14.430)
OPEB Current Payment	59.105	66.847	(7.742)	69.104	(2.257)	74.457	(5.353)	80.278	(5.821)
Pensions	183.100	201.000	(17.900)	199.458	1.542	202.188	(2.730)	206.194	(4.006)
Other Fringe Benefits	120.375	126.614	(6.239)	131.883	(5.269)	138.343	(6.460)	145.886	(7.543)
GASB Account	7.371	7.909	(0.538)	9.176	(1.267)	9.593	(0.417)	10.636	(1.043)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,051.973	\$1,122.510	(\$70.537)	\$1,154.264	(\$31.754)	\$1,207.203	(\$52.939)	\$1,271.741	(\$64.538)
Non-Labor:									
Electric Power	\$131.097	\$101.678	\$29.419	\$109.405	(\$7.727)	\$114.714	(\$5.309)	\$120.462	(\$5.748)
Fuel	31.239	31.171	0.068	30.634	0.537	29.900	0.734	31.643	(1.743)
Insurance	25.189	23.589	1.600	28.435	(4.846)	30.761	(2.326)	34.499	(3.738)
Claims	2.934	1.609	1.325	1.646	(0.037)	1.684	(0.038)	1.722	(0.038)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	83.882	73.374	10.508	69.097	4.277	67.131	1.966	73.435	(6.304)
Professional Service Contracts	30.461	36.101	(5.640)	28.679	7.422	26.496	2.183	27.111	(0.615)
Materials & Supplies	124.465	136.871	(12.406)	169.208	(32.337)	161.532	7.676	170.323	(8.791)
Other Business Expenses	14.034	11.036	2.998	14.073	(3.037)	14.268	(0.195)	14.943	(0.675)
Total Non-Labor Expenditures	\$443.301	\$415.429	\$27.872	\$451.177	(\$35.748)	\$446.486	\$4.691	\$474.138	(\$27.652)
Other Expenditure Adjustments:									
Other	\$27.000	\$29.000	(2.000)	\$29.000	0.000	\$29.000	0.000	\$29.000	0.000
Total Other Expenditure Adjustments	\$27.000	\$29.000	(\$2.000)	\$29.000	\$0.000	\$29.000	\$0.000	\$29.000	\$0.000
Total Expenditures	\$1,522.274	\$1,566.939	(\$44.665)	\$1,634.441	(\$67.502)	\$1,682.689	(\$48.248)	\$1,774.879	(\$92.190)
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Baseline Net Cash Deficit	(\$606.552)	(\$681.377)	(\$74.825)	(\$723.396)	(\$42.019)	(\$779.184)	(\$55.788)	(\$868.232)	(\$89.048)

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MTA LONG ISLAND RAIL ROAD
2013 Final Proposed Budget
November Financial Plan 2013 - 2016
Summary of Major Plan-To-Plan Changes

2012: November Financial Plan vs. July Financial Plan

2012 November Financial Plan is based on actual performance through July with projections for August through December based on current trends and known activities.

Revenue

- Passenger Revenue is favorable to plan primarily due to higher ridership.
- Timing of Real Estate sale (shift to 2013) and lower train advertising.
- Capital and Other Reimbursements are lower primarily resulting from changes in capital project activity and lower East Side Access material requirements.

Expense

- Payroll – decreased due to vacant positions, partially offset by increased train crew headcount associated with service investments and train crew staffing initiatives.
- Overtime - increased as a result of vacant craft and foreman positions in the Maintenance of Equipment department and lower availability in Train Operations. There is a hiring plan in place to fill and train a significant number of the vacant Maintenance of Equipment department positions by 2013.
- Health and Welfare costs are higher due to higher rates.
- OPEB Current Payment costs are higher due to higher rates.
- Lower Electric Power is due to lower consumption and lower inflationary growth assumptions.
- Lower Insurance reflects lower Force Account Insurance associated with project activity.
- Higher Maintenance and other Operating Contracts are due to additional operating expenses for elevator/escalator maintenance and capital project activity.
- Lower Professional Services primarily due to timing of IT initiatives.
- Lower Materials and Supplies due to East Side Access capital material costs and timing of Reliability Centered Maintenance (RCM) activities.

2013 - 2016: November Financial Plan vs. July Financial Plan

Revenue

- Passenger Revenue is lower than the July Financial Plan due to the need to make a technical adjustment to the July Financial Plan estimate. Actual ridership is higher.

- Other Operating Revenue is lower each year as a result of lower train car advertising. This is offset in 2013 by the timing of a Real Estate sale (shift from 2012).
- Capital and Other Reimbursements are higher primarily resulting from higher project activity.

Expense

- Payroll - increased from the July Plan due to higher headcount associated with service investments and train crew staffing initiatives.
- Overtime - increased primarily driven by lower availability, service investments and project activity.
- Health and Welfare costs increased due to higher rates.
- OPEB Current Payment costs increased due to higher rates.
- Pension costs increased based on latest actuarial estimates.
- Electric Power reduction is associated with lower rates.
- Fuel is higher resulting from higher gasoline and natural gas rates and the shift of natural gas from Maintenance and Other Operating Contracts to Fuel.
- Insurance fluctuations reflect Force Account Insurance associated with project activity.
- Maintenance and Other Operating Contracts increase primarily related to elevator/escalator maintenance costs in 2013. Decrease in 2016 is related in lower East Side Access start-up costs.
- Professional Services are higher each year due to various IT initiatives.
- Material & Supplies change each year due to a re-estimate of material needs associated with East Side Access Material, RCM program and higher than inflation track material.
- Other Business Expense is favorable as a result of lower debit/credit card fees.

MTA LONG ISLAND RAILROAD
November Financial Plan 2013-2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	(\$610.856)	(\$638.061)	(\$697.469)	(\$750.653)	(\$873.881)
Baseline Changes					
Revenue					
Farebox Revenue	\$2.089	(\$0.806)	(\$0.533)	(\$0.391)	(\$0.126)
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	(3.730)	(0.055)	(1.553)	(2.077)	(1.558)
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	(\$1.641)	(\$0.861)	(\$2.086)	(\$2.468)	(\$1.684)
Expenses					
<i>Labor:</i>					
Payroll	(\$1.443)	(\$9.231)	(\$0.269)	(\$4.405)	\$1.105
Overtime	(\$5.037)	(\$4.887)	(\$3.745)	(\$4.416)	(\$4.193)
Health and Welfare	(2.030)	(6.716)	(3.887)	(5.359)	(3.987)
OPEB Current Payment	(1.676)	(3.072)	(2.429)	(2.621)	(2.815)
Pensions	1.899	(11.719)	(10.579)	(10.541)	(10.919)
Other Fringe Benefits	0.818	(2.181)	(0.312)	(1.407)	(0.396)
Reimbursable Overhead	(1.650)	0.847	4.365	3.577	2.981
Total Labor Expense Changes	(\$9.119)	(\$36.959)	(\$16.856)	(\$25.172)	(\$18.224)
<i>Non-Labor:</i>					
Electric Power	\$7.274	\$1.281	\$2.407	\$3.522	\$20.428
Fuel	0.059	(4.673)	(4.232)	(3.533)	(5.281)
Insurance	-	-	-	-	-
Claims	0.001	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.213)	(2.836)	1.698	4.325	15.443
Professional Service Contracts	3.947	(5.169)	(1.485)	(0.187)	(0.211)
Materials & Supplies	1.511	(5.493)	(6.078)	(5.888)	(5.942)
Other Business Expenses	0.087	1.064	0.773	0.779	0.765
Total Non-Labor Expense Changes	\$11.666	(\$15.826)	(\$6.917)	(\$0.982)	\$25.202
Total Expense Changes before Depreciation and GASB Adjs.	\$2.547	(\$52.785)	(\$23.773)	(\$26.154)	\$6.978
Depreciation	(0.776)	(0.370)	(0.365)	(0.463)	(0.477)
OPEB Obligation	(2.412)	(2.483)	(2.558)	(2.635)	(2.714)
Environmental Remediation	-	-	-	-	-
Total Expense Changes	(\$0.641)	(\$55.638)	(\$26.696)	(\$29.252)	\$3.787
Cash Adjustment Changes					
Amtrak Payment Term Agreement	(\$2.960)				
Material - RCM/Inventory savings		8.882	0.870	0.870	0.870
Traction adjustments to unread meters, unbilled charges allocations		5.000			
GASB	(0.139)	(0.449)	(0.608)	(0.613)	(0.568)
Claims reserve adjustment	(0.326)				
Depreciation/OPEB/Environmental Remediation	3.188	2.853	2.923	3.098	3.191
Bad Debt	0.546				
Other Misc	1.947	0.083	0.087	0.091	0.092
Total Cash Adjustment Changes	\$2.256	\$16.369	\$3.272	\$3.446	\$3.585
Total Baseline Changes	(\$0.026)	(\$40.130)	(\$25.510)	(\$28.274)	\$5.688
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	(\$610.882)	(\$678.191)	(\$722.979)	(\$778.927)	(\$868.193)

MTA LONG ISLAND RAILROAD
November Financial Plan 2013-2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursement	(4.258)	7.206	18.651	17.638	13.225
Total Revenue Changes	(\$4.258)	\$7.206	\$18.651	\$17.638	\$13.225
Expenses					
Labor:					
Payroll	\$1.879	(\$1.288)	(\$6.301)	(\$6.413)	(\$5.131)
Overtime	(\$1.179)	(\$0.883)	(\$1.427)	(\$1.302)	(\$1.002)
Health and Welfare	(0.086)	(0.333)	(1.234)	(1.235)	(0.992)
OPEB Current Payment	-	-	-	-	-
Pensions	(1.899)	(0.481)	(1.740)	(1.748)	(1.409)
Other Fringe Benefits	0.118	(0.401)	(1.486)	(1.486)	(1.196)
Reimbursable Overhead	1.650	(0.847)	(4.365)	(3.577)	(2.981)
Total Labor Expense Changes	\$0.483	(\$4.233)	(\$16.553)	(\$15.761)	(\$12.711)
Non-Labor:					
Electric Power	(\$0.145)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.429	0.302	(0.350)	(0.338)	(0.126)
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.173)	0.124	(0.118)	(0.215)	(0.173)
Professional Service Contracts	1.400	(1.367)	(0.562)	(0.262)	(0.034)
Materials & Supplies	3.195	(2.029)	(1.061)	(1.054)	(0.174)
Other Business Expenses	0.069	(0.003)	(0.007)	(0.008)	(0.007)
Total Non-Labor Expense Changes	\$3.775	(\$2.973)	(\$2.098)	(\$1.877)	(\$0.514)
Total Expense Changes	\$4.258	(\$7.206)	(\$18.651)	(\$17.638)	(\$13.225)
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Operating Funded Capital	4.330	(3.186)	(0.417)	(0.256)	(0.038)
Total Cash Adjustment Changes	\$4.330	(\$3.186)	(\$0.417)	(\$0.256)	(\$0.038)
Total Baseline Changes	\$4.330	(\$3.186)	(\$0.417)	(\$0.256)	(\$0.038)
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	\$4.330	(\$3.186)	(\$0.417)	(\$0.256)	(\$0.038)

MTA LONG ISLAND RAILROAD
November Financial Plan 2013-2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	(\$610.856)	(\$638.061)	(\$697.469)	(\$750.653)	(\$873.881)
Baseline Changes					
Revenue					
Farebox Revenue	\$2.089	(\$0.806)	(\$0.533)	(\$0.391)	(\$0.126)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(3.730)	(0.055)	(1.553)	(2.077)	(1.558)
Capital and Other Reimbursement	(4.258)	7.206	18.651	17.638	13.225
Total Revenue Changes	(\$5.899)	\$6.345	\$16.565	\$15.170	\$11.541
Expenses					
Labor:					
Payroll	\$0.436	(\$10.519)	(\$6.570)	(\$10.818)	(\$4.026)
Overtime	(\$6.216)	(\$5.770)	(\$5.172)	(\$5.718)	(\$5.195)
Health and Welfare	(2.116)	(7.049)	(5.121)	(6.594)	(4.979)
OPEB Current Payment	(1.676)	(3.072)	(2.429)	(2.621)	(2.815)
Pensions	0.000	(12.200)	(12.319)	(12.289)	(12.328)
Other Fringe Benefits	0.936	(2.582)	(1.798)	(2.893)	(1.592)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$8.636)	(\$41.192)	(\$33.409)	(\$40.933)	(\$30.935)
Non-Labor:					
Electric Power	\$7.129	\$1.281	\$2.407	\$3.522	\$20.428
Fuel	0.059	(4.673)	(4.232)	(3.533)	(5.281)
Insurance	0.429	0.302	(0.350)	(0.338)	(0.126)
Claims	0.001	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.386)	(2.712)	1.580	4.110	15.270
Professional Service Contracts	5.347	(6.536)	(2.047)	(0.449)	(0.245)
Materials & Supplies	4.706	(7.522)	(7.139)	(6.942)	(6.116)
Other Business Expenses	0.156	1.061	0.766	0.771	0.758
Total Non-Labor Expense Changes	\$15.441	(\$18.799)	(\$9.015)	(\$2.859)	\$24.688
Total Expense Changes before Depreciation and GASB Adjs.	\$6.805	(\$59.991)	(\$42.424)	(\$43.792)	(\$6.247)
Depreciation	(\$0.776)	(\$0.370)	(\$0.365)	(\$0.463)	(\$0.477)
OPEB Obligation	(2.412)	(2.483)	(2.558)	(2.635)	(2.714)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$3.617	(\$62.844)	(\$45.347)	(\$46.891)	(\$9.439)
Cash Adjustment Changes					
Amtrak Payment Term Agreement	(\$2.960)	\$0.000	\$0.000	\$0.000	\$0.000
Material - RCM/Inventory savings	0.000	8.882	0.870	0.870	0.870
Operating Funded Capital	4.330	(3.186)	(0.417)	(0.256)	(0.038)
Traction adjustments to unread meters, unbilled charges allocations	0.000	5.000	0.000	0.000	0.000
GASB	(0.139)	(0.449)	(0.608)	(0.613)	(0.568)
Claims reserve adjustment	(0.326)	0.000	0.000	0.000	0.000
Depreciation/OPEB/Environmental Remediation	3.188	2.853	2.923	3.098	3.191
Bad Debt	0.546	0.000	0.000	0.000	0.000
Other Misc	1.947	0.083	0.087	0.091	0.092
Total Cash Adjustment Changes	\$6.586	\$13.183	\$2.855	\$3.190	\$3.547
Total Baseline Changes	\$4.304	(\$43.316)	(\$25.927)	(\$28.531)	\$5.649
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	(\$606.552)	(\$681.377)	(\$723.396)	(\$779.184)	(\$868.232)

MTA LONG ISLAND RAILROAD
November Financial Plan 2013-2016
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	(\$610.856)	(\$638.061)	(\$697.469)	(\$750.653)	(\$873.881)
<i>Non-Reimbursable Major Changes</i>					
Revenue					
Farebox Revenue	\$1.862	\$1.974	\$2.032	\$2.174	\$2.441
Service Investments	0.227	1.733	1.943	1.943	1.943
Address Verification System Adjustment	0.000	(4.513)	(4.508)	(4.507)	(4.509)
Delayed Real Estate Sale (Prior Period BRP)	(3.000)	3.000	-	-	-
Exterior Train Advertising	(2.000)	(3.000)	(1.500)	(1.500)	(1.500)
Other Revenue	1.270	(0.055)	(0.053)	(0.577)	(0.058)
Sub-Total Non-Reimbursable Revenue Changes	(\$1.641)	(\$.861)	(\$2.086)	(\$2.468)	(\$1.684)
Expenses					
Health & Welfare/OPEB Current rate adjustment	(4.023)	(8.241)	(6.561)	(7.160)	(7.848)
Pension Rate Adjustment	-	(12.000)	(12.000)	(12.000)	(12.000)
Updated East Side Access Start-up Plan	-	(1.750)	15.943	11.257	46.874
Service Investments	(0.520)	(9.924)	(9.608)	(9.755)	(9.913)
Train Service Tour Requirement / Availability Coverage	(1.421)	(2.026)	(5.448)	(5.684)	(5.839)
Rolling Stock Reliability Centered Maintenance Updates	(1.352)	(2.546)	(3.195)	(3.216)	(3.330)
Elevators and Escalators	(2.400)	(2.100)	-	-	-
New Fare Payment System	(0.022)	(3.245)	(1.523)	(1.315)	(1.330)
Station & Facility Rehabilitation Initiative	-	(1.401)	(4.529)	(4.609)	(4.694)
Material Cost Inflation	-	(1.200)	(1.200)	(1.200)	(1.200)
Overtime (Crew book, Availability, Maintenance, & Training)	(4.733)	(1.725)	(1.524)	(1.559)	(1.593)
Utility Rate Adjustment	6.435	1.618	3.265	5.471	5.139
New Hire Training Needs (Trainees)	(0.293)	(1.657)	-	-	-
Reimbursable Overhead	(1.650)	0.847	4.365	3.577	2.981
Depreciation/OPEB/Environmental Remediation	(3.188)	(2.853)	(2.923)	(3.098)	(3.191)
All other expense changes & Timing Adjustments	12.525	(7.436)	(1.758)	0.039	(0.270)
Sub-Total Non-Reimbursable Expense Changes	(0.641)	(55.638)	(26.696)	(29.252)	3.787
Total Non-Reimbursable Major Changes	(2.282)	(56.499)	(28.782)	(31.720)	2.103
<i>Reimbursable Major Changes</i>					
Revenue					
Capital and Other Reimbursement	(4.258)	7.206	18.651	17.638	13.225
Sub-Total Reimbursable Revenue Changes	(4.258)	7.206	18.651	17.638	13.225
Expenses					
All other expense changes	4.258	(7.206)	(18.651)	(17.638)	(13.225)
Sub-Total Reimbursable Expense Changes	4.258	(7.206)	(18.651)	(17.638)	(13.225)
Total Reimbursable Major Changes	(0.00)	0.00	(0.00)	-	0.000
Total Accrual Changes	(2.282)	(56.499)	(28.782)	(31.720)	2.103
<i>Cash Adjustment Changes</i>					
Amtrak Payment Term Agreement	(2.960)	-	-	-	-
Material - RCM/Inventory savings	-	8.882	0.870	0.870	0.870
Operating Funded Capital	4.330	(3.186)	(0.417)	(0.256)	(0.038)
Traction adjustments to unread meters, unbilled charges allocations	-	5.000	-	-	-
GASB	(0.139)	(0.449)	(0.608)	(0.613)	(0.568)
Claims reserve adjustment	(0.326)	-	-	-	-
Depreciation/OPEB/Environmental Remediation	3.188	2.853	2.923	3.098	3.191
Bad Debt	0.546	-	-	-	-
Other Misc	1.947	0.083	0.087	0.091	0.092
Total Cash Adjustment Changes	6.586	13.183	2.855	3.190	3.547
Total Baseline Changes	4.304	(43.316)	(25.927)	(28.530)	5.650
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	(606.552)	(681.377)	(723.396)	(779.183)	(868.231)

**MTA LONG ISLAND RAIL ROAD
2013 Final Proposed Budget
November Financial Plan 2013 – 2016
Ridership/(Utilization)**

RIDERSHIP/UTILIZATION PROJECTIONS

The regional economy and employment are the primary drivers of passenger ridership and revenue. Ridership through August has exceeded the Mid-Year Forecast by 0.3% and was above the 2011 levels by 4.5% (adjusted for the same number of work days). This is due in large part to an improvement in the overall economy. The November Forecast projects 2012 ridership to be 83.4 million, which is an increase of 0.3% over the Mid-Year Forecast. Ridership projections for the outer years 2013-2016 reveal modest annual growth of 1.1% in 2013, 0.7% in 2014, 0.7% in 2015 and 0.6% in 2016.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Ridership/(Utilization)
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>RIDERSHIP</u>						
Monthly	45.292	46.402	46.749	47.064	47.401	47.670
Weekly	1.668	1.717	1.730	1.741	1.753	1.762
<i>Addtl. Actions for Budget Balance</i>						
Total Commutation	46.960	48.119	48.480	48.806	49.154	49.432
One-Way Full Fare	7.697	8.095	8.158	8.211	8.269	8.314
One-Way Off Peak	17.132	17.621	18.025	18.168	18.296	18.395
All Other	9.239	9.581	9.697	9.779	9.876	9.927
Total Commutation	34.067	35.298	35.880	36.159	36.441	36.636
Total Ridership	81.027	83.416	84.359	84.965	85.596	86.068
<u>FAREBOX REVENUE</u>						
Passenger Revenue						
Total Revenue	\$571.706	\$586.812	\$593.844	\$598.247	\$602.615	\$605.857

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
2012 Budget Reduction Plan Summary
(\$ in millions)

		Favorable/(Unfavorable)									
		Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016
<u>Administration</u>											
None											
Subtotal Administration		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Customer Convenience/Amenities</u>											
None		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>											
None											
Subtotal Maintenance		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>											
Address Verification System (AVS)			3.663		3.663		3.663		3.663		3.663
Subtotal Revenue Enhancement		-	3.663	-	3.663	-	3.663	-	3.663	-	3.663
<u>Safety</u>											
None		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>											
None		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>											
None		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>											
None											
Subtotal Service Support		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>											
None		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission		-	\$3.663	-	\$3.663	-	\$3.663	-	\$3.663	-	\$3.663

**MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet**

Category by Function: Revenue Enhancement

Program: Address Verification System (AVS)

Background Details:	Address Verification System (AVS) at the LIRR's ticket vending machines will significantly reduce credit card chargebacks.
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Program Description/ Implementation Plan:	AVS requires a customer to enter the zip code of the credit card holder prior to completing a credit transaction. This is similar to many gas stations. There has been a greater reduction in chargebacks than originally anticipated. Charge backs have improved over all from 1.7% of total sales to less than 0.1%, resulting in increases passenger revenue from non-fraudulent ticket sales.
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Program Implementation Date:	7/1/2011	When will savings begin?:	7/1/2011
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.663	\$3.663	\$3.663	\$3.663	\$3.663
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
2013 Final Proposed Budget
November Financial Plan 2013 – 2016
Positions
Plan-to-Plan Summary of Changes

Position Assumptions

Positions are identified as of year-end (December 31) for each year in the financial plan and reflect an estimate of the total number of paid employees required to meet and achieve corporate goals as well as those in line with reimbursable activity. Position totals incorporate the seasonal, as well as other fluctuations in staffing requirements for capital projects.

2012 Changes

Total Positions of 6,597 in 2012 represents an increase of 68 positions from the Mid-Year Forecast. The increase of 68 positions is comprised of 76 non-reimbursable positions and a decrease of 8 reimbursable positions. The non-reimbursable increase in positions is primarily due to train crew staffing initiatives.

2013 Changes

The 2013 Final Proposed Budget totals 6,731 positions, an increase of 134 positions from the Mid-Year Forecast. The net increase of 100 non-reimbursable positions results primarily from train crew staffing initiatives and new service investments. The net increase of 34 reimbursable positions is driven by project activity.

2014 – 2016 Changes

The 2014 - 2016 Final Proposed Budget reflects increases of 51, 112, 32 positions respectively. Non-reimbursable positions decreased by 4 positions in 2015, increased by 57 positions in 2015 and decrease by 5 in 2016. This assumes the initiatives begun in 2013 continue through 2016 although are mostly offset by changes in East Side Access start-up costs. Reimbursable positions increase by 55 in 2014 and 2015 and 37 in 2016 due to project activity.

MTA LONG ISLAND RAIL ROAD
2013 Final Proposed Budget
November Financial Plan 2013 – 2016
Positions
Year-To-Year Summary of Changes

Position Assumptions

Positions are identified as of year-end (December 31) for each year in the financial plan and reflect an estimate of the total number of paid employees required to meet and achieve corporate goals as well as those in line with reimbursable activity. Position totals incorporate the seasonal, as well as other fluctuations in staffing requirements for capital projects.

2012 - 2013 Changes

The 2013 Final Proposed Budget totals 6,731 positions, an increase of 134 positions from the 2012 November Forecast. This includes an increase of 5 non-reimbursable positions and an increase of 129 reimbursable positions.

Reimbursable headcount increases by 129 which reflect the delayed start of Positive Train Control from 2012 to 2013 as well as other project activity.

2014 – 2016 Changes

Annual staffing levels increase by 96 in 2014, 196 in 2015 and 291 in 2016. Non-reimbursable positions increased by 84 in 2014, 211 in 2015 and 316 in 2016. These increases are primarily related to East Side Access start-up costs (increases of 19, 210 and 322 positions respectively). Reimbursable positions increased by 12 in 2014, and decreased 15 in 2015 and 25 in 2016 due to changes in project activity.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Favorable/(Unfavorable)

Total Position Changes at a Glance

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
2012 July Plan - Total Baseline Positions	6,529	6,597	6,776	6,911	7,282
Total Plan-to-Plan Changes	(68)	(134)	(51)	(112)	(32)
2012 November Plan - Total Baseline Positions	6,597	6,731	6,827	7,023	7,314
Total Year-to-Year Changes, November Plan		(134)	(96)	(196)	(291)

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(76)	(100)	4	(57)	5
<i>Reimbursable</i>	8	(34)	(55)	(55)	(37)
Total	(68)	(134)	(51)	(112)	(32)
<i>Full-Time</i>	(68)	(134)	(51)	(112)	(32)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(68)	(134)	(51)	(112)	(32)
<i>By Function Category</i>					
- Administration	(6)	(14)	(10)	(6)	(5)
- Operations	(67)	(104)	54	(11)	50
- Maintenance	5	1	(78)	(78)	(60)
- Engineering/Capital	0	(17)	(17)	(17)	(17)
- Public Safety	0	0	0	0	0
Total	(68)	(134)	(51)	(112)	(32)
<i>By Occupational Group</i>					
- Managers/Supervisors	(2)	(34)	(25)	(20)	0
- Professional, Technical, Clerical	(4)	(6)	(8)	(8)	(8)
- Operational Hourlies	(62)	(94)	(18)	(84)	(24)
Total	(68)	(134)	(51)	(112)	(32)

Total Plan-to-Plan Changes by Major Category:

<i>2012 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	0	(31)	(31)	(31)	(31)
<i>Change in Reimbursable Positions</i>	8	(34)	(55)	(55)	(37)
<i>Re-estimates & All Other</i> ¹	(76)	(69)	35	(26)	36
Total	(68)	(134)	(51)	(112)	(32)

¹ Includes Full-time Equivalents

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013 - 2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Executive VP	2	3	3	3	3	3
Labor Relations	10	11	18	18	18	18
Procurement & Logistics (excl. Stores)	83	84	84	84	84	84
Human Resources	78	31	32	32	38	48
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	30	35	35	35	35	35
President	4	4	4	4	4	4
VP & CFO/Pensions	9	8	2	2	2	2
Information Technology	157	160	160	162	162	162
Controller	39	41	42	42	42	42
Management and Budget	18	18	18	18	18	18
Process Re-Engineering	6	7	7	7	7	7
VP - East Side Access & Special Projects	19	27	32	32	32	32
Market Dev. & Public Affairs	59	59	59	59	59	59
Gen. Counsel & Secretary	30	30	30	30	30	30
Diversity Management	2	1	1	1	1	1
System Safety	20	69	69	69	69	69
Security	6	6	6	6	6	6
Sr VP Operations/Serv. Planning	37	24	24	24	24	22
Total Administration	611	620	628	630	636	644
Operations						
Train Operations	1,784	1,936	1,951	1,949	2,107	2,199
Customer Services	274	293	293	293	293	294
Total Operations	2,058	2,229	2,244	2,242	2,400	2,493
Maintenance						
Engineering	1,532	1,550	1,589	1,660	1,678	1,708
Equipment	1,912	1,978	2,033	2,058	2,072	2,232
Procurement (Stores)	93	93	93	93	93	93
Total Maintenance	3,537	3,621	3,715	3,811	3,843	4,033
Engineering/Capital						
Department of Project Management	106	127	144	144	144	144
Total Engineering/Capital	106	127	144	144	144	144
Total Baseline Positions	6,312	6,597	6,731	6,827	7,023	7,314
<i>Non-Reimbursable</i>	5,765	6,053	6,058	6,142	6,353	6,669
<i>Reimbursable</i>	547	544	673	685	670	645
<i>Total Full-Time</i>	6,312	6,597	6,731	6,827	7,023	7,314
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013 - 2016
Total Positions by Function and Occupation

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Managers/Supervisors	287	311	325	325	331	339
Professional, Technical, Clerical	324	309	303	305	305	305
Operational Hourlies	-	-	-	-	-	-
Total Administration	611	620	628	630	636	644
Operations						
Managers/Supervisors	287	329	322	321	321	322
Professional, Technical, Clerical	155	162	161	161	161	161
Operational Hourlies	1,616	1,738	1,761	1,760	1,918	2,010
Total Operations	2,058	2,229	2,244	2,242	2,400	2,493
Maintenance						
Managers/Supervisors	643	688	723	715	751	794
Professional, Technical, Clerical	238	272	269	265	267	267
Operational Hourlies	2,656	2,661	2,723	2,831	2,825	2,972
Total Maintenance	3,537	3,621	3,715	3,811	3,843	4,033
Engineering/Capital						
Managers/Supervisors	90	106	113	113	113	113
Professional, Technical, Clerical	16	21	31	31	31	31
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	106	127	144	144	144	144
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
Total Baseline Positions						
Managers/Supervisors	1,307	1,434	1,483	1,474	1,516	1,568
Professional, Technical, Clerical	733	764	764	762	764	764
Operational Hourlies	4,272	4,399	4,484	4,591	4,743	4,982
Total Baseline Positions	6,312	6,597	6,731	6,827	7,023	7,314

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Metro-North Railroad

MTA METRO-NORTH RAILROAD
2013 Final Proposed Budget
November Financial Plan 2013 - 2016

At the time of preparation, a preliminary assessment of the impacts on the MTA Metro-North Railroad November Financial Plan from Tropical Storm Sandy had not been completed. While the baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

FINANCIAL OVERVIEW

Metro-North's operating and financial plans flow from the railroad's Vision 2013 strategic plan which sets the framework for the railroad's long-term goal to establish itself as a brand name for excellence by providing the highest quality service, while using financial resources in the most efficient and prudent manner. Accordingly, the 2012 November Financial Plan 2013-2016 incorporates the funding of proactive business initiatives that reflect the railroad's strategic priorities by combining targeted improvements in operating performance with programs that increase revenue, improve productivity, or curb operating costs. This process has enabled Metro-North to create opportunities to reinvest savings or reallocate resources to fund programs that maintain high levels of service quality, meet safety and regulatory requirements, and address organizational succession planning and infrastructure needs. Moreover, the long-term benefit of this strategic approach is the achievement of the following milestones which are reflected in the 2012 November Financial Plan:

- A zero rate of growth in 2013 controllable expenses as compared to 2012.
- 2012 ridership that will enable Metro-North to achieve the highest levels in its history.
- Inclusion of unprecedented levels of new service investments starting October 2012.
- 2012 overtime at the lowest level since 2008.
- Continued material procurement and consumption savings driven by prioritized equipment maintenance initiatives.
- 2012 non-passenger revenues at the highest level in Metro-North history.
- Planning for the future by addressing higher levels of staff attrition and retention.

The 2012 November Financial Plan update reflects these accomplishments and maintains the hard-earned savings achieved from previous cost reduction measures. In 2012, this translates into a Fare Operating Ratio and a Cost per Passenger that are favorable to adopted budget levels. In 2013, all controllable costs such as inventory and supplies, payroll and contracted services are maintained at 2012 cost levels which help defray increases in uncontrollable costs such as health care, pensions and energy.

Financial Performance Indicators		
2012 Adopted Budget vs. November Financial Plan		
	Budget	Nov Plan
Fare Operating Ratio	57.6%	60.4%
Cost Per Passenger	\$12.64	\$12.02

Highlights and key programs in the November Financial Plan are described below:

1. *Continued ridership growth in 2012 will enable Metro-North to achieve the highest ridership in its history.*
 - The 2012 Year-end Forecast includes 84.8 million riders that is 3.3% higher than 2011 and is Metro-North's highest ridership of all time. Growth is across all East and West of Hudson rail lines and across commutation and non commutation riders.
 - The 2013 Proposed Budget grows by an additional 2.4% totaling 86.8 million riders. This improvement reflects Metro-North's high quality service, an improving regional economy, and investments in new service.
 - In 2014-2016 ridership is projected to grow over 1.9% annually with growth occurring across all commuter lines.
 - Financial plan projections assume no fare increases in New York State, and fare increases in Connecticut of 5.04% in 2013 and 2014, and annual increases of 1.0% in 2015 and 2016.
 - Higher ridership translates into higher farebox revenue with over 4% annual growth or an average of \$25 million per year in additional revenue for the 2012-2014 period.
2. *Changes in regulatory requirements to improve safety require the railroad to provide additional employee training or to monitor employee service hours and other regulations. In order to comply with these guidelines the following additional resources are needed:*
 - Maintenance of Equipment Training
There has been a greater level of training required for Maintenance of Equipment personnel due to changes in FRA Rail Safety Advisory Committee (RSAC) Minimum Training Standards. To keep pace with these regulatory changes and meet succession planning requirements for projected new hires, four additional training staff employees are required.
 - Hours of Service
With the recent change in Hours of Service (HOS) regulations governing Conductors and Engineers, additional tracking of T&E employee service hours is required to ensure Metro-North is in compliance. To perform this function, three clerical positions have been added to the Crew Dispatching Office to track the availability of on-board personnel.

- Disadvantaged and Small Business Enterprises

To strengthen Metro-North's compliance with procurement regulations related to disadvantaged and small business enterprises, a Manager will be added to track and report on Metro-North activity and perform outreach efforts to develop and expand the contractor base for small and minority-goal procurements.

3. *Strategic Initiatives address succession planning needs, enhance service quality while achieving overtime efficiencies, and improve passenger revenue collections.*

- Conductor Right Sizing – Additional train service, continued higher levels of attrition, and enhanced and lengthier training programs have previously resulted in the use of overtime to protect passenger revenue collections. To address this issue, 24 Conductors will be added. This initiative will have a zero impact on operating subsidies by 2014 as the cost of additional train crews will be offset by lower overtime and higher passenger revenue collections.
- Operation Control Center (OCC) Service Quality and Succession Planning – Operations Control Center staff has incurred a marked increase in work over the past several years due to increases in train service related to ridership growth without an increase to staffing levels. In 2013, the addition of 10 OCC positions are required to meet service coverage requirements and reduce overtime costs (\$0.5 million reduction in 2013). These positions represent Rail Traffic Controller and Supervisor roles that control all train dispatching and are must-fill positions providing round-the-clock coverage. Extensive overtime has been used to provide required shift coverage. In addition to filling gaps in shifts, the OCC group is forecast in 2013 to experience greater than historical attrition rates requiring active succession planning. This planning is necessary as new employees require a one-year training period to meet job qualifications.

4. *Unprecedented levels of new train service investments starting October 2012.*

Additional train service will be added beginning in October 2012 and April 2013 which combined will represent the most ambitious service increase in Metro-North's history. These changes are part of the MTA's 2012 service investments that will expand service by more than 5%. These changes will benefit our customers and draw increased ridership by:

- Increased train frequency during the off-peak hours and on weekends, resulting in the implementation of half-hour service at a majority of stations and 20 minute service at major stations – White Plains and Stamford.
- Faster travel times.
- Improved comfort by adding cars and seats on weekends.

By 2014 the annual cost of these service investments is estimated at approximately \$9 million per year with estimated revenues of nearly \$5 million and an increase of 600,000 riders.

5. Improved Service Reliability with new M8's

In partnership with CDOT, Metro-North continues to phase-in the replacement of the entire New Haven Line electric car fleet with new M-8 cars. By the end of 2012, 168 of the 405 new M-8 cars are scheduled to be in service, with all cars on-line in 2014. With the integration of this equipment into daily train operations, service reliability will be improved as the aging and lesser performing M-2, M-4 and M-6 cars are retired. Through September 2012, the new M-8 fleet is having a positive operating impact on the New Haven Line as on-time performance of 97% is on-target to achieving our goal and the Mean Distance Between Failure (MDBF) is significantly better for M-8 cars than the other cars in the NHL electric fleet (September YTD MDBF for new M-8 cars is 121,388 miles vs. the average of 106,902 miles for the older New Haven Line car fleets). The financial plan not only includes additional staffing for required M-8 car maintenance and inspection, but also incorporates the savings in material consumption that will be recognized as the older, less reliable, NHL electric cars are retired.

6. Infrastructure Improvements and Maintenance Programs that ensure the continuation of high service quality

- Power reliability projects include enhancements to the third rail and catenary infrastructure, as well as traction power delivery systems and switches.
- In GCT, new maintenance programs will be put in place in 2013 to ensure the reliability of Terminal's building ventilation systems:
 - New energy efficient electric-powered chillers that support the GCT air conditioning system, installed in partnership with NYPA, will require maintenance forces to ensure this equipment is monitored, inspected and maintained on a 24/7 basis.
 - An HVAC preventive maintenance program will be put in place in 2013 to perform scheduled cleaning, inspection and maintenance to HVAC systems that have been installed in the Terminal over the past several years. Staffing additions supporting this program are partially offset by lower overtime costs (net cost of \$0.1 million).
- The continuation of Locomotive Overhaul programs that maintain equipment reliability, improve their mean distance between failures, and reduce out-of-service rates which avoids extraordinary operating costs for major component repairs and locomotive rentals.
 - Genesis locomotive overhauls continue to be funded with completion of the remaining nine units expected by 2014 (three units per year 2012-2014)
 - Two West of Hudson locomotives will be overhauled in 2012.
 - Overhaul of GP35 locomotives beginning in 2013 will ensure continued reliability of this work equipment.

- Continuation of the phased replacement of Hudson Rail Link shuttle buses ensures the reliability and adequate capacity of this successful connecting service.
- Right-of-Way maintenance equipment will be procured to ensure Metro-North is adequately prepared to perform on-going maintenance and combat inclement weather conditions to minimize service disruptions and rolling stock damage.
- Cyclical Station Painting will be expanded to further improve the station environment.
- Metro-North will continue to make the best use of scheduled track outages required for construction projects by simultaneously scheduling maintenance work in the same area.

7. Customer Service initiatives that improve customer communication and convenience

- Initiatives are included to enhance maintenance and ultimately replace GCT escalators.
- Metro-North is establishing a comprehensive interdepartmental Station Ownership Program to better coordinate station cleaning, maintenance and capital improvements that will result in an inviting and safe station environment that further enhances the overall customer experience.
- Metro-North Train-time will be enhanced to improve the communication of track assignment changes to customers.
- Installation of new customer information monitors and the replacement of outdated electronic platform signs at outlying stations will improve the quality of information communicated to customers.
- Installation of NYCT monitors (SAIDs-Station Advisory Information Displays) in GCT and Metro-North information displays at select Subway transfer stations will provide customers with real-time service status information.
- Purchase of additional Ticket Vending Machines in 2013 and upgrades to Ticket Machine security will improve customer convenience and ensure credit card compliance.
- Handhelds will be adopted for GCT Customer Service Representatives beginning in 2012 to provide convenient and on-the-spot transportation and non-transportation information to MNR riders, NYC tourists, and GCT shoppers.
- Additional Customer Service Representatives will be added to reduce the response time to a rapidly growing number of customer inquiries

8. Continue on-going Safety and Security programs as part of Metro-North's commitment to safety as Priority One

- Continue accident prevention programs, safety committees, and communication efforts that increase customer and employee safety awareness and reduce injuries.

- Maintain existing resources that support the maintenance and monitoring of security systems in New York and Connecticut.
- Add resources to maintain fire and security alarm equipment recently installed at outlying stations.
- M-3 Door Modification program will create redundancy in door operating systems, improving fleet safety and reliability.
- Emergency water supplies will remain available on-board all trains for use during service disruptions.

9. *Sustainability Initiatives focus on being “Greener” and result in less costly ways of doing business*

- In partnership with the New York Power Authority (NYPA), Metro-North will take steps to conserve electricity through the following programs:
 - Installation of HVAC system upgrades in GCT
 - Installation of energy efficient lighting in GCT and at select offices, conference rooms, shop locations and stations.
 - Developing a solar carport in the new parking lot at Cortlandt Station to provide solar powered charging stations for electric cars for commuters.
- Auto-shutoff lighting fixtures and low flow water appliances will continue to be installed at select locations.
- The recycling program will continue and be expanded at several shop locations.
- The conversion of copy machines to data network connected multi-functional office equipment eliminates the need for individual fax machines and printers, thereby reducing equipment costs, electricity consumption, and toner expense and disposal.

10. *Technology Investments that replace dated legacy systems help meet regulatory requirements, and enhance customer service and information*

- The Crew Management System (CMS) that is used to process Train and Engine payroll requires a platform upgrade to web-based technology that will replace outdated technology supporting this system.
- Development of an application for Electronic Hours of Service (EHOS) tracking will enable Metro-North to more efficiently monitor Train and Engine employee work hours and their availability for service to ensure compliance with federal guidelines.
- Integrated scheduling systems will be developed and implemented over the next three years to replace outdated train scheduling applications and provide a link with crew scheduling, crew management, and customer communication systems.
- To improve customer convenience and enhance on-board revenue collection efforts, Ticket Issuing Machines will be replaced with units that support debit, credit, smartcard, and barcode scanning technology.

- Resources have also been added to support IT driven business process reviews and project management of the major IT initiatives.

11. Financial Stability initiatives result in efficiencies or expense reductions that improve financial controls or save costs

- The installation and implementation of Kronos timekeeping was completed at all facilities in 2012 and will improve the tracking and reporting of personnel costs.
- Competitive bidding for New Haven Line Electric Traction Power results in lower energy prices.
- Overtime
In 2012 Overtime is projected at the lowest level since 2008 as Metro-North continues to reduce unscheduled overtime and balance overtime spending with service reliability standards. Strategies to reduce overtime that have been employed to date include:
 - Reducing overtime from full-shifts to half-shifts when applicable;
 - Scheduling vacation time more evenly throughout the year;
 - Reallocating resources to night work;
 - Adjusting maintenance cycles in GCT;
 - Reviewing coverage to meet overall service requirements, consist compliance, and preservation of peak period service levels; and
 - Incorporating overtime savings associated with new M-8 cars.
- Strategic Procurement/Inventory Planning
In 2013, several new initiatives reduce material purchases and consumption and save over \$4 million. These efforts include:
 - Modification to the M7 seat replacement program that will continue the cyclical replacement of seat covers on all cars but replace seat bottoms on an as-needed basis (instead of a full replacement program).
 - With the integration of new M-8 cars into daily train service material efficiencies will not only be gained from the high performance of this equipment, but enables adjustments to programmed maintenance on the older New Haven Line car fleet where timed change-outs of traction motors can be avoided.
 - Recent modifications to NHL car fleet traction motors reduce stress on this equipment and lower the frequency of motor failure rates and component repair costs.

12. Steady growth in non-passenger revenues results in a 20% increase since 2009.

- Improvements to Metro-North's bottom-line have been further bolstered by new sources of non-passenger revenue attributed to efforts that leverage

Metro-North assets for GCT retail revenue, parking, advertising, commissary services, and vending. Over the past several years this has resulted in an increase of \$8 million (20%) in revenue.

- On-going efforts enable an increase in 2012 forecasted revenues over the 2012 Adopted Budget. This level is maintained in 2013 and includes the positive impact of digital advertising displays in GCT which has increased revenues by nearly \$1.0 million in 2013.
- In 2013, GCT retail operations result in net revenues of \$20.7 million (gross revenues from retail tenants of \$31.1 million offset by retail operating expenses of \$10.4 million).
- A portion of the GCT retail revenue is reinvested towards renovation projects that maintain and enhance the Terminal's landmark status. In 2013, projects totaling \$3 million include: renovation of the 43rd Street entrance, installation of Lexington Avenue passage way HVAC units, as well as completion of the GCT trainshed improvements.

The 2013 Final Proposed Budget also includes inflation-driven changes for energy, material and supplies and insurance coverage. Labor costs and wage contract settlement assumptions, as well as healthcare premiums and Defined Benefit Pension contributions were adjusted in accordance with current growth assumptions.

2012 NOVEMBER FORECAST

The 2012 November Forecast for Non-Reimbursable activity reflects revenue of \$644.3 million, and operating expenses of \$1,301.7 million that generate an operating deficit of \$657.4 million. Operating revenue includes passenger revenue of \$595.3 million that is \$4.8 million lower than the Mid-Year Forecast reflecting a slight reduction in ridership. Non-passenger revenue of \$49.0 million is \$1.8 million higher than the Mid-Year Forecast attributable to higher income from GCT retail operations and advertising.

Non-reimbursable operating expenses of \$1,301.7 million reflect a reduction of \$6.5 million compared to the Mid-Year Forecast driven mainly by the rescheduling of locomotive overhaul costs, reduced costs for maintenance service contracts and credit adjustments for GCT electricity costs related to the East Side Access project and subsidy payments to New Jersey Transit with the final settlement of 2011 Port Jervis Line service costs. These decreases are partially offset by higher health care costs due to an increase in premiums for Medicare Part B coverage and lower overhead recovery credits due to lower capital project activity.

2012 Reimbursable revenue and expense projections total \$192.7 million which is \$6.4 million lower than the 2012 Mid-Year Forecast. This reduction reflects the re-estimate of various projects including the Positive Train Control, Mainline/High Speed Turnouts, and Bronx Station Capacity Improvements.

2013 FINAL PROPOSED BUDGET

The Non-Reimbursable 2013 Final Proposed Budget reflects revenue projections totaling \$669.5 million, and operating of \$1,387.1 million that generate an operating deficit of \$717.6 million. Non-reimbursable farebox revenue of \$621.2 million is \$25.9 million or 4.3% higher than the 2012 farebox revenue due to ridership growth projected at 2.3% and a State of Connecticut fare increase of 5.04% effective January 1, 2013. Non-passenger revenue is \$0.7 million or 1.4% lower than 2012 non-passenger revenue reflecting an increase in revenue funded projects to improve the Trainshed, renovate the 43rd Street entrance to the Terminal, and install Lexington Avenue passageway HVAC units, offset by increased parking and GCT retail revenues.

Operating expenses of \$1,387.1 million reflect increases in employee healthcare premiums and pension contributions, rising electric power and insurance costs, as well as inflation-based increases for material. Labor costs reflect CPI-based wage increase assumptions, fewer vacancies and several new initiatives. New initiatives include staffing for new train service investments; to meet regulatory requirements for employee training and monitoring, strategic staffing initiatives for train operations that reduce overtime, enhance revenue collection and address succession planning needs; and increased maintenance staff for new M-8 cars and GCT HVAC systems.

2013 Reimbursable revenues and expenses total \$191.1 million and reflect the winding-down of the West Haven Station Construction and Danbury Branch Signal System projects, offset by Positive Train Control, Bronx Station Capacity Improvements, and the CDOT Track Program.

2014-2016 PROJECTIONS

The 2014-2016 expenditure projections will allow Metro-North to continue initiatives that maintain or enhance train service levels, continue service reliability programs that maintain rolling stock and the right-of-way, and the phasing in of resources to support maintenance requirements on the new M-8 car fleet. Financial stability measures include the removal of completed programs such as locomotive overhauls, and the incorporation of projected cost changes in labor, energy, employee benefits, insurance and material.

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

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Operating Revenue						
Farebox Revenue	\$567.533	\$595.325	\$621.194	\$648.200	\$662.443	\$675.899
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	47.757	48.962	48.274	49.301	50.769	52.593
MNR - MTA	0.000	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	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 Revenue	\$615.290	\$644.287	\$669.467	\$697.501	\$713.212	\$728.492
Operating Expenses						
Labor:						
Payroll	\$385.061	\$399.286	\$413.523	\$424.546	\$432.737	\$442.195
Overtime	60.094	53.856	54.917	53.889	54.901	55.928
Health and Welfare	77.195	84.397	104.466	105.827	114.186	123.196
OPEB Current Payment	16.748	18.000	19.000	21.000	21.500	22.000
Pensions	50.895	62.697	73.268	72.254	73.214	74.639
Other Fringe Benefits	87.746	92.440	94.703	99.180	100.843	102.884
Reimbursable Overhead	(36.894)	(36.986)	(38.395)	(39.072)	(39.812)	(40.575)
Total Labor	\$640.845	\$673.690	\$721.482	\$737.624	\$757.568	\$780.267
Non-Labor:						
Electric Power	\$72.980	\$74.369	\$84.823	\$87.390	\$92.643	\$98.097
Fuel	30.427	28.318	28.000	27.513	26.924	28.612
Insurance	10.027	10.942	12.551	14.396	16.564	19.056
Claims	1.926	0.483	0.535	0.510	0.510	0.510
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	88.204	99.328	96.185	97.035	103.287	103.974
Professional Service Contracts	21.459	25.767	29.312	29.018	28.703	29.280
Materials & Supplies	69.646	69.632	65.190	75.538	76.921	80.778
Other Business Expenses	24.647	19.186	26.797	29.448	30.923	33.271
Total Non-Labor	\$319.316	\$328.025	\$343.393	\$360.848	\$376.475	\$393.578
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 and GASB Adj.	\$960.161	\$1,001.715	\$1,064.875	\$1,098.473	\$1,134.044	\$1,173.844
Depreciation	\$213.811	229.177	242.189	247.189	252.189	257.258
OPEB Obligation	57.015	68.044	76.073	77.899	83.352	89.187
Environmental Remediation	4.460	2.726	3.955	3.955	3.955	3.955
Total Expenses	\$1,235.447	\$1,301.662	\$1,387.092	\$1,427.516	\$1,473.539	\$1,524.244
Baseline Surplus/(Deficit)	(\$620.157)	(\$657.375)	(\$717.625)	(\$730.014)	(\$760.328)	(\$795.752)
Cash Conversion Adjustments:						
Depreciation	\$213.811	229.177	242.189	247.189	252.189	257.258
Operating/Capital	(8.981)	(22.606)	(33.046)	(26.687)	(18.600)	(18.601)
Other Cash Adjustments	16.000	107.071	39.678	71.413	89.427	99.731
Total Cash Conversion Adjustments	\$220.830	\$313.642	\$248.821	\$291.915	\$323.016	\$338.388
Baseline Cash Surplus/(Deficit)	(\$399.327)	(\$343.733)	(\$468.804)	(\$438.099)	(\$437.312)	(\$457.365)

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MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$567.533	\$595.325	\$621.194	\$648.200	\$662.443	\$675.899
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	47.757	48.962	48.274	49.301	50.769	52.593
MNR - MTA	94.510	99.187	117.803	121.229	124.615	128.081
MNR - CDOT	96.857	83.940	62.911	90.409	77.624	77.432
MNR - Other	19.198	9.549	10.358	11.737	11.994	12.272
Capital and Other Reimbursements	210.565	192.676	191.073	223.375	214.233	217.786
Total Revenue	\$825.855	\$836.963	\$860.540	\$920.877	\$927.444	\$946.277
Expenses						
Labor:						
Payroll	\$427.359	\$441.438	\$456.766	\$468.623	\$477.636	\$487.935
Overtime	78.582	70.420	71.165	70.452	71.776	73.118
Health and Welfare	88.459	96.668	119.457	121.135	130.577	140.714
OPEB Current Payment	16.748	18.000	19.000	21.000	21.500	22.000
Pensions	56.280	69.970	82.057	80.893	81.980	83.562
Other Fringe Benefits	99.041	103.185	104.628	109.679	111.537	113.777
Reimbursable Overhead	1.168	(0.677)	(0.655)	(0.599)	(0.608)	(0.618)
Total Labor	\$767.637	\$799.004	\$852.417	\$871.183	\$894.396	\$920.489
Non-Labor:						
Electric Power	\$73.248	\$74.369	\$84.823	\$87.390	\$92.643	\$98.097
Fuel	30.427	28.318	28.000	27.513	26.924	28.612
Insurance	14.328	14.963	16.792	18.749	20.998	23.573
Claims	1.926	0.483	0.535	0.510	0.510	0.510
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	144.163	123.887	118.241	132.952	136.481	137.835
Professional Service Contracts	27.782	33.322	36.468	40.528	35.640	34.174
Materials & Supplies	86.068	97.936	91.244	112.933	109.106	114.402
Other Business Expenses	25.147	22.108	27.428	30.091	31.577	33.938
Total Non-Labor	\$403.089	\$395.387	\$403.531	\$450.665	\$453.880	\$471.141
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 and GASB Adjs.	\$1,170.726	\$1,194.391	\$1,255.948	\$1,321.848	\$1,348.276	\$1,391.630
Depreciation	\$213.811	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
OPEB Obligation	57.015	68.044	76.073	77.899	83.352	89.187
Environmental Remediation	4.460	2.726	3.955	3.955	3.955	3.955
Total Expenses	\$1,446.012	\$1,494.338	\$1,578.165	\$1,650.891	\$1,687.772	\$1,742.030
Baseline Surplus/(Deficit)	(\$620.157)	(\$657.375)	(\$717.625)	(\$730.014)	(\$760.328)	(\$795.752)
Cash Conversion Adjustments:						
Depreciation	\$213.811	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
Operating/Capital	(8.981)	(22.606)	(33.046)	(26.687)	(18.600)	(18.601)
Other Cash Adjustments	16.000	107.071	39.678	71.413	89.427	99.731
Total Cash Conversion Adjustments	\$220.830	\$313.642	\$248.821	\$291.915	\$323.016	\$338.388
Baseline Cash Surplus/(Deficit)	(\$399.327)	(\$343.733)	(\$468.804)	(\$438.099)	(\$437.312)	(\$457.365)

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$574.623	\$602.930	\$629.144	\$656.300	\$670.943	\$684.399
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	68.645	73.801	75.143	79.085	80.118	81.160
MNR - MTA	54.611	128.693	113.451	124.747	129.289	132.792
MNR - CDOT	78.599	101.399	61.417	92.768	78.957	77.785
MNR - Other	16.037	19.561	9.847	11.393	11.917	12.190
Capital and Other Reimbursements	149.247	249.653	184.715	228.908	220.163	222.767
Total Receipts	\$792.515	\$926.384	\$889.002	\$964.293	\$971.224	\$988.326
Expenditures						
Labor:						
Payroll	\$427.153	\$444.960	\$461.007	\$477.166	\$477.367	\$486.097
Overtime	79.601	71.278	71.671	73.021	72.272	73.608
Health and Welfare	89.595	105.422	123.998	125.298	134.821	144.042
OPEB Current Payment	15.699	18.000	19.000	21.000	21.500	22.000
Pensions	72.659	67.581	82.203	81.037	82.126	83.711
Other Fringe Benefits	97.196	103.297	105.225	111.727	111.420	113.095
GASB Account	0.000	8.746	9.607	10.512	11.366	12.334
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor	\$781.903	\$819.284	\$872.711	\$899.761	\$910.872	\$934.887
Non-Labor:						
Electric Power	\$73.070	\$76.183	\$87.016	\$89.634	\$94.939	\$100.447
Fuel	27.470	24.718	24.400	23.913	23.324	25.012
Insurance	12.222	17.178	16.295	18.163	21.270	22.807
Claims	0.355	0.629	0.681	0.656	0.656	0.656
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	148.699	135.137	141.969	145.774	142.527	140.241
Professional Service Contracts	18.728	34.896	38.538	42.355	37.218	35.755
Materials & Supplies	107.907	108.241	115.604	121.326	115.286	120.950
Other Business Expenses	21.488	49.351	56.992	57.210	58.844	61.336
Total Non-Labor	\$409.939	\$446.333	\$481.495	\$499.031	\$494.064	\$507.204
Other Adjustments:						
Other (CDOT Fuel Billing Adjustment)	\$0.000	4.500	3.600	3.600	3.600	3.600
Cash Timing and Availability Adjustment	(4.209)	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	(\$4.209)	\$4.500	\$3.600	\$3.600	\$3.600	\$3.600
Total Expenditures	\$1,187.633	\$1,270.117	\$1,357.806	\$1,402.392	\$1,408.536	\$1,445.691
Baseline Cash Deficit	(\$395.118)	(\$343.733)	(\$468.804)	(\$438.099)	(\$437.312)	(\$457.365)
Subsidies						
MTA	(\$306.042)	(\$263.912)	(\$367.014)	(\$352.864)	(\$348.240)	(\$364.458)
CDOT	(\$89.076)	(79.821)	(101.790)	(85.235)	(89.072)	(92.907)
Total Subsidies	(\$395.118)	(\$343.733)	(\$468.804)	(\$438.099)	(\$437.312)	(\$457.365)

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$7.090	\$7.605	\$7.950	\$8.100	\$8.500	\$8.500
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	20.888	24.839	26.869	29.784	29.349	28.567
MNR - MTA	(39.899)	29.506	(4.352)	3.518	4.674	4.711
MNR - CDOT	(18.258)	17.459	(1.494)	2.359	1.333	0.353
MNR - Other	(3.161)	10.012	(0.511)	(0.344)	(0.077)	(0.082)
Capital and Other Reimbursements	(61.318)	56.977	(6.358)	5.533	5.930	4.981
Total Receipts	(\$33.340)	\$89.421	\$28.462	\$43.416	\$43.780	\$42.049
Expenditures						
Labor:						
Payroll	\$0.206	(\$3.522)	(\$4.241)	(\$8.543)	\$0.269	\$1.838
Overtime	(1.019)	(0.858)	(0.506)	(2.569)	(0.496)	(0.489)
Health and Welfare	(1.136)	(8.754)	(4.541)	(4.163)	(4.244)	(3.328)
OPEB Current Payment	1.049	0.000	0.000	0.000	0.000	0.000
Pensions	(16.379)	2.389	(0.146)	(0.144)	(0.146)	(0.149)
Other Fringe Benefits	1.845	(0.112)	(0.597)	(2.048)	0.117	0.682
GASB Account	0.000	(8.746)	(9.607)	(10.512)	(11.366)	(12.334)
Reimbursable Overhead	1.168	(0.677)	(0.655)	(0.599)	(0.608)	(0.618)
Total Labor	(\$14.266)	(\$20.280)	(\$20.294)	(\$28.578)	(\$16.476)	(\$14.398)
Non-Labor:						
Electric Power	\$0.178	(\$1.814)	(\$2.193)	(\$2.244)	(\$2.296)	(\$2.350)
Fuel	2.957	3.600	3.600	3.600	3.600	3.600
Insurance	2.106	(2.215)	0.497	0.586	(0.272)	0.766
Claims	1.571	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(4.536)	(11.250)	(23.728)	(12.822)	(6.046)	(2.406)
Professional Service Contracts	9.054	(1.574)	(2.070)	(1.827)	(1.578)	(1.581)
Materials & Supplies	(21.839)	(10.305)	(24.360)	(8.393)	(6.180)	(6.548)
Other Business Expenditures	3.659	(27.243)	(29.564)	(27.119)	(27.267)	(27.398)
Total Non-Labor	(\$6.850)	(\$50.946)	(\$77.964)	(\$48.366)	(\$40.184)	(\$36.063)
Other Adjustments:						
Other	0.000	(4.500)	(3.600)	(3.600)	(3.600)	(3.600)
Total Other Expenditure Adjustments	\$0.000	(\$4.500)	(\$3.600)	(\$3.600)	(\$3.600)	(\$3.600)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$54.456)	\$13.695	(\$73.396)	(\$37.128)	(\$16.480)	(\$12.012)
Depreciation Adjustment	\$213.811	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
OPEB Obligation	57.015	68.044	76.073	77.899	83.352	89.187
Environmental Remediation	4.460	2.726	3.955	3.955	3.955	3.955
Baseline Total Cash Conversion Adjustments	\$220.830	\$313.642	\$248.821	\$291.915	\$323.016	\$338.387

MTA METRO-NORTH RAILROAD
2013 Final Proposed Budget
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Baseline

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- East of Hudson revenue growth is projected to be 4.3% in 2013, 4.4% in 2014, 2.2% in 2015, and 2.0% in 2016.
- 2013 includes additional revenue from service investments that will be implemented starting in October 2012 and April 2013.
- 2014-2016 reflects an increase in ridership in both commutation and non-commutation in response to the continuing modest economic expansion, employment growth, as well as the annual impact of 2013 service initiatives.
- No fare increases are assumed in New York State thru 2016.
- Revenue forecasts include a Connecticut fare increase of 5.04% in each year on 1/1/2013 and 1/1/2014; and annual increases of 1.0% from 1/1/2015 thru 1/1/2016.

Reimbursable

- Not applicable

Cash

- 2012-2016 cash adjustments include receipts from the sale of Metro Cards, Westchester County bus fares, and special event promotions, partially offset by credit card fees associated with the purchase of passenger tickets.

OTHER OPERATING REVENUE

Non-Reimbursable

- 2013 Other Operating Revenue is \$0.7 million or 1.4% lower than comparable 2012 revenues. The year-over-year decrease results from higher revenue-funded project costs which are netted against tenant revenues.
- In 2013, GCT retail operations result in net revenues of \$20.7 million (gross revenues from retail tenants of \$31.1 million offset by retail operating expenses of \$10.4 million).
- 2013 GCT revenue funded projects total \$3 million and include: renovation of the 43rd Street entrance, installation of Lexington Avenue passage way HVAC units, as well as completion of the GCT trainshed improvements.
- 2013 Commissary revenues total \$6.4 million based on higher projected sales (no price increases assumed).
- Advertising revenues in 2012 and 2013 total \$13.6 million and \$14.4 million respectively and include increases from GCT digital diorama displays.

- 2014-2016 revenue increase reflects continuing improvement in GCT retail revenues, parking, advertising and higher commissary sales.

Reimbursable

- Not applicable

Cash

- 2012-2016 adjustments include the reclassifications of Amtrak and other railroad reimbursements, revenue offsets for GCT revenue funded projects, reimbursements from CDOT, and reimbursements for settlements, scrap material sales, and other miscellaneous items.

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

Capital project cost reimbursements in each year of the financial plan are based on recouping 100% of accrued project expenditures.

- 2012 accrued expenditures (and receipts) total \$192.7 million and are based upon the latest projections of capital project activity.
- 2013 accrued expenditures (and receipts) total \$191.1 million and are based upon the winding-down of the West Haven Station Construction and the Danbury Branch Signal System projects offset by Positive Train Control, Bronx Station Capacity Improvements, and the CDOT Track Program.
- 2014-2016 accrued expenditures (and receipts) are based on a continuation of 2013 project cost levels adjusted for the impact of inflation and additional expenditures on the Positive Train Control project in the State of Connecticut.

Cash

- 2012 includes adjustments for receipt timing differences. In addition, 2012-2016 includes cash adjustments to MTA and CDOT receipts for reimbursable portion of GASB contribution.

EXPENSES

PAYROLL

Management Labor

- Non-Agreement salaries include provisions for cost of living increases in 2012-2016 of 2.20%, 1.97%, 1.91%, 1.85% and 1.89% respectively.
- 2013 initiatives include additional staff resources for IT project management and monitoring critical information systems; customer service enhancements that decrease the response time to customer inquiries; training staff to administer mandatory training to Maintenance of Equipment employees, support staff for train operations; communication engineering and financial functions; and reorganizations of the Safety and Human Resources Departments.

- In 2014 additional staffing is included for the GCT Fire Brigade (enables 24/7 coverage).
- 2015 reflects a reduction in training staff.

Agreement Labor

- Agreement labor costs assume no wage increases for the three years July 16, 2010 through July 15, 2013. For 2013–2016 increases are applied starting July 16 of each year at annual CPI-driven rates of 1.97% in 2013, 1.91% in 2014, 1.85% in 2015 and 1.89% in 2016.
- 2013 includes positions for expanded service investments, staffing to meet service quality and succession planning for on-board train crews and the Operations Control Center.
- 2013 also includes additional maintenance forces to maintain new M-8 cars and the New Haven shop complex (\$2.2 million), fire/life safety systems at outlying stations, and GCT HVAC and new electric chiller equipment and systems.
- 2014 includes costs to support the service plan, West of Hudson system improvements and new M-8 cars and the New Haven shop complex, (\$1.2 million).
- 2015 and 2016 incremental agreement labor costs include adjustments to the service plan of \$1.0 million and \$0.7 million, respectively.

Reimbursable

- Annual cost of living increases and wage contract increases for agreement employees follow the same rate assumptions as the non-reimbursable costs noted above.

Cash

- 2012-2016 cash adjustments include timing differences, an Agreement employee allowance (for uniforms, meal, tools and shoes), retirement payments, and employee contribution to health care coverage.

OVERTIME

Non-Reimbursable

- Overtime is inflated at the same rate as agreement salaries.
- 2013 includes a temporary increase in overtime necessary for train operation coverage related to the service investment plan (eliminated in 2014 as on-board staff is hired and trained).
- 2014 shows a decrease from 2013 due to elimination of temporary coverage for train service operation.
- 2015-2016 overtime amounts are consistent with forecast payroll increases.

Reimbursable

- Annual cost of living increases and wage contract increases for Agreement employees follow the same rate assumptions as the non-reimbursable increases noted above.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2013-2016 includes estimated annual rate increases based on NYS Empire Plan health care and insurance premiums of 11.8% in 2013, 2.4% in 2014, and 7.0% for 2015-2016 (family coverage) and 11.1% in 2013, 1.7% in 2014 and 6.3% for 2015-2016 (individual coverage).

Cash

- 2012-2016 cash adjustments include current and former management employee contributions toward health insurance costs. 2012 also includes a payment timing carryover from 2011 (\$6 million).

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- Other Post Employment Benefit (OPEB) current payments reflect Metro-North's estimated annual cost of health care for current retirees. 2013-2016 provisions reflect an increasing level of retirees. The estimated annual costs for 2013-2016 are \$19.0 million in 2013, \$21.0 million in 2014, \$21.5 million in 2015 and \$22.0 million in 2016.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2012-2016 pension costs represent the inclusion of all non-represented and most represented Metro-North employees in the MTA Defined Benefit Plan (DB Plan). Those employees not in the DB Plan are participants in the MTA 401K Plan. Metro-North's projected share of the incremental funding requirements for the DB Plan is based on projections prepared by actuarial consultants. The estimated annual costs for 2012-2016 are \$70.0 million in 2012, \$82.0 million in 2013, \$81.0 million in 2014, \$82.0 million in 2015 and \$83.6 million in 2016.

Cash

- 2012 cash requirements are decreased by \$2.5 million to reflect payment timing differences.

OTHER FRINGE BENEFITS

Non-Reimbursable and Reimbursable

- Railroad Retirement tax rates for Tier I and II remain constant for 2013-2016 at 7.65% and 12.1%, respectively.
- Maximum earnings level for Tier I is estimated at \$112,800 in 2013, \$116,100 in 2014, \$121,200 in 2015 and \$126,600 in 2016.
- Maximum earnings level for Tier II is estimated at \$83,700 2013, \$86,400 in 2014, \$90,000 in 2015, and \$93,900 in 2016.
- Other cost adjustments reflect inflationary salary increases and changes in staffing levels.
- Non-reimbursable costs include estimates for employee personal injury claims (\$8.9 million in 2012, \$10.5 million each year from 2013 through 2016).

Cash

- 2012-2016 adjustments include differences between expense accruals and cash disbursements.

GASB ACCOUNT

Cash

- 2013-2016 includes cash expenditures to fund a contribution to a special GASB 45 (Government Accounting Standards Board) fund earmarked for post-retirement liabilities for "Other than Pension Employee Benefits" (healthcare costs).

REIMBURSABLE OVERHEAD

Non-Reimbursable

- Changes in overhead cost recoveries reflect revisions in Reimbursable project cost estimates.

Reimbursable

- Overhead costs for 2012 are based on a percentage share of direct labor costs charged to reimbursable projects. 2013-2016 overhead costs are based on the continuation of 2012 forecast levels, adjusted for inflation-based increases in labor costs.
- Material handling and equipment recovery increases are predicated on CPI-based inflation rates.

ELECTRIC POWER

Traction Power - Revenue

Non-Reimbursable

- 2012-2016 incorporates the net effect of new service and the cost changes associated with the integration of new M-8 cars into New Haven Line service, offset by the gradual retirement of the M-2, M-4 and M-6 car fleets.
- 2013-2016 costs reflect annual increases of 7.7% in 2013, 1.6% in 2014, 5.7% in 2015 and 5.6% in 2016.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2012 includes a one-time credit of \$2.2 million related to East Side Access power billed through Grand Central Terminal.
- 2013-2016 costs reflect annual increases of 1.6% in 2013, 3.3% in 2014, 2.4% in 2015 and 2.9% in 2016.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2013-2016 prices are projected to decrease by -5.8% in 2013, -2.9% in 2014, -3.6% in 2015 and increase by 6.9% in 2016.

Cash

- 2012-2016 include a credit (reduction to cash disbursements) for accrued fuel costs at New Haven which are paid directly by CDOT. These costs are included as part of the billing methodology adjustment.

Non-Revenue Fuel

Non-Reimbursable

- 2013-2016 prices are projected to increase by 1.6% in 2013, 1.5% in 2014, and 0.7% in both 2015 and 2016.

INSURANCE

Non-Reimbursable and Reimbursable

- Increases in 2012-2016 reflect revised insurance premium estimates.

Cash

- 2012-2016 reflects increase in force account payments as well as All-Agency insurance costs. 2012-2016 also includes the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2013-2016 reflect current claims trends for passenger injuries and miscellaneous claims.

The Remaining Non-Reimbursable Cost Categories, other than Material & Supplies, were inflated by CPI Increases in 2013-2016 of 1.59%, 1.90%, 1.74%, and 2.01% respectively.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2013 decrease reflects the completion of 2012 West of Hudson locomotive overhaul (\$2.7 million) and several other one-time 2012 projects.
- 2014 reflects inflation of 1.90% offset by the elimination of emergency bus services (\$0.2 million) and reduced network communication equipment costs (\$0.5 million).
- 2015 includes the net increases for the next cycle of the Genesis and West of Hudson F40 locomotive overhaul programs (\$6.3 million), partially offset by a reduction in NHL car disposal costs (\$0.7 million), and IT rationalization savings (\$0.3 million).
- 2016 increase of \$0.7 million over 2015, reflecting inflation of 2.01% offset by the completion of the M-2 car disposal program.

Reimbursable

- CPI increases in 2013-2016 follow the same pattern as non-reimbursable costs noted above.

- In 2012, increased expenditures reflect higher cost estimates for the NH Wheel True Shop and Guard Booth Design, as well as Waterbury Branch Bridge Repairs and various other projects.
- 2013 costs decreased due to the winding-down of the Wheel True Shop and West Haven Station projects in the State of Connecticut. The year-over-year reductions in these projects are offset by the commencement of the Positive Train Control project.
- 2014 sees the full implementation of the Positive Train Control project.
- 2015 reflects continuation of Positive Train Control implementation.
- 2016 estimates reflect the continuation of prior year project activity levels with adjustments for inflation.

Cash

- 2012-2016 cash adjustments include the elimination of non-cash GASB 49 environmental accruals. 2012-2016 also includes reclassifications of revenue offsets for GCT revenue funded projects and payments on behalf of CDOT for station facilities and the MTA for utilities.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2013 includes increases for marketing service investments (\$0.6 million), GCT escalator performance monitoring (\$0.5 million), consulting for information system development projects (\$1.6 million) and security improvements for buildings and facilities (\$1.8 million). Partially offsetting these increases is a reduction in bridge inspection service fees (\$0.8 million).
- 2014 includes reductions for one-time 2013 fees for GCT escalator performance monitoring and security system upgrades (\$1.6 million), partially offset by increases in information technology improvements (\$0.7 million) and security enhancements at parking facilities (\$0.6 million).
- 2015 includes elimination of one-time 2014 services for IT improvements (\$0.7 million) offset by inflation.
- 2016 increase reflects inflation on 2015 professional service contract expense.

Reimbursable

- In 2013, the decrease is primarily due to the reduction in West Haven Station project costs, Radio Frequency Re-banding and High Speed Turnout projects offset by an increase in the Overhead Bridge Program.
- 2014-2016 levels are consistent with 2013 projections adjusted for the impact of inflation and the completion of the M-8 car acceptance testing project.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2013-2016 costs were inflated based on the Chained Price Index for Industrial Building Materials (5.30% in 2013, 5.26% in 2014, 4.79% in 2015, and 4.47% in 2016).

- 2013 includes decreases in consumption of material to maintain rolling stock based on current trends in fleet performance and strategic procurement initiatives. In addition, the Equipment Replacement Plan (\$2.8 million) and the completion of several maintenance programs (\$1.4 million for M-3 Door Modifications and the M-3 performance improvement program) further reduce costs. Partially offsetting these decreases are material requirements for power reliability initiatives (\$2.0 million) and the M-7 Seat Change-Out program (\$0.8 million).
- 2014 includes increases from the Equipment Replacement Plan and the reinstatement of 2013 cost savings for rolling stock parts and supplies as the 10 year life cycle maintenance of M-7 cars begins (including traction motor change-outs). These increases are offset by the elimination of \$1.2 million in material costs with the 2013 completion of power reliability improvements
- 2015 includes further reductions for completed power reliability initiatives (\$0.8 million), NH Signal material (\$0.4 million), and the Equipment Replacement Plan (\$0.4 million), partially offset by an increase for Kronos clock replacement (\$0.2 million).
- 2016 includes increase for Equipment Replacement Plan (\$0.5 million), partially offset by a decrease for Power Reliability Initiatives (\$0.3 million).

Reimbursable

- CPI increases in 2013-2016 follow the same assumptions as non-reimbursable costs noted above.
- In 2012, the decrease is primarily attributable to the Bronx Station/Capacity Improvements, Cyclical Track Program and the Radio Base Station replacement project.
- In 2013, the decrease is primarily attributable to the winding-down of the West Haven Station project offset by higher activity for Bronx Station/Capacity Improvements, High Speed Turnouts and the Cyclical Track Program.
- 2014-2016 levels are consistent with 2013 projections adjusted for the additional costs of the Danbury Branch Signal System and Positive Train Control projects, as well as the impact of inflation.

Cash

- Cash adjustments reflect differences between expense accruals and cash requirements:
- 2012-2016 includes increases to cash requirements for M8 spare part inventory build-up (\$2.2 million in 2012; \$8.3 million in 2013; \$2.0 million in 2014; \$2.3 million in 2015).
- 2012-2015 also include differences between expense accruals and anticipated cash requirements primarily for M-7 10 year life cycle maintenance and traction motor change-outs (-\$1.5m in 2012, +\$5.0m in 2013, -\$4.4m in 2014, -\$2.4m in 2015).
- 2012-2016 includes an adjustment for obsolete material reserve (\$0.6 million per year).

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2013 reflects a \$5 million increase in operating costs for West of Hudson services (including reinstatement of the \$3.6 million credit received in 2012 and inflation), plus an increase of \$1.0 million for the West of Hudson Service Investment and the inclusion of \$0.5 million for station improvements.
- 2014-2016 includes increased West of Hudson subsidies for the cost of additional train service (approximately \$1.0 million annually).

Reimbursable

- CPI increases in 2012-2016 follow the same assumptions as non-reimbursable costs noted above.
- 2013 reduction reflects lower costs for various projects.

Cash

- 2012-2016 cash adjustments include payments for receipt of MetroCards, Westchester County bus fares, special promotions, and employee health club memberships, partially offset by the reclassification of credit card fees as an offset to Farebox Revenue. 2012-2016 also includes the reclassification of Amtrak and other railroad reimbursements to the Other Operating Revenue category.

DEPRECIATION

Non-Reimbursable

- 2012-2016 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2012-2016 costs reflect the recognition of the liability for Post Retirement Benefits (healthcare costs) for future retirees.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2013-2016 costs reflect the estimated liability for pollution remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$595.325	\$621.194	\$25.869	\$648.200	\$27.006	\$662.443	\$14.243	\$675.899	\$13.456
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	48.962	48.274	(0.689)	49.301	1.027	50.769	1.468	52.593	1.824
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$644.287	\$669.467	\$25.180 -1.4%	\$697.501	\$28.034	\$713.212	\$15.711	\$728.492	\$15.280
Expenses									
Labor:									
Payroll	\$399.286	\$413.523	(\$14.237)	\$424.546	(\$11.023)	\$432.737	(\$8.191)	\$442.195	(\$9.458)
Overtime	53.856	54.917	(1.061)	53.889	1.028	54.901	(1.012)	55.928	(1.027)
Health and Welfare	84.397	104.466	(20.069)	105.827	(1.361)	114.186	(8.359)	123.196	(9.010)
OPEB Current Payment	18.000	19.000	(1.000)	21.000	(2.000)	21.500	(0.500)	22.000	(0.500)
Pensions	62.697	73.268	(10.571)	72.254	1.014	73.214	(0.959)	74.639	(1.426)
Other Fringe Benefits	92.440	94.703	(2.263)	99.180	(4.477)	100.843	(1.663)	102.884	(2.041)
Reimbursable Overhead	(36.986)	(38.395)	1.409	(39.072)	0.677	(39.812)	0.740	(40.575)	0.763
Total Labor Expenses	\$673.690	\$721.482	(\$47.792)	\$737.624	(\$16.142)	\$757.568	(\$19.944)	\$780.267	(\$22.698)
Non-Labor:									
Electric Power	\$74.369	\$84.823	(\$10.454)	\$87.390	(\$2.567)	\$92.643	(\$5.253)	\$98.097	(\$5.454)
Fuel	28.318	28.000	0.318	27.513	0.487	26.924	0.589	28.612	(1.688)
Insurance	10.942	12.551	(1.609)	14.396	(1.845)	16.564	(2.168)	19.056	(2.492)
Claims	0.483	0.535	(0.052)	0.510	0.025	0.510	0.000	0.510	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	99.328	96.185	3.143	97.035	(0.850)	103.287	(6.252)	103.974	(0.687)
Professional Service Contracts	25.767	29.312	(3.545)	29.018	0.294	28.703	0.315	29.280	(0.577)
Materials & Supplies	69.632	65.190	4.442	75.538	(10.348)	76.921	(1.383)	80.778	(3.857)
Other Business Expenses	19.186	26.797	(7.611)	29.448	(2.651)	30.923	(1.475)	33.271	(2.347)
Total Non-Labor Expenses	\$328.025	\$343.393	(\$15.368)	\$360.848	(\$17.455)	\$376.475	(\$15.627)	\$393.578	(\$17.102)
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,001.715	\$1,064.875	(\$63.160)	\$1,098.473	(\$33.597)	\$1,134.044	(\$35.571)	\$1,173.844	(\$39.801)
Depreciation	229.177	242.189	(13.012)	247.189	(5.000)	252.189	(5.000)	257.258	(5.069)
OPEB Obligation	68.044	76.073	(8.029)	77.899	(1.826)	83.352	(5.453)	89.187	(5.835)
Environmental Remediation	2.726	3.955	(1.229)	3.955	0.000	3.955	0.000	3.955	0.000
Total Expenses	\$1,301.662	\$1,387.092	(\$85.431)	\$1,427.516	(\$40.423)	\$1,473.539	(\$46.024)	\$1,524.244	(\$50.704)
Baseline Net Surplus/(Deficit)	(\$657.375)	(\$717.625)	(\$60.250)	(\$730.014)	(\$12.389)	(\$760.328)	(\$30.313)	(\$795.752)	(\$35.424)

MTA METRO-NORTH RAILROAD
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	192.676	191.073	(1.603)	223.375	32.303	214.233	(9.143)	217.786	3.553
Total Revenue	\$192.676	\$191.073	(\$1.603)	\$223.375	\$32.303	\$214.233	-\$9.143	\$217.786	\$3.553
Expenses									
Labor:									
Payroll	\$42.152	\$43.243	(\$1.091)	\$44.077	(\$0.833)	\$44.899	(\$0.822)	\$45.740	(\$0.841)
Overtime	16.564	16.248	0.316	16.563	(0.316)	16.875	(0.312)	17.190	(0.315)
Health and Welfare	12.271	14.990	(2.719)	15.308	(0.318)	16.391	(1.083)	17.518	(1.128)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	7.273	8.789	(1.516)	8.638	0.151	8.766	(0.127)	8.922	(0.157)
Other Fringe Benefits	10.745	9.925	0.821	10.499	(0.574)	10.694	(0.195)	10.894	(0.199)
Reimbursable Overhead	36.309	37.740	(1.431)	38.473	(0.733)	39.204	(0.731)	39.957	(0.754)
Total Labor Expenses	\$125.314	\$130.935	(\$5.621)	\$133.558	(\$2.623)	\$136.828	(\$3.270)	\$140.222	(\$3.394)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.021	4.241	(0.220)	4.353	(0.112)	4.434	(0.081)	4.517	(0.083)
Claims	0.000	0.000	0.000	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	0.000	0.000	0.000
Maintenance and Other Operating Contracts	24.559	22.056	2.503	35.917	(13.860)	33.194	2.723	33.861	(0.667)
Professional Service Contracts	7.555	7.156	0.400	11.510	(4.354)	6.937	4.572	4.894	2.043
Materials & Supplies	28.304	26.054	2.250	37.395	(11.342)	32.185	5.210	33.624	(1.439)
Other Business Expenses	2.922	0.631	2.291	0.643	(0.012)	0.654	(0.011)	0.667	(0.013)
Total Non-Labor Expenses	\$67.362	\$60.138	\$7.224	\$89.817	(\$29.680)	\$77.404	\$12.413	\$77.564	(\$0.159)
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$192.676	\$191.073	\$1.603	\$223.375	(\$32.303)	\$214.233	\$9.143	\$217.786	(\$3.553)
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$192.676	\$191.073	\$1.603	\$223.375	(\$32.303)	\$214.233	\$9.143	\$217.786	(\$3.553)
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
<u>Revenue</u>									
Farebox Revenue	\$595.325	\$621.194	\$25.869	\$648.200	\$27.006	\$662.443	\$14.243	\$675.899	\$13.456
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	48.962	48.274	(0.689)	49.301	1.027	50.769	1.468	52.593	1.824
Capital and Other Reimbursements	192.676	191.073	(1.603)	223.375	32.303	214.233	(9.143)	217.786	3.553
Total Revenue	\$836.963	\$860.540	\$23.577	\$920.877	\$60.337	\$927.444	\$6.568	\$946.277	\$18.833
<u>Expenses</u>									
Labor:									
Payroll	\$441.438	\$456.766	(\$15.328)	\$468.623	(\$11.856)	\$477.636	(\$9.013)	\$487.935	(\$10.299)
Overtime	70.420	71.165	(0.745)	70.452	0.712	71.776	(1.324)	73.118	(1.342)
Health and Welfare	96.668	119.457	(22.789)	121.135	(1.678)	130.577	(9.442)	140.714	(10.137)
OPEB Current Payment	18.000	19.000	(1.000)	21.000	(2.000)	21.500	(0.500)	22.000	(0.500)
Pensions	69.970	82.057	(12.087)	80.893	1.164	81.980	(1.087)	83.562	(1.582)
Other Fringe Benefits	103.185	104.628	(1.442)	109.679	(5.051)	111.537	(1.858)	113.777	(2.240)
Reimbursable Overhead	(0.677)	(0.655)	(0.022)	(0.599)	(0.056)	(0.608)	0.009	(0.618)	0.009
Total Labor Expenses	\$799.004	\$852.417	(\$53.413)	\$871.183	(\$18.765)	\$894.396	(\$23.214)	\$920.489	(\$26.092)
Non-Labor:									
Electric Power	\$74.369	\$84.823	(\$10.454)	\$87.390	(\$2.567)	\$92.643	(\$5.253)	\$98.097	(\$5.454)
Fuel	28.318	28.000	0.318	27.513	0.487	26.924	0.589	28.612	(1.688)
Insurance	14.963	16.792	(1.829)	18.749	(1.957)	20.998	(2.249)	23.573	(2.575)
Claims	0.483	0.535	(0.052)	0.510	0.025	0.510	0.000	0.510	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	123.887	118.241	5.646	132.952	(14.710)	136.481	(3.529)	137.835	(1.354)
Professional Service Contracts	33.322	36.468	(3.145)	40.528	(4.060)	35.640	4.887	34.174	1.466
Materials & Supplies	97.936	91.244	6.692	112.933	(21.690)	109.106	3.827	114.402	(5.296)
Other Business Expenses	22.108	27.428	(5.320)	30.091	(2.663)	31.577	(1.486)	33.938	(2.360)
Total Non-Labor Expenses	\$395.387	\$403.531	(\$8.144)	\$450.665	(\$47.135)	\$453.880	(\$3.214)	\$471.141	(\$17.261)
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$1,194.391	\$1,255.948	(\$61.557)	\$1,321.848	(\$65.900)	\$1,348.276	(\$26.428)	\$1,391.630	(\$43.354)
Depreciation	229.177	242.189	(13.012)	247.189	(5.000)	252.189	(5.000)	257.258	(5.069)
OPEB Obligation	68.044	76.073	(8.029)	77.899	(1.826)	83.352	(5.453)	89.187	(5.835)
Environmental Remediation	2.726	3.955	(1.229)	3.955	0.000	3.955	0.000	3.955	0.000
Total Expenses	\$1,494.338	\$1,578.165	(\$83.827)	\$1,650.891	(\$72.726)	\$1,687.772	(\$36.881)	\$1,742.030	(\$54.257)
Baseline Net Surplus/(Deficit)	(\$657.375)	(\$717.625)	(\$60.250)	(\$730.014)	(\$12.389)	(\$760.328)	(\$30.313)	(\$795.752)	(\$35.424)

MTA METRO-NORTH RAILROAD
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

Cash Receipts & Expenditures

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
<u>Receipts</u>									
Farebox Revenue	\$602.930	\$629.144	\$26.214	\$656.300	\$27.156	\$670.943	\$14.643	\$684.399	\$13.456
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	73.801	75.143	1.342	79.085	3.942	80.118	1.033	81.160	1.042
Capital and Other Reimbursements	249.653	184.715	(64.938)	228.908	44.193	220.163	(8.745)	222.767	2.604
Total Receipts	\$926.384	\$889.002	(\$37.382)	\$964.293	\$75.291	\$971.224	\$6.931	\$988.326	\$17.102
<u>Expenditures</u>									
Labor:									
Payroll	\$444.960	\$461.007	(\$16.047)	\$477.166	\$16.159	\$477.367	\$0.201	\$486.097	\$8.731
Overtime	71.278	71.671	(0.393)	73.021	1.350	72.272	(0.749)	73.608	1.335
Health and Welfare	105.422	123.998	(18.576)	125.298	1.300	134.821	9.523	144.042	9.221
OPEB Current Payment	18.000	19.000	(1.000)	21.000	2.000	21.500	0.500	22.000	0.500
Pensions	67.581	82.203	(14.622)	81.037	(1.166)	82.126	1.089	83.711	1.585
Other Fringe Benefits	103.297	105.225	(1.928)	111.727	6.502	111.420	(0.307)	113.095	1.675
GASB Account	8.746	9.607	(0.861)	10.512	0.905	11.366	0.854	12.334	0.968
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$819.284	\$872.711	(\$53.427)	\$899.761	\$27.050	\$910.872	\$11.111	\$934.887	\$24.015
Non-Labor:									
Electric Power	\$76.183	\$87.016	(\$10.833)	\$89.634	\$2.618	\$94.939	\$5.305	\$100.447	\$5.508
Fuel	24.718	24.400	0.318	23.913	(0.487)	23.324	(0.589)	25.012	1.688
Insurance	17.178	16.295	0.883	18.163	1.868	21.270	3.107	22.807	1.537
Claims	0.629	0.681	(0.052)	0.656	(0.025)	0.656	0.000	0.656	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	135.137	141.969	(6.832)	145.774	3.805	142.527	(3.247)	140.241	(2.286)
Professional Service Contracts	34.896	38.538	(3.642)	42.355	3.817	37.218	(5.137)	35.755	(1.463)
Materials & Supplies	108.241	115.604	(7.363)	121.326	5.722	115.286	(6.040)	120.950	5.664
Other Business Expenses	49.351	56.992	(7.641)	57.210	0.218	58.844	1.634	61.336	2.492
Total Non-Labor Expenditures	\$446.333	\$481.495	(\$35.162)	\$499.031	\$17.536	\$494.064	(\$4.967)	\$507.204	\$13.140
Other Expenditure Adjustments:									
Other	4.500	3.600	0.900	3.600	0.000	3.600	0.000	3.600	0.000
Total Other Expenditure Adjustments	\$4.500	\$3.600	\$0.900	\$3.600	\$0.000	\$3.600	\$0.000	\$3.600	\$0.000
Total Expenditures	\$1,270.117	\$1,357.806	(\$87.689)	\$1,402.392	\$44.586	\$1,408.536	\$6.144	\$1,445.691	\$37.155
Baseline Net Cash Deficit	(\$343.733)	(\$468.804)	(\$125.071)	(\$438.099)	\$30.705	(\$437.312)	\$0.787	(\$457.365)	(\$20.053)
<u>Subsidies</u>									
MTA	(\$263.912)	(\$367.014)	(\$103.102)	(\$352.864)	\$14.150	(\$348.240)	\$4.624	(\$364.458)	(\$16.218)
CDOT	(79.821)	(101.790)	(\$21.969)	(\$85.235)	\$16.555	(\$89.072)	(\$3.837)	(\$92.907)	(\$3.835)
Total Subsidies	(\$343.733)	(\$468.804)	(\$125.071)	(\$438.099)	\$30.705	(\$437.312)	\$0.787	(\$457.365)	(\$20.053)

MTA METRO-NORTH RAILROAD
2013 Final Proposed Budget
November Financial Plan 2013- 2016
Summary of Major Plan-to-Plan Changes

Revisions to Metro-North's financial plan for the 2013-2016 periods reflect adjustments resulting from evolving economic conditions, changing cost assumptions and resource allocations, as well as the impact of recently implemented cost reduction plans.

2012: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2012 November Forecast cash subsidy requirement of \$343.7 million for non-reimbursable operations is \$13.6 million lower than requirement in the 2012 Mid-Year Forecast. This reflects \$2.9 million in lower total revenue in addition to forecast reduction of \$16.5 million in total expenditures. Operating revenues of \$644.3 million reflect passenger revenues of \$595.3 million that are \$4.8 million lower than the Mid-Year Forecast due to revised ridership estimates (1.0% lower than the year-end forecast but 3.3% over 2011). Non-passenger revenues of \$49.0 million reflecting continuing GCT retail proceeds and outlying station revenue, as well as increased parking revenues and commissary sales. Non-reimbursable operating expenses of \$1,301.7 million reflect the reduction of \$6.5 million compared to the Mid-Year Forecast. Labor costs have increased, driven by additional health and welfare premiums and lower reimbursable overhead cost recoveries. 2012 non-labor expenditures reflect lower energy costs, material usage efficiencies as well as a one-time operating credit for 2011 West of Hudson service, higher cost recoveries from Amtrak and reduced provisions for environmental remediation.

2012 Reimbursable revenue and expense projections total \$192.7 million which is \$6.4 million lower than the 2012 Mid-Year Forecast. This reduction reflects the re-estimate of various projects including the Positive Train Control, Mainline/High Speed Turnouts, and Bronx Station Capacity Improvements.

2013: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2013 Final Proposed Budget cash subsidy requirement of \$468.8 million is \$37.7 million higher than the 2012 Mid-Year Forecast. This reflects a \$2.4 million net decrease in revenues primarily driven by current ridership trends and the impact of new service investment revenue. Increased labor costs are primarily due to: a temporary increase in overtime to cover new service investments until additional on-board staff is hired and trained, a significant increase in healthcare premiums, and a rising pension contribution requirement. Non-Labor costs partially offset the increased

labor expenses mainly through material usage and purchasing efficiencies and further adjustments to shop equipment maintenance and bridge inspection contracts.

Reimbursable project costs (and receipts) for 2013 are \$1.9 million lower than the Mid-Year Forecast and essentially reflect a continuation of new baseline project levels from 2012 and select minor project cost and scheduling refinements.

2014 - 2016: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2014-2016 November Financial Plan subsidy requirements are higher than the July Financial Plan by \$16.7 million in 2014, \$14.3 million in 2015 and \$14.5 million in 2016. Revenue decreases reflect lower ridership fare box revenue growth compared to the Mid-Year Forecast, all M-8 cars are fully in service, and the continuation of higher GCT retail revenues. Unfavorable expense changes versus the Mid-Year Forecast continue to reflect the increased health premiums and higher pension contributions. Non-labor costs are marginally lower in the November Plan mainly due to revised costs for materials.

Reimbursable project costs (and receipts) for 2014-2016 compared to the Mid-Year Forecast are higher by \$28.3 million in 2014, \$16.1 million in 2015 and \$14.2 million in 2016 reflecting a continuation of 2013 baseline project levels and the inclusion of Positive Train Control project costs in the State of Connecticut and refinements due to the completion of several large projects.

MTA METRO-NORTH RAILROAD
2013 Final Proposed Budget
November Financial Plan 2013-2016
Summary of Plan-to-Plan Changes by Generic Category

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- 2012 farebox revenue is lower than the July Financial Plan due to a reduced rate of ridership growth (November Financial Plan forecast remains favorable to the 2012 Adopted Budget).
- The impact of lower 2012 ridership and farebox revenues carries forward to 2013-2016 but is partially offset by projected ridership and revenue increases from new service investments starting in October 2012.
- 2013 – 2016 includes average annual ridership growth of approximately 2.0% based on current trends and the impact of new service investments.

Reimbursable and Cash

- Not applicable

OTHER OPERATING REVENUE

Non-Reimbursable

- 2013 reflects continuing improvement in GCT retail revenues, increasing commissary sales, and higher advertising from GCT digital displays.
- 2014 - 2016 reflects lower rate of growth versus the July Plan for advertising (billboard displays) and outlying station revenues (which includes parking).

Reimbursable

- Not applicable

Cash

- 2014 - 2016 adjustments reflect increases for scrap material sales.

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

- The 2012 Year-End Reimbursable revenue and expense projections total \$192.7 million which is \$6.4 million lower than the 2012 Mid-Year Forecast. This reduction reflects the re-estimate of various projects including the Positive Train Control, Mainline/High Speed Turnouts, and Bronx Station Capacity Improvements.
- 2013 - 2015 reimbursable project costs (and receipts) reflect a continuation of new baseline project levels from 2013 increased by the costs associated with the Positive Train Control project in the State of Connecticut.

Cash

- 2012 includes adjustments for receipt timing difference carryover from 2011.

EXPENSES

PAYROLL

Management Labor

- 2012 November Forecast shows a plan over plan decrease of \$3.1 million, the result of delayed hiring for several initiatives plus current vacant positions. The new initiatives are for IT project management and improvements in monitoring critical information systems, customer service enhancements that decrease the response time to customer inquiries, training staff to administer mandatory training to Maintenance of Equipment employees, and support staff for train operations, communication engineering and financial functions.
- 2013 includes a full-year impact of initiatives for Safety and Human Resources started in 2012.
- 2014 – 2016 reflect the full-year impact of 2013 changes.

Agreement Labor

- 2012 increase reflects expected fourth quarter hiring and the rescheduling of positions to support new M-8 cars to the latter part of the year.
- 2013 staffing changes are driven by the new service investment plan requirements offset by increased vacancy expectations in maintenance trades and crafts.
- 2014 increase reflects service investment plan with \$2.3 million new staffing costs compared to the Mid-Year Forecast. Offsetting the operations service increase are comparable reductions in maintenance and operations departments.
- 2015 – 2016 reflect the full-year impact of 2013-2014 changes.

Reimbursable

- 2012 lower costs are primarily due to lower cost requirements on various projects.
- 2013 - 2015 reimbursable project costs reflect a continuation of new baseline project levels from 2012 and select minor project cost and scheduling refinements.

OVERTIME

Non-Reimbursable

- The 2012 November Forecast is on-target to the Mid-Year Forecast.
- 2013 Plan includes \$2.0 million in overtime associated with the new service investment plan.
- 2014 - 2016 decrease reflects lower overtime for train service coverage.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2013 - 2016 November Forecast changes include higher premium growth rates compared to 2012 Mid-Year Forecast.

Cash

- 2012 reflects a payment timing carryover from 2011 (\$6 million).

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- 2013 – 2016 changes in Other Post Employment Benefit (OPEB) payments remain consistent with prior forecasts of retirees.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2013 - 2016 changes in pension costs represent updated actuarial estimates for the Defined Benefit Plan as well as changes in the investment target.

Cash

- 2012 cash change reflects an early payment of pension liabilities.

OTHER FRINGE BENEFITS

Non-Reimbursable and Reimbursable

- 2013 – 2016 reflect changes in Railroad Retirement taxes due to changes in labor costs.
- Claims estimates have been reduced by \$1.4 million annually from the 2012 Mid-Year Forecast and have been normalized to \$10.5 million per year from 2013.

REIMBURSABLE OVERHEAD

Non-Reimbursable and Reimbursable

- Overhead cost recovery changes reflect lower capital project activity.

ELECTRIC POWER

Traction Power - Revenue

Non-Reimbursable

- 2013 - 2016 incorporates the impact of revised inflation factors and service investment plan changes.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2012 includes a one-time credit of \$2.2 million related to East Side Access power billed through Grand Central Terminal.
- 2013 - 2016 incorporates the impact of revised inflation assumptions.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2013 - 2016 incorporates the impact of revised inflation assumptions and service investment plan changes.

Non-Revenue Fuel

Non-Reimbursable

- 2013-2016 incorporates the impact of revised inflation assumptions.

INSURANCE

Non-Reimbursable and Reimbursable

- 2013-2016 incorporates the impact of revised premiums.

Cash

- 2012 includes an adjustment for the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2013–2016 reflects slightly higher adjustments.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2012 includes a rescheduling of costs to 2013 and 2014 as well as the start of a new overhaul cycle commencing in 2015.
- 2013–2016 Year-End Forecast reflects changes in the Genesis and West of Hudson Locomotive overhaul programs.

Reimbursable

- In 2012, increased expenditures reflect the higher cost estimate for the New Haven Wheel True Shop, Waterbury Branch Bridge Repairs, and Guard Booth Design in the State of Connecticut.
- 2013-2015 reimbursable project costs reflect a continuation of new baseline project levels from 2012 and the inclusion of the EMU Fleet Replacement M8 Spec Development, Positive Train Control and the winding-down of the Danbury Branch Signal System in the State of Connecticut.

Cash

- 2012-2016 cash adjustments include timing differences and reallocations to accrued expenses.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2012 – 2013 includes \$0.6 million in each year to advertise the new service investment plan.
- 2013 – 2016 reflects re-estimates in IT project development costs, safety and security improvement services, and bridge inspection programs have resulted in decreases of \$0.5 million in 2013 and \$0.7 million in 2014. Professional Service costs stabilize in 2015 and 2016.

Reimbursable

- In 2012, the decrease is primarily attributable to the Mainline High Speed Turnouts and Radio Frequency Re-banding projects offset by higher activity on the West Haven Station project in the State of Connecticut.
- In 2013, the decrease reflects the winding down of West Haven Station project offset by higher cost on the Radio Frequency Re-banding and Mainline High Speed Turnouts projects.
- 2014-2015 reimbursable project costs reflect a continuation of new baseline project levels from 2012 and the select minor project cost and scheduling refinements.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2013 Year-End forecast shows \$10.1 million when compared to the July Plan. This decrease is a result of reduced material requirements on older cars as well as bringing additional M-8s into service under warranty. In addition to the lower material needs, \$3.4 million worth of initiatives in the Mid-Year Forecast have been reclassified as operating capital.
- 2014 reflects a new ten-year maintenance cycle for M-7s plus a traction motor replacement program. As M-8s comprise more of the New Haven Line fleet, the original cars coming off warranty will also see the need for replacement parts. The projected material efficiencies of the newer fleet result in a nearly \$2.3 million reduction compared to the July Plan.
- 2015 - 2016 continue to reflect the material efficiencies with reductions of \$2.7 in each year compared to the July Plan.

Reimbursable

- In 2012, the decrease is attributable to the winding-down of the Bronx Station Capacity Improvements, and the Track Program in the State of Connecticut offset by higher activity on the Radio Frequency Re-banding project.
- In 2013, the increase reflects the final costs associated with the West Haven Station project offset by a lower cost estimate on the Mainline High Speed Turnouts and Bronx Station Capacity Improvements projects.
- 2014-2015 reimbursable project costs reflect higher estimates for the Danbury Branch Signal System and the Positive Train Control projects.

Cash

- 2012-2016 reflects cash adjustments for the rescheduling of M8 spare part inventory build-up.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2012 November Plan reflects a one-time operating credit for West of Hudson service costs (\$4 million).
- 2013 decrease reflects the reclassification of TVM purchases to Operating Capital (\$2.4 million) and a lower projected cost for GCT handheld computers

(\$0.3 million). These decreases are offset by higher West of Hudson operating costs and service investments.

- 2014 – 2016 reflects higher West of Hudson subsidy requirements reflecting the cost of the service investment plan.

Reimbursable

- In 2012, the decrease is primarily attributable to rescheduling of the Positive Train control project.
- 2013-2015 the decrease reflects lower estimated costs on the PBX Equipment Upgrade and Positive Train Control projects, and the Wheel True Shop in the State of Connecticut.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2013 - 2016 costs reflect the recognition of the liability for Post-Retirement Benefits (healthcare costs) for future retirees.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2013-2016 costs reflect the estimated liability for pollution remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	2012	2013	2014	2015	2016
2012 July Financial Plan Baseline - Operating Cash Income/(Deficit)	(\$357.296)	(\$431.058)	(\$421.384)	(\$422.989)	(\$442.835)
Baseline Changes					
Revenue					
Farebox Revenue	(\$4.776)	(\$2.959)	(\$2.484)	(\$2.854)	(\$1.963)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.837	0.567	(0.922)	(1.414)	(1.358)
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$2.938)	(\$2.392)	(\$3.406)	(\$4.267)	(\$3.320)
Expenses					
Labor:					
Payroll	(\$0.295)	(\$0.292)	(\$0.508)	(\$0.316)	(\$0.324)
Overtime	(0.001)	(1.614)	0.412	0.421	0.428
Health and Welfare	(2.327)	(5.653)	(4.434)	(4.446)	(4.296)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(0.907)	(8.625)	(8.121)	(7.813)	(7.505)
Other Fringe Benefits	1.106	2.024	0.225	1.082	1.687
Reimbursable Overhead	(3.515)	(1.802)	(1.903)	(1.935)	(1.962)
Total Labor Expense Changes	(\$5.938)	(\$15.963)	(\$14.329)	(\$13.007)	(\$11.971)
Non-Labor:					
Electric Power	\$3.598	(\$0.592)	(\$0.398)	\$0.388	\$1.345
Fuel	(0.789)	(1.175)	(0.701)	0.149	(1.432)
Insurance	0.139	(0.001)	(0.001)	(0.001)	(0.001)
Claims	0.002	(0.050)	(0.050)	(0.050)	(0.050)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.510	4.214	(1.634)	0.654	1.537
Professional Service Contracts	0.573	0.486	0.707	0.047	(0.074)
Materials & Supplies	1.088	10.092	2.287	2.723	2.742
Other Business Expenses	4.335	1.113	(1.350)	(1.206)	(1.408)
Total Non-Labor Expense Changes	\$12.456	\$14.087	(\$1.140)	\$2.704	\$2.659
Total Expenses before Depreciation and GASB Adjustments	\$6.518	(\$1.876)	(\$15.469)	(\$10.302)	(\$9.312)
Depreciation	\$6.838	(\$1.666)	(\$1.711)	(\$1.556)	(\$1.162)
OPEB Obligation	(8.047)	(15.080)	(15.753)	(20.038)	(24.676)
Environmental Remediation	1.229	0.000	0.000	0.000	0.000
Total Expense Changes	\$6.538	(\$18.622)	(\$32.934)	(\$31.896)	(\$35.150)
Cash Conversion Adjustment Changes					
Depreciation	(\$6.838)	\$1.666	\$1.711	\$1.556	\$1.162
Operating/Capital	4.040	(11.064)	(7.190)	(1.600)	(1.601)
Other Cash Adjustments	12.762	(7.334)	25.103	21.885	24.380
Total Cash Conversion Adjustments	\$9.964	(\$16.732)	\$19.624	\$21.841	\$23.941
Total Baseline Changes	\$13.563	(\$37.746)	(\$16.715)	(\$14.323)	(\$14.529)
2012 November Financial Plan Baseline-Operating Cash Income/(Deficit)	(\$343.733)	(\$468.804)	(\$438.099)	(\$437.312)	(\$457.365)

MTA METRO-NORTH RAILROAD
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE					
	2012	2013	2014	2015	2016
2012 July Financial Plan Baseline - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	(6.350)	(1.944)	28.285	16.143	14.237
Total Revenue Changes	(\$6.350)	(\$1.944)	\$28.285	\$16.143	\$14.237
Expenses					
Labor:					
Payroll	\$2.869	\$2.380	\$2.427	\$2.473	\$2.522
Overtime	0.242	0.710	0.723	0.736	0.750
Health and Welfare	0.417	(0.347)	(0.121)	(0.080)	(0.004)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.849	(0.211)	(0.178)	(0.133)	(0.075)
Other Fringe Benefits	0.065	0.687	0.357	0.433	0.502
Reimbursable Overhead	3.604	2.682	2.729	2.769	2.803
Total Labor Expense Changes	\$8.046	\$5.901	\$5.936	\$6.199	\$6.499
Non-Labor:					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.489	0.313	0.290	0.295	0.301
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(5.569)	(9.101)	(22.717)	(19.745)	(20.158)
Professional Service Contracts	0.889	2.954	(3.527)	(1.123)	1.030
Materials & Supplies	2.188	(0.775)	(10.969)	(4.522)	(4.713)
Other Business Expenses	0.307	2.652	2.701	2.753	2.804
Total Non-Labor Expense Changes	(\$1.696)	(\$3.957)	(\$34.222)	(\$22.342)	(\$20.736)
Total Expense Changes	\$6.350	\$1.944	(\$28.285)	(\$16.143)	(\$14.237)
2012 November Financial Plan Baseline-Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
2012 July Financial Plan Baseline - Operating Cash Income/(Deficit)	(\$357.296)	(\$431.058)	(\$421.384)	(\$422.989)	(\$442.835)
Baseline Changes					
Revenue					
Farebox Revenue	(\$4.776)	(\$2.959)	(\$2.484)	(\$2.854)	(\$1.963)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.837	0.567	(0.922)	(1.414)	(1.358)
Capital and Other Reimbursement	(6.350)	(1.944)	28.285	16.143	14.237
Total Revenue Changes	(\$9.288)	(\$4.335)	\$24.879	\$11.876	\$10.917
Expenses					
Labor:					
Payroll	\$2.574	\$2.088	\$1.919	\$2.157	\$2.198
Overtime	0.241	(0.904)	1.135	1.157	1.178
Health and Welfare	(1.910)	(6.001)	(4.555)	(4.526)	(4.300)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(0.057)	(8.836)	(8.299)	(7.946)	(7.579)
Other Fringe Benefits	1.171	2.710	0.582	1.515	2.189
Reimbursable Overhead	0.089	0.880	0.826	0.834	0.841
Total Labor Expense Changes	\$2.107	(\$10.062)	(\$8.393)	(\$6.808)	(\$5.473)
Non-Labor:					
Electric Power	\$3.598	(\$0.592)	(\$0.398)	\$0.388	\$1.345
Fuel	(0.789)	(1.175)	(0.701)	0.149	(1.432)
Insurance	0.628	0.312	0.289	0.294	0.300
Claims	0.002	(0.050)	(0.050)	(0.050)	(0.050)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.059)	(4.887)	(24.351)	(19.091)	(18.621)
Professional Service Contracts	1.462	3.440	(2.820)	(1.076)	0.956
Materials & Supplies	3.276	9.317	(8.682)	(1.799)	(1.971)
Other Business Expenses	4.642	3.765	1.352	1.548	1.397
Total Non-Labor Expense Changes	\$10.760	\$10.130	(\$35.361)	(\$19.637)	(\$18.077)
Total Expenses before Non-Cash Liability Adjs.	\$12.867	\$0.068	(\$43.755)	(\$26.446)	(\$23.549)
Depreciation	\$6.838	(\$1.666)	(\$1.711)	(\$1.556)	(\$1.162)
OPEB Obligation	(8.047)	(15.080)	(15.753)	(20.038)	(24.676)
Environmental Remediation	1.229	0.000	0.000	0.000	0.000
Total Expense Changes	\$12.887	(\$16.678)	(\$61.219)	(\$48.039)	(\$49.387)
Baseline Net Surplus/(Deficit) Changes	\$3.599	(\$21.013)	(\$36.339)	(\$36.164)	(\$38.470)
Cash Conversion Adjustment Changes					
Depreciation	(\$6.838)	\$1.666	\$1.711	\$1.556	\$1.162
Operating/Capital	4.040	(11.064)	(7.190)	(1.600)	(1.601)
Other Cash Adjustments	12.762	(7.334)	25.103	21.885	24.380
Total Cash Conversion Adjustments	\$9.964	(\$16.732)	\$19.624	\$21.841	\$23.941
Total Baseline Changes	\$13.563	(\$37.745)	(\$16.715)	(\$14.323)	(\$14.529)
2012 November Financial Plan Baseline-Operating Cash Income/(Deficit)	(\$343.733)	(\$468.804)	(\$438.099)	(\$437.312)	(\$457.365)

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
2012 July Financial Plan Baseline - Operating Cash Income/(Deficit)	(\$357.296)	(\$431.058)	(\$421.384)	(\$422.989)	(\$442.835)
<i>Non-Reimbursable Major Changes</i>					
Revenue					
Service Investment Plan	\$0.236	\$2.232	\$4.786	\$4.882	\$4.980
Farebox Revenue Change (excl Service Investment)	(5.012)	(5.191)	(7.270)	(7.736)	(6.943)
Other Operating Revenue	1.837	0.567	(0.922)	(1.414)	(1.358)
Sub-Total Non-Reimbursable Revenue Changes	(\$2.938)	(\$2.392)	(\$3.406)	(\$4.267)	(\$3.320)
Expenses					
Service Investment Plan	(\$1.123)	(\$9.970)	(\$8.905)	(\$9.207)	(\$9.575)
Genesis Locomotive Overhaul	4.265	(2.566)	(2.765)	-	-
W of H NJT Subsidy Change	3.712	(1.121)	(0.305)	(0.155)	(0.317)
Traction Power (net of Service Investment)	1.187	1.771	2.652	3.634	4.792
Non-Traction Power	2.599	1.138	1.283	1.283	1.341
Maintenance and Other Op Contracts	(0.755)	6.780	1.131	0.654	1.537
Professional Service Contracts	0.573	0.486	0.707	0.047	(0.074)
Materials and Supplies	1.088	10.092	1.785	2.178	2.195
Pension	(0.840)	(8.060)	(7.746)	(7.433)	(7.119)
Overhead Recovery	(3.515)	(1.802)	(1.903)	(1.935)	(1.962)
Other	(0.673)	1.376	(1.404)	0.631	(0.130)
Sub-Total Non-Reimbursable Expense Changes	\$6.518	(\$1.876)	(\$15.469)	(\$10.302)	(\$9.312)
Total Non-Reimbursable Major Changes	\$3.579	(\$4.268)	(\$18.875)	(\$14.570)	(\$12.632)
<i>Reimbursable Major Changes</i>					
Revenue					
Projections for 2014-2016 assume capital project activity levels similar to 2013 Budget adjusted for the completion of one-time projects and new project starts.	(6.350)	(1.944)	28.285	16.143	14.237
Sub-Total Reimbursable Revenue Changes	(\$6.350)	(\$1.944)	\$28.285	\$16.143	\$14.237
Expenses					
Projections for 2014-2016 assume capital project activity levels similar to 2013 Budget adjusted for the completion of one-time projects and new project starts.	6.350	1.944	(28.285)	(16.143)	(14.237)
Sub-Total Reimbursable Expense Changes	\$6.350	\$1.944	(\$28.285)	(\$16.143)	(\$14.237)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$3.579	(\$4.267)	(\$18.875)	(\$14.570)	(\$12.632)
<i>Cash Adjustment Changes</i>					
Operating Capital	4.040	(11.064)	(7.190)	(1.600)	(1.601)
Retiree Wage Settlements	-	(4.800)	-	-	-
Force Account Receipt Timing	0.544	(7.014)	2.966	1.973	(0.022)
Inventory Changes	-	(7.350)	2.000	-	-
Other Cash Timing Adjustments	5.400	(3.250)	4.384	(0.126)	(0.274)
Total Cash Adjustment Changes	\$9.984	(\$33.478)	\$2.160	\$0.247	(\$1.897)
Total Baseline Changes	\$13.563	(\$37.745)	(\$16.715)	(\$14.323)	(\$14.529)
2012 November Financial Plan Baseline-Operating Cash Income/(Deficit)	(\$343.733)	(\$468.804)	(\$438.099)	(\$437.312)	(\$457.365)

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2012</u>	<u>Pos.</u>	<u>2013</u>	<u>Pos.</u>	<u>2014</u>	<u>Pos.</u>	<u>2015</u>	<u>Pos.</u>	<u>2016</u>
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
Passenger Revenue - Credit Card Address Verification Software	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Non Passenger Revenue - Increase in GCT Retail Revenue	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Subtotal Revenue Enhancement	-	1.000	-	1.000	-	1.000	-	1.000	-	1.000
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Lower Payroll Costs from Increase in Vacancies	-	2.500	-	2.500	-	2.500	-	2.500	-	2.500
Subtotal Other	-	2.500	-	2.500	-	2.500	-	2.500	-	2.500
Agency Submission	-	\$3.500	-	\$3.500	-	\$3.500	-	\$3.500	-	\$3.500

**MTA Metro-North Railroad
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Worksheet**

Category by Function: Revenue Enhancement

Program: Passenger Revenue Increase from Credit Card Fraud Prevention Software.

Background Details:	Metro-North has installed credit card fraud prevention software on its Ticket Vending Machines. This address verification software will prompt customers to enter zip code information as a safeguard against the illegal use of credit cards in the purchase of rail tickets and improving revenue collection.
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Program Description/Implementation Plan:	Credit Card Fraud Prevention Software implemented in April 2012 will result in in additional passenger revenues of \$0.5 million per year.
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Program Implementation Date:	April 2012	When will savings begin?:	April 2012
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500
<i>Total Positions Required:</i>					

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Worksheet

Category by Function: Revenue Enhancement

Program: Rental / Retail Revenues

Background Details:	Metro-North continues to partner with MTA Real Estate and Jones Lang LaSalle to more closely manage retail operations and leverage revenue opportunities. Results of these efforts enabled Metro-North to exceed its 2011 Final Estimate by \$2.6 million. These favorable results continue in 2012 with higher retail revenues and percentage rent receipts and the rescheduling of revenue-funded maintenance projects.
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Program Description/ Implementation Plan:	As a result of Metro-North efforts to promote Non Passenger an annual increase of \$0.5 million can be used to lower operating subsidy requirements.
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Program Implementation Date:	1/1/2012	When will savings begin?:	1/1/2012
		Are these savings recurring?:	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

Total Positions Required:

**MTA Metro-North Railroad
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Worksheet**

Category by Function: Other

Program: Lower Payroll Costs from Increase in Vacancies

Background Details:	Metro-North is experiencing a slower rate of hiring for open jobs and expects vacancy savings beyond budgeted expectations. As hiring efforts are accelerated the rate of vacancies will decline by the end of the year; however, it is expected that an annual vacancy savings of \$2.5 million will be realized in the operating budget (includes fringe costs).
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Program Description/ Implementation Plan:	Savings occur as of January 2012 with vacancy rate at a higher level than budget and will continue throughout the year at a slower rate as hiring plans are executed.
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Program Implementation Date:	1/1/2012	When will savings begin?:	1/1/2012
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.500	\$2.500	\$2.500	\$2.500	\$2.500
<i>Total Positions Required:</i>					

MTA METRO-NORTH RAILROAD
2013 Final Proposed Budget
November Financial Plan 2013-2016
Ridership / (Utilization)

Ridership projections are developed primarily by the application of line segment ridership forecasting models that incorporate current trends and the impact of economic and demographic factors. In addition, internal programs that affect service, customer awareness, and access to Metro-North are also incorporated into ridership forecasts.

Total rail ridership is projected at 86.8 million in 2013. This is the highest ridership in the history of Metro-North and reflects the Railroad's high quality service, new service investments that will generate almost 600 thousand additional riders by 2014, an improving regional economy, and a modest increase in employment levels.

The 2013 Final Proposed Budget for East of Hudson service ridership is 2.4% higher than the 2012 November Forecast. Included is the impact of significant services increases that will be initiated in October 2012 and April 2013. In 2014, 2015, and 2016, ridership is projected to grow 2.2%, 1.8%, and 1.6% respectively, with growth occurring across all three commuter lines. Projections over this period assume no fare increases in New York State, and fare increases in the State of Connecticut of 5.04% in 2013 and 2014, and annual increases of 1.0% in 2015 through 2016. Efforts to promote ridership growth continue with increases in programmed service expansion, increased parking and promotional advertising, as well as a continuation of regional employment growth.

West of Hudson utilization reflects 2013 customer levels that are 1.7% higher than the 2012 November Forecast, reflecting a complete recovery from the 2011 Port Jervis Line service outage that resulted from *Tropical Storm Irene* infrastructure damages. In 2014-2016, West of Hudson ridership is projected to grow 1.5%, 2.0%, and 2.0%, respectively. Growth rates during this period reflect the improvement in the economic climate, service investments, a resumption of customer growth in peak periods, and continued customer increases during off-peak periods on both the Port Jervis and Pascack Valley lines.

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Ridership (Utilization) *
(in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>Ridership</u>						
Harlem Line	26.364	27.175	27.973	28.669	29.304	29.888
Hudson Line	15.760	16.160	16.645	17.073	17.438	17.761
New Haven Line	38.240	39.663	40.406	41.156	41.734	42.286
Total East of Hudson Ridership	80.364	82.999	85.024	86.898	88.477	89.935
West of Hudson	1.680	1.757	1.787	1.814	1.850	1.887
Total Ridership	82.044	84.756	86.812	88.712	90.327	91.822
<u>Farebox Revenue</u>						
Harlem Line	\$172.341	\$177.038	\$182.363	\$187.418	\$191.880	\$196.043
Hudson Line	126.169	129.518	133.547	137.269	140.364	143.117
New Haven Line	268.249	288.195	304.702	322.923	329.597	336.125
West of Hudson Mail & Ride	0.774	0.574	0.582	0.590	0.602	0.614
Baseline Total Farebox Revenue	\$567.533	\$595.325	\$621.194	\$648.200	\$662.443	\$675.899

* Reflects East of Hudson Service

MTA METRO-NORTH RAILROAD
2013 Final Proposed Budget
November Financial Plan 2013 - 2016
Positions

POSITION ASSUMPTIONS

Positions are stated as of December 31 of each year and reflect authorized staffing levels. Annual staffing levels reflect programmatic changes incorporated into the financial plan and the fluctuating needs of the capital program based on scheduled project activity.

YEAR-TO-YEAR CHANGES

2012 - 2013

The 2013 Budget includes programmatic additions of 78 positions versus 2012. Of this increase 33 positions support service investment and service plan initiatives (29 T&E positions and four signalmen) and 22 positions support the new M8 car fleet and NH shop complex. The remaining increase of 25 positions is required to support the following initiatives: 12 for GCT building systems and structures; 6 Maintenance of Way positions to support upgrades and modifications to communications, fire-life safety, the new GPS vehicle control systems and capital programs; and a net increase of 5 positions to support various functions including: IT project management, employee relations, GIS development, regulatory compliance and capital programs.

2013 - 2014

The increase of 43 non-reimbursable positions reflects the addition of six GCT fire brigade positions, six GCT escalator maintenance positions, seven positions to support the new West of Hudson signal system, and four positions to support the relocation of critical data communication equipment to a new location in GCT. In addition, 14 Maintenance of Equipment positions have been added as the phasing-in of new M-8 cars is completed, and six T&E positions are added to support the service plan.

2014 - 2015

The increase of 11 non-reimbursable positions reflects the addition of 14 T&E positions for new train service offset by a reduction of three training positions.

2015 - 2016

2016 includes an increase of six non-reimbursable T&E positions for new train service.

MTA METRO-NORTH RAILROAD
2013 Final Proposed Budget
November Financial Plan 2013 - 2016
Positions Plan-to-Plan Changes

PLAN TO PLAN CHANGES

2012

The 2012 November Forecast contains a decrease of 11 positions vs. the Mid-Year Forecast. This reflects a reduction of 49 positions (47 reimbursable capital positions, one Corporate Media secretary position and one Service Quality Inspector). These reductions are offset by increases of 8 T&E positions related to service investment plan initiatives, and organization staffing reviews that result in the addition of four reimbursable capital positions, and the following non-reimbursable positions: three Safety positions, four Human Resource positions and two Maintenance of Way positions. In addition, the commitment to reduce 17 undefined positions in the July Financial Plan is achieved in the November Plan and offsets the total position reductions described above.

2013-2016

November Plan contains a net increase of 15 positions vs. the July Financial Plan. This reflects a reduction of 50 positions (48 reimbursable capital positions, one Corporate Media secretary position and one Service Quality Inspector), partially offset by increases of 23 T&E positions related to service investment plan initiatives, and organization staffing reviews that add six reimbursable capital positions, and the following non-reimbursable positions: two Safety positions, four Human Resource positions, two Employee Relations positions and three Maintenance of Way positions. In addition, the commitment to reduce 25 undefined positions in the July Financial Plan is achieved in the November Plan and offsets the total position reductions described above.

MTA METRO-NORTH RAILROAD
November Financial Plan 2013-2016
Favorable/(Unfavorable)

Total Position Changes at a Glance

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
2012 July Plan - Total Baseline Positions	6,351	6,403	6,446	6,457	6,463
Total Plan-to-Plan Changes	11	(15)	(15)	(15)	(15)
2012 November Plan - Total Baseline Positions	6,340	6,418	6,461	6,472	6,478
Total Year-to-Year Changes, November Plan		(78)	(43)	(11)	(6)

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(32)	(57)	(57)	(57)	(57)
<i>Reimbursable</i>	43	42	42	42	42
Total	11	(15)	(15)	(15)	(15)
<i>Full-Time</i>	11	(15)	(15)	(15)	(15)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	11	(15)	(15)	(15)	(15)
<i>By Function Category</i>					
- Administration	(28)	(40)	(40)	(40)	(40)
- Operations	26	19	19	19	19
- Maintenance	17	10	10	10	10
- Engineering/Capital	(4)	(4)	(4)	(4)	(4)
- Public Safety	0	0	0	0	0
Total	11	(15)	(15)	(15)	(15)
<i>By Occupational Group</i>					
- Managers/Supervisors	(3)	(6)	(6)	(6)	(6)
- Professional, Technical, Clerical	(14)	(37)	(31)	(31)	(31)
- Operational Hourlies	28	28	22	22	22
Total	11	(15)	(15)	(15)	(15)

Total Plan-to-Plan Changes by Major Category:

<i>2012 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	(10)	(26)	(26)	(26)	(26)
<i>Change in Reimbursable Positions</i>	43	42	42	42	42
<i>Re-estimates & All Other¹</i>	(22)	(31)	(31)	(31)	(31)
Total	11	(15)	(15)	(15)	(15)

MTA METRO-NORTH RAILROAD
November Financial Plan 2013-2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
President	3	3	3	3	3	3
Labor Relations	8	9	9	9	9	9
Safety	15	22	21	21	21	21
COS/ Corporate & Public Affairs	13	16	16	16	16	16
Customer Service	44	48	48	48	48	48
Legal	16	18	18	18	18	18
Claims	14	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3
VP Human Resources	3	4	3	3	3	3
Human Resources & Diversity	20	29	32	32	32	32
Training	33	51	50	50	47	47
Employee Relations & Diversity	4	4	4	4	4	4
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	16	17	17	17	17	17
Capital Planning & Programming	10	13	15	15	15	15
Business Development Facilities & Mktg	20	22	22	22	22	22
Long Range Planning	8	8	8	8	8	8
VP Finance & Info Systems	1	2	2	2	2	2
Controller	79	78	77	77	77	77
Information Technology & Project Mgmt	91	101	106	106	106	106
Budget	15	20	20	20	20	20
Procurement & Material Management	38	41	43	43	43	43
Corporate	0	0	0	0	0	0
Total Administration	463	532	540	540	537	537
Operations						
Operations Administration	50	55	55	55	55	55
Operations Services	1,660	1,783	1,814	1,820	1,834	1,840
Customer Service	227	236	236	236	236	236
Business Development Facilities & Mktg	37	38	38	38	38	38
Metro-North West	32	28	27	27	27	27
Total Operations	2,006	2,140	2,170	2,176	2,190	2,196
Maintenance						
GCT	360	372	384	396	396	396
Maintenance of Equipment	1,251	1,338	1,350	1,364	1,364	1,364
Maintenance of Way	1,534	1,738	1,754	1,765	1,765	1,765
Procurement & Material Management	120	120	120	120	120	120
Total Maintenance	3,265	3,568	3,608	3,645	3,645	3,645
Engineering/Capital						
Construction Management	36	40	40	40	40	40
Engineering & Design	55	60	60	60	60	60
Total Engineering/Capital	91	100	100	100	100	100
Baseline Total Positions	5,825	6,340	6,418	6,461	6,472	6,478
<i>Non-Reimbursable</i>	5,469	5,773	5,850	5,893	5,904	5,910
<i>Reimbursable</i>	356	567	568	568	568	568
<i>Total Full-Time</i>	5,824	6,339	6,417	6,460	6,471	6,477
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
November Financial Plan 2013-2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration							
	Managers/Supervisors	55	58	65	65	65	65
	Professional, Technical, Clerical	408	474	475	475	472	472
	Operational Hourlies	-	-	-	-	-	-
	Total Administration	463	532	540	540	537	537
Operations							
	Managers/Supervisors	24	30	31	31	31	31
	Professional, Technical, Clerical	461	495	512	512	512	512
	Operational Hourlies	1,521	1,615	1,627	1,633	1,647	1,653
	Total Operations	2,006	2,140	2,170	2,176	2,190	2,196
Maintenance							
	Managers/Supervisors	56	59	54	54	54	54
	Professional, Technical, Clerical	956	1,032	1,043	1,043	1,043	1,043
	Operational Hourlies	2,253	2,477	2,511	2,548	2,548	2,548
	Total Maintenance	3,265	3,568	3,608	3,645	3,645	3,645
Engineering/Capital							
	Managers/Supervisors	23	28	28	28	28	28
	Professional, Technical, Clerical	68	72	72	72	72	72
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	91	100	100	100	100	100
Public Safety							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions							
	Managers/Supervisors	158	175	178	178	178	178
	Professional, Technical, Clerical	1,893	2,073	2,102	2,102	2,099	2,099
	Operational Hourlies	3,774	4,092	4,138	4,181	4,195	4,201
	Total Baseline Positions	5,825	6,340	6,418	6,461	6,472	6,478

MTA Headquarters

MTA HEADQUARTERS
2013 Final Proposed Budget
November Financial Plan 2013 – 2016

At the time of preparation, a preliminary assessment of the impacts on the MTA Headquarters November Financial Plan from Tropical Storm Sandy had not been completed. While the baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

FINANCIAL OVERVIEW

MTA Headquarters' operations include four distinct components: Policy and Oversight; Consolidated Functions (those departments that perform services on behalf of MTA agencies); the Business Service Center (BSC); and MTA Security, which includes the MTA Police Department. In keeping with the Chairman's Vision Statement announced in March, MTA Headquarters' Plan demonstrates the organization's commitment to streamlining these operations and maximizing efficiencies and revenue opportunities within the organization and across the MTA. At the same time, it also remains committed to maintaining an organization dedicated to delivering cost effective services, communicating effectively and transparently, promoting customer satisfaction, and enhancing safety and security throughout the MTA system.

MTA Headquarters' November Financial Plan contains self-funded programs and funding for MTA-wide initiatives considered to be the highest priority by executive management. At the same time, MTA headquarters conducted a review of operations that identified additional recurring savings of over \$1 million, and over \$3 million in reductions in operating capital.

The MTA Headquarters' November Financial Plan continues to provide for a number of strategic cost reduction initiatives, including undertaking a strategic sourcing approach that evaluates the total cost of ownership in procuring goods and services. Part of this approach involves conducting an MTA-wide review of Information Technology resources such as desktop configurations, telecom expenses and non-revenue fleet acquisition, distribution and maintenance. Other key initiatives include the rationalization and consolidation of IT services, the restructuring of agency-wide Marketing and Corporate Communications functions, and paratransit cost savings.

As our transportation system expands, MTA is taking steps to ensure additional protection is provided for our customers, employees and facilities. Beginning in 2013, the November Plan includes costs for the hiring of 12 MTAPD positions to enable the MTA Police to increase patrol at the Atlantic Avenue Terminal for the new Barclays Center. In 2015 funding is provided for the hiring of 5 MTAPD positions for patrolling the Moynihan project, an expansion of the west end concourse at Penn Station. Lastly, the November Plan includes funding in 2016 for the MTAPD to begin a hiring schedule for approximately 30 new officers each July which will be used to augment safety and security throughout the MTA system and be available to establish a fully-trained security

presence for East Side Access when it opens in 2019. Funding is also included for projects and planning related expenses, specifically for oversight of the West Side Yards Development project. This project has no net cost impact, since all funding is reimbursable by the project developer.

Business Service Center (BSC)

In order to transform the way the MTA conducts business, it established the BSC, which began operations on January 1, 2011. Under BSC, select administrative functions for all the MTA agencies are combined and a single Enterprise Resource Planning (ERP), Financial and Human Resources/Payroll system along with other technologies is utilized to process administrative and back-office transactions as part of continued efforts to increase efficiencies and generate cost savings. The second phase of implementation, which incorporates NYCT, MTA Bus and B&T Human Resources functions into the BSC, began in the second half of 2012.

As the BSC reevaluates its requirements, the November Plan provides funding of \$4.4 million in 2013 for: data center hosting for the Livingston Disaster Recovery initiative and other IT needs required to satisfy the objectives of maximizing efficiencies and ensuring the security of the MTA IT infrastructure as well as providing backup and protection of data and information from outside intrusions; ongoing maintenance of \$3.0 million per year required thereafter; and continuous improvement efficiencies resulting in BSC headcount reductions in 2013 and beyond.

2012 November Forecast

MTA Headquarters Baseline Deficit decreases to \$390.7 million in the November Plan from the July Plan of \$409.4 million, a favorable variance of \$18.7 million. A credit for repayment of a loan to SIRTOA and lower payroll costs due to vacancies and reduced vacation accruals are partly offset by increased pension costs, health and welfare and other fringe benefits due to higher rates. New Needs of \$1.8 million include:

- A reimbursement to NYCT for work performed by external developers to produce real time data to create applications for mobile devices to improve customer service;
- Funding for the 2 Broadway Data Center migration and expansion project to maximize efficiencies;
- Funding for implementation of a medical benefit billing system;
- Funding for the Finance Department for portfolio management activity.

These New Needs are partly offset by lower maintenance and other operating contracts of \$3.0 million mainly due to maintenance reductions related to the Integrated Electronic Security System.

Headcount of 1,737 positions is unchanged from the July Plan.

2013 Final Proposed Budget - Baseline

MTA Headquarters projects a Baseline Deficit of \$408.1 million for 2013, an unfavorable variance of \$12.6 million from the July Plan of \$395.5 million. This reflects:

- Higher professional service contracts of \$6.5 million which includes BSC New Needs of \$4.5 million for Data Center Hosting for Disaster Recovery and other IT needs to maximize efficiencies, and other New Needs for a medical benefits billings system of \$0.5 million, build out at the 2 Broadway Data Center of \$0.3 million and Financial needs of \$0.1 million;
- Increased labor costs of \$4.5 million mainly due to higher NYSLERS pension costs and a rate of return provision for the MTA Defined Benefit plan, and increased health and welfare costs due to higher rates;
- Higher maintenance and other contract costs of \$1.4 million, mainly previously budgeted Inspector General rent costs omitted from the July Plan.

Headcount of 1,732 positions is unchanged from the July Plan.

2014-2016 Projections

The Baseline Deficit for 2014 increases by \$10.7 million to \$407.0 million from the July Plan of \$396.3 million; the 2015 Baseline Deficit increases by \$9.9 million to \$417.1 million from the July Plan of \$407.2 million; and in 2016 the Baseline Deficit of \$430.5 million is a \$9.1 million increase from the July Plan of \$421.4 million. The increases primarily result from increased labor costs mainly due to higher NYSLERS and MTA Defined Benefits pension costs, and higher health and welfare rates; higher professional service contracts which includes BSC New Needs for Data Center Hosting for Disaster Recovery and other IT maintenance needs to maximize IT efficiencies; and other contract costs, mainly previously budgeted IG rent costs that were omitted from the July Plan.

Headcount in 2014, 2015, and 2016 is unchanged from the July Plan. Year-to-year headcount of 1,732 positions in 2014 is unchanged from 2013. In 2015 headcount of 1,737 positions is an increase of five positions from 2014 and reflects the MTAPD hiring of 5 new positions for the Moynihan Project, an expansion of the west end concourse at Penn Station. In 2016 the MTAPD will begin a hiring and training schedule for approximately 30 new officers each July who will be used to augment safety and security throughout the MTA system and be available to patrol East Side Access when it opens in 2019. This results in headcount of 1,767 positions, an increase of 30 positions from 1,737 positions in 2015.

Budget Reduction Program (BRPs)

The November Plan includes BRPs of \$10.1 million in 2012. This is a \$5.9 million increase from the July Plan mainly as a result of increased maintenance savings at the Integrated Electronic Security System facility of \$2.5 million. In addition, a review of administrative expenses produced reductions of \$3.4 million in Maintenance,

Professional Services and Other Business Expenses. BRP savings of \$4.3 million are forecast for 2013, an increase of \$1.5 million from the July Plan primarily related to IESS maintenance. Thereafter, BRP savings of \$4.3 million, \$4.4 million, and \$4.4 million in 2014, 2015, and 2016, respectively, are inflated at the CPI-Urban rates of 1.73%, 1.65%, and 2.01%.

An administrative review of operating capital in 2013 produced reductions of \$2.5 million in ongoing Risk Management and MTAPD initiatives. These reductions increase to \$3.3 million in each of the years 2014-2016 for Risk Management, MTAPD and Facilities Management projects.

MTA HEADQUARTERS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2011 <u>Actual</u>	2012 November <u>Forecast</u>	2013 Final Proposed <u>Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
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	54.972	53.900	52.874	53.788	54.676	55.775
Other	<u>4.757</u>	<u>5.060</u>	<u>2.999</u>	<u>3.051</u>	<u>3.102</u>	<u>3.164</u>
Total Other Operating Revenue	59.729	58.960	55.873	56.840	57.777	58.939
Capital and Other Reimbursements	-					
Total Revenue	\$59.729	\$58.960	\$55.873	\$56.840	\$57.777	\$58.939
	-					
Operating Expenses						
<u>Labor:</u>						
Payroll	\$159.886	\$153.181	\$162.519	\$161.810	\$163.463	\$167.189
Overtime	14.174	8.728	8.932	9.092	9.092	9.135
Health and Welfare	20.391	21.622	22.729	22.313	23.946	26.131
OPEB Current Payment	6.847	6.896	9.600	10.900	12.200	13.500
Pensions	27.899	36.534	43.339	42.899	43.915	45.474
Other Fringe Benefits	16.036	17.347	14.127	13.394	13.769	14.344
Reimbursable Overhead	(40.392)	(54.817)	(49.528)	(50.386)	(51.218)	(52.248)
Total Labor Expenses	\$204.841	\$189.490	\$211.717	\$210.022	\$215.166	\$223.526
	-					
<u>Non-Labor:</u>						
Electric Power	\$6.777	\$7.573	\$8.666	\$8.296	\$8.810	\$9.385
Fuel	2.543	2.451	2.805	2.685	2.610	2.781
Insurance	4.873	(0.391)	2.935	3.395	3.826	4.381
Claims	2.266	(1.159)	1.099	1.209	1.330	1.463
Paratransit Service Contracts	-	-				
Maintenance and Other Operating Contracts	44.572	64.462	65.923	65.392	66.393	67.728
Professional Service Contracts	44.896	61.123	52.177	51.175	51.175	50.505
Materials & Supplies	0.322	0.005	0.005	0.005	0.005	0.005
<u>Other Business Expenses</u>	0.000	0.000				
MTA Internal Subsidy	27.845	(17.168)	4.000	4.000	4.000	4.000
Other	3.703	6.853	5.312	5.376	5.478	5.638
Total Other Business Expenses	31.548	(10.315)	9.312	9.376	9.478	9.638
Total Non-Labor Expenses	\$137.797	\$123.748	\$142.922	\$141.534	\$143.627	\$145.887
	-					
<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.	\$342.638	\$313.238	\$354.639	\$351.556	\$358.793	\$369.413
	-					
Depreciation	41.088	48.641	34.345	32.970	32.473	32.085
OPEB Obligation	78.142	87.767	75.000	79.300	83.600	87.900
Environmental Remediation	-	-	-	-	-	-
	-					
Total Expenses	\$461.868	\$449.646	\$463.984	\$463.826	\$474.866	\$489.397
	-					
Baseline Surplus/(Deficit)	(\$402.139)	(\$390.686)	(\$408.111)	(\$406.986)	(\$417.089)	(\$430.459)

MTA HEADQUARTERS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2011 <u>Actual</u>	2012 <u>November Forecast</u>	2013 <u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
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	47.672	67.077	66.760	76.846	82.988	84.313
Total Revenue	\$47.672	\$67.077	\$66.760	\$76.846	\$82.988	\$84.313
	-					
Expenses	0.000					
<u>Labor:</u>	-					
Payroll	\$2.085	\$3.603	\$4.100	\$4.171	\$4.239	\$4.325
Overtime	0.001	-	-	-	-	-
Health and Welfare	0.250	0.528	0.528	0.579	0.625	0.678
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.291	0.580	0.756	0.794	0.816	0.837
Other Fringe Benefits	0.345	0.517	0.342	0.333	0.345	0.359
Reimbursable Overhead	40.392	54.817	49.528	50.386	51.218	52.248
Total Labor Expenses	\$43.364	\$60.045	\$55.253	\$56.261	\$57.243	\$58.446
	-					
<u>Non-Labor:</u>	-					
Electric Power	\$0.000	\$0.014	\$0.014	\$0.013	\$0.014	\$0.015
Fuel	-	-	-	-	-	-
Insurance	-	0.112	0.112	0.124	0.136	0.149
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.048	0.093	0.094	0.096	0.098
Professional Service Contracts	4.271	6.749	11.176	20.240	25.383	25.487
Materials & Supplies	0.006	0.000	0.000	0.000	0.000	0.000
<u>Other Business Expenses</u>	0.000	0.000				
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.031	0.110	0.112	0.114	0.116	0.118
Total Other Business Expenses	0.031	0.110	0.112	0.114	0.116	0.118
Total Non-Labor Expenses	\$4.308	\$7.032	\$11.506	\$20.585	\$25.745	\$25.867
	-					
<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	\$47.672	\$67.077	\$66.760	\$76.846	\$82.988	\$84.313
	-					
Depreciation	-	-	-	-	-	-
	-					
Total Expenses	\$47.672	\$67.077	\$66.760	\$76.846	\$82.988	\$84.313
Baseline Surplus/(Deficit)	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
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	54.972	53.900	52.874	53.788	54.676	55.775
Other	4.757	5.060	2.999	3.051	3.102	3.164
Total Other Operating Revenue	59.729	58.960	55.873	56.840	57.777	58.939
Capital and Other Reimbursements	47.672	67.077	66.760	76.846	82.988	84.313
Total Revenue	\$107.401	\$126.037	\$122.633	\$133.685	\$140.765	\$143.252
Expenses						
<u>Labor:</u>						
Payroll	\$161.971	\$156.784	\$166.618	\$165.981	\$167.702	\$171.514
Overtime	14.175	8.728	8.932	9.092	9.092	9.135
Health and Welfare	20.641	22.149	23.256	22.892	24.571	26.809
OPEB Current Payment	6.847	6.896	9.600	10.900	12.200	13.500
Pensions	28.190	37.114	44.095	43.693	44.731	46.311
Other Fringe Benefits	16.381	17.864	14.469	13.727	14.113	14.703
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$248.205	\$249.534	\$266.970	\$266.284	\$272.409	\$281.972
<u>Non-Labor:</u>						
Electric Power	\$6.777	\$7.587	\$8.680	\$8.309	\$8.824	\$9.400
Fuel	2.543	2.451	2.805	2.685	2.610	2.781
Insurance	4.873	(0.279)	3.047	3.519	3.961	4.530
Claims	2.266	(1.159)	1.099	1.209	1.330	1.463
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	44.572	64.510	66.016	65.486	66.489	67.826
Professional Service Contracts	49.167	67.872	63.353	71.414	76.559	75.992
Materials & Supplies	0.328	0.005	0.005	0.005	0.005	0.005
<u>Other Business Expenses</u>						
MTA Internal Subsidy	27.845	(17.168)	4.000	4.000	4.000	4.000
Other Business Expenses	3.734	6.963	5.424	5.490	5.593	5.756
Total Other Business Expenses	31.579	(10.205)	9.424	9.490	9.593	9.756
Total Non-Labor Expenses	\$142.105	\$130.781	\$154.428	\$162.118	\$169.372	\$171.754
<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 and GASB Adjs.	\$390.310	\$380.315	\$421.398	\$428.402	\$441.781	\$453.726
Depreciation	41.088	48.641	34.345	32.970	32.473	32.085
OPEB Obligation	78.142	87.767	75.000	79.300	83.600	87.900
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$509.540	\$516.723	\$530.743	\$540.672	\$557.854	\$573.710
Baseline Surplus/(Deficit)	(\$402.139)	(\$390.686)	(\$408.111)	(\$406.986)	(\$417.089)	(\$430.459)

MTA HEADQUARTERS
November Financial Plan 2013-2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2011	2012	2013			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Receipts						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
<u>Other Operating Revenue</u>	0.000					
Rental Income	71.489	53.694	52.874	53.788	54.676	55.775
Other	<u>4.658</u>	<u>5.148</u>	<u>3.097</u>	<u>3.150</u>	<u>3.202</u>	<u>3.267</u>
Total Other Operating Revenue	76.147	58.842	55.970	56.939	57.878	59.041
Capital and Other Reimbursements	44.621	67.037	66.760	76.846	82.988	84.313
Total Receipts	\$120.768	\$125.879	\$122.730	\$133.785	\$140.866	\$143.354
	-					
Expenditures						
<u>Labor:</u>	-					
Payroll	\$145.516	\$152.168	\$163.587	\$159.335	\$160.997	\$164.751
Overtime	14.175	8.728	8.932	9.092	9.092	9.135
Health and Welfare	18.192	21.120	22.183	21.774	23.430	25.644
OPEB Current Payment	6.847	6.896	9.600	10.900	12.200	13.500
Pensions	21.314	48.783	44.271	43.811	44.851	46.428
Other Fringe Benefits	15.980	17.501	14.665	13.665	14.049	14.638
GASB Account	1.000	1.029	1.073	1.118	1.140	1.165
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$223.024	\$256.224	\$264.310	\$259.694	\$265.760	\$275.262
	-					
<u>Non-Labor:</u>	-					
Electric Power	\$6.317	\$7.587	\$8.680	\$8.309	\$8.824	\$9.400
Fuel	1.233	2.451	2.805	2.685	2.610	2.781
Insurance	2.562	2.513	2.780	3.225	3.638	4.174
Claims	3.631	0.988	1.099	1.209	1.330	1.463
Paratransit Service Contracts	-					
Maintenance and Other Operating Contracts	52.651	67.620	63.309	62.801	63.762	65.045
Professional Service Contracts	39.700	69.169	58.634	66.058	70.817	70.292
Materials & Supplies	0.099	0.557	0.005	0.005	0.005	0.005
<u>Other Business Expenses</u>	-					
MTA Internal Subsidy	22.500	(5.952)	4.000	4.000	4.000	4.000
Other Business Expenses	<u>2.658</u>	<u>8.100</u>	<u>4.900</u>	<u>4.959</u>	<u>5.053</u>	<u>5.201</u>
Total Other Business Expenses	25.158	2.148	8.900	8.959	9.053	9.201
Total Non-Labor Expenditures	\$131.351	\$153.032	\$146.211	\$153.252	\$160.039	\$162.362
	-					
<u>Other Expenditure Adjustments:</u>	-					
Capital	7.095	13.605	23.338	17.316	17.316	17.316
Unallocated Service Enhancement Policy Action	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$7.095	\$13.605	\$23.338	\$17.316	\$17.316	\$17.316
	-					
Total Expenditures	\$361.470	\$422.861	\$433.860	\$430.262	\$443.115	\$454.940
	-					
Baseline Cash Deficit	(\$240.702)	(\$296.982)	(\$311.130)	(\$296.477)	(\$302.249)	(\$311.586)

MTA HEADQUARTERS
November Financial Plan 2013-2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS

	2011	2012	2013			
	<u>Actual</u>	<u>November</u>	<u>Final Proposed</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Receipts						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	16.517	(0.206)	-	-	-	-
Other Operating Revenue	(0.099)	0.088	0.097	0.099	0.101	0.103
Capital and Other Reimbursements	(3.051)	(0.040)	0.000	0.000	0.000	0.000
Total Receipts	\$13.367	(\$0.158)	\$0.097	\$0.099	\$0.101	\$0.103
Expenditures						
<u>Labor:</u>						
Payroll	\$16.455	\$4.616	\$3.031	\$6.646	\$6.705	\$6.762
Overtime	0.000	-	-	-	-	-
Health and Welfare	2.449	1.029	1.073	1.118	1.140	1.165
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	6.876	(11.669)	(0.176)	(0.118)	(0.120)	(0.117)
Other Fringe Benefits	0.401	0.363	(0.196)	0.062	0.065	0.065
GASB Account	(1.000)	(1.029)	(1.073)	(1.118)	(1.140)	(1.165)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$25.181	(\$6.690)	\$2.660	\$6.590	\$6.650	\$6.710
<u>Non-Labor:</u>						
Electric Power	\$0.460	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	1.310	(0.000)	-	-	-	-
Insurance	2.311	(2.792)	0.268	0.294	0.324	0.356
Claims	(1.365)	(2.147)	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(8.079)	(3.110)	2.707	2.685	2.726	2.781
Professional Service Contracts	9.467	(1.297)	4.718	5.356	5.742	5.699
Materials & Supplies	0.229	(0.552)	0.000	0.000	0.000	0.000
<u>Other Business Expenses</u>	0.000	0.000	-	-	-	-
<u>MTA Internal Subsidy</u>	5.345	(11.216)	-	-	-	-
<u>Other Business Expenses</u>	<u>1.076</u>	<u>(1.137)</u>	<u>0.524</u>	<u>0.531</u>	<u>0.541</u>	<u>0.555</u>
Total Other Business Expenses	6.421	(12.353)	0.524	0.531	0.541	0.555
Total Non-Labor Expenditures	\$10.754	(\$22.251)	\$8.217	\$8.866	\$9.332	\$9.391
<u>Other Expenditure Adjustments:</u>						
Capital	(\$7.095)	(\$13.605)	(\$23.338)	(\$17.316)	(\$17.316)	(\$17.316)
Total Other Expenditure Adjustments	(\$7.095)	(\$13.605)	(\$23.338)	(\$17.316)	(\$17.316)	(\$17.316)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$42.207	(\$42.704)	(\$12.364)	(\$1.761)	(\$1.233)	(\$1.112)
Depreciation Adjustment	41.088	48.641	34.345	32.970	32.473	32.085
OPEB Obligation	78.142	87.767	75.000	79.300	83.600	87.900
Environmental Remediation	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$161.437	\$93.704	\$96.981	\$110.509	\$114.840	\$118.873

MTA HEADQUARTERS
2013 Final Proposed Budget
Year-to-Year Changes by Category - Baseline

Receipts:

Rental and Other Income and Reimbursements

- The November Financial Plan for 2012 reflects 2 Broadway rental income charge-backs to Agencies including work performed by MTA Headquarters on their behalf.
- Beginning in 2013 Other Income is modified to reflect adjustments in recording of income at the Transit Museum stores.
- Thereafter, the years 2013, 2014, 2015, and 2016 are inflated by the CPI-Urban rate of 1.45%, 1.73%, 1.65%, and 2.01%, respectively, with adjustments to corresponding recoverable spending for the West Side Yard Development.

Expenditures:

Payroll

- Payroll changes in the November Financial Plan in 2012 primarily reflect re-estimated departmental costs, and reduced vacation accruals.
- An increase in 2013 primarily reflects the impact of full-year staffing, mainly at MTAPD, the addition of MTAPD positions at Atlantic Avenue Terminal for the Barclays Center, and re-estimated salaries at the BSC reflecting a greater mix of new hires from the Agencies.
- Thereafter, 2014, 2015, and 2016 reflect MTA Headquarters and MTA Police civilian salaries inflated by wage growth assumptions of 1.77%, 1.88%, and 1.93%, respectively, which is consistent with those used in the July Financial Plan.
- MTA Police represented salaries are inflated according to prevailing inflator assumptions and reflect the increase in patrol force necessary to secure the Atlantic Avenue Terminal for the Barclays Center in 2013, as previously mentioned, and the Moynihan project in 2015, and begin staffing in 2016 for the opening of the East Side Access Project in 2019.

Overtime

- Overtime expenses throughout the November Financial Plan are primarily related to MTA Police operations. In 2012, overtime expenses are virtually unchanged from the July Plan.
- Expenses in 2013, 2014, 2015, and 2016 are inflated by prevailing inflator assumptions.

Health and Welfare

- Health and Welfare premium rates in 2012 are projected to increase at a rate of 3.44%, 12.8% in 2013, 2.2% in 2014 and 6.8% in each year thereafter.

Pensions

- The November Financial Plan reflects adjusted estimated contributions to the employee retirement systems in 2012, 2013 and 2014 due to the impact of recent market losses on pension assets as well as a revision to the rate of return assumptions.
- Thereafter, rates are inflated by the CPI 3 +1% rate of 2.77% in 2015, and 2.76% in 2016.
- MTA Defined Benefits contributions estimates are developed by an actuarial consultant through 2016.

Other Fringe Benefits

- The November Plan reflects the impact of the reclassification of Workers Compensation claims in 2012 previously shown as Insurance Claims.
- Projections are consistent with payroll rate increase assumptions.

Insurance and Claims

- The impact of prior year insurance adjustments is included in 2012. In addition, claims are adjusted to reflect the reclassification of Workers Compensation claims to Other Fringe Benefits.
- Thereafter, the core of excess liability policies is inflated at approximately 23% annually. Other Insurance premiums and claims expenses are inflated at approximately 10% annually.

Maintenance and Other Operating Contracts

- The November Plan includes reductions to projected 2012 expense levels as a result of a review of YTD expense levels, and a reduction in Integrated Electronic Security System maintenance of \$2.5 million.
- Maintenance expenses for 2013 include previously budgeted IG rent costs that had been omitted from the July Plan, partly offset by reductions following a headquarters review of expenses.
- Thereafter, maintenance expenses in 2014, 2015 and 2016 are inflated by the CPI-Urban rates of 1.73%, 1.65%, and 2.01%, respectively.

Professional Service Contracts

- The November Plan for 2012 reflects consulting costs of \$11.3 million for services that identified significant Paratransit cost savings and strategic sourcing cost savings throughout the MTA, and BSC temporary services of \$8.7 million.
- While expenses are reduced in 2013 for the above, expenses reflect increased West Side Yards Development project expenses and increased BSC IT needs and Data Center Hosting for Disaster Recovery costs.
- Thereafter, in 2014, 2015, and 2016 the majority of expenses are inflated by the CPI-Urban rates of 1.73%, 1.65%, and 2.01%, respectively, with adjustments corresponding to the needs of the West Side Yards development.

Materials & Supplies

- Materials and Supplies expenses, while negligible, are inflated at the CPI-Urban rate of 1.45%, 1.73%, 1.65%, and 2.01% in 2013, 2014, 2015, and 2016, respectively.

MTA Internal Subsidy

- A credit in 2012 primarily reflects a \$21.1 million timing adjustment for SIRTOA support.
- Support requirements for the Rockaway Resident Discount Program are \$3.9 million in 2012, increasing to \$4.0 million per year thereafter. Reimbursements from the state are expected but are included elsewhere in the November Financial Plan.

Other Business Expenses

- Beginning in 2013 Other Business Expense is modified to reflect adjustments in recording of inventory expenses at the Transit Museum stores.
- Thereafter 2013, 2014, 2015, and 2016 are inflated by the CPI-Urban rates of 1.45%, 1.73%, 1.65%, and 2.01%, respectively.

Other Expenditure Adjustments:

Capital Expenditures

- 2012 expenditures of \$13.6 million are a \$1.9 million reduction from the July Plan reflecting a \$1.9 million transfer of spending on the MTAPD K-9 Facility to the 5-Year Capital Program.
- 2013 capital expenditures of \$23.3 million are a reduction of \$5.5 million from the July Plan and reflect reduced capital costs for the BSC Data Center Hosting project of \$3.0 million, reduced Risk Management initiatives of \$2.0 million, and lower other costs of \$0.5 million, mainly MTAPD and IT related.
- Thereafter, capital expenditures in 2014-2016 remain constant at \$17.3 million.

MTA HEADQUARTERS
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Rental Income	53.900	52.874	(1.027)	53.788	0.915	54.676	0.888	55.775	1.099
Other	5.060	2.999	(2.061)	3.051	0.052	3.102	0.050	3.164	0.062
Capital and Other Reimbursements									
Total Revenue	\$58.960	\$55.873	(\$3.087)	\$56.840	\$0.967	\$57.777	\$0.938	\$58.939	\$1.161
Expenses									
Labor:									
Payroll	\$153.181	\$162.519	(\$9.338)	\$161.810	\$0.709	\$163.463	(\$1.653)	\$167.189	(\$3.727)
Overtime	8.728	8.932	(0.204)	9.092	(0.160)	9.092	-	9.135	(0.043)
Health and Welfare	21.622	22.729	(1.107)	22.313	0.415	23.946	(1.632)	26.131	(2.186)
OPEB Current Payment	6.896	9.600	(2.704)	10.900	(1.300)	12.200	(1.300)	13.500	(1.300)
Pensions	36.534	43.339	(6.805)	42.899	0.440	43.915	(1.016)	45.474	(1.559)
Other Fringe Benefits	17.347	14.127	3.220	13.394	0.733	13.769	(0.375)	14.344	(0.576)
Reimbursable Overhead	(54.817)	(49.528)	(5.289)	(50.386)	0.857	(51.218)	0.832	(52.248)	1.030
Total Labor Expenses	\$189.490	\$211.717	(\$22.227)	\$210.022	\$1.695	\$215.166	(\$5.144)	\$223.526	(\$8.359)
Non-Labor:									
Electric Power	\$7.573	\$8.666	(\$1.093)	\$8.296	\$0.370	\$8.810	(\$0.514)	\$9.385	(\$0.574)
Fuel	2.451	2.805	(0.354)	2.685	0.120	2.610	0.075	2.781	(0.171)
Insurance	(0.391)	2.935	(3.326)	3.395	(0.461)	3.826	(0.430)	4.381	(0.555)
Claims	(1.159)	1.099	(2.259)	1.209	(0.110)	1.330	(0.121)	1.463	(0.133)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating									
Contracts	64.462	65.923	(1.461)	65.392	0.532	66.393	(1.001)	67.728	(1.336)
Professional Service Contracts	61.123	52.177	8.946	51.175	1.002	51.175	(0.001)	50.505	0.670
Materials & Supplies	0.005	0.005	(0.000)	0.005	(0.000)	0.005	(0.000)	0.005	(0.000)
MTA Internal Subsidy	(17.168)	4.000	(21.168)	4.000	-	4.000	-	4.000	-
Other Business Expenses	6.853	5.312	1.541	5.376	(0.065)	5.478	(0.101)	5.638	(0.161)
Total Non-Labor Expenses	\$123.748	\$142.922	(\$19.174)	\$141.534	\$1.388	\$143.627	(\$2.093)	\$145.887	(\$2.260)
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$313.238	\$354.639	(\$41.401)	\$351.556	\$3.083	\$358.793	(\$7.237)	\$369.413	(\$10.619)
Depreciation	48.641	34.345	14.296	32.970	1.375	32.473	0.497	32.085	0.388
OPEB Obligation	87.767	75.000	12.767	79.300	(4.300)	83.600	(4.300)	87.900	(4.300)
Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses	\$449.646	\$463.984	(\$14.338)	\$463.826	\$0.158	\$474.866	(\$11.040)	\$489.397	(\$14.531)
Baseline Net Surplus/(Deficit)	(\$390.686)	(\$408.111)	(\$17.425)	(\$406.986)	\$1.124	(\$417.089)	(\$10.102)	(\$430.459)	(\$13.370)

REIMBURSABLE

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MTA HEADQUARTERS
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Rental Income	53.694	52.874	(0.821)	53.788	0.915	54.676	0.888	55.775	1.099
Other	5.148	3.097	(2.051)	3.150	0.054	3.202	0.052	3.267	0.064
Capital and Other Reimbursements	67.037	66.760	(0.277)	76.846	10.086	82.988	6.142	84.313	1.325
Total Revenue	\$125.879	\$122.730	(\$3.149)	\$133.785	\$11.055	\$140.866	\$7.081	\$143.354	\$2.488
Expenses									
Labor:									
Payroll	\$152.168	\$163.587	(\$11.419)	\$159.335	\$4.253	\$160.997	(\$1.662)	\$164.751	(\$3.755)
Overtime	8.728	8.932	(0.204)	9.092	(0.160)	9.092	-	9.135	(0.043)
Health and Welfare	21.120	22.183	(1.063)	21.774	0.409	23.430	(1.656)	25.644	(2.214)
OPEB Current Payment	6.896	9.600	(2.704)	10.900	(1.300)	12.200	(1.300)	13.500	(1.300)
Pensions	48.783	44.271	4.512	43.811	0.460	44.851	(1.041)	46.428	(1.577)
Other Fringe Benefits	17.501	14.665	2.836	13.665	1.000	14.049	(0.384)	14.638	(0.589)
GASB Account	1.029	1.073	(0.044)	1.118	(0.045)	1.140	(0.023)	1.165	(0.025)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$256.224	\$264.310	(\$8.086)	\$259.694	\$4.617	\$265.760	(\$6.066)	\$275.262	(\$9.502)
Non-Labor:									
Electric Power	\$7.587	\$8.680	(\$1.093)	\$8.309	\$0.371	\$8.824	(\$0.515)	\$9.400	(\$0.575)
Fuel	2.451	2.805	(0.354)	2.685	0.120	2.610	0.075	2.781	(0.171)
Insurance	2.513	2.780	(0.267)	3.225	(0.445)	3.638	(0.413)	4.174	(0.537)
Claims	0.988	1.099	(0.112)	1.209	(0.110)	1.330	(0.121)	1.463	(0.133)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	67.620	63.309	4.310	62.801	0.508	63.762	(0.961)	65.045	(1.283)
Professional Service Contracts	69.169	58.634	10.535	66.058	(7.424)	70.817	(4.758)	70.292	0.524
Materials & Supplies	0.557	0.005	0.552	0.005	(0.000)	0.005	(0.000)	0.005	(0.000)
MTA Internal Subsidy	(5.952)	4.000	(9.952)	4.000	-	4.000	-	4.000	-
Other Business Expenses	8.100	4.900	3.200	4.959	(0.060)	5.053	(0.093)	5.201	(0.149)
Total Non-Labor Expenditures	\$153.032	\$146.211	\$6.820	\$153.252	(\$7.040)	\$160.039	(\$6.788)	\$162.362	(\$2.323)
Other Expenditure Adjustments:									
Capital	13.605	23.338	(9.733)	17.316	6.022	17.316	-	17.316	-
Total Other Expenditure Adjustment	\$13.605	\$23.338	(\$9.733)	\$17.316	\$6.022	\$17.316	\$0.000	\$17.316	\$0.000
Total Expenditures	\$422.861	\$433.860	(\$10.999)	\$430.262	\$3.598	\$443.115	(\$12.853)	\$454.940	(\$11.825)
Baseline Net Cash Deficit	(\$296.982)	(\$311.130)	(\$14.148)	(\$296.477)	\$14.653	(\$302.249)	(\$5.772)	(\$311.586)	(\$9.337)

MTA HEADQUARTERS
2013 Final Proposed Budget
Summary of Major Plan-to-Plan Changes

2012: November Financial Plan vs. July Financial Plan

The Baseline Cash Deficit of \$297.0 million is an \$18.7 million favorable variance from the July Plan Cash Deficit of \$315.6 million. This primarily results from:

- Prior year adjustment of 2 Broadway rent of \$19.9 million;
- Reduced operating capital of \$1.9 million due to a transfer of the MTAPD K-9 facility project to the 5-Year Capital Program;
- Lower payroll of \$1.7 million mainly due to vacancies in the first half of the year.

These are partially offset by:

- Higher Workers Compensation payments of \$2.5 million.
- Higher pension payments of \$0.8 million;
- Higher health and welfare costs of \$0.7 million;

On an accrual basis, MTA Headquarters Baseline Deficit decreases to \$390.7 million from the July Plan of \$409.4 million, a favorable variance of \$18.7 million. This decrease reflects:

- A credit of \$21.1 million mainly for a timing adjustment for SIRTGA support.
- Lower payroll of \$3.5 million reflects vacancy savings and a reduction of vacation accruals.
- Lower maintenance and other operating contracts of \$3.0 million mainly due to reductions related to the Integrated Electronic Security System;
- Lower other non-labor expenses including professional services savings of \$0.1 million as a result of expense reduction reviews; re-estimated electric power and fuel savings of \$0.3 million each;
- Re-estimate of the long-term OPEB obligation of \$1.3 million.

Unfavorable offsets include:

- Lower reimbursable overhead of \$5.1 million mainly due to reduced billable expenses.
- Increased Pension costs of \$2.5 million reflect a revision of methodology to more properly accrue for pension costs;
- Higher depreciation of \$2.2 million primarily reflects increased amortization costs for the Business Service Center project;
- Increases in Health and Welfare costs of \$0.7 million due to higher rates.
- Re-estimate of the OPEB current payment obligation of \$0.5 million;

Headcount of 1,737 positions is unchanged from the July Plan.

2013: November Financial Plan vs. July Financial Plan

The Baseline Cash Deficit of \$311.1 million is a \$12.1 million unfavorable variance from the July Plan Cash Deficit of \$299.0 million. This primarily reflects higher professional service contracts of \$6.5 million primarily resulting from increased BSC IT data center hosting disaster recovery needs, higher NYSLERS pension costs of \$5.2 million, cash needs of \$4.0 million at year end for an additional payroll period to be paid at the beginning of 2014, and increased Maintenance and Other Operating Contracts of \$1.4 million mainly as a result of previously budgeted IG rent costs omitted from the July Plan. Reduced operating capital costs of \$5.5 million are an offset.

MTA Headquarters projects a Baseline Deficit of \$408.1 million for 2013, an unfavorable variance of \$12.6 million from the July Plan of \$395.5 million. This reflects:

- Higher professional service contracts of \$6.5 million primarily resulting from increased BSC IT data center hosting needs;
- Higher NYSLERS and MTA Defined Benefits pension costs of \$3.4 million;
- Increased Maintenance and Other Operating Contracts of \$1.4 million mainly as a result of previously budgeted IG rent costs omitted from the July Plan partly offset by reduced maintenance costs following a headquarters review;
- Higher Health and Welfare costs of \$1.2 million as a result of higher rates;
- Increased Electric costs of \$0.7 million due to changes in utility rates;
- Higher payroll costs of \$0.5 million mainly due to re-estimates at the BSC reflecting a higher mix of hires from the Agencies;
- Other Income is adjusted downward to reflect a reclassification of Transit Museum sales. There is a corresponding favorable variance in Other Business expenses which nets to zero.

Offsetting decreases include:

- Lower Other Fringe Benefits of \$0.4 million due to lower rates;
A favorable variance in Other Business Expenses is primarily due a reclassification of Transit Museum expenses. There is a corresponding unfavorable variance in Other Revenues which nets to zero

Headcount of 1,732 positions is unchanged from the July Plan.

2014, 2015 and 2016: November Financial Plan vs. July Financial Plan

The Baseline Cash Deficit for 2014 of \$296.5 million is an \$8.7 million unfavorable variance from the July Plan Cash Deficit of \$287.8 million. The Baseline Cash Deficit for 2015 of \$302.2 million is an \$8.3 million unfavorable variance from the July Plan Cash Deficit of \$293.9 million. The Baseline Cash Deficit for 2016 of \$311.6 million is an \$8.0 million favorable variance from the July Plan Cash Deficit of \$303.6 million. These variances primarily reflect:

- The impact of higher NYSLERS and MTA Defined Benefits pension and health and welfare costs;

- Higher professional service contracts primarily resulting from increased BSC IT data center hosting for disaster recovery needs;
- Increased Maintenance and Other Operating Contracts mainly as a result of inclusion of previously budgeted IG rent costs that were omitted from the July Plan.

Lower operating capital costs provide a partial offset.

The Baseline Deficit for 2014 increases to \$407.0 million from the July Plan of \$396.3 million, an increase of \$10.7 million; a Baseline Deficit of \$417.1 million in 2015 is an unfavorable variance of \$9.9 million from the July Plan of \$407.2 million; and a Baseline Deficit of \$430.5 million in 2016 is a \$9.1 million increase from the July Plan of \$421.4 million. These increases are primarily due to:

- Higher professional service contracts of \$4.7 million in 2014, \$4.7 million in 2015, and \$3.8 million in 2016, primarily resulting from increased ongoing BSC IT data center hosting for disaster recovery needs;
- Higher NYSLERS and MTA Defined Benefits pension costs of \$3.7 million in 2014, \$3.5 million in 2015, and \$3.2 million in 2016;
- Increased Maintenance and Other Operating Contracts of \$1.1 million in 2014, \$1.0 million in 2015, and \$1.1 million in 2016, mainly as a result of the inclusion of previously budgeted IG rent costs that were omitted from the July Plan offset, in part, by reduced maintenance costs following a headquarters review;
- Higher Health and Welfare costs of \$1.4 million in 2014 and 2015, and \$1.6 million in 2016, mainly as a result of higher rates;
- Higher payroll costs of \$0.4 million in 2014, \$0.2 million in 2015, and \$0.4 million in 2016, mainly due to re-estimates at the BSC reflecting increased Agencies hires;
- Other Income is adjusted downward to reflect a reclassification of Transit Museum sales. There is a corresponding favorable variance in Other Business expenses which nets to zero

Favorable offsetting variances include:

- Other Business Expenses of \$2.5 million, \$2.6 million, \$2.7 million, and \$2.7 million in the years 2013, 2014, 2015, and 2016, respectively, primarily due to the previously mentioned Transit Museum reclassification.
- Reduced Electric costs of \$0.4 million in 2014, \$0.6 million in 2015, and \$0.9 million in 2016 due to changes in utility rates;

Headcount of 1,732 positions in 2014, 1,737 positions in 2015, and 1,767 positions in 2016 is unchanged from the July Plan.

MTA HEADQUARTERS
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	(\$315.672)	(\$299.005)	(\$287.791)	(\$293.928)	(\$303.640)
Baseline Changes					
Revenue					
Farebox Revenue					
Vehicle Toll Revenue					
Rental Income	(0.000)	0.000	(0.021)	(0.145)	(0.104)
Other	(0.000)	(2.060)	(2.098)	(2.144)	(2.183)
<u>Capital and Other Reimbursement</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Total Revenue Changes	(\$0.001)	(\$2.060)	(\$2.119)	(\$2.289)	(\$2.287)
Expenses					
Labor:					
Payroll	\$3.511	(\$0.482)	(\$0.446)	(\$0.200)	(\$0.376)
Overtime	(0.000)	0.000	0.000	0.000	0.000
Health and Welfare	(0.709)	(1.205)	(1.375)	(1.402)	(1.578)
OPEB Current Payment	(0.509)	0.000	0.000	0.000	0.000
Pensions	(2.526)	(3.429)	(3.748)	(3.459)	(3.164)
Other Fringe Benefits	(3.215)	0.394	(0.418)	(0.398)	(0.424)
<u>Reimbursable Overhead</u>	<u>(5.071)</u>	<u>0.230</u>	<u>0.214</u>	<u>0.102</u>	<u>0.145</u>
Total Labor Expense Changes	(\$8.521)	(\$4.493)	(\$5.772)	(\$5.357)	(\$5.397)
Non-Labor:					
Electric Power	\$0.272	(\$0.689)	\$0.374	\$0.613	\$0.858
Fuel	0.314	(0.013)	0.033	0.076	(0.122)
Insurance	0.000	-	-	-	-
Claims	2.239	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	2.958	(1.434)	(1.128)	(0.999)	(1.072)
Professional Service Contracts	0.104	(6.464)	(4.678)	(4.653)	(3.813)
Materials & Supplies	(0.000)	-	0.000	0.000	0.000
MTA Internal Subsidy	21.168	-	-	-	-
<u>Other Business Expenses</u>	<u>1.030</u>	<u>2.546</u>	<u>2.594</u>	<u>2.656</u>	<u>2.702</u>
Total Non-Labor Expense Changes	\$28.085	(\$6.055)	(\$2.805)	(\$2.306)	(\$1.446)
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.					
Depreciation	(2.230)	-	0.014	0.090	0.066
OPEB Obligation	1.333	-	-	-	-
Environmental Remediation					
Total Expense Changes	\$18.668	(\$10.548)	(\$8.563)	(\$7.574)	(\$6.777)
Cash Adjustment Changes					
Revenue Adjustments	\$19.671	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)
Labor	0.294	(5.470)	(1.620)	(1.989)	(2.377)
NonLabor	(22.739)	0.495	0.380	0.371	0.311
OpCap	1.900	5.459	3.250	3.250	3.250
<u>Dep/OPEB</u>	<u>0.897</u>	<u>-</u>	<u>(0.014)</u>	<u>(0.090)</u>	<u>(0.066)</u>
Expense Adjustments	(19.648)	0.483	1.996	1.542	1.119
Total Cash Adjustment Changes	\$0.023	\$0.483	\$1.996	\$1.542	\$1.119
Total Baseline Changes	\$18.690	(\$12.125)	(\$8.686)	(\$8.321)	(\$7.946)
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	(\$296.982)	(\$311.130)	(\$296.477)	(\$302.249)	(\$311.586)

MTA HEADQUARTERS
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Vehicle Toll Revenue					
Rental Income					
Other					
<u>Capital and Other Reimbursement</u>	(4.750)	0.583	0.537	0.394	0.436
Total Revenue Changes	(\$4.750)	\$0.583	\$0.537	\$0.394	\$0.436
Expenses					
Labor:					
Payroll	(\$0.001)	(\$0.027)	(\$0.026)	(\$0.017)	(\$0.020)
Overtime	(0.000)	-	-	-	-
Health and Welfare	(0.007)	-	(0.015)	(0.015)	(0.016)
OPEB Current Payment	-	-	-	-	-
Pensions	(0.134)	(0.085)	(0.038)	(0.025)	(0.010)
Other Fringe Benefits	(0.225)	0.000	(0.002)	(0.001)	(0.002)
<u>Reimbursable Overhead</u>	5.071	(0.230)	(0.214)	(0.102)	(0.145)
Total Labor Expense Changes	\$4.705	(\$0.341)	(\$0.295)	(\$0.160)	(\$0.193)
Non-Labor:					
Electric Power	(\$0.000)	\$0.000	\$0.002	\$0.002	\$0.003
Fuel	-	-	-	-	-
Insurance	0.000	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.045	-	0.000	0.000	0.000
Professional Services	(0.000)	(0.242)	(0.244)	(0.237)	(0.246)
Materials & Supplies	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-
<u>Other Business Expenses</u>	-	-	-	-	-
Total Non-Labor Expense Changes	\$0.045	(\$0.242)	(\$0.242)	(\$0.235)	(\$0.243)
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$4.750	(\$0.583)	(\$0.537)	(\$0.395)	(\$0.436)
Depreciation					
Total Expense Changes	\$4.750	(\$0.583)	(\$0.537)	(\$0.395)	(\$0.436)
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)
Baseline 2012 November Financial Plan - Operating Cash	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)

MTA HEADQUARTERS
November Financial Plan 2013 - 2016
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	(\$315.672)	(\$299.005)	(\$287.791)	(\$293.928)	(\$303.640)
<i>Non-Reimbursable Major Changes</i>					
Revenue					
Lower Rental and Other Revenue (Inflation)	(0.000)	-	(0.021)	(0.145)	(0.104)
Sub-Total Non-Reimbursable Revenue Changes	(\$0.000)	\$0.000	(\$0.021)	(\$0.145)	(\$0.104)
Expenses					
Higher Pension Expenses	(2.526)	(3.429)	(3.748)	(3.459)	(3.164)
Higher Health & Welfare and Other Benefits	(1.420)	(0.339)	(0.491)	(0.531)	(0.580)
Utility Usage & Rate Changes (Fuel, Electric, Gasoline)	0.586	(0.741)	0.344	0.605	0.724
BSC Budget Transfer from NYCT for Mailing Expenses	-	(0.450)	(0.458)	(0.465)	(0.475)
Revised Salary and Fringe Benefit Costs at the BSC	0.893	(0.986)	(1.602)	(1.806)	(1.719)
Correction of Rental - IG	-	(2.346)	(2.387)	(2.426)	(2.475)
SWAP Financial Group (Hedge Fund Consultants)	(0.120)	(0.122)	(0.124)	(0.126)	(0.128)
Acquia Services	(0.701)	(0.131)	(0.133)	(0.135)	(0.138)
Acenture Fees for MTA Efficiencies Consulting	(0.263)	(0.453)			
BSC IT Needs and Increased Hosting Costs	-	(4.355)	(3.030)	(3.080)	(3.142)
2 Broadway Data Center Buildout Costs	(0.700)	(0.300)	-	-	-
Higher Claims	(0.265)				
Lower 2012 Spending than Forecasted during mid-year	3.365	-	-	-	-
Lower Facility Maintenance	-	0.500	0.509	0.517	0.527
Lower Salary and Wages	2.424	-	-	-	-
Revised Maintenance requirements for IESS	2.500	1.000	1.000	1.000	1.000
Lower than Forecasted Cross Bay Toll Support	0.100	-	-	-	-
Reimbursement of SIRTQA Support	21.068	-	-	-	-
Depreciation and OPEB/OPEB Obligation Changes	(1.406)	-	0.014	0.090	0.066
Lower Recoverable Overhead	(4.750)	-	-	-	-
Higher Banking Fees	(0.117)	(0.118)	(0.120)	(0.122)	(0.125)
Effect of Revised Inflation Rates on Expenses	0.000	-	0.068	0.471	0.338
All Other	-	(0.339)	(0.503)	(0.251)	0.330
Sub-Total Non-Reimbursable Expense Changes	\$18.669	(\$12.609)	(\$10.661)	(\$9.718)	(\$8.960)
Total Non-Reimbursable Major Changes	\$18.668	(\$12.609)	(\$10.682)	(\$9.863)	(\$9.064)
<i>Reimbursable Major Changes</i>					
Revenue					
Change in Recovery	(4.750)	0.583	0.537	0.394	0.436
Sub-Total Reimbursable Revenue Changes	(\$4.750)	\$0.583	\$0.537	\$0.394	\$0.436
Expenses					
Change in Reimbursable Labor expenses	(0.366)	(0.112)	(0.081)	(0.058)	(0.049)
Change in Reimbursable Overhead Expenses	5.071	(0.230)	(0.214)	(0.102)	(0.145)
Change in Non-Labor Expenses	0.045	(0.242)	(0.242)	(0.235)	(0.243)
Sub-Total Reimbursable Expense Changes	\$4.750	(\$0.583)	(\$0.537)	(\$0.395)	(\$0.436)
Total Reimbursable Major Changes	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)
Total Accrual Changes	\$18.668	(\$12.609)	(\$10.682)	(\$9.864)	(\$9.065)
Cash Adjustment Changes					
Revised MTAHQ Operating Capital Needs	1.900	5.459	3.250	3.250	3.250
All Other Cash Adjustments	(1.877)	(4.975)	(1.254)	(1.708)	(2.131)
Total Cash Adjustment Changes	\$0.023	\$0.484	\$1.996	\$1.542	\$1.119
Total Baseline Changes	\$18.691	(\$12.125)	(\$8.686)	(\$8.322)	(\$7.946)
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	(\$296.982)	(\$311.130)	(\$296.477)	(\$302.249)	(\$311.586)

MTA HEADQUARTERS
November Financial Plan 2013-2016
2012 Budget Reduction Plan Summary
(\$ in millions)

	2012		2013		2014		2015		2016	
	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars	Positions ¹	Dollars
<u>Administration</u>										
Reduced IESS Maint & HQ needs prior to move to 2 Broadway		4.142		2.152		2.172		2.192		2.216
Reduced IT Expenses		1.043		0.524		0.533		0.540		0.554
Review and Reduction of 2012 Spending		3.365		-		-		-		-
Reduced Temp Services needs		0.214		0.214		0.218		0.222		0.226
<i>Sub-Total Administration</i>	0	\$8.764	0	\$2.890	0	\$2.923	0	\$2.954	0	\$2.996
<u>Customer Convenience & Amenities</u>										
None										
<i>Sub-Total Customer Convenience & Amenities</i>	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<u>Maintenance</u>										
None										
<i>Sub-Total Maintenance</i>	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<u>Revenue Enhancement</u>										
None										
<i>Sub-Total Revenue Enhancement</i>	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<u>Service</u>										
None										
<i>Sub-Total Service</i>	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<u>Service Support</u>										
None										
<i>Sub-Total Service Support</i>	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<u>Safety/Security</u>										
MTAPD Working in house with MTA Bus for Fleet Needs		0.150		0.150		0.153		0.155		0.158
Consolidation of Wireless Devices and Services		0.400		0.400		0.407		0.415		0.423
MTAPD Reduced Needs Prior to Move from Madison Avenue		0.823		0.823		0.837		0.854		0.869
<i>Sub-Total Safety/Security</i>		1.373		1.373		1.397		1.424		1.450
<u>Other</u>										
None										
<i>Sub-Total Other</i>	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
Total BRPs	0	\$10.137	0	\$4.263	0	\$4.320	0	\$4.378	0	\$4.446

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

**MTA Headquarters
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet
(\$ in millions)**

Category by Function: Administration

Program: Reduced IESS Maintenance and HQ needs prior to move to 2 Broadway

Background Details:	Headquarters is reducing all costs not needed in the Madison Avenue offices in anticipation of the move to 2 Broadway and reduction in required IESS Maintenance expenses for the current year and subsequent years in the plan period
----------------------------	--

Program Description/ Implementation Plan:	
Program Implementation Date: 1/1/2012	When will savings begin?: 1/1/2012

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$4.142	\$2.152	\$2.172	\$2.192	\$2.216
<i>Total Reduction in Positions Required:</i>	0	0	0	0	0

**MTA Headquarters
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet
(\$ in millions)**

Category by Function: Administration

Program: Reduced IT Expenses

Background Details:	Reduction in IT expenses primarily for HQ telecom usage and a reduction in all-Agency IT consulting.
----------------------------	--

Program Description/ Implementation Plan:	
Program Implementation Date: 1/1/2012	When will savings begin?: 1/1/2012

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.043	\$0.524	\$0.533	\$0.540	\$0.554
<i>Total Reduction in Positions Required:</i>	0	0	0	0	0

**MTA Headquarters
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet
(\$ in millions)**

Category by Function: Administration

Program: Review and Reduction of 2012 Spending

Background Details:	Headquarters reviewed and reduced spending for the 2012 Final Forecast.
----------------------------	---

Program Description/ Implementation Plan:	
Program Implementation Date:	10/17/2012 When will savings begin?: 10/17/2012

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.365	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Reduction in Positions Required:</i>	0	0	0	0	0

**MTA Headquarters
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet
(\$ in millions)**

Category by Function: Administration

Program: Reduced Temp Services needs Post BSC

Background Details:	Headquarters is reducing temporary personnel costs as a result of reassessed needs based on a year of experience operating with the Business Service Center.
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**Program Description/
Implementation Plan:**

Program Implementation Date:	1/1/2012	When will savings begin?:	1/1/2012
-------------------------------------	----------	----------------------------------	----------

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.214	\$0.214	\$0.218	\$0.222	\$0.226
<i>Total Reduction in Positions Required:</i>	0	0	0	0	0

**MTA Headquarters
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet
(\$ in millions)**

Category by Function:

Safety & Security

Program:

Working in house with MTA Bus for Fleet Needs

Background Details:

MTAPD is working with MTA Bus on vehicle repairs in order to reduce costs.

**Program Description/
Implementation Plan:**

Program Implementation Date:

1/1/2012

When will savings begin?:

1/1/2012

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.150	\$0.150	\$0.153	\$0.155	\$0.158
<i>Total Reduction in Positions Required:</i>	0	0	0	0	0

**MTA Headquarters
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet
(\$ in millions)**

Category by Function:

Safety & Security

Program:

Consolidation of Wireless Devices and Services

Background Details:	MTAPD is restructuring contracts and consolidating and eliminating wireless devices.
----------------------------	--

Program Description/ Implementation Plan:	
Program Implementation Date:	1/1/2012
When will savings begin?:	1/1/2012

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.400	\$0.400	\$0.407	\$0.415	\$0.423
<i>Total Reduction in Positions Required:</i>	0	0	0	0	0

**MTA Headquarters
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet
(\$ in millions)**

Category by Function:

Safety & Security

Program:

Reduced Needs Prior to Move from Madison Avenue Offices

Background Details:

MTAPD is reducing all costs not needed in the Madison Avenue offices in anticipation of the move possibly to 34th Street and other locations.

**Program Description/
Implementation Plan:**

Program Implementation Date:

1/1/2012

When will savings begin?:

1/1/2012

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.823	\$0.823	\$0.837	\$0.854	\$0.869
<i>Total Reduction in Positions Required:</i>	0	0	0	0	0

**MTA HEADQUARTERS
2013 Final Proposed Budget
November Financial Plan 2013-2016
Positions**

Positions

Plan-to-Plan

MTA Headquarters headcount of 1,737 positions in 2012, 1,732 positions in 2013 and 2014, 1,737 positions in 2015, and 1,767 positions in 2016 is unchanged from the July Plan.

Function Category:

Total MTA Headquarters headcount by function is unchanged except for a secretarial position change from Administration to Public Safety.

Year-to-Year

2012-2013:

Headcount of 1,732 positions in 2013 is a decrease of five positions from the 2012 headcount of 1,737 positions mainly due to:

- Continuous improvements at the BSC resulting in a reduction of 17 positions;
- An increase in MTAPD headcount due to 12 additional positions at the Atlantic Avenue Terminal is a partial offset.

2013-2014:

Headcount remains unchanged at 1,732 positions.

2014-2015:

Headcount increases by five positions due to MTAPD increases for the Moynihan project at Penn Station.

2015-2016:

In 2016, headcount increases by 30 positions due to the MTAPD hiring plan for East Side Access in anticipation of its projected opening in 2019.

Reimbursable and Non-Reimbursable:

- Reimbursable positions remain constant at 50 positions throughout the Plan.
- Non-reimbursable positions decrease from 1,687 positions in 2012 to 1,682 in 2013 due to continuous improvement programs reductions of 17 positions at the BSC, partly offset by 12 additional MTAPD positions for the Atlantic Avenue Terminal.
- Non-reimbursable positions remain unchanged at 1,682 positions in 2014.
- Non-reimbursable positions increase to 1,687 positions in 2015 due to the MTAPD increases for the Moynihan project.

- Non-reimbursable positions increase to 1,717 positions in 2016 due to the beginning of the MTAPD hiring plan for East Side Access, expected to open in 2019.

Functional Category:

- Administration headcount in 2013 and beyond is 939 positions, a reduction of 17 positions from 2012 due to continuous improvement reductions at the BSC.
- Public Safety headcount increases to 793 positions in 2013 and 2014 from headcount of 781 in 2012 due to the addition of 12 positions for the Atlantic Avenue Terminal and a secretarial position transferred to Administration.
- Public Safety headcount increases to 798 positions in 2015 due to 5 additional positions for the Moynihan project.
- Public Safety headcount increases to 828 positions in 2016 due to the beginning of the MTAPD hiring plan for East Side Access, expected to open in 2019.

MTA HEADQUARTERS
November Financial Plan 2013-2016
Favorable/(Unfavorable)

Total Position Changes at a Glance

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
2012 July Plan - Total Baseline Positions	1,737	1,732	1,732	1,737	1,767
Total Plan-to-Plan Changes	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
2012 November Plan - Total Baseline Positions	1,737	1,732	1,732	1,737	1,767
Total Year-to-Year Changes, November Plan		5	0	(5)	(30)

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	0	0	0	0	0
<i>Reimbursable</i>	0	0	0	0	0
Total	0	0	0	0	0
<i>Full-Time</i>	0	0	0	0	0
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	0	0	0	0	0
<i>By Function Category</i>					
- Administration	(1)	(1)	(1)	(1)	(1)
- Operations	0	0	0	0	0
- Maintenance	0	0	0	0	0
- Engineering/Capital	0	0	0	0	0
- Public Safety	1	1	1	1	1
Total	0	0	0	0	0
<i>By Occupational Group</i>					
- Managers/Supervisors	0	0	0	0	0
- Professional, Technical, Clerical	0	0	0	0	0
- Operational Hourlies	0	0	0	0	0
Total	0	0	0	0	0

Total Plan-to-Plan Changes by Major Category:

<i>2012 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	0	0	0	0	0
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other</i> ¹	0	0	0	0	0
Total	0	0	0	0	0

¹ Includes Full-time Equivalents

MTA HEADQUARTERS
November Financial Plan 2013 - 2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Office of Chairman	4	5	5	5	5	5
Office of Chief of Staff	4	3	3	3	3	3
Human Resources and Pensions	9	14	14	14	14	14
Spec. Project Develop/Planning	8	8	8	8	8	8
General Counsel	54	56	56	56	56	56
Office of Diversity	25	28	28	28	28	28
Labor Relations	8	6	6	6	6	6
Counselor to the Chairman	0	2	2	2	2	2
Media Relations/External Communication	11	12	12	12	12	12
Intergovernmental Relations/State & Local Gov't	5	4	4	4	4	4
Corporate and Internal Communications	33	40	40	40	40	40
PCAC	4	4	4	4	4	4
Audit	82	85	85	85	85	85
Chief Financial Officer	60	61	61	61	61	61
Strategic Initiatives Group	1	3	3	3	3	3
Real Estate	59	60	60	60	60	60
Chief Operating Officer	2	2	2	2	2	2
Capital Programs	28	27	27	27	27	27
Federal Affairs	0	1	1	1	1	1
Environmental Policy, Sustainability & Compliance	6	6	6	6	6	6
Information Technology	64	67	67	67	67	67
Business Service Center	373	461	444	444	444	444
Corporate Account	1	1	1	1	1	1
Bus Customer Info	5	0	0	0	0	0
New Fare Systems	11	0	0	0	0	0
Managing Director	2	0	0	0	0	0
Total Administration	859	956	939	939	939	939
Public Safety	744	781	793	793	798	828
 Baseline Total Positions	 1,603	 1,737	 1,732	 1,732	 1,737	 1,767
 <i>Non-Reimbursable</i>	 1,560	 1,687	 1,682	 1,682	 1,687	 1,717
<i>Reimbursable</i>	43	50	50	50	50	50
 <i>Full-Time</i>	 1,603	 1,737	 1,732	 1,732	 1,737	 1,767
<i>Full-Time Equivalents</i>	0	0	0	0	0	0

MTA HEADQUARTERS
November Financial Plan 2013 - 2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration							
	Managers/Supervisors	425	444	444	444	444	444
	Professional, Technical, Clerical	434	512	495	495	495	495
	Operational Hourlies						
	Total Administration	859	956	939	939	939	939
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	37	38	38	38	38	38
	Professional, Technical, Clerical	66	75	75	75	75	75
	Operational Hourlies (Uniformed)	641	668	680	680	685	715
	Total Public Safety	744	781	793	793	798	828
Total Positions							
	Managers/Supervisors	462	482	482	482	482	482
	Professional, Technical, Clerical	500	587	570	570	570	570
	Operational Hourlies	641	668	680	680	685	715
	Total Baseline Positions	1,603	1,737	1,732	1,732	1,737	1,767

MTA Headquarters

MTA Headquarters includes four distinct components: Policy & Oversight, MTA Consolidated Functions, the Business Service Center, and MTA Security:

- MTA HQ, Policy & Oversight includes MTA Executive Leadership and policy/oversight functions. All aspects of Administration strive to identify opportunities to streamline expenses and increase efficiencies.
- MTA Consolidated Functions includes areas where savings have been achieved through function consolidations or areas where the work can be more efficiently performed at Headquarters. As MTA consolidates functions across the Agencies, it is likely that the net budget change associated with those functions will increase Headquarters' costs, while staffing and expense levels decrease at a higher level at the Agencies.
- The Business Service Center provides shared back-office financial, payroll, procurement, and human resource services to all agencies. While a number of services began operating in January 2011, the full complement of services became available in 2012.
- Public Safety includes the MTA Police which patrols the MTA's commuter railroads, and provides MTA-wide oversight of security and safety services. Public Safety also leads emergency preparedness, and interfaces with multiple city, state and federal law enforcement agencies.

The following table breaks out the MTA HQ personnel Budgets by these categories.

MTA HEADQUARTERS
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Major Function
(\$ in millions)

NON-REIMBURSABLE	2012	2013	2014	2015	2016
<u>MTA Consolidated Functions</u>					
Operating Revenue	\$15.794	\$14.944	\$15.203	\$15.454	\$15.764
Labor Expenses	\$10.710	\$10.346	\$10.521	\$10.941	\$11.402
Non-Labor Expenses	17.04	19.242	19.825	20.597	21.605
Depreciation / OPEB Obligation	1.311	1.200	1.221	1.241	1.266
Total Expenses	\$29.058	\$30.789	\$31.567	\$32.779	\$34.273
Baseline Deficit	(\$13.263)	(\$15.844)	(\$16.364)	(\$17.325)	(\$18.509)
<u>MTA HQ, Policy & Oversight</u>					
Operating Revenue	\$43.167	\$40.929	\$41.637	\$42.324	\$43.175
Labor Expenses	\$42.645	\$46.257	\$48.360	\$50.569	\$53.113
Non-Labor Expenses	76.64	96.579	95.781	97.509	99.787
Depreciation / OPEB Obligation	132.685	106.118	108.987	112.736	116.581
Total Expenses	\$251.965	\$248.954	\$253.128	\$260.814	\$269.481
Baseline Deficit	(\$208.799)	(\$208.026)	(\$211.492)	(\$218.490)	(\$226.306)
<u>Business Service Center</u>					
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$36.130	\$39.838	\$40.274	\$41.274	\$42.408
Non-Labor Expenses	21.04	16.750	15.675	15.058	13.406
Depreciation / OPEB Obligation	-	-	-	-	-
Total Expenses	\$57.171	\$56.588	\$55.949	\$56.332	\$55.814
Baseline Deficit	(\$57.171)	(\$56.588)	(\$55.949)	(\$56.332)	(\$55.814)
<u>Public Safety</u>					
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$100.005	\$115.276	\$110.868	\$112.382	\$116.603
Non-Labor Expenses	9.03	10.350	10.252	10.463	11.088
Depreciation / OPEB Obligation	2.412	2.027	2.062	2.096	2.138
Total Expenses	\$111.452	\$127.653	\$123.182	\$124.942	\$129.830
Baseline Deficit	(\$111.452)	(\$127.653)	(\$123.182)	(\$124.942)	(\$129.830)

MTA HEADQUARTERS
November Financial Plan 2013 - 2016
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
MTA Consolidated Functions	246	256	256	256	256	256
MTA HQ, Policy & Oversight	240	239	239	239	239	239
Business Service Center	373	461	444	444	444	444
Public Safety	744	781	793	793	798	828
Baseline Total Positions	1,603	1,737	1,732	1,732	1,737	1,767
Non-Reimbursable	1,560	1,687	1,682	1,682	1,687	1,719
MTA Consolidated Functions	224	233	233	233	233	233
MTA HQ, Policy & Oversight	240	239	239	239	239	239
Business Service Center	352	434	417	417	417	419
Public Safety	744	781	793	793	798	828
	-	-	-	-	-	-
Reimbursable	43	50	50	50	50	48
MTA Consolidated Functions	22	23	23	23	23	23
MTA HQ, Policy & Oversight	-	-	-	-	-	-
Business Service Center	21	27	27	27	27	25
Public Safety	-	-	-	-	-	-
	-	-	-	-	-	-
<i>Full-Time</i>	<i>1,603</i>	<i>1,737</i>	<i>1,732</i>	<i>1,732</i>	<i>1,737</i>	<i>1,767</i>
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

Note: Actuals reflect headcount vacancies.

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MTA INSPECTOR GENERAL
2013 Final Proposed Budget
November Financial Plan 2013-2016

At the time of preparation, a preliminary assessment of the impacts on the MTA Headquarters November Financial Plan from Tropical Storm Sandy had not been completed. While the baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

Financial Overview

The forecast for the Office of Inspector General for the years 2013-2016 reflect the guidelines and assumptions used by MTA Headquarters, and provides adequate resources used to investigate and audit matters of concern throughout the MTA and its subsidiaries. The Plan reflects funding for the IT Refresh Project for replacement of the Office of the Inspector General's servers, storage and other Local Area Network (LAN) equipment that will reach the end of their 5-year obsolescence life-cycle and can no longer be covered under existing hardware maintenance. In addition to the hardware replacement, there will be a migration of the LAN operating system software and e-mail application from Novell to Microsoft, which is consistent with MTA migration efforts in progress.

2012 November Forecast

In the 2012 November Forecast, a total of \$12.7 million is projected in baseline expenses, which remains unchanged from the July Plan.

2013 Final Proposed Budget – Baseline

In the 2013 Final Proposed Budget, a total of \$13.6 million is projected in baseline expenses, which remains unchanged from the July Plan. The new need totaling \$0.7 million includes procurement of IT hardware, software and consulting services to design and install the IT equipment and migrate data. The procurement of the software, design and installation costing \$0.3 million has been allocated in the operating budget and the procurement of the hardware costing \$0.4 million has been allocated to the capital operating budget. The project has been primarily funded with a reimbursement of hard and soft costs incurred during the office relocation. The remainder of funding was derived from reductions to the rental and IT hardware and maintenance expense lines.

2014-2016 Projections

The forecast for the Office of Inspector General for the years 2014-2016 primarily reflects inflationary growth in health and welfare and pensions according to the guidelines and assumptions.

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MTA INSPECTOR GENERAL
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	\$12.665	\$13.554	\$0.889	\$13.878	\$0.324	\$14.221	\$0.343	\$14.524	\$0.303
Total Revenue	\$12.665	\$13.554	\$0.889	\$13.878	\$0.324	\$14.221	\$0.343	\$14.524	\$0.303
Expenses									
Labor:									
Payroll	\$7.170	\$7.370	(0.200)	\$7.501	(0.131)	\$7.642	(0.141)	\$7.789	(0.147)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	0.863	0.967	(0.104)	1.041	(0.074)	1.127	(0.086)	1.221	(0.094)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	0.829	1.269	(0.440)	1.427	(0.158)	1.471	(0.044)	1.508	(0.037)
Other Fringe Benefits	0.591	0.581	0.010	0.591	(0.010)	0.613	(0.022)	0.637	(0.024)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$9.453	\$10.187	(\$0.734)	\$10.560	(\$0.373)	\$10.853	(\$0.293)	\$11.155	(\$0.302)
Non-Labor:									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.043	0.041	0.002	0.039	0.002	0.037	0.002	0.039	(0.002)
Insurance	0.025	0.027	(0.002)	0.030	(0.003)	0.033	(0.003)	0.036	(0.003)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other									
Operating Contracts	2.551	2.438	0.113	2.596	(0.158)	2.645	(0.049)	2.696	(0.051)
Professional Service Contracts	0.371	0.638	(0.267)	0.378	0.260	0.385	(0.007)	0.393	(0.008)
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	0.133	0.134	(0.001)	0.136	(0.002)	0.139	(0.003)	0.141	(0.002)
Total Non-Labor Expenses	\$3.123	\$3.278	(\$0.155)	\$3.179	\$0.099	\$3.239	(\$0.060)	\$3.305	(\$0.066)
Other Expenses Adjustments:									
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$12.576	\$13.465	(\$0.889)	\$13.739	(\$0.274)	\$14.092	(\$0.353)	\$14.460	(\$0.368)
Depreciation	0.089	0.089	0.000	0.139	(0.050)	0.129	0.010	0.064	0.065
Total Expenses	\$12.665	\$13.554	(\$0.889)	\$13.878	(\$0.324)	\$14.221	(\$0.343)	\$14.524	(\$0.303)
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
<u>Receipts</u>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	12.576	13.851	1.275	13.739	(0.112)	14.092	0.353	14.460	0.368
Total Receipts	\$12.576	\$13.851	\$1.275	\$13.739	(\$0.112)	\$14.092	\$0.353	\$14.460	\$0.368
<u>Expenditures</u>									
Labor:									
Payroll	7.170	7.370	(0.200)	7.501	(0.131)	7.642	(0.141)	7.789	(0.147)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	0.863	0.967	(0.104)	1.041	(0.074)	1.127	(0.086)	1.221	(0.094)
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	0.829	1.269	(0.440)	1.427	(0.158)	1.471	(0.044)	1.508	(0.037)
Other Fringe Benefits	0.591	0.581	0.010	0.591	(0.010)	0.613	(0.022)	0.637	(0.024)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$9.453	\$10.187	(\$0.734)	\$10.560	(\$0.373)	\$10.853	(\$0.293)	\$11.155	(\$0.302)
Non-Labor:									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.043	0.041	0.002	0.039	0.002	0.037	0.002	0.039	(0.002)
Insurance	0.025	0.027	(0.002)	0.030	(0.003)	0.033	(0.003)	0.036	(0.003)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other									
Operating Contracts	2.551	2.438	0.113	2.596	(0.158)	2.645	(0.049)	2.696	(0.051)
Professional Service Contracts	0.371	0.638	(0.267)	0.378	0.260	0.385	(0.007)	0.393	(0.008)
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	0.133	0.134	(0.001)	0.136	(0.002)	0.139	(0.003)	0.141	(0.002)
Total Non-Labor Expenditures	\$3.123	\$3.278	(\$0.155)	\$3.179	\$0.099	\$3.239	(\$0.060)	\$3.305	(\$0.066)
Other Expenditure Adjustments:									
Other	0.000	0.386	(0.386)	0.000	0.386	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.386	(\$0.386)	\$0.000	\$0.386	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$12.576	\$13.851	(\$1.275)	\$13.739	\$0.112	\$14.092	(\$0.353)	\$14.460	(\$0.368)
Baseline Cash Deficit	\$0.000	\$0.000	0.000	\$0.000	0.000	\$0.000	0.000	\$0.000	0.000

MTA INSPECTOR GENERAL
November Financial Plan 2013 - 2016
Summary of Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2012	2013	2014	2015	2016
2012 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline:					
Changes					
Revenue:					
Capital and Other Reimbursements	\$0.000	(\$0.029)	\$0.147	\$0.129	\$0.105
Sub-Total Revenue Changes	\$0.000	(\$0.029)	\$0.147	\$0.129	\$0.105
Expenses:					
Payroll	-	-	-	-	-
Overtime	-	-	-	-	-
Health and Welfare	-	-	(0.021)	(0.022)	(0.024)
OPEB Current Payment	-	-	-	-	-
Pensions	-	-	(0.098)	(0.080)	(0.053)
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Fuel	-	0.003	0.006	0.008	0.007
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other					
Operating Contracts	-	0.013	(0.034)	(0.035)	(0.035)
Professional Service Contracts	-	0.013	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
Depreciation	-	-	-	-	-
Sub-Total Expense Changes	\$0.000	\$0.029	(\$0.147)	(\$0.129)	(\$0.105)
Cash Adjustments:					
Revenue					
Expense					
Sub-Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)	\$0.000
Total Changes	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)	\$0.000
2012 November Financial Plan - Operating Cash Income/(Deficit)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2013 - 2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Office of the Inspector General	74	86	86	86	86	86
Total Administration	74	86	86	86	86	86
 Baseline Total Positions	 74	 86	 86	 86	 86	 86
 Non-Reimbursable	 0	 0	 0	 0	 0	 0
Reimbursable	74	86	86	86	86	86
Total	74	86	86	86	86	86
 Total Full-Time	 74	 86	 86	 86	 86	 86
Total Full-Time Equivalents	0	0	0	0	0	0

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

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2013 Final Proposed Budget
November Financial Plan for 2013 - 2016

At the time of preparation, a preliminary assessment of the impacts on the MTA Headquarters November Financial Plan from Tropical Storm Sandy had not been completed. While the baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

The mission of the First Mutual Transportation Assurance Company (FMTAC) is to engage in the business of acting as a pure captive insurance company under Section 7005, Article 70 of the Insurance Law and Section 1266 subdivision 5 of the Public Authorities Law of the State of New York. FMTAC's mission is to continue, develop, and improve the insurance and risk management needs as required by the MTA. FMTAC was established to maximize the flexibility and effectiveness of the MTA's insurance program.

FINANCIAL OVERVIEW

FMTAC continues to utilize dedicated resources to efficiently address the challenges related to insurance and risk management for the MTA. It is the goal of FMTAC to maximize the efficiency and flexibility of the insurance programs while minimizing costs to the MTA and its subsidiaries. FMTAC continues to draw from the expertise and support services available in other MTA agencies and outside service providers to support risk management. This is reflected in the current budget proposal.

For all years, on a cash basis, FMTAC generates a net cash deficit of zero, which is the true cash impact of FMTAC 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.

Insurance premiums from the Agencies (revenue) are recorded as credits to the Insurance expense line. Premiums are increasing 10% annually with the exception of the All-Agency Excess Liability policies, the All-Agency Property policy, the All-Agency Sabotage & Terrorism policy and the Paratransit policy. The All-Agency Excess Liability (Primary) policy is increasing 25% annually. The All-Agency Excess Liability (Excess) policy is increasing 20% annually. The All-Agency Property and All-Agency Sabotage & Terrorism policies are increasing by 20% per year. Year-to-year increases in these policies are primarily driven by changes in market conditions, such that greater increases in premiums are to be expected, particularly as the growth in ridership and underlying losses continue. The Paratransit policy year-to-year increases are primarily driven by paratransit fleet assumptions contained in the July Plan which have not been changed in the November Plan.

Additional expenses consist primarily of Claims and Other Business Expenses.

2012 November Forecast

In the 2012 November Forecast, a total of \$29.478 million is projected in Baseline Surplus compared to the \$36.279 million Baseline Surplus in the 2012 Mid-Year Budget. This consists of a decrease of \$6.295 million in revenues as well an increase in expenses of \$0.506 million. The unfavorable outcome is a result of decreased net realized and unrealized Investment Income than projected in the 2012 Mid-Year Budget. Claims are based on actuarial analysis of claim activity on an estimated basis. Revenue and Other Business Expenses are based on trending actual results through August 2012.

2013 Final Proposed Budget

In the 2013 Final Proposed Budget, a total of \$27.771 million is projected in Baseline Surplus compared to the \$34.673 million Baseline Surplus in the July Plan. This consists of a decrease of \$6.386 million in revenues as well as an increase in expenses of \$0.516 million. The unfavorable outcome is a result of decreased net realized and unrealized Investment Income than projected in the 2012 Mid-Year Budget. Claims are based on actuarial analysis of claim activity on an estimated basis.

2014 – 2016 Projections

2014 – 2016 Projections are representative of 2013 projections with market increases. Investment Income and Other Operating Revenue are estimated to increase over 2012 projections at a rate equal to CPI. Claims are based on actuarial analysis of projected claims activities and adjustments, whether favorable or unfavorable in required reserves. Other Business Expenses are estimated to increase over 2012 at a rate of 2% each year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	21.928	11.718	11.888	12.094	12.293	12.540
Investment Income	0.361	13.110	13.300	13.530	13.753	14.030
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$22.289	\$24.828	\$25.188	\$25.624	\$26.047	\$26.570
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>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	(95.837)	(82.033)	(87.599)	(98.647)	(113.572)	(132.720)
Claims	94.673	69.782	77.263	88.865	92.463	100.315
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	9.570	7.601	7.753	7.908	8.066	8.228
Total Non-Labor Expenses	\$8.406	(\$4.650)	(\$2.583)	(\$1.874)	(\$13.043)	(\$24.177)
<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	\$8.406	(\$4.650)	(\$2.583)	(\$1.874)	(\$13.043)	(\$24.177)
Depreciation	-	-	-	-	-	-
Total Expenses	\$8.406	(\$4.650)	(\$2.583)	(\$1.874)	(\$13.043)	(\$24.177)
Baseline Surplus/(Deficit)	\$13.883	\$29.478	\$27.771	\$27.498	\$39.089	\$50.748

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MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2013 - 2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
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>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	4.565	5.055	10.223	12.060	14.576
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.000	\$4.565	\$5.055	\$10.223	\$12.060	\$14.576
<u>Other Expenditures Adjustments:</u>						
Other	(\$13.883)	(\$34.043)	(\$32.826)	(\$37.721)	(\$51.149)	(\$65.324)
Total Other Expenditures Adjustments	(\$13.883)	(\$34.043)	(\$32.826)	(\$37.721)	(\$51.149)	(\$65.324)
Total Cash Conversion Adjustments before Depreciation	(\$13.883)	(\$29.478)	(\$27.771)	(\$27.498)	(\$39.089)	(\$50.748)
Depreciation Adjustment	-	-	-	-	-	-
Total Cash Conversion Adjustments	(\$13.883)	(\$29.478)	(\$27.771)	(\$27.498)	(\$39.089)	(\$50.748)

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Baseline

Revenue

Investment Income

- A majority of Investment income is derived through FMTAC based on the investments managed by Goldman Sachs Asset Management and held by Bank of New York.
- Investment income is projected according to prevailing inflator assumptions.

Expenses

Insurance

- Insurance (premiums paid to FMTAC) is from the 2012 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets and are based on increases in the market and exposure, as well as increases in the claims expense and reserve adjustments. For the Liberty OCIP programs, an estimate of earned premiums is also included, which is calculated based on percentage of contract completion.
- Insurance (premiums) are estimated to increase 10% annually with the exception of the All-Agency Excess Liability policies, the All-Agency Property policy, the All-Agency Sabotage & Terrorism policy and the Paratransit policy. The All-Agency Excess Liability (Primary) policy is increasing 25% annually. The All-Agency Excess Liability (Excess) policy is increasing 20% annually. The All-Agency Property and All-Agency Sabotage & Terrorism policies are increasing by 20% per year. The Paratransit policy year-to-year increases are primarily driven by paratransit fleet assumptions contained in the July Plan which have not been changed in the November Plan.

Claims

- Claims expenses are determined by actuarial projections for 2013 – 2016 actual claim expense paid and any adjustments either favorable or unfavorable to reserves.

Other Business Expenses

- Other Business Expenses increase 2% for 2013 – 2016 and are representative of general increases for professional services provided and expenses not directly related to claims.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY

November Financial Plan 2013 - 2016

Year-to-Year Changes by Category - Accrual Basis

(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Operating Revenue	11.718	11.888	0.170	12.094	0.206	12.293	0.200	12.540	0.247
Investment Income	13.110	13.300	0.190	13.530	0.230	13.753	0.223	14.030	0.276
Capital and Other Reimbursement									
Total Revenue	\$24.828	\$25.188	\$0.360	\$25.624	\$0.436	\$26.047	\$0.423	\$26.570	\$0.524
Expenses									
Labor:									
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	0.000	-	0.000	-	0.000	-	0.000
Health and Welfare	-	-	0.000	-	0.000	-	0.000	-	0.000
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Fringe Benefits	-	-	0.000	-	0.000	-	0.000	-	0.000
Reimbursable Overhead	-	-	0.000	-	0.000	-	0.000	-	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	0.000	-	0.000	-	0.000	-	0.000
Insurance	(82.033)	(87.599)	5.566	(98.647)	11.048	(113.572)	14.925	(132.720)	19.148
Claims	69.782	77.263	(7.481)	88.865	(11.602)	92.463	(3.598)	100.315	(7.852)
Paratransit Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance and Other Operating Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Professional Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Materials & Supplies	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Business Expenses	7.601	7.753	(0.152)	7.908	(0.155)	8.066	(0.158)	8.228	(0.161)
Total Non-Labor Expenses	(\$4.650)	(\$2.583)	(\$2.067)	(\$1.874)	(\$0.709)	(\$13.043)	\$11.169	(\$24.177)	\$11.135
Other Expenses Adjustments:									
Other	-	-	0.000	-	0.000	-	0.000	-	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	(\$4.650)	(\$2.583)	(\$2.067)	(\$1.874)	(\$0.709)	(\$13.043)	\$11.169	(\$24.177)	\$11.135
Depreciation	-	-	0.000	-	0.000	-	0.000	-	0.000
Total Expenses	(\$4.650)	(\$2.583)	(\$2.067)	(\$1.874)	(\$0.709)	(\$13.043)	\$11.169	(\$24.177)	\$11.135
Baseline Surplus/(Deficit)	\$29.478	\$27.771	(\$1.707)	\$27.498	(\$0.273)	\$39.089	\$11.592	\$50.748	\$11.658

CASH RECEIPTS & EXPENDITURES

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MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2013-2016
Summary of Changes Between Financial Plans by Category

2012 – 2016 November Financial Plan vs July Financial Plan

Revenue

Revenue changes from the July Plan over the 2012 – 2016 periods include:

- A decreased baseline estimate for 2012 is due to a net decrease in realized investment income (Other Operating Revenue) and unrealized investment income (Investment Income) for the first eight months of 2012. For 2013 – 2016, the decreased baseline estimate for 2012 is inflated according to the prevailing inflator assumptions.

Expenses

Expense changes from the July Plan over the 2012 – 2016 periods include:

- No change to the Insurance (premium revenue) as projected in the 2012 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets.
- No change to Claim expenses as projected in the 2012 Mid-Year Forecast
- Other Business Expenses increased due to updated estimates based on actual results through August 2012. The inflation rate for Other Business Expenses is expected to increase 2% per year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Vehicle Toll Revenue					
Other Operating Revenue	(10.282)	(10.431)	(10.620)	(10.848)	(11.047)
Investment Income	3.987	4.045	4.111	4.157	4.248
Capital and Other Reimbursement					
Total Revenue Changes	(\$6.295)	(\$6.386)	(\$6.509)	(\$6.691)	(\$6.799)
Expenses					
<i>Labor:</i>					
Payroll					
Health and Welfare					
OPEB Current Payment					
Pensions					
Other Fringe Benefits					
Reimbursable Overhead					
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Electric Power					
Fuel					
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Materials & Supplies					
Other Business Expenses	(0.506)	(0.516)	(0.526)	(0.537)	(0.548)
Total Non-Labor Expense Changes	(\$0.506)	(\$0.516)	(\$0.526)	(\$0.537)	(\$0.548)
<i>Total Expenses before Depreciation and GASB Adjs.</i>					
Depreciation					
OPEB Obligation					
Environmental Remediation					
Total Expense Changes	(\$0.506)	(\$0.516)	(\$0.526)	(\$0.537)	(\$0.548)
Cash Adjustment Changes					
<i>Revenue:</i>					
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
<i>Expenses:</i>					
Claims	0.000	0.000	0.000	0.000	0.000
Other Business Expenses					
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Restricted Cash Adjustment	6.801	6.902	7.036	7.228	7.347
Total Cash Adjustment Changes	\$6.801	\$6.902	\$7.036	\$7.228	\$7.347
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE					
	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Baseline Changes</i>					
Revenue					
Farebox Revenue					
Vehicle Toll Revenue					
Capital and Other Reimbursement					
<i>Total Revenue Changes</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
<i>Labor:</i>					
Payroll					
Health and Welfare					
OPEB Current Payment					
Pensions					
Other Fringe Benefits					
Reimbursable Overhead					
<i>Total Labor Expense Changes</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Materials & Supplies					
Other Business Expenses					
<i>Total Non-Labor Expense Changes</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Expense Changes</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Cash Adjustment Changes</i>					
<i>Total Cash Adjustment Changes</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Baseline Changes</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2013 - 2016
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Reimbursable Major Changes</i>					
Revenue					
	(\$6.295)	(\$6.386)	(\$6.509)	(\$6.691)	(\$6.799)
Sub-Total Non-Reimbursable Revenue Changes	(\$6.295)	(\$6.386)	(\$6.509)	(\$6.691)	(\$6.799)
Expenses					
	(\$0.506)	(\$0.516)	(\$0.526)	(\$0.537)	(\$0.548)
Sub-Total Non-Reimbursable Expense Changes	(\$0.506)	(\$0.516)	(\$0.526)	(\$0.537)	(\$0.548)
<i>Total Non-Reimbursable Major Changes</i>	(\$6.801)	(\$6.902)	(\$7.036)	(\$7.228)	(\$7.347)
<i>Reimbursable Major Changes</i>					
Revenue					
Sub-Total Reimbursable Revenue Changes					
Expenses					
Sub-Total Reimbursable Expense Changes					
<i>Total Reimbursable Major Changes</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$6.801)	(\$6.902)	(\$7.036)	(\$7.228)	(\$7.347)
Cash Adjustment Changes					
	\$6.801	\$6.902	\$7.036	\$7.228	\$7.347
Total Cash Adjustment Changes	\$6.801	\$6.902	\$7.036	\$7.228	\$7.347
<i>Total Baseline Changes</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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New York City Transit

MTA NEW YORK CITY TRANSIT
2013 Final Proposed Budget
November Financial Plan 2013 – 2016

At the time of preparation, a preliminary assessment of the impacts on the November Financial Plan from Tropical Storm Sandy had not been completed. While New York City Transit's baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

FINANCIAL OVERVIEW

MTA New York City Transit remains committed to providing safe, secure and reliable services. The November Financial Plan includes significant expense savings/revenue enhancement initiatives and funding for several important programmatic initiatives.

The expense savings/revenue enhancement initiatives include the following:

- **Paratransit projected expense savings (excluding the impact of related farebox revenue losses)** of \$25.2 million in 2012, \$32.4 million in 2013, \$35.4 million in 2014, \$41.6 million in 2015 and \$55.4 million in 2016. These savings reflect reductions in trip activity, predicated on trip levels experienced through July 2012, reducing out-year annual trip growth from 12% to 11%. These changes also result in reduced insurance, fuel, scheduling and eligibility certification costs.
- **Paratransit fare incentives**, specifically offering paratransit riders free trips on buses/subway to replace expensive paratransit trips. Projected expense savings are \$31.0 million in 2013, \$46.0 million in 2014, and \$96.0 million in subsequent years.
- **Bus Fare Evasion Reduction**, requiring investments of \$2.0 million in 2012, \$7.0 million in 2013 and \$6.7 million in subsequent years to establish a fare evasion reduction unit (70 positions), comprised mostly of Special Inspectors. It is projected that this investment will result in increased farebox revenues of \$7.0 million in 2013, \$14.1 million in 2014, \$21.1 million in 2015 and \$28.2 million in 2016.

Important programmatic initiatives, included in this financial plan, are summarized as follows:

- **A Service Investment Program**, requiring 220 positions with expenses of \$17.7 million in 2013 and \$22.6 million in subsequent years, to restore or add weekend bus service and improve network coverage and connections as well as to service new markets. Additionally, this investment will also allow the permanent extension of subway "G" service to Church Avenue from Smith/9th Street. This

implementation is projected to result in increased farebox revenues of \$4.0 million in 2013 and \$4.6 million in subsequent years.

- **Work Car SMS (Scheduled Maintenance).** Subways maintains a fleet of 484 non-revenue work cars, of which 120 cars are beyond their useful life. This initiative requires 7 positions with expenses of \$2.2 million in 2013 and \$7.0 million in subsequent years to establish a Work Equipment SMS Program to provide vital maintenance work for these vehicles.
- **Video Retrieval.** In recent years, requests for retrieval of videos from station CCTV cameras have increased substantially, as law enforcement officials have discovered the usefulness and advantages of videos in the prosecution of cases. In order to provide appropriate resources to handle this increase in workload, 13 positions will be required with an annual cost of \$1.3 million, beginning in 2013.
- **IT Requirements/IT Governance.** The majority of this initiative represents development of a new Transit Adjudication Bureau Information System (TABIS) to record and manage Notices of Violation, and to be developed and maintained "in-house". This new system will replace the outdated current system, which is currently out-sourced. A total of 10 positions are required in 2013 with a total cost of \$1.6 million, including the restoration of 3 positions in support of other small projects. Full implementation is scheduled for 2015 with a total of 6 positions and resulting net savings of \$0.5 million annually, including \$1.0 million of savings resulting from elimination of system out-sourcing.
- **Refuse Trains - Additional Staffing.** To enhance refuse collection and reduce exposed trash bags on station platforms, 6 positions and \$0.7 million of annual expenses are required to add 3 refuse trains, increasing the current fleet to 11 trains.
- **Talent Management Positions.** This initiative adds 3 Human Resources positions with an annual cost of \$0.4 million to develop and coordinate a succession planning program that ensures consistent training materials and information systems.
- **Inspect Ancillary Rooms.** 7 positions with an annual cost of \$0.8 million are required in order to ensure that all rooms within the Station limits and within the tunnels are secured and free of debris.

2012 November Forecast

MTA NYC Transit's 2012 November Forecast includes total expenses before depreciation and other post-employment benefits of \$7,655.7 million, consisting of \$6,771.5 million of non-reimbursable expenses and \$884.3 million of reimbursable expenses. Total revenues are projected to be \$4,953.5 million, of which \$4,069.3 million are operating revenues and \$884.3 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 45,663 (41,158 non-reimbursable positions and 4,505 reimbursable positions).

The 2012 net operating cash deficit is projected to decrease by \$20.7 million from the 2012 Mid-Year Forecast.

Major operating cash changes include:

- Expense savings initiatives of \$23.1 million, mostly from reduced paratransit ridership.
- Favorable farebox revenue receipts of \$22.9 million, primarily from a baseline reforecast of subway and bus revenue and cash adjustments.
- The favorable timing of Bus Shop maintenance requirements and other expenses of \$21.3 million.
- Increased overtime expenses of \$36.0 million, based on an updated assessment of subway/bus overtime requirements, resulting in the reversal of much of the 2010 savings assumptions now deemed not achievable, and the inclusion of additional signals/vacancy coverage/train delay requirements.
- A net pension expenditure increase of \$13.6 million, based on current actuarial information, including the impact of a lower rate of return and the favorable timing of payments.

Reimbursable expenses are projected to decrease in 2012 by \$8.5 million, due primarily to a reforecast of capital construction labor requirements.

Total baseline positions are projected to decrease by 71, including a non-reimbursable decrease of 53 and a reimbursable decrease of 18. The non-reimbursable decrease was due mostly to reductions of 84 in the TWU Apprentice Program and 49 due to platform budget adjustments, partly offset by increases of 70 in support of the Bus Fare Evasion Reduction Program and 17 required for the Service Investment Program. The reimbursable decrease resulted primarily from the reforecast of capital construction labor requirements.

2013 Final Proposed Budget

MTA New York City Transit's 2013 Final Proposed Budget includes total expenses before depreciation and other post-employment benefits of \$7,880.9 million, consisting of \$7,020.8 million of non-reimbursable expenses and \$860.1 million of reimbursable expenses. Total revenues are projected to be \$4,986.3 million, of which \$4,126.2 million are operating revenues and \$860.1 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 46,063, including 41,731 non-reimbursable positions and 4,332 reimbursable positions.

The 2013 net operating cash deficit is projected to increase by \$59.0 million from the July Financial Plan.

Major operating cash variances include:

- Higher projected pension expenditures of \$42.1 million, mostly attributable to NYCERS pension plan, based on current actuarial information, including the impact of a lower rate of return and the timing of payments.
- Increased overtime expenses of \$24.3 million, based on an updated assessment of subway/bus overtime requirements, resulting in the reversal of much of the 2010 savings assumptions now deemed not achievable, and the inclusion of additional signals/vacancy coverage requirements.
- A re-estimate of health and welfare expenses (including OPEB current payments), resulting in an expense increase of \$25.2 million, due mostly to a significant increase in the retiree-eligible population, resulting from higher retirements and fewer deaths, and higher rates than previously projected.
- Programmatic initiative investments of \$25.0 million (see programmatic initiative descriptions at the beginning of this narrative).
- Expense savings initiatives of \$56.3 million, mostly resulting from a reduction in paratransit ridership and paratransit fare incentives (see initiative descriptions at the beginning of this narrative).

Reimbursable expenses are projected to increase in 2013 by \$10.3 million, due mainly to reforecasts of labor/fringe benefit expenses and platform budget adjustments.

Total baseline positions are projected to increase by 474, including a non-reimbursable increase of 430 and a reimbursable increase of 44. The non-reimbursable increase included 284 positions in support of new programmatic initiatives, 70 positions in support of the bus fare evasion reduction, and 124 positions required for increased training float requirements. The reimbursable increase was due mostly to platform budget adjustments and support for the Copper Cable Upgrade construction project.

2014-2016 Projections

Net operating cash deficits are projected to increase by \$115.6 million in 2014 and decrease by \$61.9 million in 2015 and \$94.0 million in 2016, relative to the July Financial Plan.

Major operating cash changes include:

- Unfavorable salary & wage cash adjustments of \$110.8 million in 2014, \$2.2 million in 2015 and \$0.4 million in 2016. The significant 2014 unfavorable cash adjustment occurred as previous financial plans inadvertently omitted a 27th payroll period payment. There are normally 26 payroll period payments made in a year on a biweekly basis. A 27th period payment arises approximately every 11 years.

- Expense savings/revenue enhancement initiatives of \$74.7 million in 2014, \$131.0 million in 2015 and \$144.7 million in 2016, mostly resulting from paratransit fare incentives and a reduction in paratransit ridership (see initiative descriptions at the beginning of this narrative).
- Favorable farebox revenue receipts of \$27.4 million in 2014, \$25.1 million in 2015 and \$38.5 million in 2016, primarily resulting from the Bus Fare Evasion Reduction Program.
- Programmatic initiative investments of \$34.0 million in 2014 and \$32.6 million in 2015 and 2016 (see programmatic initiative descriptions at the beginning of this narrative).
- Higher projected pension expenditures of \$42.3 million in 2014, \$39.9 million in 2015 and \$40.4 million in 2016, primarily related to the NYCERS pension plan, based on current actuarial information, including the impact of a lower rate of return and the timing of payments.
- A re-estimate of health and welfare expenses (including OPEB current payments), resulting in expense increases of \$27.5 million in 2014, \$34.8 million in 2015 and \$39.1 million in 2016, due mostly to a significant increase in the retiree-eligible population, resulting from higher retirements and fewer deaths, and higher rates than previously projected.
- Increased overtime expenses of \$14.5 million in 2014, \$13.9 million in 2015 and \$14.3 million in 2016, based on an updated assessment of subway/bus overtime requirements, resulting in the reversal of much of the 2010 savings assumptions now deemed not achievable.

Reimbursable expenses are projected to increase by \$0.6 million in 2014 and decrease by \$9.9 million in 2015 and \$10.6 million in 2016. The decreases in 2015 and 2016 expenses are due to reductions in the Capital Track Program.

Total baseline positions are projected to increase by 283 in 2014, including a non-reimbursable increase of 260 and a reimbursable increase of 23. In 2015, baseline positions are projected to increase by 272, including a non-reimbursable increase of 308 and a reimbursable decrease of 36. In 2016, baseline positions are projected to increase by 97, including a non-reimbursable increase of 136 and a reimbursable decrease of 39. The non-reimbursable increases were mostly due to 281 positions in 2014 and 280 positions in 2015 and 2016 in support of new programmatic initiatives. This increase in 2016 was partly offset by a reduction of 102 positions as part of the bus Shop Plan. The reimbursable increase in 2014 was due to platform budget adjustments of 21 and support for the Copper Cable Upgrade project of 20, partly offset by a reduction of 23 in the Capital Track Program. The 2015 and 2016 reimbursable reductions were due mainly to reductions of 23 in the Capital Track Program.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Operating Revenue						
<u>Farebox Revenue:</u>						
Subway	2,698.747	2,771.386	2,812.275	2,851.278	2,890.460	2,922.083
Bus	868.194	876.882	887.583	900.516	912.130	923.429
Paratransit	14.613	15.625	17.642	19.591	21.756	24.158
Fare Media Liability	47.475	76.221	52.221	52.221	52.221	52.221
Farebox Revenue	\$3,629.029	\$3,740.114	\$3,769.721	\$3,823.606	\$3,876.567	\$3,921.891
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue:						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	111.660	132.111	156.505	184.726	218.274	258.042
Other	111.509	113.011	115.909	118.891	120.450	122.000
Other Operating Revenue	\$307.185	\$329.138	\$356.430	\$387.633	\$422.740	\$464.058
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$3,936.214	\$4,069.252	\$4,126.151	\$4,211.239	\$4,299.307	\$4,385.949
Expenses						
Labor:						
Payroll	2,791.486	2,870.814	2,896.330	2,907.897	2,964.406	3,020.598
Overtime	304.743	315.791	301.245	289.413	293.466	299.211
Total Salaries & Wages	3,096.229	3,186.605	3,197.575	3,197.310	3,257.872	3,319.809
Health and Welfare	548.888	595.536	667.432	722.238	785.736	852.923
OPEB Current Payment	283.092	313.732	351.847	386.558	427.418	472.226
Pensions	780.581	986.753	981.691	1,009.753	1,057.213	1,083.130
Other Fringe Benefits	324.932	288.344	292.609	297.220	304.589	308.619
Total Fringe Benefits	1,937.493	2,184.365	2,293.579	2,415.769	2,574.956	2,716.898
Reimbursable Overhead	(218.036)	(194.279)	(184.729)	(179.207)	(178.667)	(181.262)
Total Labor Expenses	\$4,815.686	\$5,176.691	\$5,306.425	\$5,433.872	\$5,654.161	\$5,855.445
Non-Labor:						
Electric Power	275.971	316.273	349.737	355.165	382.508	411.973
Fuel	170.517	163.173	166.682	164.649	164.929	174.943
Insurance	57.861	53.698	60.902	73.642	89.586	108.841
Claims	174.448	91.978	89.291	91.682	94.590	98.056
Paratransit Service Contracts	348.553	366.797	385.183	419.621	425.611	493.753
Maintenance and Other Operating Contracts	139.908	149.186	186.105	176.770	178.976	195.842
Professional Service Contracts	111.923	128.340	128.889	129.346	127.451	129.945
Materials & Supplies	261.923	262.934	280.714	280.147	324.866	320.083
Other Business Expenses	65.101	62.421	66.825	67.786	69.117	70.676
Total Non-Labor Expenses	\$1,606.205	\$1,594.800	\$1,714.328	\$1,758.808	\$1,857.634	\$2,004.112
Other Expense Adjustments:						
Other	3.529	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$3.529	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before						
Depreciation and GASB Adjustments	\$6,425.420	\$6,771.491	\$7,020.753	\$7,192.680	\$7,511.795	\$7,859.557
Depreciation	1,312.102	1,445.000	1,520.000	1,595.000	1,670.000	1,748.000
OPEB Obligation	1,323.381	1,354.951	1,405.331	1,463.500	1,520.834	1,579.644
Environmental Remediation	48.727	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$9,109.630	\$9,571.442	\$9,946.084	\$10,251.180	\$10,702.629	\$11,187.201
Net Surplus/(Deficit)	(\$5,173.416)	(\$5,502.190)	(\$5,819.933)	(\$6,039.941)	(\$6,403.322)	(\$6,801.252)

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MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
<u>Farebox Revenue:</u>						
Subway	\$2,698.747	\$2,771.386	\$2,812.275	\$2,851.278	\$2,890.460	\$2,922.083
Bus	868.194	876.882	887.583	900.516	912.130	923.429
Paratransit	14.613	15.625	17.642	19.591	21.756	24.158
Fare Media Liability	47.475	76.221	52.221	52.221	52.221	52.221
Farebox Revenue	\$3,629.029	\$3,740.114	\$3,769.721	\$3,823.606	\$3,876.567	\$3,921.891
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	111.660	132.111	156.505	184.726	218.274	258.042
Other	111.509	113.011	115.909	118.891	120.450	122.000
Other Operating Revenue	307.185	329.138	356.430	387.633	422.740	464.058
Capital and Other Reimbursements	939.882	884.251	860.118	844.211	840.561	852.473
Total Revenue	\$4,876.096	\$4,953.503	\$4,986.269	\$5,055.450	\$5,139.868	\$5,238.422
Expenses						
<u>Labor:</u>						
Payroll	3,165.165	3,218.584	3,252.826	3,257.344	3,313.710	3,375.010
Overtime	388.901	391.431	364.703	351.975	356.493	363.385
Total Salaries & Wages	3,554.066	3,610.015	3,617.529	3,609.319	3,670.203	3,738.395
Health and Welfare	572.401	619.065	693.440	749.708	815.137	884.392
OPEB Current Payment	283.092	313.732	351.847	386.558	427.418	472.226
Pensions	799.948	1,019.816	1,006.712	1,034.884	1,082.685	1,108.832
Other Fringe Benefits	438.051	392.926	402.506	405.055	412.062	417.605
Total Fringe Benefits	2,093.492	2,345.539	2,454.505	2,576.205	2,737.302	2,883.055
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$5,647.558	\$5,955.554	\$6,072.034	\$6,185.524	\$6,407.505	\$6,621.450
<u>Non-Labor:</u>						
Electric Power	276.283	316.541	350.261	355.417	382.760	412.225
Fuel	170.534	163.216	166.705	164.671	164.951	174.965
Insurance	57.861	53.698	60.902	73.642	89.586	108.841
Claims	174.448	91.978	89.291	91.682	94.588	98.054
Paratransit Service Contracts	348.950	366.797	385.183	419.621	425.611	493.753
Maintenance and Other Operating Contracts	171.311	181.687	210.048	201.216	203.422	220.288
Professional Service Contracts	134.255	150.470	149.434	146.504	143.989	146.483
Materials & Supplies	313.576	311.291	328.398	329.269	369.268	363.735
Other Business Expenses	66.997	64.510	68.615	69.345	70.676	72.236
Total Non-Labor Expenses	\$1,714.215	\$1,700.188	\$1,808.837	\$1,851.367	\$1,944.851	\$2,090.580
<u>Other Expense Adjustments:</u>						
Other	3.529	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$3.529	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjustments						
Depreciation and GASB Adjustments	\$7,365.302	\$7,655.742	\$7,880.871	\$8,036.891	\$8,352.356	\$8,712.030
Depreciation	1,312.102	1,445.000	1,520.000	1,595.000	1,670.000	1,748.000
OPEB Obligation	1,323.381	1,354.951	1,405.331	1,463.500	1,520.834	1,579.644
Environmental Remediation	48.727	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,049.512	\$10,455.693	\$10,806.202	\$11,095.391	\$11,543.190	\$12,039.674
Net Surplus/(Deficit)	(\$5,173.416)	(\$5,502.190)	(\$5,819.933)	(\$6,039.941)	(\$6,403.322)	(\$6,801.252)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Cash Receipts & Expenditures

CASH RECEIPTS AND EXPENDITURES						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	3,647.200	3,726.645	3,785.652	3,833.837	3,886.798	3,932.122
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	69.000	99.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	112.100	131.833	156.280	184.481	218.012	257.875
Other	114.600	114.011	116.909	119.891	121.450	123.000
Other Operating Revenue	\$295.700	\$344.860	\$357.205	\$388.388	\$423.478	\$464.891
Capital and Other Reimbursements	865.600	992.199	902.549	847.021	840.815	849.484
Total Receipts	\$4,808.500	\$5,063.704	\$5,045.406	\$5,069.246	\$5,151.091	\$5,246.497
Expenditures						
<u>Labor:</u>						
Payroll	3,133.851	3,247.227	3,242.846	3,334.319	3,289.677	3,341.093
Overtime	379.349	394.915	363.584	360.293	353.907	359.733
Total Salaries & Wages	3,513.200	3,642.142	3,606.430	3,694.612	3,643.584	3,700.826
Health and Welfare	597.908	608.345	687.897	743.749	808.731	877.506
OPEB Current Payment	283.092	313.732	351.847	386.558	427.418	472.226
Pensions	775.700	976.760	998.439	1,026.292	1,073.980	1,101.969
Other Fringe Benefits	348.400	365.959	364.853	375.779	375.637	381.552
Total Fringe Benefits	2,005.100	2,264.796	2,403.036	2,532.378	2,685.766	2,833.253
GASB Account	24.800	34.756	36.861	36.827	37.431	38.245
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$5,543.100	\$5,941.694	\$6,046.327	\$6,263.817	\$6,366.781	\$6,572.324
<u>Non-Labor:</u>						
Electric Power	272.653	319.541	350.261	355.417	382.760	412.225
Fuel	176.952	155.016	166.705	164.671	164.951	174.965
Insurance	44.400	68.247	62.706	75.540	95.084	112.320
Claims	102.000	84.005	81.044	83.154	83.958	85.269
Paratransit Service Contracts	360.600	364.797	383.183	417.621	423.611	491.753
Maintenance and Other Operating Contracts	193.100	196.394	224.748	215.916	218.122	234.988
Professional Service Contracts	120.093	141.470	140.434	137.504	134.989	137.483
Materials & Supplies	280.427	307.277	324.398	325.269	365.268	359.735
Other Business Expenditures	66.875	64.510	68.615	69.345	70.676	72.236
Total Non-Labor Expenditures	\$1,617.100	\$1,701.257	\$1,802.094	\$1,844.437	\$1,939.419	\$2,080.974
<u>Other Expenditure Adjustments:</u>						
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	\$7,160.200	\$7,642.951	\$7,848.421	\$8,108.254	\$8,306.200	\$8,653.298
Net Cash Deficit	(\$2,351.700)	(\$2,579.247)	(\$2,803.015)	(\$3,039.008)	(\$3,155.109)	(\$3,406.801)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Fare Revenue	18,171	(13,469)	15,931	10,231	10,231	10,231
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	(15,016)	15,000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	0.440	(0.278)	(0.225)	(0.245)	(0.262)	(0.167)
Other	3,091	1,000	1,000	1,000	1,000	1,000
Other Operating Revenue	(\$11,485)	\$15,722	\$0,775	\$0,755	\$0,738	\$0,833
Capital and Other Reimbursements	(74,282)	107,948	42,431	2,810	0,254	(2,989)
Total Receipt Adjustments	(\$67,596)	\$110,201	\$59,137	\$13,796	\$11,223	\$8,075
Expenditures						
<u>Labor:</u>						
Payroll	31,314	(28,643)	9,980	(76,975)	24,033	33,917
Overtime	9,552	(3,484)	1,119	(8,318)	2,586	3,652
Total Salaries & Wages	40,866	(32,127)	11,099	(85,293)	26,619	37,569
Health and Welfare	(25,507)	10,720	5,543	5,959	6,406	6,886
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	24,248	43,056	8,273	8,592	8,705	6,863
Other Fringe Benefits	89,651	26,967	37,653	29,276	36,425	36,053
Total Fringe Benefits	88,392	80,743	51,469	43,827	51,536	49,802
GASB Account	(24,800)	(34,756)	(36,861)	(36,827)	(37,431)	(38,245)
Reimbursable Overhead						
Total Labor Expenditures	\$104,458	\$13,860	\$25,707	(\$78,293)	\$40,724	\$49,126
<u>Non-Labor:</u>						
Electric Power	3,630	(3,000)	0.000	0.000	0.000	0.000
Fuel	(6,418)	8,200	0.000	0.000	0.000	0.000
Insurance	13,461	(14,549)	(1,804)	(1,898)	(5,498)	(3,479)
Claims	72,448	7,973	8,247	8,528	10,630	12,785
Paratransit Service Contracts	(11,650)	2,000	2,000	2,000	2,000	2,000
Maintenance and Other Operating Contracts	(21,789)	(14,707)	(14,700)	(14,700)	(14,700)	(14,700)
Professional Service Contracts	14,162	9,000	9,000	9,000	9,000	9,000
Materials & Supplies	33,149	4,014	4,000	4,000	4,000	4,000
Other Business Expenditures	0.122	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$97,115	(\$1,069)	\$6,743	\$6,930	\$5,432	\$9,606
<u>Other Expenditure Adjustments:</u>						
Other	3,529	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$3,529	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$205,102	\$12,791	\$32,450	(\$71,363)	\$46,156	\$58,732
Total Cash Conversion Adjustments before Depreciation and GASB Adjustments	\$137,506	\$122,992	\$91,587	(\$57,567)	\$57,379	\$66,807
Depreciation Adjustment	1,312,102	1,445,000	1,520,000	1,595,000	1,670,000	1,748,000
OPEB Obligation	1,323,381	1,354,951	1,405,331	1,463,500	1,520,834	1,579,644
Environmental Remediation	48,727	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,821,716	\$2,922,943	\$3,016,918	\$3,000,933	\$3,248,213	\$3,394,451

MTA NEW YORK CITY TRANSIT
2013 Final Proposed Budget
November Financial Plan 2013 – 2016
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- Subway/bus farebox revenue annual growth based largely on the regional economy and updated NYC employment projections.
- Farebox cash receipts include adjustments for expired MetroCards and the timing of cash receipts from counting and depositing, which can cause some fluctuations in cash received from year to year.

Other Operating Revenue

- Paratransit reimbursements include contractually-capped annual increases (based on 120 percent of prior calendar year total amounts billed) in NYC reimbursements that serve to partially fund the annual growth in paratransit expenses and Urban Tax revenue generated from Commercial Real Estate Market transactions.
- Other revenues include annual increases, mostly from advertising revenues based upon current contracts in place.
- \$15.0 million of student fare reimbursements, originally planned to be received in 2011, were received in early 2012.

Capital and Other Reimbursements

- Annual reimbursement levels fluctuate year-to-year based upon reimbursable expense levels driven mostly by capital project requirements.
- Annual cash adjustments are included to recognize changes in the timing of receipts.
- 2012 includes \$4.6 million of the unfavorable timing of receipts, as these receipts were actually received in 2011.

TOTAL EXPENSES/EXPENDITURES

Payroll

- 2013-2016 projections include a net zero wage increase assumption for represented employees for 2012-2014 (Non-represented employees received zero wage increases for 2009-2011). Aside from years with zero increases, projections include primarily CPI-based rate increases as follows: 2012=2.20%; 2013=1.97%; 2014=1.91%; 2015=1.85%; 2016=1.89%.
- Year-to-year, payroll expenses are projected to increase by \$11.5 million in 2014, \$56.5 million in 2015, and \$56.2 million in 2016. The out year increases are primarily due to the post net-zero increase period with represented employee wage increases based on inflationary assumptions.

- 2012 includes \$3.0 million of unfavorable cash timing adjustments from 2011.

Overtime

- 2013 and 2014 reflect overtime savings achieved by filling vacant positions as well as a reduction in signals overtime.
- Out-year increases reflect payroll wage rate assumptions.

Health & Welfare

- Inflation assumptions for 2013-2016: Annual employees = 6.9% per year; hourly employees = 9.0% per year
- 2012 includes \$15.8 million of favorable cash timing adjustments from 2011.

Pension

- Projections are consistent with current actuarial information, including the impact of a lower rate of return.

Other Fringe Benefits

- Projected increases year-to-year reflect staffing levels, programmatic changes, Workers' Compensation expense changes and inflationary payroll rate assumptions.
- 2012 includes \$0.2 million of unfavorable cash timing adjustments from 2011.

Electric Power

- The financial plan reflects projected New York Power Authority and Con Edison energy rate increases for both traction and non-traction power.
- 2012 includes \$3.8 million of unfavorable cash timing adjustments from 2011.

Fuel

- Diesel fuel price favorable assumption changes from the July FP are as follows: 2013=0.009%, 2014=0.034%, 2015=0.067% and 2016=0.005%.
- 2012 includes \$11.2 million of favorable cash timing adjustments from 2011.

Insurance

- Generally, premium rates are assumed to increase by 10% per year during 2013 – 2016.

Paratransit Service Contracts

- The primary driver of expense increases is projected annual ridership growth of 11%.
- Cost-per-trip inflation projections reflect carrier contracts, which provide for annual rate increases based on CPI.

Maintenance and Other Operating Contracts

- 2013-2016 inflation assumptions are as follows: 2013=1.59%, 2014=1.90%, 2015=1.74% and 2016=2.01%.
- The year-to-year increase in 2013 of \$36.9 million is due to paratransit primary vehicle replacement (\$16 million) and additional bus shop maintenance requirements (\$15 million).
- The year-to-year decrease in 2014 of \$9.3 million is due mainly to the non-recurrence of paratransit primary vehicle replacement included in 2013.
- The year-to-year increase 2016 of \$16.9 million includes bus shop plan requirements of \$9.5 million, paratransit reservation system support of \$5.0 million, and the timing of paratransit vehicle purchases of \$3.0 million.
- 2012 includes \$13.7 million of favorable cash timing adjustments from 2011.

Professional Service Contracts

- 2013-2016 inflation assumptions are as follows: 2013=1.59%, 2014=1.90%, 2015=1.74% and 2016=2.01%.
- 2012 includes a \$15.7 million unfavorable cash timing adjustment from 2011.

Materials and Supplies

- 2013-2016 inflation assumptions are as follows: 2013=2.45%, 2014=2.29%, 2015=2.14% and 2016=1.85%.
- 2012 includes an \$18.5 million favorable cash timing adjustment from 2011.
- Non-reimbursable expense levels fluctuate year-to-year, primarily due to the timing of subway and bus fleet maintenance program requirements.

Other Business Expenses

- 2013-2016 inflation assumptions are as follows: 2013=1.59%, 2014=1.90%, 2015=1.74% and 2016=2.01%.
- Year-to-year increases are primarily due to the above inflationary increases.

Depreciation (non-cash)

- Annual expense increases are due to projections of additional capital assets reaching beneficial use. Examples of these assets include subway station rehabilitations, track & switches, and new subway cars and buses.

MTA New York City Transit
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014	2016	Change 2016-2015
Revenue									
Farebox Revenue:									
Subway	\$2,771.386	\$2,812.275	\$40.889	\$2,851.278	\$39.003	\$2,890.460	\$39.182	\$2,922.083	\$31.623
Bus	\$876.882	887.583	10.701	900.516	12.933	912.130	11.614	923.429	11.299
Paratransit	15.625	17.642	2.017	19.591	1.949	21.756	2.165	24.158	2.402
Fare Media Liability	76.221	52.221	(24.000)	52.221	0.000	52.221	0.000	52.221	0.000
Total Farebox Revenue	\$3,740.114	\$3,769.721	\$29.607	\$3,823.606	\$53.885	\$3,876.567	\$52.961	\$3,921.891	\$45.324
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	132.111	156.505	24.394	184.726	28.221	218.274	33.548	258.042	39.768
Other	113.011	115.909	2.898	118.891	2.982	120.450	1.559	122.000	1.550
Total Other Operating Revenue	329.138	356.430	27.292	387.633	31.203	422.740	35.107	464.058	41.318
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$4,069.252	\$4,126.151	\$56.899	\$4,211.239	\$85.088	\$4,299.307	\$88.068	\$4,385.949	\$86.642
Expenses									
Labor:									
Payroll	2,870.814	2,896.330	(25.516)	2,907.897	(11.567)	2,964.406	(56.509)	3,020.598	(56.192)
Overtime	315.791	301.245	14.546	289.413	11.832	293.466	(4.053)	299.211	(5.745)
Total Salaries & Wages	3,186.605	3,197.575	(10.970)	3,197.310	0.265	3,257.872	(60.562)	3,319.809	(61.937)
Health and Welfare	595.536	667.432	(71.896)	722.238	(54.806)	785.736	(63.498)	852.923	(67.187)
OPEB Current Payment	313.732	351.847	(38.115)	386.558	(34.711)	427.418	(40.860)	472.226	(44.808)
Pensions	986.753	981.691	5.062	1,009.753	(28.062)	1,057.213	(47.460)	1,083.130	(25.917)
Other Fringe Benefits	288.344	292.609	(4.265)	297.220	(4.611)	304.589	(7.369)	308.619	(4.030)
Total Fringe Benefits	2,184.365	2,293.579	(109.214)	2,415.769	(122.190)	2,574.956	(159.187)	2,716.898	(141.942)
Reimbursable Overhead	(194.279)	(184.729)	(9.550)	(179.207)	(5.522)	(178.667)	(0.540)	(181.262)	2.595
Total Labor Expenses	\$5,176.691	\$5,306.425	(\$129.734)	\$5,433.872	(\$127.447)	\$5,654.161	(\$220.289)	\$5,855.445	(\$201.284)
Non-Labor:									
Electric Power	316.273	349.737	(33.464)	355.165	(5.428)	382.508	(27.343)	411.973	(29.465)
Fuel	163.173	166.682	(3.509)	164.649	2.033	164.929	(0.280)	174.943	(10.014)
Insurance	53.698	60.902	(7.204)	73.642	(12.740)	89.586	(15.944)	108.841	(19.255)
Claims	91.978	89.291	2.687	91.682	(2.391)	94.590	(2.908)	98.056	(3.466)
Paratransit Service Contracts	366.797	385.183	(18.386)	419.621	(34.438)	425.611	(5.990)	493.753	(68.142)
Mtce. and Other Operating Contracts	149.186	186.105	(36.919)	176.770	9.335	178.976	(2.206)	195.842	(16.866)
Professional Service Contracts	128.340	128.889	(0.549)	129.346	(0.457)	127.451	1.895	129.945	(2.494)
Materials & Supplies	262.934	280.714	(17.780)	280.147	0.567	324.866	(44.719)	320.083	4.783
Other Business Expenses	62.421	66.825	(4.404)	67.786	(0.961)	69.117	(1.331)	70.676	(1.559)
Total Non-Labor Expenses	\$1,594.800	\$1,714.328	(\$119.528)	\$1,758.808	(\$44.480)	\$1,857.634	(\$98.826)	\$2,004.112	(\$146.478)
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjustments	\$6,771.491	\$7,020.753	(\$249.262)	\$7,192.680	(\$171.927)	\$7,511.795	(\$319.115)	\$7,859.557	(\$347.762)
Depreciation	1,445.000	1,520.000	(75.000)	1,595.000	(75.000)	1,670.000	(75.000)	1,748.000	(78.000)
OPEB Obligation	1,354.951	1,405.331	(50.380)	1,463.500	(58.169)	1,520.834	(57.334)	1,579.644	(58.810)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$9,571.442	\$9,946.084	(\$374.642)	\$10,251.180	(\$305.096)	\$10,702.629	(\$451.449)	\$11,187.201	(\$484.572)
Net Surplus/(Deficit)	(\$5,502.190)	(\$5,819.933)	(\$317.743)	(\$6,039.941)	(\$220.008)	(\$6,403.322)	(\$363.381)	(\$6,801.252)	(\$397.930)

MTA New York City Transit
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014	2016	Change 2016-2015
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Capital and Other Reimbursements	\$884.251	\$860.118	(\$24.133)	\$844.211	(\$15.907)	\$840.561	(\$3.650)	\$852.473	\$11.912
Total Revenue	\$884.251	\$860.118	(\$24.133)	\$844.211	(\$15.907)	\$840.561	(\$3.650)	\$852.473	\$11.912
Expenses									
Labor:									
Payroll	347.770	356.496	(8.726)	349.447	7.049	349.304	0.143	354.412	(5.108)
Overtime	75.640	63.458	12.182	62.562	0.896	63.027	(0.465)	64.174	(1.147)
Total Salaries & Wages	423.410	419.954	3.456	412.009	7.945	412.331	(0.322)	418.586	(6.255)
Health and Welfare	23.529	26.008	(2.479)	27.470	(1.462)	29.401	(1.931)	31.469	(2.068)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	33.063	25.021	8.042	25.131	(0.110)	25.472	(0.341)	25.702	(0.230)
Other Fringe Benefits	104.582	109.897	(5.315)	107.835	2.062	107.473	0.362	108.986	(1.513)
Total Fringe Benefits	161.174	160.926	0.248	160.436	0.490	162.346	(1.910)	166.157	(3.811)
Reimbursable Overhead	194.279	184.729	9.550	179.207	5.522	178.667	0.540	181.262	(2.595)
Total Labor Expenses	\$778.863	\$765.609	\$13.254	\$751.652	\$13.957	\$753.344	(\$1.692)	\$766.005	(\$12.661)
Non-Labor:									
Electric Power	0.268	0.524	(0.256)	0.252	0.272	0.252	0.000	0.252	0.000
Fuel	0.043	0.023	0.020	0.022	0.001	0.022	0.000	0.022	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	(0.002)	0.002	(0.002)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mtce. and Other Operating Contracts	32.501	23.943	8.558	24.446	(0.503)	24.446	0.000	24.446	0.000
Professional Service Contracts	22.130	20.545	1.585	17.158	3.387	16.538	0.620	16.538	0.000
Materials & Supplies	48.357	47.684	0.673	49.122	(1.438)	44.402	4.720	43.652	0.750
Other Business Expenses	2.089	1.790	0.299	1.559	0.231	1.559	0.000	1.560	(0.001)
Total Non-Labor Expenses	\$105.388	\$94.509	\$10.879	\$92.559	\$1.950	\$87.217	\$5.342	\$86.468	\$0.749
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$884.251	\$860.118	\$24.133	\$844.211	\$15.907	\$840.561	\$3.650	\$852.473	(\$11.912)
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$884.251	\$860.118	\$24.133	\$844.211	\$15.907	\$840.561	\$3.650	\$852.473	(\$11.912)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000	\$0.000	(\$0.000)

MTA New York City Transit
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

**NON-REIMBURSABLE and
REIMBURSABLE**

	Favorable/(Unfavorable)								
	2012	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014	2016	Change 2016-2015
Revenue									
Farebox Revenue:									
Subway	\$2,771.386	\$2,812.275	\$40.889	\$2,851.278	\$39.003	\$2,890.460	\$39.182	\$2,922.083	\$31.623
Bus	876.882	887.583	10.701	900.516	12.933	912.130	11.614	923.429	11.299
Paratransit	15.625	17.642	2.017	19.591	1.949	21.756	2.165	24.158	2.402
Fare Media Liability	76.221	52.221	(24.000)	52.221	0.000	52.221	0.000	52.221	0.000
Total Farebox Revenue	\$3,740.114	\$3,769.721	\$29.607	\$3,823.606	\$53.885	\$3,876.567	\$52.961	\$3,921.891	\$45.324
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	132.111	156.505	24.394	184.726	28.221	218.274	33.548	258.042	39.768
Other	113.011	115.909	2.898	118.891	2.982	120.450	1.559	122.000	1.550
Total Other Operating Revenue	329.138	356.430	27.292	387.633	31.203	422.740	35.107	464.058	41.318
Capital and Other Reimbursements	884.251	860.118	(24.133)	844.211	(15.907)	840.561	(3.650)	852.473	11.912
Total Revenue	\$4,953.503	\$4,986.269	\$32.766	\$5,055.450	\$69.181	\$5,139.868	\$84.418	\$5,238.422	\$98.554
Expenses									
Labor:									
Payroll	3,218.584	3,252.826	(34.242)	3,257.344	(4.518)	3,313.710	(56.366)	3,375.010	(61.300)
Overtime	391.431	364.703	26.728	351.975	12.728	356.493	(4.518)	363.385	(6.892)
Total Salaries & Wages	3,610.015	3,617.529	(7.514)	3,609.319	8.210	3,670.203	(60.884)	3,738.395	(68.192)
Health and Welfare	619.065	693.440	(74.375)	749.708	(56.268)	815.137	(65.429)	884.392	(69.255)
OPEB Current Payment	313.732	351.847	(38.115)	386.558	(34.711)	427.418	(40.860)	472.226	(44.808)
Pensions	1,019.816	1,006.712	13.104	1,034.884	(28.172)	1,082.685	(47.801)	1,108.832	(26.147)
Other Fringe Benefits	392.926	402.506	(9.580)	405.055	(2.549)	412.062	(7.007)	417.605	(5.543)
Total Fringe Benefits	2,345.539	2,454.505	(108.966)	2,576.205	(121.700)	2,737.302	(161.097)	2,883.055	(145.753)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$5,955.554	\$6,072.034	(\$116.480)	\$6,185.524	(\$113.490)	\$6,407.505	(\$221.981)	\$6,621.450	(\$213.945)
Non-Labor:									
Electric Power	316.541	350.261	(33.720)	355.417	(5.156)	382.760	(27.343)	412.225	(29.465)
Fuel	163.216	166.705	(3.489)	164.671	2.034	164.951	(0.280)	174.965	(10.014)
Insurance	53.698	60.902	(7.204)	73.642	(12.740)	89.586	(15.944)	108.841	(19.255)
Claims	91.978	89.291	2.687	91.682	(2.391)	94.588	(2.906)	98.054	(3.466)
Paratransit Service Contracts	366.797	385.183	(18.386)	419.621	(34.438)	425.611	(5.990)	493.753	(68.142)
Mtce. and Other Operating Contracts	181.687	210.048	(28.361)	201.216	8.832	203.422	(2.206)	220.288	(16.866)
Professional Service Contracts	150.470	149.434	1.036	146.504	2.930	143.989	2.515	146.483	(2.494)
Materials & Supplies	311.291	328.398	(17.107)	329.269	(0.871)	369.268	(39.999)	363.735	5.533
Other Business Expenses	64.510	68.615	(4.105)	69.345	(0.730)	70.676	(1.331)	72.236	(1.560)
Total Non-Labor Expenses	\$1,700.188	\$1,808.837	(\$108.649)	\$1,851.367	(\$42.530)	\$1,944.851	(\$93.484)	\$2,090.580	(\$145.729)
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$7,655.742	\$7,880.871	(\$225.129)	\$8,036.891	(\$156.020)	\$8,352.356	(\$315.465)	\$8,712.030	(\$359.674)
Depreciation	1,445.000	1,520.000	(75.000)	1,595.000	(75.000)	1,670.000	(75.000)	1,748.000	(78.000)
OPEB Obligation	1,354.951	1,405.331	(50.380)	1,463.500	(58.169)	1,520.834	(57.334)	1,579.644	(58.810)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,455.693	\$10,806.202	(\$350.509)	\$11,095.391	(\$289.189)	\$11,543.190	(\$447.799)	\$12,039.674	(\$496.484)
Net Surplus/(Deficit)	(\$5,502.190)	(\$5,819.933)	(\$317.743)	(\$6,039.941)	(\$220.008)	(\$6,403.322)	(\$363.381)	(\$6,801.252)	(\$397.930)

MTA New York City Transit
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

	Favorable/(Unfavorable)								
	2012	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014	2016	Change 2016-2015
<u>Receipts</u>									
Farebox Revenue	\$3,726.645	\$3,785.652	\$59.007	\$3,833.837	\$48.185	\$3,886.798	\$52.961	\$3,932.122	\$45.324
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue:									
Fare Reimbursement	\$99.016	\$84.016	(\$15.000)	\$84.016	\$0.000	\$84.016	\$0.000	\$84.016	\$0.000
Paratransit Reimbursement	\$131.833	\$156.280	\$24.447	\$184.481	\$28.201	\$218.012	\$33.531	\$257.875	\$39.863
Other	\$114.011	\$116.909	\$2.898	\$119.891	\$2.982	\$121.450	\$1.559	\$123.000	\$1.550
Total Other Operating Revenue	\$344.860	\$357.205	\$12.345	\$388.388	\$31.183	\$423.478	\$35.090	\$464.891	\$41.413
Capital and Other Reimbursements	\$992.199	\$902.549	(\$89.650)	\$847.021	(\$55.528)	\$840.815	(\$6.206)	\$849.484	\$8.669
Total Receipts	\$5,063.704	\$5,045.406	(\$18.298)	\$5,069.246	\$23.840	\$5,151.091	\$81.845	\$5,246.497	\$95.406
<u>Expenditures</u>									
Labor:									
Payroll	3,247.227	3,242.846	4.382	3,334.319	(91.473)	3,289.677	44.643	3,341.093	(51.416)
Overtime	394.915	363.584	31.330	360.293	3.291	353.907	6.385	359.733	(5.826)
Total Salaries & Wages	3,642.142	3,606.430	35.712	3,694.612	(88.182)	3,643.584	51.028	3,700.826	(57.242)
Health and Welfare	608.345	687.897	(79.552)	743.749	(55.852)	808.731	(64.982)	877.506	(68.775)
OPEB Current Payment	313.732	351.847	(38.115)	386.558	(34.711)	427.418	(40.860)	472.226	(44.808)
Pensions	976.760	998.439	(21.679)	1,026.292	(27.853)	1,073.980	(47.688)	1,101.969	(27.989)
Other Fringe Benefits	365.959	364.853	1.106	375.779	(10.926)	375.637	0.142	381.552	(5.915)
Total Fringe Benefits	2,264.796	2,403.036	(138.240)	2,532.378	(129.342)	2,685.766	(153.388)	2,833.253	(147.487)
GASB Account	34.756	36.861	(2.105)	36.827	0.034	37.431	(0.604)	38.245	(0.814)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$5,941.694	\$6,046.327	(\$104.633)	\$6,263.817	(\$217.490)	\$6,366.781	(\$102.964)	\$6,572.324	(\$205.543)
Non-Labor:									
Electric Power	319.541	350.261	(30.720)	355.417	(5.156)	382.760	(27.343)	412.225	(29.465)
Fuel	155.016	166.705	(11.689)	164.671	2.034	164.951	(0.280)	174.965	(10.014)
Insurance	68.247	62.706	5.541	75.540	(12.834)	95.084	(19.544)	112.320	(17.236)
Claims	84.005	81.044	2.961	83.154	(2.110)	83.958	(0.804)	85.269	(1.311)
Paratransit Service Contracts	364.797	383.183	(18.386)	417.621	(34.438)	423.611	(5.990)	491.753	(68.142)
Mtce. and Other Operating Contracts	196.394	224.748	(28.354)	215.916	8.832	218.122	(2.206)	234.988	(16.866)
Professional Service Contracts	141.470	140.434	1.036	137.504	2.930	134.989	2.515	137.483	(2.494)
Materials & Supplies	307.277	324.398	(17.121)	325.269	(0.871)	365.268	(39.999)	359.735	5.533
Other Business Expenditures	64.510	68.615	(4.105)	69.345	(0.730)	70.676	(1.331)	72.236	(1.560)
Total Non-Labor Expenditures	\$1,701.257	\$1,802.094	(\$100.837)	\$1,844.437	(\$42.343)	\$1,939.419	(\$94.982)	\$2,080.974	(\$141.555)
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$7,642.951	\$7,848.421	(\$205.470)	\$8,108.254	(\$259.833)	\$8,306.200	(\$197.946)	\$8,653.298	(\$347.098)
Net Cash Deficit	(\$2,579.247)	(\$2,803.015)	(\$223.768)	(\$3,039.008)	(\$235.993)	(\$3,155.109)	(\$116.101)	(\$3,406.801)	(\$251.692)

MTA New York City Transit
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Favorable/(Unfavorable)								
	2012	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014	2016	Change 2016-2015
<u>Receipts</u>									
Farebox Revenue	(\$13.469)	\$15.931	\$29.400	\$10.231	(\$5.700)	\$10.231	\$0.000	\$10.231	\$0.000
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue:									
Fare Reimbursement	\$15.000	\$0.000	(\$15.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Paratransit Reimbursement	(\$0.278)	(\$0.225)	\$0.053	(\$0.245)	(\$0.020)	(\$0.262)	(\$0.017)	(\$0.167)	\$0.095
Other	\$1.000	\$1.000	\$0.000	\$1.000	\$0.000	\$1.000	\$0.000	\$1.000	\$0.000
Total Other Operating Revenue	\$15.722	\$0.775	(\$14.947)	\$0.755	(\$0.020)	\$0.738	(\$0.017)	\$0.833	\$0.095
Capital and Other Reimbursements	\$107.948	\$42.431	(\$65.517)	\$2.810	(\$39.621)	\$0.254	(\$2.556)	(\$2.989)	(\$3.243)
Total Receipt Adjustments	\$110.201	\$59.137	(\$51.064)	\$13.796	(\$45.341)	\$11.223	(\$2.573)	\$8.075	(\$3.148)
<u>Expenditures</u>									
Labor:									
Payroll	(\$28.643)	\$9.980	\$38.624	(\$76.975)	(\$86.955)	\$24.033	\$101.009	\$33.917	\$9.884
Overtime	(\$3.484)	\$1.119	\$4.602	(\$8.318)	(\$9.437)	\$2.586	\$10.903	\$3.652	\$1.066
Total Salaries & Wages	(\$32.127)	\$11.099	\$43.226	(\$85.293)	(\$96.392)	\$26.619	\$111.912	\$37.569	\$10.950
Health and Welfare	\$10.720	\$5.543	(\$5.177)	\$5.959	\$0.416	\$6.406	\$0.447	\$6.886	\$0.480
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$43.056	\$8.273	(\$34.783)	\$8.592	\$0.319	\$8.705	\$0.113	\$6.863	(\$1.842)
Other Fringe Benefits	\$26.967	\$37.653	\$10.686	\$29.276	(\$8.377)	\$36.425	\$7.149	\$36.053	(\$0.372)
Total Fringe Benefits	\$80.743	\$51.469	(\$29.274)	\$43.827	(\$7.642)	\$51.536	\$7.709	\$49.802	(\$1.734)
GASB Account	(\$34.756)	(\$36.861)	(\$2.105)	(\$36.827)	\$0.034	(\$37.431)	(\$0.604)	(\$38.245)	(\$0.814)
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Labor Expenditures	\$13.860	\$25.707	\$11.847	(\$78.293)	(\$104.000)	\$40.724	\$119.017	\$49.126	\$8.402
Non-Labor:									
Electric Power	(\$3.000)	\$0.000	\$3.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$8.200	\$0.000	(\$8.200)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	(\$14.549)	(\$1.804)	\$12.745	(\$1.898)	(\$0.094)	(\$5.498)	(\$3.600)	(\$3.479)	\$2.019
Claims	\$7.973	\$8.247	\$0.274	\$8.528	\$0.281	\$10.630	\$2.102	\$12.785	\$2.155
Paratransit Service Contracts	\$2.000	\$2.000	\$0.000	\$2.000	\$0.000	\$2.000	\$0.000	\$2.000	\$0.000
Mtce. and Other Operating Contracts	(\$14.707)	(\$14.700)	\$0.007	(\$14.700)	\$0.000	(\$14.700)	\$0.000	(\$14.700)	\$0.000
Professional Service Contracts	\$9.000	\$9.000	\$0.000	\$9.000	\$0.000	\$9.000	\$0.000	\$9.000	\$0.000
Materials & Supplies	\$4.014	\$4.000	(\$0.014)	\$4.000	\$0.000	\$4.000	\$0.000	\$4.000	\$0.000
Other Business Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Non-Labor Expenditures	(\$1.069)	\$6.743	\$7.812	\$6.930	\$0.187	\$5.432	(\$1.498)	\$9.606	\$4.174
Other Expenditure Adjustments:									
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$12.791	\$32.450	\$19.659	(\$71.363)	(\$103.813)	\$46.156	\$117.519	\$58.732	\$12.576
Total Cash Conversion Adjustments before Depreciation	\$122.992	\$91.587	(\$31.405)	(\$57.567)	(\$149.154)	\$57.379	\$114.946	\$66.807	\$9.428
Depreciation Adjustment	\$1,445.000	\$1,520.000	\$75.000	\$1,595.000	\$75.000	\$1,670.000	\$75.000	\$1,748.000	\$78.000
OPEB Obligation	\$1,354.951	\$1,405.331	\$50.380	\$1,463.500	\$58.169	\$1,520.834	\$57.334	\$1,579.644	\$58.810
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$2,922.943	\$3,016.918	\$93.975	\$3,000.933	(\$15.985)	\$3,248.213	\$247.280	\$3,394.451	\$146.238

MTA NEW YORK CITY TRANSIT
2013 Final Proposed Budget
November Financial Plan 2013 – 2016
Summary of Major Plan-to-Plan Changes by Generic Categories

2012: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to increase from the July Financial Plan by \$35.3 million.

Major generic category changes include:

- Farebox revenues increased by \$34.9 million, including \$20.0 million of fare media liability (pay-per-ride expired card values resulting after about fifteen months from the date of purchase) revenues believed to be a result of the December 2010 fare increase. Baseline reforecasts of subway/bus revenue, resulting in an increase of \$16.0 million. A forecast increase of \$0.1 million is projected based on implementation of the Service Investment Program. Paratransit ridership has decreased, resulting in a projected revenue loss of \$1.2 million.
- Other operating revenue, specifically paratransit Urban Taxes, is projected to increase by \$0.5 million.

Operating Expense Changes

Operating expenses are projected to increase from the July Financial Plan by \$39.3 million.

Major generic category changes include:

- Payroll expenses are projected to decrease by \$3.6 million, as vacancies are partly offset by higher earned employee separation payments and other overruns.
- Overtime expenses are projected to increase by \$36.4 million, based on an updated assessment of subway/bus overtime requirements, resulting in the reversal of much of the 2010 savings assumptions now deemed not achievable, and the inclusion of additional signals/vacancy coverage/train delay requirements.
- Health & welfare/OPEB current payment expenses are projected to increase by \$8.7 million, due mostly to a significant increase in the retiree-eligible population, resulting from higher retirements and fewer deaths, and higher rates than previously projected.

- Pension expenses are projected to increase by \$44.0 million, based on current actuarial information, relating mostly to the NYCERS Pension Plan, including the impact of a lower rate of return.
- Other fringe benefits are projected to increase by \$11.3 million, due to additional Workers' Compensation requirements.
- Paratransit service contract expenses are projected to decrease by \$18.5 million based on decreased trip activity and continued diversion of trips from higher cost "primary" providers to lower cost taxis and vouchers.
- Maintenance and other operating contract expenses are projected to decrease by \$15.4 million, due mainly to bus shop underruns and lower paratransit vehicle purchases.
- Materials and supplies expenses are projected to decrease by \$10.9 million, due primarily to the timing of SMS-related expenses and less material usage.
- Other business expenses are projected to decrease by \$5.4 million, due mostly to lower MVM debit/credit card fees.

2013-2016: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to increase from the July Financial Plan by \$20.6 million in 2013, \$20.6 million in 2014, \$18.3 million in 2015 and \$31.5 million in 2016.

Major generic category changes include:

- Farebox revenues are projected to increase by \$21.3 million in 2013, \$21.4 million in 2014, \$19.1 million in 2015, and \$32.5 million in 2016, including the following: baseline reforecasts of subway/bus revenue, resulting in increases of \$11.6 million in 2013, \$4.3 million in 2014, a decrease of \$4.6 million in 2015 and an increase of \$2.2 million in 2016; Bus Fare Evasion Reduction revenue increases of \$7.0 million in 2013, \$14.1 million in 2014, \$21.1 million in 2015 and \$28.2 million in 2016; implementation of the Service Investment Program, resulting in revenue increases of \$4.0 million in 2013 and \$4.6 million in subsequent years and reduction in paratransit annual ridership from 12% to 11%, resulting in revenue decreases of \$1.2 million in 2013, \$1.6 million in 2014, \$2.0 million in 2015 and \$2.4 million in 2016.
- Other operating revenues, specifically paratransit Urban Taxes, are projected to decrease by \$0.7 million in 2013, \$0.8 million in 2014, and \$0.9 million in both 2015 and 2016.

Operating Expense Changes

Operating expenses are projected to increase from the July Financial Plan by \$76.5 million in 2013, \$17.2 million in 2014, and decrease by \$38.5 million in 2015 and \$35.5 million in 2016.

Major generic category changes include:

- Payroll expenses are projected to increase by \$22.1 million in 2013, \$18.2 million in 2014, \$24.6 million in 2015 and \$13.3 million in 2016, due largely to the investments in programmatic initiatives.
- Overtime expenses are projected to increase by \$26.2 million in 2013, \$17.0 million in 2014, \$16.4 million in 2015 and \$16.7 million in 2016, based on an updated assessment of subway/bus overtime requirements, resulting in the reversal of much of the 2010 savings assumptions now deemed not achievable.
- Health & welfare/OPEB current payment expenses are projected to increase by \$30.8 million in 2013, \$34.2 million in 2014, \$41.5 million in 2015 and \$45.8 million in 2016, due mostly to a significant increase in the retiree-eligible population, resulting from higher retirements and fewer deaths, and higher rates than previously projected.
- Pension expenses are projected to increase by \$37.7 million in 2013, \$20.0 million in 2014, \$24.5 million in 2015 and \$47.0 million in 2016, based on current actuarial information, mostly related to the NYCERS Pension Plan, including the impact of a lower rate of return.
- Electric power expenses are projected to increase by \$18.9 million in 2013, \$11.4 million in 2014, \$7.0 million in 2015 and \$2.5 million in 2016, based on updated inflation projections.
- Paratransit service contract expenses are projected to decrease by \$56.1 million in 2013, \$78.8 million in 2014, \$136.8 million in 2015 and \$151.3 million in 2016, based on decreased trip activity, reducing out-year annual trip growth from 12% to 11%.
- Maintenance and other operating contract expenses are projected to decrease by \$1.6 million in 2013, and increase by \$7.4 million in 2014, \$8.3 million in 2015 and \$11.3 million in 2016, due primarily to account classification adjustments offset in materials & supplies.
- Materials and supplies expenses are projected to decrease by \$3.3 million in 2013, \$10.2 million in 2014, \$13.6 million in 2015 and \$19.7 million in 2016, due largely to account classification adjustments offset in maintenance contracts and less material usage.

MTA New York City Transit
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	2012	2013	2014	2015	2016
2012 July Financial Plan - Cash Deficit	(\$2,664.894)	(\$2,786.522)	(\$2,925.700)	(\$3,218.758)	(\$3,500.761)
Baseline Changes					
Revenue					
Farebox Revenue	\$34.858	\$21.338	\$21.373	\$19.128	\$32.459
Other Operating Revenue	0.464	(0.729)	(0.795)	(0.864)	(0.940)
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$35.322	\$20.609	\$20.578	\$18.264	\$31.519
Expenses					
Labor:					
Payroll	\$3.575	(\$22.057)	(\$18.207)	(\$24.648)	(\$13.326)
Overtime	(36.424)	(26.244)	(17.047)	(16.395)	(16.705)
Health and Welfare	(8.944)	(27.660)	(27.677)	(30.816)	(30.270)
OPEB Current Payment	0.217	(3.164)	(6.589)	(10.766)	(15.573)
Pensions	(44.029)	(37.733)	(19.980)	(24.544)	(46.988)
Other Fringe Benefits	(11.340)	(9.387)	(8.663)	(10.229)	(9.999)
Reimbursable Overhead	(4.490)	(0.607)	(2.791)	(5.772)	(6.389)
Total Labor Expense Changes	(\$101.435)	(\$126.852)	(\$100.954)	(\$123.170)	(\$139.250)
Non-Labor:					
Electric Power	\$3.874	(\$18.937)	(\$11.383)	(\$7.047)	(\$2.499)
Fuel	1.731	4.163	7.390	16.638	6.194
Insurance	(0.080)	1.936	3.124	4.434	6.140
Claims	3.061	0.825	0.563	1.654	1.696
Paratransit Service Contracts	18.534	56.133	78.780	136.800	151.294
Maintenance and Other Operating Contracts	15.351	1.634	(7.389)	(8.296)	(11.283)
Professional Service Contracts	3.416	(1.830)	(1.075)	0.307	0.168
Materials & Supplies	10.855	3.267	10.159	13.640	19.672
Other Business Expenses	5.431	3.147	3.549	3.544	3.340
Total Non-Labor Expense Changes	\$62.173	\$50.338	\$83.718	\$161.674	\$174.722
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$39.262)	(\$76.514)	(\$17.236)	\$38.504	\$35.472
Cash Adjustment Changes					
Revenue	(11.939)	6.006	6.006	6.006	6.003
Expense	34.836	(5.190)	(126.992)	(3.089)	20.830
Depreciation	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$22.897	\$0.816	(\$120.986)	\$2.917	\$26.833
Total Baseline Changes	\$18.957	(\$55.089)	(\$117.644)	\$59.685	\$93.824
2012 November Financial Plan - Cash Deficit	(\$2,645.937)	(\$2,841.611)	(\$3,043.344)	(\$3,159.073)	(\$3,406.937)

MTA New York City Transit
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE					
	2012	2013	2014	2015	2016
2012 July Financial Plan - Cash Deficit	\$64.918	\$42.516	\$2.314	\$1.776	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Other Operating Revenue					
Capital and Other Reimbursement	(8.477)	10.295	0.588	(9.914)	(10.568)
Total Revenue Changes	(\$8.477)	\$10.295	\$0.588	(\$9.914)	(\$10.568)
Expenses					
Labor:					
Payroll	\$17.717	(\$7.611)	(\$4.817)	(\$0.356)	\$0.331
Overtime	(10.532)	0.470	0.992	1.629	1.705
Health and Welfare	(0.598)	(0.772)	(0.567)	(0.720)	(0.892)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(14.533)	(6.420)	(5.036)	(4.004)	(4.712)
Other Fringe Benefits	3.611	(7.459)	(6.471)	(4.927)	(4.774)
Reimbursable Overhead	4.490	0.607	2.791	5.772	6.389
Total Labor Expense Changes	\$0.155	(\$21.185)	(\$13.108)	(\$2.606)	(\$1.953)
Non-Labor:					
Electric Power	(\$0.016)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.021)	(0.001)	0.000	0.000	0.000
Insurance					
Claims	0.000	0.000	0.000	0.002	0.002
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	(0.723)	3.520	3.520	3.520	3.520
Professional Service Contracts	(3.115)	0.000	0.000	0.000	0.000
Materials & Supplies	12.726	7.370	9.000	9.000	9.000
Other Business Expenses	(0.529)	0.001	0.000	(0.002)	(0.001)
Total Non-Labor Expense Changes	\$8.322	\$10.890	\$12.520	\$12.520	\$12.521
Total Expense Changes	\$8.477	(\$10.295)	(\$0.588)	\$9.914	\$10.568
Cash Adjustment Changes					
Capital Reimbursement Timing	1.772	(3.920)	2.022	2.188	0.136
Total Cash Adjustment Changes	\$1.772	(\$3.920)	\$2.022	\$2.188	\$0.136
Total Baseline Changes	\$1.772	(\$3.920)	\$2.022	\$2.188	\$0.136
2012 November Financial Plan - Cash Deficit	\$66.690	\$38.596	\$4.336	\$3.964	\$0.136

MTA New York City Transit
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE					
	2012	2013	2014	2015	2016
2012 July Financial Plan - Cash Deficit	(\$2,599.976)	(\$2,744.006)	(\$2,923.386)	(\$3,216.982)	(\$3,500.761)
Baseline Changes					
Revenue					
Farebox Revenue	\$34.858	\$21.338	\$21.373	\$19.128	\$32.459
Other Operating Revenue	0.464	(0.729)	(0.795)	(0.864)	(0.940)
Capital and Other Reimbursement	(8.477)	10.295	0.588	(9.914)	(10.568)
Total Revenue Changes	\$26.845	\$30.904	\$21.166	\$8.350	\$20.951
Expenses					
<i>Labor:</i>					
Payroll	\$21.292	(\$29.668)	(\$23.024)	(\$25.004)	(\$12.995)
Overtime	(46.956)	(25.774)	(16.055)	(14.766)	(15.000)
Health and Welfare	(9.542)	(28.432)	(28.244)	(31.536)	(31.162)
OPEB Current Payment	0.217	(3.164)	(6.589)	(10.766)	(15.573)
Pensions	(58.562)	(44.153)	(25.016)	(28.548)	(51.700)
Other Fringe Benefits	(7.729)	(16.846)	(15.134)	(15.156)	(14.773)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$101.280)	(\$148.037)	(\$114.062)	(\$125.776)	(\$141.203)
<i>Non-Labor:</i>					
Electric Power	\$3.858	(\$18.937)	(\$11.383)	(\$7.047)	(\$2.499)
Fuel	1.710	4.162	7.390	16.638	6.194
Insurance	(0.080)	1.936	3.124	4.434	6.140
Claims	3.061	0.825	0.563	1.656	1.698
Paratransit Service Contracts	18.534	56.133	78.780	136.800	151.294
Maintenance and Other Operating Contracts	14.628	5.154	(3.869)	(4.776)	(7.763)
Professional Service Contracts	0.301	(1.830)	(1.075)	0.307	0.168
Materials & Supplies	23.581	10.637	19.159	22.640	28.672
Other Business Expenses	4.902	3.148	3.549	3.542	3.339
Total Non-Labor Expense Changes	\$70.495	\$61.228	\$96.238	\$174.194	\$187.243
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$30.785)	(\$86.809)	(\$17.824)	\$48.418	\$46.040
Cash Adjustment Changes					
Revenue	(11.939)	6.006	6.006	6.006	6.003
Expense	34.836	(5.190)	(126.992)	(3.089)	20.830
Capital Reimbursement Timing	1.772	(3.920)	2.022	2.188	0.136
Depreciation	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$24.669	(\$3.104)	(\$118.964)	\$5.105	\$26.969
Total Baseline Changes	\$20.729	(\$59.009)	(\$115.622)	\$61.873	\$93.960
2012 November Financial Plan - Cash Deficit	(\$2,579.247)	(\$2,803.015)	(\$3,039.008)	(\$3,155.109)	(\$3,406.801)

MTA NEW YORK CITY TRANSIT
2013 Final Proposed Budget
November Financial Plan 2013 – 2016
Summary of Major Plan-to-Plan Changes

2012: November Financial Plan vs. July Financial Plan

Total Revenue Changes

Total revenue changes from the July Financial Plan increase by \$26.8 million.

Major changes include:

- Farebox revenues increased by \$34.9 million, including \$20.0 million of fare media liability revenues believed to be the result of the December 2010 fare increase. Baseline reforecasts of subway/bus revenue result in an increase of \$16.0 million. A forecast increase of \$0.1 million is projected based on implementation of the Service Investment Program. Paratransit ridership has decreased, resulting in a projected revenue loss of \$1.2 million.
- Capital reimbursements decrease by \$8.5 million, consistent with reimbursable expense reductions.
- Other operating revenue, specifically paratransit Urban Taxes, is projected to increase by \$0.5 million.

Total Expense Changes

Total expenses are projected to increase from the July Financial Plan by \$30.8 million.

Major changes include:

- Payroll expenses are projected to decrease by \$3.6 million, as vacancies are partly offset by higher earned employee separation payments and other overruns.
- Overtime expenses are projected to increase by \$36.4 million, based on an updated assessment of subway/bus overtime requirements, resulting in the restoration of much of the 2010 savings assumptions now deemed not achievable, and the inclusion of additional signals/vacancy coverage/train delay requirements.
- Health & welfare/OPEB current payment expenses are projected to increase by \$8.7 million, due mostly to a significant increase in the retiree-eligible population, resulting from higher retirements and fewer deaths, and higher rates than previously projected.

- Pension expenses are projected to increase by \$44.0 million, based on current actuarial information, mostly related to the NYCERS Pension Plan, including the impact of a lower rate of return.
- Other fringe benefits are projected to increase by \$11.3 million, due to additional Workers' Compensation requirements.
- Paratransit service contract expenses are projected to decrease by \$18.5 million based on decreased trip activity and continued diversion of trips from higher cost "primary" providers to lower cost taxis and vouchers.
- Maintenance and other operating contract expenses are projected to decrease by \$15.4 million, due mainly to bus shop underruns and lower paratransit vehicle purchases.
- Materials and supplies expenses are projected to decrease by \$10.9 million, due primarily to the timing of SMS-related expenses and less material usage.
- Other business expenses are projected to decrease by \$5.4 million, due mostly to lower MVM debit/credit card fees.
- Reimbursable expenses are projected to decrease by \$8.5 million, due primarily to a reforecast of capital construction labor requirements.

Cash Adjustments

Cash adjustments are projected to be favorable by \$24.7 million.

Major changes include:

- Favorable pension payment timing adjustment of \$30.4 million.
- A conservative unfavorable fare media liability adjustment of \$12.0 million.

2013-2016: November Financial Plan vs. July Financial Plan

Total Revenue Changes

Total Revenue changes from the July Financial Plan result in increases of \$30.9 million in 2013, \$21.2 million in 2014, \$8.4 million in 2015 and \$21.0 million in 2016.

Major changes include:

- Farebox revenues are projected to increase by \$21.3 million in 2013, \$21.4 million in 2014, \$19.1 million in 2015, and \$32.5 million in 2016, including the

following: baseline reforecasts of subway/bus revenue, resulting in increases of \$11.6 million in 2013, \$4.3 million in 2014, a decrease of \$4.6 million in 2015 and an increase of \$2.2 million in 2016; Bus Fare Evasion Reduction revenue increases of \$7.0 million in 2013, \$14.1 million in 2014, \$21.1 million in 2015 and \$28.2 million in 2016; implementation of the Service Investment Program, resulting in revenue increases of \$4.0 million in 2013 and \$4.6 million in subsequent years and reduction in paratransit annual ridership from 12% to 11%, resulting in revenue decreases of \$1.2 million in 2013, \$1.6 million in 2014, \$2.0 million in 2015 and \$2.4 million in 2016.

- Capital reimbursement increases of \$10.3 million in 2013, \$0.6 million in 2014, and decreases of \$9.9 million in 2015 and \$10.6 million in 2016, consistent with changes in reimbursable expenses.
- Other operating revenues, specifically paratransit Urban Taxes, are projected to decrease by \$0.7 million in 2013, \$0.8 million in 2014, and \$0.9 million in both 2015 and 2016.

Total Expense Changes

Total expenses are projected to increase by \$86.8 million in 2013, \$17.8 million in 2014, and decrease by \$48.4 million in 2015 and \$46.0 million in 2016.

Major expense changes include:

- Payroll expenses are projected to increase by \$22.1 million in 2013, \$18.2 million in 2014, \$24.6 million in 2015 and \$13.3 million in 2016, due largely to the investments in programmatic initiatives.
- Overtime expenses are projected to increase by \$26.2 million in 2013, \$17.0 million in 2014, \$16.4 million in 2015 and \$16.7 million in 2016, based on an updated assessment of subway/bus overtime requirements, resulting in the restoration of much of the 2010 savings assumptions now deemed not achievable.
- Health & welfare/OPEB current payment expenses are projected to increase by \$30.8 million in 2013, \$34.2 million in 2014, \$41.6 million in 2015 and \$45.8 million in 2016, due mostly to a significant increase in the retiree-eligible population, resulting from higher retirements and fewer deaths, and higher rates than previously projected.
- Pension expenses are projected to increase by \$37.7 million in 2013, \$20.0 million in 2014, \$24.5 million in 2015 and \$47.0 million in 2016, based on current actuarial information, including the impact of a lower rate of return.

- Electric power expenses are projected to increase by \$18.9 million in 2013, \$11.4 million in 2014, \$7.0 million in 2015 and \$2.5 million in 2016, based on updated inflation projections.
- Paratransit service contract expenses are projected to decrease by \$56.1 million in 2013, \$78.8 million in 2014, \$136.8 million in 2015 and \$151.3 million in 2016, based on decreased trip activity, reducing out-year annual trip growth from 12% to 11%.
- Maintenance and other operating contract expenses are projected to decrease by \$1.6 million in 2013, and increase by \$7.4 million in 2014, \$8.3 million in 2015 and \$11.3 million in 2016, due primarily to account classification adjustments offset in materials & supplies.
- Materials and supplies expenses are projected to decrease by \$3.3 million in 2013, \$10.2 million in 2014, \$13.6 million in 2015 and \$19.7 million in 2016, due largely to account classification adjustments offset in maintenance contracts and lower material usage.
- Reimbursable expenses are projected to increase in 2013 by \$10.3 million, due mainly to reforecasts of labor/fringe benefit expenses and platform budget adjustments. Reimbursable expenses are projected to increase by \$0.6 million in 2014 and decrease by \$9.9 million in 2015 and \$10.6 million in 2016. The decreases in 2015 and 2016 expenses are due to reductions in the Capital Track Program.

Cash Adjustments

Cash adjustments are projected to be unfavorable by \$3.1 million in 2013, \$119.0 million in 2014 and favorable by \$5.1 million in 2015 and by \$27.0 million in 2016.

- A significant unfavorable 2014 cash adjustment occurred as previous financial plans inadvertently omitted a 27th payroll period payment. There are normally 26 payroll payments made in a year on a biweekly basis. A 27th period payment arises approximately every 11 years.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013- 2016
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
2012 July Financial Plan - Operating Cash Income/(Deficit)	(\$2,599.976)	(\$2,744.006)	(\$2,923.386)	(\$3,216.982)	(\$3,500.761)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue:					
Baseline Reforecast (Subway and Bus)	\$15.953	\$11.583	\$4.301	(\$4.592)	\$2.162
Bus Fare Evasion Reduction-Revenue Increase	0.000	7.038	14.075	21.113	28.150
Service Investment Program-Revenue Increase	0.122	3.953	4.565	4.565	4.565
Paratransit-Ridership Reduction	(1.217)	(1.236)	(1.568)	(1.958)	(2.418)
Fare Media Liability	20.000	0.000	0.000	0.000	0.000
Sub-total Farebox Revenue	34.858	21.338	21.373	19.128	32.459
Other Operating Revenue-Paratransit Urban Tax	0.464	(0.729)	(0.795)	(0.864)	(0.940)
Sub-Total Non-Reimbursable Revenue Changes	\$35.322	\$20.609	\$20.578	\$18.264	\$31.519
Expenses					
Programmatic Initiatives:					
Service Investment Program	(\$.578)	(\$17.656)	(\$22.559)	(\$22.559)	(\$22.559)
Work Car SMS (Subways Scheduled Maintenance)	0.000	(2.180)	(7.000)	(7.000)	(7.000)
Video Retrieval	0.000	(1.287)	(1.287)	(1.287)	(1.287)
IT Requirements/IT Governance	0.000	(1.612)	(0.874)	0.501	0.501
Refuse Train-Additional Staffing	0.000	(0.713)	(0.713)	(0.713)	(0.713)
Talent Management Positions	0.000	(0.419)	(0.419)	(0.419)	(0.419)
Inspect Ancillary Rooms	0.000	(0.820)	(0.820)	(0.820)	(0.820)
Other Initiatives	0.000	(0.323)	(0.323)	(0.323)	(0.323)
Sub-total Programmatic Initiatives	(\$.578)	(\$25.010)	(\$33.995)	(\$32.620)	(\$32.620)
Budget Reduction Program:					
Paratransit Savings	\$25.185	\$32.356	\$35.420	\$41.648	\$55.376
Paratransit Fare Incentives	0.000	31.000	46.000	96.000	96.000
Bus Fare Evasion Reduction (Excluding Farebox Revenue Impact)	(2.038)	(7.042)	(6.698)	(6.698)	(6.698)
Sub-total Budget Reduction Program	\$23.147	\$56.314	\$74.722	\$130.950	\$144.678
Inflation-Related:					
Electric Power	\$3.874	(\$18.708)	(\$10.648)	(\$6.121)	(\$1.573)
Bus/Heating Fuel	1.160	4.390	7.646	16.482	5.307
Materials, Rentals and Miscellaneous Expenses	0.000	1.420	2.172	2.628	1.961
Sub-total Inflation-Related	5.034	(12.898)	(0.830)	12.989	5.695
Technical Adjustments/Re-estimates:					
Overtime	(\$35.983)	(\$24.326)	(\$14.486)	(\$13.915)	(\$14.311)
Pension	(44.029)	(37.998)	(20.518)	(25.086)	(47.537)
Health & Welfare (including OPEB current payments)	(8.563)	(25.242)	(27.456)	(34.804)	(39.065)
Bus Shop Plan	10.523	(4.604)	(2.294)	(1.761)	13.293
Earned Employee Separation Payments	(4.545)	(3.559)	(3.559)	(3.559)	(3.559)
Timing of Expenses	10.761	(8.998)	(1.763)	0.000	0.000
Reduced MetroCard Fees	3.000	3.100	2.900	2.600	2.400
Material Reduction	0.000	1.300	2.300	3.000	3.000
All Other	1.971	5.407	7.743	0.710	3.498
Sub-total Technical Adjustments/Re-estimates	(66.865)	(94.920)	(57.133)	(72.815)	(82.281)
Sub-Total Non-Reimbursable Expense Changes	(\$39.262)	(\$76.514)	(\$17.236)	\$38.504	\$35.472
Total Non-Reimbursable Major Changes	(\$3.940)	(\$55.905)	\$3.342	\$56.768	\$66.991
Reimbursable Major Changes					
Revenue					
Revised Reimbursements-Expense Changes	(8.477)	10.295	0.588	(9.914)	(10.568)
Sub-Total Reimbursable Revenue Changes	(\$8.477)	\$10.295	\$.588	(\$9.914)	(\$10.568)
Expenses					
Change in Expenses	8.477	(10.295)	(0.588)	9.914	10.568
Sub-Total Reimbursable Expense Changes	\$8.477	(\$10.295)	(\$.588)	\$9.914	\$10.568
Total Reimbursable Major Changes	\$.000	\$.000	\$.000	\$.000	\$.000
Total Accrual Changes	(\$3.940)	(\$55.905)	\$3.342	\$56.768	\$66.991
Cash Adjustment Changes					
Salaries & Wages	(\$1.228)	(\$13.971)	(\$110.840)	(\$2.237)	(\$.359)
Pension	\$30.365	(\$4.072)	(\$21.804)	(\$14.785)	\$7.088
Other Than Personal Service Accounts	5.017	5.000	5.000	5.000	5.000
Other Fringe Benefits	(\$.089)	\$7.745	\$.432	\$8.631	\$8.773
Capital Reimbursement Timing	1.772	(3.920)	2.022	2.188	0.136
Fare Media Liability	(12.000)	6.000	6.000	6.000	6.000
Other	0.832	0.114	0.226	0.308	0.331
Total Cash Adjustment Changes	\$24.669	(\$3.104)	(\$118.964)	\$5.105	\$26.969
Total Baseline Changes	\$20.729	(\$59.009)	(\$115.622)	\$61.873	\$93.960
2012 November Financial Plan - Operating Cash Income/(Deficit)	(\$2,579.247)	(\$2,803.015)	(\$3,039.008)	(\$3,155.109)	(\$3,406.801)

MTA NEW YORK CITY TRANSIT
2013 Final Proposed Budget
November Financial Plan 2013 – 2016

RIDERSHIP/ (UTILIZATION)

The November 2012 Financial Plan baseline ridership forecast assumes that the weather adjusted January-August 2012 trend, which was 1.0% above budget for subway and 0.8% below budget for bus, will continue for the rest of the year. As a result of higher than expected 2012 subway ridership, partially offset by lower than expected bus ridership, projected 2012 baseline ridership is 8.1 million higher than the July 2012 Plan.

2013 subway ridership is projected to increase by approximately 1.6% based on the August 2012 Global Insight 2013 employment forecast, which was virtually the same as the April 2012 forecast used in the July 2012 Plan. 2013 bus ridership is projected to increase by approximately 0.6%, based on a 40% factor applied to the employment forecast. The 40% bus factor is lower than the 60% factor used in the July Plan and is based on an updated analysis of historical bus ridership showing lower employment elasticity on bus than on subway. As a result of the higher than expected 2012 baseline forecast and a similar 2013 employment forecast, partially offset by the lower employment factor for bus, projected 2013 baseline ridership is 6.5 million higher than the July Plan.

Working off the revised 2013 projection, 2014-2016 subway and bus ridership growth forecasts are based on the August 2012 employment forecast, which projects a smaller employment increase in 2014 than the forecast used in the July 2012 Plan and similar increases in 2015 and 2016.

In addition to the baseline changes summarized above, the November Plan forecast includes bus ridership increases due to bus service enhancements to be phased in starting in October 2012, and increased fare evasion enforcement on buses. The bus service increases are expected to increase ridership by 0.1 million in 2012, 2.4 million in 2013, and 2.9 million each year in 2014 through 2016. The bus fare evasion enforcement is expected to increase ridership by 5.6 million in 2013, 11.3 million in 2014, 16.9 million in 2015, and 22.6 million in 2016.

As a result of the baseline changes, bus service increases, and increased bus fare evasion enforcement, total subway and bus ridership is higher than the July 2012 Plan by 8.2 million in 2012, 14.6 million in 2013, 16.1 million in 2014 and 2015, and 25.7 million in 2016.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
Ridership/Traffic Volume (Utilization)
(\$ in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
RIDERSHIP						
Subway	1,640.435	1,684.899	1,708.871	1,731.629	1,754.480	1,772.923
Bus	665.314	672.919	680.900	690.669	699.494	708.099
Paratransit	8.947	9.622	10.686	11.861	13.166	14.614
Total Ridership	2,314.696	2,367.440	2,400.457	2,434.159	2,467.140	2,495.636
FAREBOX REVENUE (Excluding fare media liability)						
Subway	2,698.747	\$2,771.386	2,812.275	2,851.278	2,890.460	2,922.083
Bus	868.194	876.882	887.583	900.516	912.130	923.429
Paratransit	14.613	15.625	17.642	19.591	21.756	24.158
Total Farebox Revenue	3,581.554	3,663.893	3,717.500	3,771.385	3,824.346	3,869.670

NEW YORK CITY TRANSIT
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
Bus Fare Evasion Reduction	(70)	(2.038)	(70)	(0.004)	(70)	7.377	(70)	14.415	(70)	21.452
Subtotal Revenue Enhancement	(70)	(2.038)	(70)	(0.004)	(70)	7.377	(70)	14.415	(70)	21.452
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
Paratransit Additional Savings - July FP	(22)	27.803	(22)	40.726	(22)	71.448	(22)	102.038	(22)	138.180
Paratransit Additional Savings - Nov FP	-	23.968	(2)	31.120	-	33.852	-	39.690	-	52.958
Paratransit Fare Incentives	-	0.000	-	31.000	-	46.000	-	96.000	-	96.000
Subtotal Service	(22)	51.771	(24)	102.846	(22)	151.300	(22)	237.728	(22)	287.138
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	(92)	\$49.733	(94)	\$102.842	(92)	\$158.677	(92)	\$252.143	(92)	\$308.590

NEW YORK CITY TRANSIT
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet

Category by Function: Safety & Security
Program: Bus Fare Evasion Reduction

Background Details:
This initiative establishes a bus fare evasion unit, comprised mainly of Special Inspectors. This unit will be responsible for limiting fare evasion on various bus routes throughout the city. The unit will initially begin fare evasion enforcement on four bus routes in Staten Island and then expand to a number of routes in the Bronx and will assist in reducing bus fare evasion.

Program Description/Implementation Plan:
This initiative consists of 70 positions and will focus initially on bus routes with higher fare evasion rates. The cost of this unit, approximately \$7M annually, is offset by a reduction in revenue loss due to bus fare evasion.

Program Implementation Date: Nov-12 **When will savings begin?:** Nov-12
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	(\$2.038)	(\$0.004)	\$7.377	\$14.415	\$21.452
<i>Total Positions Required:</i>	(70)	(70)	(70)	(70)	(70)

NEW YORK CITY TRANSIT
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet

Category by Function:

Service

Program:

Paratransit Additional Savings

Background Details:

Savings reflect the annualized impact of 2011 decreased trip activity, continued diversion of trips from higher cost 'Primary' providers to lower cost taxis and vouchers and revised projections of annual trip growth (12% rather than 15% growth). These factors have also favorably affected insurance and fuel costs as the NYCT dedicated fleet is smaller and a larger number of trips are now routed towards taxi/voucher service. Savings are partially offset by reduced fare revenue and the addition of LIB personnel who have been assigned to various Paratransit functions.

Program Description/Implementation Plan:

Currently approximately 30% of trips are performed by taxi / voucher providers.

Program Implementation Date:

Jan-12

When will savings begin?:

Jan-12

Are these savings recurring?: **Yes**

Other Issues:

Favorable/(Unfavorable)

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$27.803	\$40.726	\$71.448	\$102.038	\$138.180
<i>Total Positions Required:</i>	(22)	(22)	(22)	(22)	(22)

NEW YORK CITY TRANSIT
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet

Category by Function: Service

Program: Paratransit Additional Savings

Background Details:

Savings reflect reductions in trip activity predicated on levels experienced through July 2012, reducing out-year trip growth from 12% to 11%. These factors have also favorably affected insurance, scheduling and eligibility certification costs. Savings are partially offset by reduced fare revenue.

Program Description/Implementation Plan:

Currently approximately 30% of trips are performed by taxi / voucher providers.

Program Implementation Date: Jan-12 **When will savings begin?:** Jan-12

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$23.968	\$31.120	\$33.852	\$39.690	\$52.958
<i>Total Positions Required:</i>	0	(2)	0	0	0

NEW YORK CITY TRANSIT
November Financial Plan 2013-2016
2012 Budget Reduction Plan Worksheet

Category by Function: Service

Program: Paratransit Fare Incentives

Background Details:

This initiative is predicated on offering paratransit riders free trips on buses/subways to replace expensive paratransit trips, thus resulting in significant expense savings.

Program Description/Implementation Plan:

Implementation of this plan is effective March, 2013, with estimated expense savings of \$31.0 million in 2013, \$46.0 million in 2014, and \$96.0 million in subsequent years.

Program Implementation Date: Mar-13 **When will savings begin?:** Mar-13

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$31.000	\$46.000	\$96.000	\$96.000
<i>Total Positions Required:</i>					

MTA NEW YORK CITY TRANSIT
2013 Final Proposed Budget
November Financial Plan 2013 – 2016
Positions

POSITION ASSUMPTIONS

2012: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to decrease by 71, including a non-reimbursable decrease of 53 and a reimbursable decrease of 18. Specifically:

Programmatic Initiatives (total increase of 17 positions) include:

- 17 positions for Service Investment Program

(These initiatives are summarized at the beginning of the introductory narrative.)

Expense Savings/Revenue Enhancement Initiatives (total increase of 70 positions):

- 70 positions in support of the Bus Fare Evasion Reduction

Reimbursable Positions (total decrease of 18 positions)

- Decrease of 18 positions due to lower project support requirements

Re-estimates/All other (total decrease of 140 positions) include:

- Decrease of 84 positions for TWU Apprenticeship Program for 2012. No new apprentices were appointed in 2012.
- Decrease of 13 positions in Revenue Control. Positions were converted to overtime to reflect difficulty in hiring collecting agents.
- Decrease of 49 positions for platform budget adjustments.
- Increase of 6 positions – Other Re-Estimates

The breakdown of the 71 position decrease by function is as follows:

Administration (total decrease of 85 positions):

- Decrease of 84 positions for TWU Apprenticeship Program for 2012. No new apprentices were appointed in 2012.

Operations (total decrease of 43 positions):

- 22 positions in Subways – Service Delivery mainly due to capital project requirements (17 positions)
- 20 positions in Buses - mainly due to platform budget decrease of 36 positions, offset by service investment program increase of 17 positions.

Maintenance (total decrease of 13 positions):

- Decrease of 13 positions in Revenue Control. Positions were converted to overtime to reflect difficulty in hiring collecting agents.

Public Safety (total increase of 70 positions)

- 70 positions in Security to support the Bus Fare Evasion Reduction.

Position changes by occupational group are: 52 position increase in Managers/Supervisors, 6 position increase in Professional, Technical, Clerical and 129 position decrease in Operational Hourlies.

For further details, please see position tables.

2013: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by 474, including a non-reimbursable increase of 430 and a reimbursable increase of 44. Specifically:

Programmatic Initiatives (total increase of 284 positions) include:

- 220 positions for the Service Investment Program
- 7 positions for Work Car maintenance requirements
- 13 positions for Video Retrieval, which will enable response to law enforcement and maintain CCTV equipment
- 6 positions for Refuse Train enhancement and reduce exposed trash bags on station platform
- 3 positions for Talent Management
- 3 positions for Bus Strategy Office
- 7 positions for inspection of Ancillary Rooms
- 15 positions for Station Maintenance and Cleaning of rehabilitated stations
- 10 positions for IT requirements and projects approved via IT Governance

Expense Savings/Revenue Enhancement Initiatives (total increase of 72 positions):

- 70 position increase to support the Bus Fare Evasion Reduction.

Reimbursable Positions (total increase of 44 positions):

- Decrease of 55 positions due to lower project support requirements (flagging requirements, capital track program and support positions)
- Increase of 99 positions for project support (mainly Subways, including copper cable upgrade, connective oriented Ethernet, PA/CIS, platform budget, signage)

Re-estimates/All other (total increase of 74 positions) include:

- Increase of 124 positions for training float
- Increase of 42 positions for revised back-office needs
- Increase of 28 positions for bus shop maintenance requirements
- Increase of 29 positions required for subway car maintenance requirements (SMS)
- Decrease of 37 positions for the platform budget adjustments

- Decrease of 82 positions for availability and pay hour adjustments
- Decrease of 23 positions for TWU Apprenticeship program
- Decrease of 7 positions – Other Re-estimates

The breakdown of the 474 position increase by function is as follows:

Administration (total increase of 56 positions):

- 42 Positions for revised back-office needs
- 3 Positions in Human Resources for Talent Management
- 8 positions for IT support and IT Governance approved projects

Operations (total increase of 189 positions):

- 60 positions in Subways – mainly due to service investment plan, platform budget adjustments, training float and availability/pay hour adjustments
- 127 positions in Buses - mainly due to service investment plan, platform budget adjustments, training float and availability/pay hour adjustments

Maintenance (total increase of 165 positions):

- Subways net increase of 134 positions includes the new needs noted above, and reimbursable requirements (77 position increase)
- 44 position increase in Buses for bus shop plan maintenance requirements

Public Safety (total increase of 64 positions)

- 70 positions in Security to support the Bus Fare Evasion Reduction.

Position changes by occupational group are: 86 position increase in Managers/Supervisors, 80 position increases in Professional, Technical, Clerical, and 307 position increase in Operational Hourlies.

2014 - 2015: November Financial Plan vs. July Financial Plan

Programmatic Initiatives (total increase of 281 positions in 2014, 280 in 2015) include:

- 7 positions for Work Car maintenance requirements
- 13 positions for Video Retrieval
- 6 positions for Refuse Train
- 3 positions for Talent Management
- 3 positions for Bus Strategy Office
- 7 positions for inspection of Ancillary Rooms
- 15 positions for Station Maintenance and Cleaning of rehabilitated stations
- 7 positions for IT requirements and projects approved via IT Governance, reduced to 6 positions in 2015
- 220 positions for the Service Investment Program

Expense Savings/Revenue Enhancement Initiatives (total increase of 70 positions):

- 70 position increase to support the Bus Fare Evasion Reduction.

Reimbursable Positions (total increase of 23 positions):

- Increase of 23 positions in 2014 and decrease of 36 positions in 2015 due to revised project support requirements

Re-estimates/All other (total decrease of 91 positions in 2014 and decrease of 42 positions in 2015) include:

- Increase of 20 positions for training float in 2014, 16 positions in 2015
- Increase of 42 positions for revised back-office needs
- Increase of 15 positions for bus shop maintenance requirements in 2014, 28 positions in 2015
- Increase of 13 positions required for subway car maintenance requirements (SMS) in 2014, 41 positions in 2015
- Decrease of 37 positions for the platform budget
- Decrease of 82 positions for availability and pay hour adjustments
- Decrease of 27 positions for TWU Apprenticeship program
- Decrease of 30 positions for OBI for mega projects
- Decrease of 9 positions – Other Re-estimates, 1 position decrease in 2015

In 2014, the net increase of 283 positions by function is as follows:

Administration (total increase of 54 positions):

- 42 Positions for revised back-office needs
- 3 Positions in Human Resources for Talent Management
- 7 positions for IT support

Operations (total increase of 83 positions):

- 28 Positions reduced in Subways – mainly due to service investment plan, platform budget adjustments, training float and availability/pay hour adjustments
- 109 position increase in Buses - mainly due to service investment plan, platform budget adjustments, training float and availability/pay hour adjustments

Maintenance (total increase of 82 positions):

- Subways net increase of 64 positions includes the new needs noted above, and reimbursable requirements (56 position increase)
- 31 position increase in Buses mainly for bus shop plan maintenance requirements

Public Safety (total increase of 64 positions)

- 70 positions in Security to support of the Bus Fare Evasion Reduction

Position changes by occupational group in 2014 are: 69 position increase in Managers/Supervisors, 68 position increase in Professional, Technical, Clerical and 146 position increase in Operational Hourlies. In 2015, position changes are: 67 position increase in Managers/Supervisors, 51 position increases in Professional, Technical, Clerical, and 154 position increase in Operational Hourlies.

Year over Year

2013 over 2012

Total positions increase by 400, including a non-reimbursable increase of 663, offset by a reimbursable positions decrease of 199. Non-reimbursable increase consists mainly of increases due to the service investment program, training float, availability/pay hour adjustments (240 positions) and maintenance requirements in Subways and Buses (388 positions). Reimbursable reductions are mainly due to decreased capital project support requirements.

2014 over 2013

Total positions decrease by 149, including a non-reimbursable decrease of 57 due mostly to the Fulton Street Transit Center revised costs (30 positions). Reimbursable positions decrease by 92, due mainly to capital project support requirements.

2015 over 2014

Total positions decrease by 56, including a non-reimbursable increase of 24 offset by a reimbursable decrease of 80, due mainly to capital project support requirements.

2016 over 2015

Total positions decrease by 108, including a non-reimbursable decrease of 95, due mostly to subway car maintenance requirements, and a reimbursable decrease of 13.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2013-2016
Favorable/(Unfavorable)

Total Position Changes at a Glance

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
2012 July Plan - Total Baseline Positions	45,734	45,589	45,631	45,586	45,653
Total Plan-to-Plan Changes	71	(474)	(283)	(272)	(97)
2012 November Plan - Total Baseline Positions	45,663	46,063	45,914	45,858	45,750
Total Year-to-Year Changes, November Plan		(400)	149	56	108

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	53	(430)	(260)	(308)	(136)
<i>Reimbursable</i>	18	(44)	(23)	36	39
Total	71	(474)	(283)	(272)	(97)
<i>Full-Time</i>	71	(472)	(281)	(270)	(95)
<i>Full-Time Equivalents</i>	0	(2)	(2)	(2)	(2)
Total	71	(474)	(283)	(272)	(97)
<i>By Function Category</i>					
- Administration	85	(56)	(54)	(53)	(53)
- Operations	43	(189)	(83)	(83)	(83)
- Maintenance	13	(165)	(82)	(72)	103
- Engineering/Capital	0	0	0	0	0
- Public Safety	(70)	(64)	(64)	(64)	(64)
Total	71	(474)	(283)	(272)	(97)
<i>By Occupational Group</i>					
- Managers/Supervisors	(52)	(86)	(69)	(67)	(62)
- Professional, Technical, Clerical	(6)	(80)	(68)	(51)	(50)
- Operational Hourlies	129	(308)	(146)	(154)	15
Total	71	(474)	(283)	(272)	(97)

Total Plan-to-Plan Changes by Major Category:

<i>2012 BRPs</i>	(70)	(72)	(70)	(70)	(70)
<i>New Needs</i>	(17)	(284)	(281)	(280)	(280)
<i>Change in Reimbursable Positions</i>	18	(44)	(23)	36	39
<i>Re-estimates & All Other</i> ¹	140	(74)	91	42	214
Total	71	(474)	(283)	(272)	(97)

¹ Includes Full-time Equivalents

MTA New York City Transit
November Financial Plan 2013-2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Office of the President	20	29	33	33	33	33
Law	247	266	266	266	266	266
Office of the EVP	37	41	39	39	39	39
Human Resources	298	184	221	221	221	221
Office of Management and Budget	36	39	39	39	39	39
Capital Planning & Budget	28	31	31	31	31	31
Corporate Communications	235	249	249	249	249	249
AFC Program Management & Sales	52	54	54	54	54	54
Technology & Information Services	421	436	443	440	438	437
Non-Departmental	-	-	84	84	84	84
Labor Relations	95	96	96	96	96	96
Materiel	231	237	233	227	225	225
Controller	151	121	126	126	126	126
Total Administration	1,851	1,783	1,914	1,905	1,901	1,900
Operations						
Subways Service Delivery	7,411	7,388	7,432	7,398	7,398	7,395
Subways Operation Support /Admin	282	312	312	312	312	312
Subways Stations	2,660	2,693	2,636	2,642	2,642	2,642
Subtotal - Subways	10,353	10,393	10,380	10,352	10,352	10,349
Buses	10,335	10,272	10,416	10,398	10,398	10,398
Paratransit	139	170	170	170	170	170
Operations Planning	377	394	388	373	373	373
Revenue Control	393	421	421	421	421	421
Total Operations	21,597	21,650	21,775	21,714	21,714	21,711
Maintenance						
Subways Operation Support /Admin	167	162	170	167	160	156
Subways Engineering	307	311	307	269	258	256
Subways Car Equipment	4,002	4,118	4,200	4,117	4,125	4,034
Subways Infrastructure	1,661	1,292	1,334	1,331	1,330	1,330
Subways Elevators & Escalators	-	381	377	374	374	374
Subways Stations	3,498	3,540	3,541	3,658	3,648	3,648
Subways Track	2,684	2,730	2,730	2,730	2,730	2,730
Subways Power	650	596	591	590	570	570
Subways Signals	1,372	1,417	1,374	1,350	1,347	1,347
Subways Electronics Maintenance	1,356	1,378	1,403	1,390	1,385	1,382
Subtotal - Subways	15,697	15,925	16,027	15,976	15,927	15,827
Buses	3,683	3,731	3,780	3,752	3,736	3,732
Revenue Control	137	137	137	137	150	150
Supply Logistics	544	557	556	556	556	556
System Safety	86	88	88	88	88	88
Total Maintenance	20,147	20,438	20,588	20,509	20,457	20,353
Engineering/Capital						
Capital Program Management	1,249	1,218	1,218	1,218	1,218	1,218
Total Engineering/Capital	1,249	1,218	1,218	1,218	1,218	1,218
Public Safety						
Security	495	574	568	568	568	568
Total Public Safety	495	574	568	568	568	568
Total Baseline Positions	45,339	45,663	46,063	45,914	45,858	45,750
Non-Reimbursable	40,606	41,158	41,731	41,674	41,698	41,603
Reimbursable	4,733	4,505	4,332	4,240	4,160	4,147
Total Full-Time	45,143	45,504	45,907	45,766	45,710	45,602
Total Full-Time Equivalents	196	159	156	148	148	148

MTA New York City Transit
November Financial Plan 2013-2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Managers/Supervisors	583	628	633	627	624	624
Professional, Technical, Clerical	1,243	1,123	1,165	1,162	1,161	1,160
Operational Hourlies	25	32	116	116	116	116
Total Administration	1,851	1,783	1,914	1,905	1,901	1,900
Operations						
Managers/Supervisors	2,429	2,516	2,439	2,437	2,437	2,434
Professional, Technical, Clerical	373	379	379	376	376	376
Operational Hourlies	18,795	18,755	18,957	18,901	18,901	18,901
Total Operations	21,597	21,650	21,775	21,714	21,714	21,711
Maintenance						
Managers/Supervisors	3,619	3,871	3,919	3,910	3,905	3,893
Professional, Technical, Clerical	1,016	1,027	1,027	1,000	976	970
Operational Hourlies	15,512	15,540	15,642	15,599	15,576	15,490
Total Maintenance	20,147	20,438	20,588	20,509	20,457	20,353
Engineering/Capital						
Managers/Supervisors	261	272	272	272	272	272
Professional, Technical, Clerical	986	944	944	944	944	944
Operational Hourlies	2	2	2	2	2	2
Total Engineering/Capital	1,249	1,218	1,218	1,218	1,218	1,218
Public Safety						
Managers/Supervisors	120	195	195	195	195	195
Professional, Technical, Clerical	32	36	36	36	36	36
Operational Hourlies	343	343	337	337	337	337
Total Public Safety	495	574	568	568	568	568
Total Baseline Positions						
Managers/Supervisors	7,012	7,482	7,458	7,441	7,433	7,418
Professional, Technical, Clerical	3,650	3,509	3,551	3,518	3,493	3,486
Operational Hourlies	34,677	34,672	35,054	34,955	34,932	34,846
Total Baseline Positions	45,339	45,663	46,063	45,914	45,858	45,750

MTA Bus Company

MTA BUS COMPANY

2013 Final Proposed Budget

November Financial Plan 2013 – 2016

At the time of preparation, a preliminary assessment of the impacts on the November Financial Plan from Tropical Storm Sandy had not been completed. While MTA Bus Company's baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

FINANCIAL OVERVIEW

The 2012 November Forecast, 2013 Final Proposed Budget and projections for 2014-2016 reflects Programmatic Initiatives critical to meeting MTA Bus Company's (MTABC) operational and maintenance needs.

The 2012 November Plan projects a cash deficit of \$414.8 million, which is \$10.6 million higher than the 2012 Mid-Year Forecast. This includes a retro-active wage adjustment (RWA) ATU/TSO \$8.0 million cash timing moved from 2012 to 2013.

The 2013 November Plan baseline cash deficit is \$363.0 million and is projected to increase to \$418.6 million in 2016. Summarized as follows:

- Total Receipts are \$215.4 million in 2013, increasing to \$220.8 million in 2016
- Labor Expenditures are \$435.0 million in 2013, increasing to \$471.5 million in 2016
- Non-Labor Expenditures are \$143.3 million in 2013, increasing to \$167.9 million in 2016

In 2012, positions totaled 3,553. In 2013, total positions will increase to 3,599 and will increase to 3,661 by 2016.

Major Initiatives included in this financial plan are summarized as follows:

- **Platform Budget\Running Time\Enhance Bus Service** – This is the first time MTABC has used the Hastus scheduling software to develop a full year Platform Budget requirement and as a result HASTUS has identified gaps in the schedule. This also includes Bus Management strategies to improve reliability, reduce unscheduled overtime and respond to changing ridership in conformance with Board approved Loading Guidelines. This initiative includes the addition of a new route in Queens to support the MTA's effort to enhance bus service options to LaGuardia Airport.

- **Depot Training Supervisors** - An on-going NYCT Strategic Initiatives review of bus maintenance productivity has revealed that additional depot and shop based training staff (DTS) is required to provide additional on-site training to maintenance hourly personnel. This will bring MTABC in line with increased NYCT depot based training levels which was approved in the July Plan.

Major Re-Estimates included in this financial plan are summarized as follows:

- **Contractual Obligation** – Payroll increases due to Workers Comp Differential, Longevity Pay and other contractual pay allowances now identified as a result of more detail provided with the 2012 migration of payroll services to the Business Services Center.

2012 November Forecast

Total Revenue is projected at \$210.0 million of which \$182.3 million is expected from Farebox Receipts; Other Operating Revenue is projected at \$19.0 million, and Capital and Other Reimbursements at \$8.7 million. Farebox Revenue decreased by approximately \$0.8 million compared to the July Plan, primarily due to a reduced ridership forecast.

Total non-reimbursable baseline expenses are \$550.0 million before Depreciation and GASB Adjustments. The baseline full-time and part-time equivalent positions are 3,553 comprised of 3,489 non-reimbursable positions and 64 reimbursable positions.

The baseline cash deficit increased by \$10.6 million from the July Plan.

Major operating cash changes include:

- Programmatic Initiatives requiring additional expenses of \$1.0 million primarily due to Traffic Delays, Shop work on additional Nova Buses and associated overhead as well as Running Time requirements offset by a favorable timing of the Deferred Shop Overhaul from 2012 to 2013.
- Unfavorable changes of \$9.7 million primarily due to Pension, Fuel, Health & Welfare, Maintenance and Other Operating Contracts, Materials & Supplies, Professional Services and Other Business Expenses and reduced Farebox Revenues offset by the favorable cash timing adjustment for the retro-active wages (ATU/TSO unions) moved from 2012 to 2013.

2013 Final Proposed Budget-Baseline

Total Revenue is projected at \$210.8 million of which \$183.0 million is expected from Farebox Receipts, \$19.4 million in Other Operating Revenue, and \$8.4 million in Capital

and Other Reimbursements. Farebox Revenue decreased by \$1.2 million compared to the July Plan.

Total non-reimbursable baseline expenses are \$563.3 million before Depreciation and GASB Adjustments. The baseline full-time and part-time equivalent positions are 3,599 comprised of 3,535 non-reimbursable positions and 64 reimbursable positions.

The baseline cash deficit increased by \$41.8 million from the July Plan.

Major operating cash changes include:

- Programmatic Initiatives requiring additional expenses of \$9.6 million primarily due to Platform Budget requirement, Running Time requirements, Shop work on additional Nova Buses and associated overhead, Depot Training Supervisors and Shop Overhaul work deferred from 2012 to 2013.
- Unfavorable changes of \$32.2 million primarily due to Contractual Payroll Obligations, Pension, Fuel, Health & Welfare, CPI inflation for Maintenance and Other Operating Contracts, Materials & Supplies, Professional Services, Other Business Expenses, unfavorable cash timing adjustment for the retroactive wages (ATU/TSO unions) moved from 2012 to 2013 as well as reduced Farebox Revenues.

2014 – 2016 Projections

The 2014 through 2016 Total Revenue and Expenses before Depreciation and GASB Adjustment are as follows:

- Revenue:
 - 2014 - \$212.5 million of which Farebox is \$184.2 million
 - 2015 - \$214.1 million of which Farebox is \$185.3 million
 - 2016 - \$215.7 million of which Farebox is \$186.3 million
- Expenses:
 - 2014 - \$584.9 million
 - 2015 - \$614.0 million
 - 2016 - \$639.8 million

Farebox Revenue projections are based on employment growth assumptions. Farebox Revenue projections have decreased from the July Plan.

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MTA BUS COMPANY
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Operating Revenue						
Farebox Revenue	\$179.042	\$182.270	\$182.951	\$184.186	\$185.285	\$186.280
Vehicle Toll Revenue						
Other Operating Revenue	20.871	19.019	19.391	19.771	20.169	20.578
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$199.913	\$201.289	\$202.342	\$203.957	\$205.454	\$206.858
Operating Expenses						
Labor:						
Payroll	\$221.432	\$224.887	\$226.646	\$227.410	\$239.332	\$245.125
Overtime	45.458	43.869	42.727	42.565	43.926	44.998
Health and Welfare	42.612	46.976	51.699	57.213	57.376	68.640
OPEB Current Payment	16.238	14.586	15.315	16.081	16.885	17.729
Pensions	32.683	40.357	48.450	48.296	48.930	50.039
Other Fringe Benefits	29.878	31.159	32.197	31.505	32.843	33.714
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$388.301	\$401.834	\$417.035	\$423.069	\$439.292	\$460.245
Non-Labor:						
Electric Power	\$0.000	\$1.051	\$1.162	\$1.188	\$1.283	\$1.385
Fuel	40.596	39.217	38.007	37.335	36.387	38.730
Insurance	17.174	15.356	17.196	21.271	21.536	24.160
Claims	33.558	25.000	26.000	27.000	28.000	29.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	25.031	27.823	24.465	26.272	32.288	27.059
Professional Service Contracts	3.286	5.689	5.919	8.423	8.566	8.874
Materials & Supplies	31.840	29.740	29.379	29.315	35.611	39.087
Other Business Expenses	3.862	4.257	4.152	2.466	2.325	2.481
Total Non-Labor Expenses	\$155.347	\$148.133	\$146.280	\$153.271	\$165.996	\$170.777
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$543.648	\$549.967	\$563.315	\$576.340	\$605.288	\$631.022
Depreciation	\$40.457	\$42.235	\$42.235	\$42.235	\$42.235	\$42.235
OPEB Obligation	96.073	55.415	56.296	56.919	57.663	58.264
Environmental Remediation	2.015	-	-	-	-	-
Total Expenses	\$682.193	\$647.617	\$661.845	\$675.494	\$705.186	\$731.521
Baseline Surplus/(Deficit)	(\$482.280)	(\$446.328)	(\$459.503)	(\$471.538)	(\$499.732)	(\$524.663)

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MTA BUS COMPANY
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$179.042	\$182.270	\$182.951	\$184.186	\$185.285	\$186.280
Vehicle Toll Revenue						
Other Operating Revenue	20.871	19.019	19.391	19.771	20.169	20.578
Capital and Other Reimbursements	5.689	8.729	8.422	8.551	8.678	8.809
Total Revenue	\$205.602	\$210.018	\$210.765	\$212.508	\$214.132	\$215.667
Expenses						
<u>Labor:</u>						
Payroll	\$224.236	\$230.605	\$232.136	\$232.981	\$244.987	\$250.864
Overtime	45.458	43.869	42.727	42.565	43.926	44.998
Health and Welfare	43.506	48.028	52.707	58.236	58.414	69.693
OPEB Current Payment	16.238	14.586	15.315	16.081	16.885	17.729
Pensions	33.124	40.848	48.910	48.762	49.400	50.512
Other Fringe Benefits	30.068	31.624	32.645	31.961	33.305	34.182
Reimbursable Overhead	0.214	-	-	-	-	-
Total Labor Expenses	\$392.844	\$409.561	\$424.441	\$430.585	\$446.917	\$467.980
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$1.051	\$1.162	\$1.188	\$1.283	\$1.385
Fuel	40.596	39.217	38.007	37.335	36.387	38.730
Insurance	17.174	15.356	17.196	21.271	21.536	24.160
Claims	33.558	25.000	26.000	27.000	28.000	29.000
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	25.741	28.039	24.684	26.495	32.515	27.290
Professional Service Contracts	3.725	5.689	5.919	8.423	8.566	8.874
Materials & Supplies	31.824	30.526	30.176	30.127	36.438	39.930
Other Business Expenses	3.875	4.257	4.152	2.466	2.325	2.481
Total Non-Labor Expenses	\$156.493	\$149.135	\$147.296	\$154.306	\$167.050	\$171.851
<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 & GASB Adj.	\$549.337	\$558.696	\$571.737	\$584.891	\$613.967	\$639.831
Depreciation	\$40.457	\$42.235	\$42.235	\$42.235	\$42.235	\$42.235
OPEB Obligation	96.073	55.415	56.296	56.919	57.663	58.264
Environmental Remediation	2.015	-	-	-	-	-
Total Expenses	\$687.882	\$656.346	\$670.268	\$684.045	\$713.865	\$740.330
Baseline Surplus/(Deficit)	(\$482.280)	(\$446.328)	(\$459.503)	(\$471.538)	(\$499.732)	(\$524.663)

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$176.335	\$183.287	\$182.951	\$184.186	\$185.285	\$186.280
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	20.323	19.019	19.391	19.771	20.169	20.578
Capital and Other Reimbursements	6.926	12.840	13.013	13.271	13.531	13.898
Total Receipts	\$203.584	\$215.146	\$215.355	\$217.228	\$218.985	\$220.756
Expenditures						
<u>Labor:</u>						
Payroll	\$216.720	\$243.104	\$238.154	\$230.989	\$242.976	\$248.838
Overtime	45.458	43.869	42.727	42.565	43.926	44.998
Health and Welfare	36.195	56.710	52.300	57.825	58.000	69.276
OPEB Current Payment	7.608	20.869	15.315	16.081	16.885	17.729
Pensions	37.682	40.674	48.736	48.588	49.227	50.340
Other Fringe Benefits	21.254	33.880	32.478	31.791	33.134	34.010
GASB Account	3.948	4.317	5.317	6.317	6.317	6.317
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$368.865	\$443.423	\$435.027	\$434.157	\$450.465	\$471.509
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$1.051	\$1.162	\$1.188	\$1.283	\$1.385
Fuel	27.303	47.382	38.007	37.335	36.387	38.730
Insurance	11.711	32.600	17.196	21.271	21.536	24.160
Claims	13.265	21.835	22.000	24.000	24.000	25.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	17.894	31.321	24.684	26.495	32.515	27.290
Professional Service Contracts	2.626	7.689	5.919	8.423	8.566	8.874
Materials & Supplies	24.990	39.051	30.176	30.127	36.438	39.930
Other Business Expenses	1.221	5.594	4.152	2.466	2.325	2.481
Total Non-Labor Expenditures	\$99.010	\$186.523	\$143.296	\$151.306	\$163.050	\$167.851
<u>Other Expenditure Adjustments:</u>						
Other	0.010	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.010	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$467.885	\$629.946	\$578.323	\$585.463	\$613.515	\$639.360
Baseline Cash Deficit	(\$264.301)	(\$414.800)	(\$362.968)	(\$368.236)	(\$394.530)	(\$418.604)

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	(\$2.707)	\$1.017	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.548)	-	-	-	-	-
Capital and Other Reimbursements	1.237	4.111	4.591	4.720	4.853	5.089
Total Receipts	(\$2.018)	\$5.128	\$4.591	\$4.720	\$4.853	\$5.089
Expenditures						
<u>Labor:</u>						
Payroll	\$7.516	(\$12.499)	(\$6.018)	\$1.992	\$2.011	\$2.026
Overtime	-	-	-	-	-	-
Health and Welfare	7.311	(8.682)	0.407	0.410	0.414	0.417
OPEB Current Payment	8.630	(6.283)	-	-	-	-
Pensions	(4.558)	0.174	0.175	0.173	0.173	0.171
Other Fringe Benefits	8.814	(2.256)	0.167	0.169	0.171	0.172
GASB Account	(3.948)	(4.317)	(5.317)	(6.317)	(6.317)	(6.317)
Reimbursable Overhead	0.214	-	-	-	-	-
Total Labor Expenditures	\$23.979	(\$33.862)	(\$10.586)	(\$3.572)	(\$3.548)	(\$3.530)
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	13.293	(8.165)	-	-	-	-
Insurance	5.463	(17.244)	-	-	-	-
Claims	20.293	3.165	4.000	3.000	4.000	4.000
Maintenance and Other Operating Contracts	7.847	(3.282)	-	-	-	-
Professional Service Contracts	1.099	(2.000)	-	-	-	-
Materials & Supplies	6.834	(8.525)	-	-	-	-
Other Business Expenditures	2.654	(1.337)	-	-	-	-
Total Non-Labor Expenditures	\$57.483	(\$37.388)	\$4.000	\$3.000	\$4.000	\$4.000
<u>Other Expenditures Adjustments:</u>						
Other	(0.010)	-	-	-	-	-
Total Other Expenditures Adjustments	(\$0.010)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>						
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$79.434	(\$66.122)	(\$1.995)	\$4.148	\$5.305	\$5.559
Depreciation Adjustment	\$40.457	\$42.235	\$42.235	\$42.235	\$42.235	\$42.235
OPEB Obligation	96.073	55.415	56.296	56.919	57.663	58.264
Environmental Remediation	2.015	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$217.979	\$31.528	\$96.535	\$103.302	\$105.203	\$106.058

MTA BUS COMPANY
2013 Final Proposed Budget
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Baseline

TOTAL REVENUE / RECEIPTS

Farebox Revenue

- Annual changes in Farebox Revenue are based on year-to-date actual results as well as projections for the regional economy and NYC employment, resulting in an increase of approximately 0.6% per year from 2013 to 2016.

Other Operating Revenue

- Other Operating Revenue projections assume no increases for student fare, increases in projections for elderly and disabled fares consistent with the year-to-date actual results, as well as applying an increase of approximately 1% per year. Advertising projections are based on existing contracts.

Capital and Other Reimbursements

- Annual reimbursement levels fluctuate year-to-year based on reimbursable expense levels driven mostly by capital project and third party inter-agency requirements.

TOTAL EXPENSES / EXPENDITURES

Payroll

- In 2012, payroll expenses are impacted by the following:
 - The 2012 cash payroll includes unfavorable timing adjustments.
- In 2013, payroll expenses are impacted by the following:
 - The expense increase is due to the Contractual Payroll Obligations which include Longevity Pay, Workers Comp Differential and other contractual pay allowances.
 - Projections also include the Platform Budget requirement and Depot Training Supervisors.

- 2014-2016, increases are primarily due to changes in Contractual Payroll Obligations and Platform Budget requirement.

Overtime

- In 2012, expense changes are mainly due to Traffic Delays and Running Time requirements offset by the deferral of Shop Overhaul work.
- 2013-2016 expense changes are mainly due to requirements for the Time and Platform Budget requirement.

Health & Welfare

- The 2012 cash projection includes an unfavorable timing adjustment from 2011.
- Inflation assumption for the years 2013-2016 average 10%.

Pension

- Annual pension changes are the direct result of increased costs due to a change in the rate of return assumptions.

Other Fringe Benefits

- Projections are consistent with payroll and overtime expense assumptions above as well as the reclassification of inter-agency overhead charges. The 2012 cash projection includes an unfavorable timing adjustment from 2011.

Electric Power

- 2013-2016 estimate assumptions are based upon the New York Power Authority and Con Edison (Delivery) estimates for cost of service:

New York Power Authority

- 2013: 15.0%
- 2014: 12.7%
- 2015: 10.0%
- 2016: 10.0%

Con Edison (Delivery)

- 2013: 7.9%

- 2014: -4.2%
- 2015: 6.2%
- 2016: 6.5%

Fuel for Buses and Trains

- The 2012 Diesel fuel average price per gallon is \$3.37. Below are the projections:
 - 2013 = \$3.19 representing -5.5% decrease compared to 2012
 - 2014 = \$3.10 representing -2.8% decrease compared to 2013
 - 2015 = \$2.99 representing -3.5% decrease compared to 2014
 - 2016 = \$3.19 representing 6.7% increase compared to 2015
- The 2012 CNG fuel average price per therm is \$3.25. Below are the projections:
 - 2013 = \$4.05 representing 19.8% increase compared to 2012
 - 2014 = \$4.31 representing 6.0% increase compared to 2013
 - 2015 = \$4.52 representing 4.6% increase compared to 2014
 - 2016 = \$4.72 representing 4.2% increase compared to 2015
- The 2012 cash projection includes an unfavorable cash timing adjustment from 2011.

Insurance

- Annual changes are based on policy renewal premium schedules. The 2012 cash projection includes an unfavorable cash timing adjustment from 2011.

Claims

- Projections are consistent with the current third-party actuarial valuation. The 2012 cash projection includes an unfavorable timing adjustment from 2011.

Maintenance and Other Operating Contracts

- Annual changes are primarily the result of the number of buses overhauled each year. The expenses also vary year-to-year. The 2012 cash projection includes an unfavorable cash timing adjustment from 2011.
- 2013 – 2016 Inflation assumptions are as follows:
 - 2013: 1.45%
 - 2014: 1.73%

- 2015: 1.65%
- 2016: 2.01%

Professional Service Contracts

- Inflation assumptions for 2013-2016 are listed under Maintenance and Other Operating Contracts. The 2012 cash projection includes an unfavorable timing adjustment from 2011.

Materials and Supplies

- Inflation assumptions for 2013-2016 are listed under Maintenance and Other Operating Contracts. Annual changes are primarily the result of the number of buses overhauled.

Other Business Expenses

- Inflation assumptions for 2013-2016 are listed under Maintenance and Other Operating Contracts. The 2013 to 2014 change in expense is mainly due to the reduction in office supplies. The 2012 cash projection includes an unfavorable cash timing adjustment from 2011.

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$182.270	\$182.951	\$0.681	\$184.186	\$1.234	\$185.285	\$1.099	\$186.280	\$0.995
Other Operating Revenue	19.019	19.391	0.372	19.771	0.380	20.169	0.398	20.578	0.409
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-
Total Revenue	\$201.289	\$202.342	\$1.053	\$203.957	\$1.614	\$205.454	\$1.497	\$206.858	\$1.404
Expenses									
Labor:									
Payroll	\$224.887	\$226.646	(\$1.759)	\$227.410	(\$0.763)	\$239.332	(\$11.922)	\$245.125	(\$5.793)
Overtime	43.869	42.727	1.142	42.565	0.162	43.926	(1.362)	44.998	(1.072)
Health and Welfare	46.976	51.699	(4.723)	57.213	(5.513)	57.376	(0.163)	68.640	(11.264)
OPEB Current Payment	14.586	15.315	(0.729)	16.081	(0.766)	16.885	(0.804)	17.729	(0.844)
Pensions	40.357	48.450	(8.093)	48.296	0.153	48.930	(0.634)	50.039	(1.108)
Other Fringe Benefits	31.159	32.197	(1.038)	31.505	0.692	32.843	(1.338)	33.714	(0.871)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$401.834	\$417.035	(\$15.201)	\$423.069	(\$6.034)	\$439.292	(\$16.223)	\$460.245	(\$20.952)
Non-Labor:									
Electric Power	\$1.051	\$1.162	(\$0.111)	\$1.188	(\$0.026)	\$1.283	(\$0.095)	\$1.385	(\$0.103)
Fuel	39.217	38.007	1.210	37.335	0.673	36.387	0.948	38.730	(2.344)
Insurance	15.356	17.196	(1.840)	21.271	(4.075)	21.536	(0.265)	24.160	(2.624)
Claims	25.000	26.000	(1.000)	27.000	(1.000)	28.000	(1.000)	29.000	(1.000)
Maintenance and Other Operating Contracts	27.823	24.465	3.358	26.272	(1.807)	32.288	(6.016)	27.059	5.229
Professional Service Contracts	5.689	5.919	(0.230)	8.423	(2.504)	8.566	(0.143)	8.874	(0.308)
Materials & Supplies	29.740	29.379	0.361	29.315	0.063	35.611	(6.296)	39.087	(3.476)
Other Business Expenses	4.257	4.152	0.105	2.466	1.685	2.325	0.142	2.481	(0.156)
Total Non-Labor Expenses	\$148.133	\$146.280	\$1.854	\$153.271	(\$6.991)	\$165.996	(\$12.725)	\$170.777	(\$4.781)
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.	\$549.967	\$563.315	(\$13.348)	\$576.340	(\$13.026)	\$605.288	(\$28.948)	\$631.022	(\$25.734)
Depreciation	\$42.235	\$42.235	-	\$42.235	-	\$42.235	-	\$42.235	-
OPEB Obligation	55.415	56.296	(0.881)	56.919	(0.624)	57.663	(0.744)	58.264	(0.601)
Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses	\$647.617	\$661.845	(\$14.228)	\$675.494	(\$13.649)	\$705.186	(\$29.692)	\$731.521	(\$26.335)
Baseline Net Surplus/(Deficit)	(\$446.328)	(\$459.503)	(\$13.175)	(\$471.538)	(\$12.035)	(\$499.732)	(\$28.195)	(\$524.663)	(\$24.931)

REIMBURSABLE

		Change		Change		Change		Change
2012	2013	2013 - 2012	2014	2014 - 2013	2015	2015 - 2014	2016	2016 - 2015
8.729	8.422	(0.307)	8.551	0.129	8.678	0.128	8.809	0.130
\$8.729	\$8.422	(\$0.307)	\$8.551	\$0.129	\$8.678	\$0.128	\$8.809	\$0.130
\$5.718	\$5.490	\$0.229	\$5.572	(\$0.082)	\$5.655	(\$0.083)	\$5.740	(\$0.085)
-	-	-	-	-	-	-	-	-
1.052	1.008	0.044	1.023	(0.015)	1.038	(0.015)	1.053	(0.015)
-	-	-	-	-	-	-	-	-
0.492	0.461	0.031	0.465	(0.005)	0.470	(0.005)	0.473	(0.003)
0.466	0.448	0.017	0.456	(0.008)	0.462	(0.006)	0.469	(0.007)
-	-	-	-	-	-	-	-	-
\$7.727	\$7.406	\$0.321	\$7.516	(\$0.110)	\$7.625	(\$0.109)	\$7.735	(\$0.110)
\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
0.216	0.219	(0.003)	0.223	(0.004)	0.227	(0.004)	0.231	(0.004)
-	-	-	-	-	-	-	-	-
0.786	0.797	(0.011)	0.812	(0.015)	0.827	(0.015)	0.843	(0.016)
-	-	-	-	-	-	-	-	-
\$1.002	\$1.017	(\$0.015)	\$1.035	(\$0.018)	\$1.054	(\$0.019)	\$1.074	(\$0.020)
-	-	-	-	-	-	-	-	-
\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
\$8.729	\$8.423	\$0.307	\$8.551	(\$0.128)	\$8.679	(\$0.128)	\$8.809	(\$0.130)
-	-	-	-	-	-	-	-	-
\$8.729	\$8.423	\$0.307	\$8.551	(\$0.128)	\$8.679	(\$0.128)	\$8.809	(\$0.130)
\$0.000	(\$0.000)	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
<u>Receipts</u>									
Farebox Revenue	\$183.287	\$182.951	(\$0.336)	\$184.186	\$1.234	\$185.285	\$1.099	\$186.280	\$0.995
Other Operating Revenue	19.019	19.391	0.372	\$19.771	0.380	\$20.169	0.398	\$20.578	0.409
Capital and Other Reimbursements	12.840	13.013	0.173	\$13.271	0.258	\$13.531	0.260	\$13.898	0.367
Total Receipts	\$215.146	\$215.355	\$0.209	\$217.228	\$1.872	\$218.985	\$1.758	\$220.756	\$1.771
<u>Expenditures</u>									
Labor:									
Payroll	\$243.104	\$238.154	\$4.949	\$230.989	\$7.165	\$242.976	(\$11.986)	\$248.838	(\$5.862)
Overtime	43.869	42.727	1.142	42.565	0.162	43.926	(1.362)	44.998	(1.072)
Health and Welfare	56.710	52.300	4.410	57.825	(5.526)	58.000	(0.175)	69.276	(11.276)
OPEB Current Payment	20.869	15.315	5.554	16.081	(0.766)	16.885	(0.804)	17.729	(0.844)
Pensions	40.674	48.736	(8.061)	48.588	0.147	49.227	(0.639)	50.340	(1.113)
Other Fringe Benefits	33.880	32.478	1.402	31.791	0.686	33.134	(1.342)	34.010	(0.876)
GASB Account	4.317	5.317	(1.000)	6.317	(1.000)	6.317	-	6.317	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$443.423	\$435.027	\$8.396	\$434.157	\$0.870	\$450.465	(\$16.308)	\$471.509	(\$21.044)
Non-Labor:									
Electric Power	\$1.051	\$1.162	(\$0.111)	\$1.188	(\$0.026)	\$1.283	(\$0.095)	\$1.385	(\$0.103)
Fuel	47.382	38.007	9.375	37.335	0.673	36.387	0.948	38.730	(2.344)
Insurance	32.600	17.196	15.404	21.271	(4.075)	21.536	(0.265)	24.160	(2.624)
Claims	21.835	22.000	(0.165)	24.000	(2.000)	24.000	-	25.000	(1.000)
Maintenance and Other Operating Contracts	31.321	24.684	6.637	26.495	(1.811)	32.515	(6.020)	27.290	5.225
Professional Service Contracts	7.689	5.919	1.770	8.423	(2.504)	8.566	(0.143)	8.874	(0.308)
Materials & Supplies	39.051	30.176	8.875	30.127	0.049	36.438	(6.311)	39.930	(3.492)
Other Business Expenses	5.594	4.152	1.442	2.466	1.685	2.325	0.142	2.481	(0.156)
Total Non-Labor Expenditures	\$186.523	\$143.296	\$43.227	\$151.306	(\$8.010)	\$163.050	(\$11.744)	\$167.851	(\$4.802)
Other Expenditure Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$629.946	\$578.323	\$51.623	\$585.463	(\$7.140)	\$613.515	(\$28.052)	\$639.360	(\$25.846)
Baseline Net Cash Deficit	(\$414.800)	(\$362.968)	\$51.832	(\$368.236)	(\$5.268)	(\$394.530)	(\$26.294)	(\$418.604)	(\$24.075)

MTA BUS COMPANY
2013 Final Proposed Budget
November Financial Plan 2013 - 2016
Summary of Major Plan-to-Plan Changes

2012: November Financial Plan vs. July Financial Plan

Revenue and Expense Changes

Total Revenue projected for 2012 is \$210.0 million while Expenses before Depreciation is \$558.7 million. This resulted in a baseline cash deficit increase of \$10.6 million from the July Plan, comprised mostly of the following:

- Revenue – A \$0.8 million unfavorable decrease in Farebox re-estimate.
- Labor – A \$12.9 million unfavorable increase in costs primarily due to the following:
 - Overtime \$0.7 million unfavorable increase - Expense changes are mainly due to Traffic Delays, Running Time requirements offset by the favorable Shop Overhaul deferral.
 - Health and Welfare \$4.2 million unfavorable increase - Due to a re-estimate.
 - Pensions \$0.1 million unfavorable increase – Annual pension changes are the direct result of an adjustment to properly reflect updated pension assumptions.
 - Other Fringe Benefits \$8.0 million unfavorable increase - Due to the re-classification of inter-agency overhead charges.
- Non-Labor – A \$4.9 million unfavorable increase in costs due to the following:
 - Electric Power \$0.1 million favorable decrease - Due to the revised forecast.
 - Fuel \$4.7 million unfavorable increase - Due to a re-estimate.
 - Maintenance and Other Operating Contracts \$1.5 million unfavorable increase - Primarily due to the Shop Overhaul work on additional Nova Buses and associated overhead.
 - Materials & Supplies \$1.2 million favorable decrease - Due to the Shop Overhaul Program deferral partially offset by higher inflationary costs.

- Cash Adjustment - A \$8.0 million favorable timing retroactive wage adjustment for ATU/TSO moved from 2012 to 2013.

Reimbursable Changes

The Reimbursable Budget is \$8.7 million and remains consistent with the July Plan.

The Reimbursable Budget for MTA Bus includes in-house labor needed to manage, inspect and support facility projects from concept through completion. It also includes the materials and non-labor costs provided and billed to other MTA agencies.

2013-2016: November Financial Plan vs. July Financial Plan

Revenue and Expense Changes

2013

The November Plan total baseline cash deficit increased by \$41.8 million compared to the July Plan, comprised of the following:

- Revenue – A \$1.2 million unfavorable decrease due to a re-estimate.
- Labor - A \$25.1 million unfavorable increase primarily due to the following:
 - Payroll \$3.2 million unfavorable increase – Primarily due to Contractual Payroll Obligation, Shop Overhaul deferral, Shop work for additional Nova Buses and Depot Training Supervisors.
 - Overtime \$1.6 million unfavorable increase - Expense changes are primarily due to scheduled overtime expenses related to the Running Time requirements.
 - Health and Welfare \$5.1 million unfavorable increase – Primarily due to a re-estimate and the Platform Budget requirements.
 - Pensions \$6.4 million unfavorable increase – Mainly due to re-estimates, increased costs due to lower rates of return offset by an adjustment to properly reflect updated pension assumptions.
 - Other Fringe Benefits \$8.8 million unfavorable increase - Due to the re-classification of inter-agency overhead charges.
- Non-Labor – A \$7.5 million unfavorable increase primarily due to the following:
 - Fuel \$4.4 million unfavorable increase - Due to a re-estimate.

- Maintenance and Other Operating Contracts \$0.7 million unfavorable increase - Primarily due to the Shop work overhead on additional Nova Buses and Shop Overhaul deferral.
- Materials & Supplies \$2.5 million unfavorable increase - Due to the Shop Overhaul deferral, Platform Budget requirement, Driver Barriers and Shop work for additional Nova Buses.
- Cash Adjustment - A \$8.0 million unfavorable timing retroactive wage adjustment for ATU/TSO moved from 2012 to 2013.

Reimbursable Changes

The Reimbursable budget is \$8.4 million and remains consistent with the July Plan.

2014

The November Plan total baseline cash deficit increased by \$33.0 million compared to the July Plan, comprised of the following:

- Revenue – A \$1.7 million unfavorable decrease due to a re-estimate.
- Labor - A \$26.5 million unfavorable increase primarily due to the following:
 - Payroll \$3.4 million unfavorable increase – Primarily due to Contractual Payroll Obligation, Platform Budget requirements and Depot Training Supervisor.
 - Overtime \$2.2 million unfavorable increase - Expense changes are primarily due to scheduled overtime expenses related to the Running Time and the Platform Budget requirement.
 - Health and Welfare \$5.6 million unfavorable increase – Primarily due to a re-estimate.
 - Pensions \$6.5 million unfavorable increase – Mainly due to re-estimates, increased costs due to lower rates of return offset by an adjustment to properly reflect updated pension assumptions.
 - Other Fringe Benefits \$8.9 million unfavorable increase - Due to the re-classification of inter-agency overhead charges.
- Non-Labor – A \$4.8 million unfavorable increase primarily due to the following:

- Fuel \$3.8 million unfavorable increase - Due to a re-estimate.
- Materials & Supplies \$1.0 million unfavorable increase - Primarily due to the requirements for Running Time, Platform Budget and Driver Barriers.

Reimbursable Changes

The Reimbursable budget is \$8.6 million and remains consistent with the July Plan.

2015

The November Plan total baseline cash deficit increased by \$27.5 million compared to the July Plan, comprised of the following:

- Revenue – A \$2.4 million unfavorable decrease due to a re-estimate.
- Labor - A \$21.9 million unfavorable increase primarily due to the following:
 - Payroll \$3.3 million unfavorable increase – Primarily due to Contractual Payroll Obligations, Platform Budget requirements, Depot Training Supervisors.
 - Overtime \$2.3 million unfavorable increase - Expense changes are primarily due to scheduled overtime expenses related to the Running Time and the Platform Budget requirements.
 - Health and Welfare \$0.6 million unfavorable increase - Due to a re-estimate.
 - Pensions \$6.5 million unfavorable increase – Mainly due to re-estimates, increased costs due to lower rates of return offset by an adjustment to properly reflect updated pension assumptions.
 - Other Fringe Benefits \$9.2 million unfavorable increase - Due to the re-classification of inter-agency overhead charges.
- Non-Labor – A \$3.2 million unfavorable increase primarily due to the following:
 - Fuel \$2.4 million unfavorable increase - Due to a re-estimate.
 - Materials & Supplies \$0.9 million unfavorable increase – Primarily due to the requirements for Running Time, Platform Budget and Driver Barriers.

Reimbursable Changes

The Reimbursable budget is \$8.7 million and remains consistent with the July Plan.

2016

The November Plan total baseline cash deficit increased by \$30.6 million compared to the July Plan, comprised of the following:

- Revenue – A \$2.3 million unfavorable decrease due to a re-estimate.
- Labor - A \$22.5 million unfavorable increase primarily due to the following:
 - Payroll \$3.5 million unfavorable increase – Primarily due to Contractual Payroll Obligations, Platform Budget requirements, and Depot Training Supervisors.
 - Overtime \$2.3 million unfavorable increase - Expense changes are primarily due to schedule overtime expenses related to the Running Time and the Platform Budget requirements.
 - Health and Welfare \$0.6 million unfavorable increase - Due to a re-estimate.
 - Pensions \$6.6 million unfavorable increase – Mainly due to re-estimates, and increased costs due to lower rates of return partially offset by an adjustment to properly reflect updated pension assumptions.
 - Other Fringe Benefits \$9.5 million unfavorable increase - Due to the re-classification of inter-agency overhead charges.
- Non-Labor – A \$5.8 million unfavorable increase primarily due to the following:
 - Fuel \$4.7 million unfavorable increase - Due to a re-estimate.
 - Materials & Supplies \$1.1 million unfavorable increase – Primarily due to the requirements for Running Time, Platform Budget and Driver Barriers.

Reimbursable Changes

The Reimbursable budget is \$8.8 million and remains consistent with the July Plan.

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	(\$404.155)	(\$321.121)	(\$335.218)	(\$367.004)	(\$388.026)
Baseline Changes					
Revenue					
Farebox Revenue	(\$0.754)	(\$1.211)	(\$1.697)	(\$2.388)	(\$2.332)
Vehicle Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements					
Total Revenue Changes	(\$0.754)	(\$1.211)	(\$1.697)	(\$2.388)	(\$2.332)
Expenses					
Labor:					
Payroll	\$0.000	(\$3.191)	(\$3.355)	(\$3.330)	(\$3.497)
Overtime	(0.658)	(1.638)	(2.219)	(2.261)	(2.304)
Health and Welfare	(4.247)	(5.099)	(5.553)	(0.613)	(0.623)
OPEB Current Payment	-	-	-	-	-
Pensions	(0.108)	(6.391)	(6.513)	(6.515)	(6.550)
Other Fringe Benefits	(7.968)	(8.775)	(8.862)	(9.174)	(9.498)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	(\$12.980)	(\$25.093)	(\$26.502)	(\$21.894)	(\$22.471)
Non-Labor:					
Electric Power	\$.129	\$.008	(\$.027)	(\$.021)	(\$.013)
Fuel	(\$4.756)	(\$4.400)	(\$3.806)	(\$2.374)	(\$4.652)
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	(1.471)	(0.687)	0.011	0.075	(0.022)
Professional Service Contracts	(0.011)	-	0.003	0.020	(0.007)
Materials & Supplies	1.207	(2.462)	(1.000)	(0.948)	(1.079)
Other Business Expenses	(0.008)	-	0.001	0.005	(0.002)
Total Non-Labor Expense Changes	(\$4.910)	(\$7.542)	(\$4.818)	(\$3.243)	(\$5.775)
Other Expenditure Adjustments:					
Other	-	-	-	-	-
Total Other Expenditure Adjustments	\$.000	\$.000	\$.000	\$.000	\$.000
Gap Closing Actions:					
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs	(\$17.890)	(\$32.635)	(\$31.320)	(\$25.137)	(\$28.246)
Depreciation	-	-	-	-	-
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
Total Expense Changes	(\$17.890)	(\$32.635)	(\$31.320)	(\$25.137)	(\$28.246)
Cash adj for RWA (TSO/ATU) moved to 2013	\$8.000	(\$8.000)			
Total Cash Adjustment Changes	\$8.000	(\$8.000)	\$0.000	\$0.000	\$0.000
Total Baseline Changes	(\$10.644)	(\$41.847)	(\$33.018)	(\$27.525)	(\$30.578)
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	(\$414.800)	(\$362.968)	(\$368.236)	(\$394.530)	(\$418.604)

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE					
	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	(\$0.000)	(\$0.000)	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	-	-	-	-	-
Vehicle Toll Revenue					
Capital and Other Reimbursements					
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Labor:					
Payroll					
Overtime					
Health and Welfare					
OPEB Current Payment					
Pensions					
Other Fringe Benefits					
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:					
Electric Power					
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Expenses before Depreciation</i>					
Depreciation					
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Tota	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
Baseline 2012 July Financial Plan - Operating Cash Income/(Deficit)	(\$404.155)	(\$321.121)	(\$335.218)	(\$367.004)	(\$388.026)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	(0.754)	(1.211)	(1.697)	(2.388)	(2.332)
Other Operating Revenue	-	-	-	-	-
Sub-Total Non-Reimbursable Revenue Changes	(\$0.754)	(\$1.211)	(\$1.697)	(\$2.388)	(\$2.332)
Expenses					
Programs:					
Manager - OP	\$0.000	(\$0.146)	(\$0.149)	(\$0.151)	(\$0.154)
DTS	-	(0.429)	(0.437)	(0.445)	(0.453)
Investigation Unit	-	(0.000)	(0.000)	(0.000)	(0.000)
Manager - Intergov'tal	-	(0.146)	(0.152)	(0.155)	(0.157)
Shop Deferral	2.533	(2.561)	-	-	-
Shop Nova OH	(0.514)	(0.521)	-	-	-
Shop Nova Add'l Buses	(1.000)	(0.847)	-	-	-
Shop - Accidents	-	-	-	-	-
Shop-Engines	-	-	-	-	-
Driver Barriers	-	(0.300)	(0.305)	(0.310)	(0.316)
Tires & Tubes	-	-	-	-	-
Brakes	-	-	-	-	-
Running Time	(0.454)	(2.004)	(2.042)	(2.079)	(2.118)
Traffic Delays	(1.543)	-	-	-	-
Platform Budget	-	(1.279)	(4.060)	(4.135)	(4.213)
Microsoft Software	-	-	-	-	-
Copier Contract	-	-	-	-	-
Contractual Payroll	-	(1.349)	(1.344)	(1.260)	(1.414)
Sub-Total Programs	(\$0.978)	(\$9.582)	(\$8.488)	(\$8.535)	(\$8.827)
Major Re-estimates/Technical Adjustments/Other:					
Revenue Vehicle Fuel	(\$3.934)	(\$3.468)	(\$2.789)	(\$1.358)	(\$3.454)
Non-Revenue Fuel	(0.822)	(1.006)	(1.018)	(1.017)	(1.198)
Electric Power	0.129	0.008	(0.027)	(0.021)	(0.013)
Fringe Expenses Associated with Inter-Agency Employees	(7.911)	(8.357)	(8.380)	(8.691)	(8.996)
Pension Rate of Return	-	(5.600)	(5.600)	(5.600)	(5.600)
Health & Welfare	(4.247)	(4.629)	(5.045)	(0.096)	(0.096)
CPI - Maintenance and Other Operating Contracting	(0.050)	-	0.011	0.075	(0.022)
CPI - Materials & Supplies	(0.059)	-	0.011	0.080	(0.030)
CPI - Professional Services	(0.011)	-	0.003	0.020	(0.007)
CPI - Other Business Expenses	(0.008)	-	0.001	0.005	(0.002)
Sub-Total Non-Reimbursable Expense Changes	(\$16.913)	(\$23.053)	(\$22.832)	(\$16.603)	(\$19.419)
Total Non-Reimbursable Major Changes	(\$18.644)	(\$33.847)	(\$33.018)	(\$27.525)	(\$30.578)
Reimbursable Major Changes					
Revenue					
Reimbursement of Increased Expense Requirements	0.000	0.000	0.000	0.000	0.000
Sub-Total Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Sub-Total Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$18.644)	(\$33.847)	(\$33.018)	(\$27.525)	(\$30.578)
<i>Cash adj for RWA (TSO/ATU) moved to 2013</i>	<i>\$8.000</i>	<i>(\$8.000)</i>			
Total Cash Adjustment Changes	\$8.000	(\$8.000)	\$0.000	\$0.000	\$0.000
Total Baseline Changes	(\$10.644)	(\$41.847)	(\$33.018)	(\$27.525)	(\$30.578)
Baseline 2012 November Financial Plan - Operating Cash Income/(Deficit)	(\$414.800)	(\$362.968)	(\$368.236)	(\$394.530)	(\$418.604)

MTA BUS COMPANY
2013 Final Proposed Budget
November Financial Plan 2013 – 2016
Ridership / (Utilization)

Ridership

The 2012 November Financial Plan baseline ridership forecast assumes that the weather adjusted January 2012-August 2012 trend, which was 0.5% below the 2012 mid-year forecast, will continue for the remainder of the year. This was mostly due to lower than expected express bus ridership. As a result, projected 2012 ridership is 0.4 million lower than the July Plan.

2013 ridership is projected to increase by 0.3% from 2012 based on a projected increase in NYC employment. As a result of the lower 2012 baseline, projected 2013 ridership is 0.7 million lower than the July Plan.

Working off the revised 2013 projection, 2014-2016 ridership growth forecasts are based on the September 2012 inflation assumptions, which projects smaller employment increases than the forecast used in the 2012 July Plan. The resulting ridership is expected to be 1.7, 2.0, and 1.9 million lower than the July Plan in 2014, 2015, and 2016 respectively.

Revenue

Farebox Revenue is lower than the July Plan by \$0.8 million for 2012, \$1.2 million for 2013, \$1.7 million for 2014, \$2.4 million for 2015, and \$2.3 million for 2016, mostly due to the lower ridership forecast.

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Ridership/(Utilization)
(in millions)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>RIDERSHIP</u>						
Fixed Route	120.227	121.495	121.277	121.917	122.658	123.318
Baseline Total Ridership	120.227	121.495	121.277	121.917	122.658	123.318
<u>FAREBOX REVENUE</u>						
Fixed Route	\$179.042	\$182.270	\$182.951	\$184.186	\$185.285	\$186.280
Baseline Total Revenue	\$179.042	\$182.270	\$182.951	\$184.186	\$185.285	\$186.280

MTA BUS COMPANY
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2012</u>	<u>Pos.</u>	<u>2013</u>	<u>Pos.</u>	<u>2014</u>	<u>Pos.</u>	<u>2015</u>	<u>Pos.</u>	<u>2016</u>
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
OTPS	-	3.000	-	3.000	-	3.000	-	3.200	-	3.200
Subtotal Other	-	3.000	-	3.000	-	3.000	-	3.200	-	3.200
Agency Submission	-	\$3.000	-	\$3.000	-	\$3.000	-	\$3.200	-	\$3.200

MTA BUS COMPANY
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Worksheet

Category by Function: Other

Program: OTPS

Background Details:	The MTA Bus budget for Maintenance & Other Operating contract, Professional Service and Other Business Expenses was originally modeled using the NYCT-DOB budget, pro-rated for its operational size, along with specific funding for existing MTA bus programs and contracts. 2009 was the transition year as Bus Operation first became regionalized. Senior Bus management began the process of streamlining/standardizing operations, policies and practice in order to build a more efficient operation capable of maximizing the synergies within the business which has resulted in the savings identified below. These savings were taken in the 2012 July Plan and is included in the baseline of the 2012 November Plan.
----------------------------	--

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	2012
	Are these savings recurring?:	Y
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.000	\$3.000	\$3.000	\$3.200	\$3.200
<i>Total Positions Required:</i>					

**MTA Bus Company
2013 Final Proposed Budget
November Plan 2013 – 2016
Positions**

Plan-to-Plan Changes

Total Non-Reimbursable and Reimbursable Baseline Positions

2012: November Financial Plan vs. July Financial Plan

The total positions for 2012 in the July Plan were 3,553. There were no additional positions added to the November 2012 Plan.

2013: November Financial Plan vs. July Financial Plan

The total positions for 2013 in the July Plan were 3,535. There is a net total of +64 positions added which will result in the sum of 3,599 positions for 2013 in the November Plan. The changes are as follows:

- +3 Special Investigation Unit
- +4 Depot Training Supervisors (DTS)
- +1 Operations Planning
- +1 Intergovernmental Community Relations
- +12 Shop Overhaul deferral
- +5 Shop Overhaul of Nova 1996 Additional Buses
- +38 Platform Budget requirement

2014: November Financial Plan vs. July Financial Plan

The total positions for 2014 in the July Plan were 3,541. There is a net total of +47 positions added which will result in the sum of 3,588 positions for 2014 in the November Plan. The changes are as follows:

- +3 Special Investigation Unit
- +4 Depot Training Supervisors (DTS)
- +1 Operations Planning
- +1 Intergovernmental Community Relations
- +38 Platform Budget requirement

2015: November Financial Plan vs. July Financial Plan

The total positions for 2015 in the July Plan were 3,609. There is a net total of +47 positions added which will result in the sum of 3,656 positions for 2015 in the November 2015 Plan. The changes are as follows:

- +3 Special Investigation Unit
- +4 Depot Training Supervisors (DTS)
- +1 Operations Planning
- +1 Intergovernmental Community Relations
- +38 Platform Budget requirement

2016: November Financial Plan vs. July Financial Plan

The total positions for 2016 in the July Plan were 3,614. There is a net total of +47 positions added which will result in the sum of 3,661 positions for 2016 in the November Plan. The changes are as follows:

- +3 Special Investigation Unit
- +4 Depot Training Supervisors (DTS)
- +1 Operations Planning
- +1 Intergovernmental Community Relations
- +38 Platform Budget requirement

Year-to- Year Changes

2013 Changes Over 2012:

The total number of positions in 2013 increase by +46, leaving the total number of positions at 3,599. The Changes are as follows:

2013 - Net Change of +46 Positions

- -17 Shop Programs
- -1 Information Technology Help Desk Consolidation
- +3 Special Investigation Unit
- +4 Depot Training Supervisors (DTS)
- +1 Operations Planning
- +1 Intergovernmental Community Relations
- +12 Shop Overhaul deferral
- +5 Shop Overhaul of Nova '96 Add'l Buses
- +38 Platform Budget requirement

2014 Changes Over 2013:

The total number of positions in 2014 decrease by -11, leaving the number of positions at 3,588. The changes are as follows:

2014 - Net Change of -11 Positions

- +6 Shop Program
- -12 Shop Overhaul deferral
- -5 Shop Overhaul of Nova '96 Add'l Buses

2015 Changes Over 2014:

The total number of positions in 2015 increase by +68, leaving the number of positions at 3,656. The changes are as follows:

2015 - Net Change of +68 Positions

- +68 Shop Program

2016 Changes Over 2015:

The total number of positions in 2016 increase by 5, leaving the number of positions at 3,661. The changes are as follows:

2016 - Net Change of +5 Positions

- +5 Shop Program

MTA BUS COMPANY
November Financial Plan 2013-2016
Favorable/(Unfavorable)

Total Position Changes at a Glance

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
2012 July Plan - Total Baseline Positions	3,553	3,535	3,541	3,609	3,614
Total Plan-to-Plan Changes	<u>0</u>	<u>(64)</u>	<u>(47)</u>	<u>(47)</u>	<u>(47)</u>
2012 November Plan - Total Baseline Positions	3,553	3,599	3,588	3,656	3,661
Total Year-to-Year Changes, November Plan		(46)	11	(68)	(5)

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	0	(64)	(47)	(47)	(47)
<i>Reimbursable</i>	0	0	0	0	0
Total	0	(64)	(47)	(47)	(47)
<i>Full-Time</i>	0	(64)	(47)	(47)	(47)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	0	(64)	(47)	(47)	(47)
<i>By Function Category</i>					
- Administration	0	(3)	(3)	(3)	(3)
- Operations	2	(35)	(35)	(35)	(35)
- Maintenance	(2)	(26)	(9)	(9)	(9)
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	0	(64)	(47)	(47)	(47)
<i>By Occupational Group</i>					
- Managers/Supervisors	0	(7)	(7)	(7)	(7)
- Professional, Technical, Clerical	0	(2)	(2)	(2)	(2)
- Operational Hourlies	0	(55)	(38)	(38)	(38)
Total	0	(64)	(47)	(47)	(47)

Total Plan-to-Plan Changes by Major Category:

<i>2012 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	0	(64)	(47)	(47)	(47)
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other¹</i>	0	0	0	0	0
Total	0	(64)	(47)	(47)	(47)

¹ Includes Full-time Equivalents

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Office of the EVP	4	4	3	3	3	3
Human Resources	7	6	6	6	6	6
Office of Management and Budget	16	14	14	14	14	14
Technology & Information Services	20	17	17	17	17	17
Materiel	20	19	19	19	19	19
Controller	33	15	15	15	15	15
Office of the President	10	6	6	6	6	6
System Safety Administration	1	5	5	5	5	5
Law	19	21	24	24	24	24
Corporate Communications	2	2	2	2	2	2
Strategic Office	0	8	8	8	8	8
Labor Relations	0	4	4	4	4	4
Non Departmental	-	61	63	68	71	63
Total Administration	132	182	186	191	194	186
Operations						
Buses	2,085	2,058	2,094	2,094	2,094	2,094
Office of the Executive Vice President, Regional	1	1	1	1	1	1
Safety & Training	40	21	21	21	21	21
Road Operations	119	117	117	117	117	117
Transportation Support	16	20	20	20	20	20
Operations Planning	23	30	31	31	31	31
Revenue Control	21	21	21	21	21	21
Total Operations	2,305	2,268	2,305	2,305	2,305	2,305
Maintenance						
Buses	722	738	732	732	732	732
Maintenance Support/CMF	148	156	166	150	215	228
Facilities	39	72	72	72	72	72
Supply Logistics	83	85	86	86	86	86
Total Maintenance	992	1,051	1,056	1,040	1,105	1,118
Engineering/Capital						
Capital Program Management	32	38	38	38	38	38
Public Safety						
Office of the Senior Vice President	10	14	14	14	14	14
Total Positions	3,471	3,553	3,599	3,588	3,656	3,661
Non-Reimbursable	3,424	3,489	3,535	3,524	3,592	3,597
Reimbursable	47	64	64	64	64	64
Total Full-Time	3,456	3,538	3,584	3,573	3,641	3,646
Total Full-Time Equivalents	15	15	15	15	15	15

MTA BUS COMPANY
November Financial Plan 2013 - 2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Managers/Supervisors	44	48	49	49	49	49
Professional, Technical, Clerical	88	73	74	74	74	74
Operational Hourlies	-	61	63	68	71	63
Total Administration	132	182	186	191	194	186
Operations						
Managers/Supervisors	296	300	303	303	303	303
Professional, Technical, Clerical	46	50	50	50	50	50
Operational Hourlies	1,963	1,918	1,952	1,952	1,952	1,952
Total Operations	2,305	2,268	2,305	2,305	2,305	2,305
Maintenance						
Managers/Supervisors	184	199	201	201	201	201
Professional, Technical, Clerical	13	13	14	14	14	14
Operational Hourlies	795	839	841	825	890	903
Total Maintenance	992	1,051	1,056	1,040	1,105	1,118
Engineering/Capital						
Managers/Supervisors	18	22	22	22	22	22
Professional, Technical, Clerical	14	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	32	38	38	38	38	38
Public Safety						
Managers/Supervisors	5	11	11	11	11	11
Professional, Technical, Clerical	4	3	3	3	3	3
Operational Hourlies	1	-	-	-	-	-
Total Public Safety	10	14	14	14	14	14
Total Positions						
Managers/Supervisors	547	580	586	586	586	586
Professional, Technical, Clerical	165	155	157	157	157	157
Operational Hourlies	2,759	2,818	2,856	2,845	2,913	2,918
Total Baseline Positions	3,471	3,553	3,599	3,588	3,656	3,661

Staten Island Railway

MTA STATEN ISLAND RAILWAY
2013 Final Proposed Budget
November Financial Plan 2013 - 2016

At the time of preparation, a preliminary assessment of the impacts on the November Financial Plan from Tropical Storm Sandy had not been completed. While Staten Island Railway's baseline financial plan does not reflect operational or financial impacts from the tropical storm, an MTA-wide estimate is included in Volume 1 of the 2012 November Financial Plan.

FINANCIAL OVERVIEW

The 2013 Final Proposed Budget and projections for the years 2014-2016 provide sufficient funding to maintain current service levels as well as to maintain MTA's commitment to safety and security. Performance indicators including mean distance between failures and on-time performance remain within targeted levels.

A major programmatic initiative in support of R44 fleet maintenance requirements, which was first introduced in the 2012 July Financial Plan, and is maintained in this financial plan, is summarized as follows:

The SIR R44 fleet of 63 cars is now forty years old, which is considered to be the full useful life of these vehicles. It is currently estimated that the replacement of this fleet will not occur until around 2020. In order to maintain this fleet in a state of good repair to be able to operate safely and reliably, it will be necessary for this fleet to undergo a full maintenance program to be performed mostly at MTA New York City Transit's subway's facilities.

This plan includes an estimate of \$0.400 million of overtime and material expenses in 2013 to enable SIR to deal directly with more immediate component problems that can be addressed in the Staten Island Shop and a three year SMS fleet maintenance program (2014-2016) with an estimated cost of \$12.900 million (\$4.300 million and 21 cars per year). These preliminary cost estimates will continue to be under review and will be updated as necessary.

2012 November Forecast

MTA Staten Island Railway's 2012 November Forecast reflects total expenses before depreciation and other post-employment benefits (OPEB) of \$39.769 million, including \$38.097 million of non-reimbursable expenses and \$1.672 million of reimbursable expenses. Total revenues are projected to be \$9.333 million, of which \$7.661 million are operating revenues and \$1.672 million represent capital reimbursements. Total full-time positions are 271, including 268 non-reimbursable positions and 3 reimbursable positions.

The 2012 November Forecast operating cash deficit is projected to decrease by \$1.244 million, based on the following changes:

- The favorable timing to 2013 of \$1.974 million of non-revenue vehicle fleet replacement, due mostly to lead-times in purchasing vehicles
- An actuarial update in pension expenses, resulting in an expense increase of \$0.700 million
- A re-estimate of ridership, resulting in a farebox revenue decrease of \$0.034 million.
- Updates of inflation assumptions and health & welfare expense projections, resulting in a net expense decrease of \$0.004 million.

2013 Final Proposed Budget

MTA Staten Island Railway's 2013 Final Proposed Budget reflects total expenses before depreciation and OPEB of \$44.147 million, including \$42.473 million of non-reimbursable expenses and \$1.674 million of reimbursable expenses. Total revenues are projected to be \$9.433 million, of which \$7.759 million are operating revenues and \$1.674 million represent capital reimbursements. Total full-time positions are 271, including 268 non-reimbursable positions and 3 reimbursable positions.

The 2013 Final Proposed Budget operating cash deficit is projected to increase by \$3.273 million, based on the following:

- The unfavorable timing of \$2.240 million of non-revenue vehicle fleet replacement, mostly from 2012, due mostly to lead-times in purchasing vehicles
- An actuarial update in pension expenses, resulting in an expense increase of \$0.700 million
- Updates of inflation assumptions and health & welfare expense projections, resulting in a net expense increase of \$0.340 million.
- A re-estimate of ridership, resulting in a farebox revenue increase of \$0.007 million.

November Financial Plan 2014-2016 Projections

Operating cash deficits are projected to increase by \$0.534 million in 2014, \$0.666 million in 2015, and \$0.575 million in 2016. Major changes include:

- An actuarial update in pension expenses, resulting in expense increases of \$0.700 million for each year

- Updates of inflation assumptions and health & welfare expense projections, resulting in a net expense increase of \$0.094 million in 2014, and net expense decreases of \$0.039 million in 2015 and \$0.126 million in 2016
- The favorable timing of \$0.266 million of non-revenue vehicle fleet replacement from 2014 to 2013
- A re-estimate of ridership, resulting in decreases in farebox revenue of \$0.006 million in 2014, \$0.005 million in 2015 and \$0.001 million in 2016.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Operating Revenue						
Farebox Revenue	\$5.586	\$5.590	\$5.688	\$5.764	\$5.843	\$5.911
Toll Revenue						
Other Operating Revenue	2.296	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$7.882	\$7.661	\$7.759	\$7.835	\$7.914	\$7.982
Operating Expenses						
<u>Labor:</u>						
Payroll	\$15.876	\$16.709	\$17.006	\$17.321	\$17.630	\$17.997
Overtime	1.074	0.661	0.785	0.671	0.686	0.700
Health and Welfare	2.890	3.756	4.201	4.287	4.571	4.875
OPEB Current Payment	0.536	0.675	0.753	0.768	0.819	0.874
Pensions	3.957	5.500	5.800	5.800	5.900	6.000
Other Fringe Benefits	1.438	1.261	1.286	1.310	1.333	1.360
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$25.771	\$28.562	\$29.831	\$30.157	\$30.939	\$31.866
<u>Non-Labor:</u>						
Electric Power	\$4.466	\$4.897	\$5.362	\$5.335	\$5.715	\$6.131
Fuel	0.400	0.405	0.410	0.396	0.388	0.415
Insurance	0.349	0.259	0.300	0.444	0.405	0.472
Claims	0.177	0.274	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.792	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.408	0.417	0.424	0.432	0.438	0.448
Materials & Supplies	0.864	1.649	4.299	1.706	2.031	1.791
Other Business Expenses	0.000	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$7.456	\$9.535	\$12.642	\$14.498	\$15.198	\$15.521
<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 and GASB Accruals	\$33.227	\$38.097	\$42.473	\$44.655	\$46.137	\$47.327
Depreciation	\$9.176	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.172	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.375	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$44.950	\$49.397	\$53.773	\$55.955	\$57.437	\$58.627
Baseline Surplus/(Deficit)	(\$37.068)	(\$41.736)	(\$46.014)	(\$48.120)	(\$49.523)	(\$50.645)

REIMBURSABLE

[illegible]

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$5.586	\$5.590	\$5.688	\$5.764	\$5.843	\$5.911
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.296	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.946	1.672	1.674	1.680	1.680	1.680
Total Revenue	\$8.828	\$9.333	\$9.433	\$9.515	\$9.594	\$9.662
Expenses						
<u>Labor:</u>						
Payroll	\$16.054	\$16.997	\$17.293	\$17.609	\$17.918	\$18.285
Overtime	1.262	1.365	1.489	1.375	1.390	1.404
Health and Welfare	3.046	4.265	4.714	4.804	5.088	5.392
OPEB Current Payment	0.536	0.675	0.753	0.768	0.819	0.874
Pensions	4.025	5.594	5.894	5.894	5.994	6.094
Other Fringe Benefits	1.456	1.338	1.362	1.387	1.410	1.437
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$26.379	\$30.234	\$31.505	\$31.837	\$32.619	\$33.486
<u>Non-Labor:</u>						
Electric Power	\$4.466	\$4.897	\$5.362	\$5.335	\$5.715	\$6.131
Fuel	0.400	0.405	0.410	0.396	0.388	0.415
Insurance	0.349	0.259	0.300	0.444	0.405	0.472
Claims	0.177	0.274	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.792	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.408	0.417	0.424	0.432	0.438	0.448
Materials & Supplies	1.202	1.649	4.299	1.706	2.031	1.791
Other Business Expenses	0.000	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	\$7.794	\$9.535	\$12.642	\$14.498	\$15.198	\$15.521
<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	\$34.173	\$39.769	\$44.147	\$46.335	\$47.817	\$49.007
Depreciation	\$9.176	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.172	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.375	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$45.896	\$51.069	\$55.447	\$57.635	\$59.117	\$60.307
Baseline Surplus/(Deficit)	(\$37.068)	(\$41.736)	(\$46.014)	(\$48.120)	(\$49.523)	(\$50.645)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2011	2012	2013			
	<u>Actual</u>	<u>Forecast</u>	<u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Receipts						
Farebox Revenue	\$5.480	\$5.590	\$5.688	\$5.764	\$5.843	\$5.911
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.446	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.231	2.387	1.674	1.680	1.680	1.680
Total Receipts	\$8.157	\$10.048	\$9.433	\$9.515	\$9.594	\$9.662
Expenditures						
<u>Labor:</u>						
Payroll	\$14.542	\$23.168	\$17.293	\$17.609	\$17.918	\$18.285
Overtime	1.483	1.365	1.489	1.375	1.390	1.404
Health and Welfare	3.237	4.265	4.714	4.804	5.088	5.392
OPEB Current Payment	0.587	0.675	0.753	0.768	0.819	0.874
Pensions	4.175	5.636	5.894	5.894	5.994	6.094
Other Fringe Benefits	1.511	1.809	1.362	1.387	1.410	1.437
GASB Account	0.317	0.347	0.379	0.415	0.415	0.415
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$25.852	\$37.265	\$31.884	\$32.252	\$33.034	\$33.901
<u>Non-Labor:</u>						
Electric Power	\$4.159	\$5.227	\$5.362	\$5.335	\$5.715	\$6.131
Fuel	0.400	0.405	0.410	0.396	0.388	0.415
Insurance	0.198	0.259	0.300	0.444	0.405	0.472
Claims	0.261	0.405	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.983	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.187	0.567	0.424	0.432	0.438	0.448
Materials & Supplies	1.122	1.707	4.299	1.706	2.031	1.791
Other Business Expenses	0.000	0.369	0.005	0.005	0.005	0.005
Total Non-Labor Expenditures	\$7.310	\$10.568	\$12.642	\$14.498	\$15.198	\$15.521
<u>Other Expenditure Adjustments:</u>						
Other						
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$33.162	\$47.833	\$44.526	\$46.750	\$48.232	\$49.422
Baseline Cash Deficit	(\$25.005)	(\$37.785)	(\$35.093)	(\$37.235)	(\$38.638)	(\$39.760)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS

	2011	2012	2013			
	Actual	November	Final Proposed	2014	2015	2016
		Forecast	Budget			
Receipts						
Farebox Revenue	(\$0.106)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.150	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.715)	0.715	0.000	0.000	0.000	0.000
Total Receipts	(\$0.671)	\$0.715	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$1.512	(\$6.171)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(0.221)	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.191)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	(0.051)	0.000	0.000	0.000	0.000	0.000
Pensions	(0.150)	(0.042)	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.055)	(0.471)	0.000	0.000	0.000	0.000
GASB Account	(0.317)	(0.347)	(0.379)	(0.415)	(0.415)	(0.415)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.527	(\$7.031)	(\$0.379)	(\$0.415)	(\$0.415)	(\$0.415)
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.307	(\$0.330)	\$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	0.151	0.000	0.000	0.000	0.000	0.000
Claims	(0.084)	(0.131)	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	(0.191)	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.221	(0.150)	0.000	0.000	0.000	0.000
Materials & Supplies	0.080	(0.058)	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	(0.364)	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.484	(\$1.033)	\$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.	\$0.340	(\$7.349)	(\$0.379)	(\$0.415)	(\$0.415)	(\$0.415)
Depreciation Adjustment	\$9.176	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.172	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.375	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$12.063	\$3.951	\$10.921	\$10.885	\$10.885	\$10.885
Total Cash Conversion Adjustments	\$12.063	\$3.951	\$10.921	\$10.885	\$10.885	\$10.885

MTA STATEN ISLAND RAILWAY
2013 Final Proposed Budget
November Financial Plan 2013 - 2016
Year-to-Year Changes by Category-Baseline

TOTAL REVENUES/RECEIPTS

Farebox Revenue

- Farebox revenue improves by (1.8%) or \$0.098 million in 2013, (1.3%) or \$0.076 million in 2014, (1.4%) or \$0.079 million in 2015, and (1.2%) or \$0.068 million in 2016 due to updated employment projections.

Other Operating Revenue

- No changes.

Capital and Other Reimbursements

- 2012 includes \$0.713 million of reimbursements delayed from 2011.

TOTAL EXPENSES/EXPENDITURES

Payroll

- 2013-2016 includes provisions for cost of living increases for non-represented employees, following three-years of wage freezes, of 1.97%, 1.91% 1.85% and 1.89%, respectively.
- 2013-2016 includes projected wage inflation increases for represented employees of 1.97%, 1.91%, 1.85% and 1.89%, respectively.
- 2012 includes \$1.616 million of payments, originally assumed to be paid in 2011.

Overtime

- Includes projected wage inflation increases as noted above for represented employees.

Health & Welfare/OPEB Current Payment

- 2013-2016 includes projected rate increases of 11.45%, 2.05%, 6.65% and 6.65%, respectively.

Pension

- Projections are based on current actuarial information and a timing impact in 2012 of \$0.042 million of payments.

Other Fringe Benefits

- 2013-2016 includes inflation increases of 1.59%, 1.90%, 1.74% and 2.01%, respectively. 2012 includes a timing impact of \$0.123 million of payments.

Electric Power (Traction/Non-Traction)

- 2013-2016 inflation assumptions based on projected New York Power Authority (NYPA)/Con Ed rate increases. 2012 includes \$0.330 million of payments, originally assumed to be paid in 2011.

Fuel (Heating/Diesel)

- 2013-2016 reflects inflationary assumptions.

Insurance

- 2013-2016 reflects inflationary assumptions. 2012 includes \$0.131 million of payments, originally assumed to be paid in 2011.

Claims

- 2013-2016 reflects inflationary assumptions of 1.59%, 1.90%, 1.74% and 2.01%, respectively.

Maintenance and Other Operating Contracts

- 2013-2016 reflects inflationary increases of 1.59%, 1.90%, 1.74% and 2.01%, respectively. 2012 includes \$0.150 million of payments, originally assumed to be paid in 2011.

Professional Service Contracts

- 2013-2016 reflects inflationary increases of 1.59%, 1.90%, 1.74% and 2.01%, respectively. 2012 includes \$0.058 million of payments, originally assumed to be paid in 2011.

Materials and Supplies

- 2013-2016 reflects inflationary increases of 2.45%, 2.29%, 2.14% and 1.85%, respectively. 2012 includes \$0.364 million of payments, originally assumed to be paid in 2011.

Other Business Expenses

- 2013-2016 reflects inflationary increases of 1.59%, 1.90%, 1.74% and 2.01%, respectively.

Depreciation

- Annual expenses of \$9.0 million do not increase during the Financial Plan, as no additional capital assets are projected to reach beneficial use.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
Revenue									
Farebox Revenue	\$5.590	\$5.688	\$0.098	\$5.764	\$0.076	\$5.843	\$0.079	\$5.911	\$0.068
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.071	0.000	2.071	0.000	2.071	0.000	2.071	0.000
Capital and Other Reimbursements	0.000	0.000	\$0.000	0.000	\$0.000	0.000	\$0.000	0.000	\$0.000
Total Revenue	\$7.661	\$7.759	\$0.098	\$7.835	\$0.076	\$7.914	\$0.079	\$7.982	\$0.068
Expenses									
Labor:									
Payroll	\$16.709	\$17.006	(0.297)	\$17.321	(0.315)	\$17.630	(0.309)	\$17.997	(0.367)
Overtime	0.661	0.785	(0.124)	0.671	0.114	0.686	(0.015)	0.700	(0.014)
Health and Welfare	3.756	4.201	(0.445)	4.287	(0.086)	4.571	(0.284)	4.875	(0.304)
OPEB Current Payment	0.675	0.753	(0.078)	0.768	(0.015)	0.819	(0.051)	0.874	(0.055)
Pensions	5.500	5.800	(0.300)	5.800	0.000	5.900	(0.100)	6.000	(0.100)
Other Fringe Benefits	1.261	1.286	(0.025)	1.310	(0.024)	1.333	(0.023)	1.360	(0.027)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$28.562	\$29.831	(\$1.269)	\$30.157	(\$0.326)	\$30.939	(\$0.782)	\$31.806	(\$0.867)
Non-Labor:									
Electric Power	\$4.897	\$5.362	(0.465)	\$5.335	0.027	\$5.715	(0.380)	\$6.131	(0.416)
Fuel	0.405	0.410	(0.005)	0.396	0.014	0.388	0.008	0.415	(0.027)
Insurance	0.259	0.300	(0.041)	0.444	(0.144)	0.405	0.039	0.472	(0.067)
Claims	0.274	0.279	(0.005)	0.284	(0.005)	0.289	(0.005)	0.295	(0.006)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other									
Operating Contracts	1.629	1.563	0.066	5.896	(4.333)	5.927	(0.031)	5.964	(0.037)
Professional Service Contracts	0.417	0.424	(0.007)	0.432	(0.008)	0.438	(0.006)	0.448	(0.010)
Materials & Supplies	1.649	4.299	(2.650)	1.706	2.593	2.031	(0.325)	1.791	0.240
Other Business Expenses	0.005	0.005	0.000	0.005	0.000	0.005	0.000	0.005	0.000
Total Non-Labor Expenses	\$9.535	\$12.642	(\$3.107)	\$14.498	(\$1.856)	\$15.198	(\$0.700)	\$15.521	(\$0.323)
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.	\$38.097	\$42.473	(\$4.376)	\$44.655	(\$2.182)	\$46.137	(\$1.482)	\$47.327	(\$1.190)
Depreciation	9.000	9.000	0.000	9.000	0.000	9.000	0.000	9.000	0.000
OPEB Obligation	2.300	2.300	0.000	2.300	0.000	2.300	0.000	2.300	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$49.397	\$53.773	(\$4.376)	\$55.955	(\$2.182)	\$57.437	(\$1.482)	\$58.627	(\$1.190)
Net Surplus/(Deficit)	(\$41.736)	(\$46.014)	(\$4.278)	(\$48.120)	(\$2.106)	(\$49.523)	(\$1.403)	(\$50.645)	(\$1.122)

REIMBURSABLE

[illegible]

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Year-to-Year Changes by Category - Cash Receipts and Expenditures
(\$ in millions)

	Favorable/(Unfavorable)								
	2012	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015
<u>Receipts</u>									
Farebox Revenue	\$5.590	\$5.688	\$0.098	\$5.764	\$0.076	\$5.843	\$0.079	\$5.911	\$0.068
Other Operating Revenue	2.071	2.071	0.000	2.071	0.000	2.071	0.000	2.071	0.000
Capital and Other Reimbursements	2.387	1.674	(0.713)	1.680	0.006	1.680	0.000	1.680	0.000
Total Receipts	\$10.048	\$9.433	(\$0.615)	\$9.515	\$0.082	\$9.594	\$0.079	\$9.662	\$0.068
<u>Expenditures</u>									
Labor:									
Payroll	\$23.168	\$17.293	5.875	\$17.609	(0.316)	\$17.918	(0.309)	\$18.285	(0.367)
Overtime	1.365	1.489	(0.124)	1.375	0.114	1.390	(0.015)	1.404	(0.014)
Health and Welfare	4.265	4.714	(0.449)	4.804	(0.090)	5.088	(0.284)	5.392	(0.304)
OPEB Current Payment	0.675	0.753	(0.078)	0.768	(0.015)	0.819	(0.051)	0.874	(0.055)
Pensions	5.636	5.894	(0.258)	5.894	0.000	5.994	(0.100)	6.094	(0.100)
Other Fringe Benefits	1.809	1.362	0.447	1.387	(0.025)	1.410	(0.023)	1.437	(0.027)
GASB Account	0.347	0.379	(0.032)	0.415	(0.036)	0.415	0.000	0.415	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$37.265	\$31.884	\$5.381	\$32.252	(\$0.368)	\$33.034	(\$0.782)	\$33.901	(\$0.867)
Non-Labor:									
Electric Power	\$5.227	\$5.362	(0.135)	\$5.335	0.027	\$5.715	(0.380)	\$6.131	(0.416)
Fuel	0.405	0.410	(0.005)	0.396	0.014	0.388	0.008	0.415	(0.027)
Insurance	0.259	0.300	(0.041)	0.444	(0.144)	0.405	0.039	0.472	(0.067)
Claims	0.405	0.279	0.126	0.284	(0.005)	0.289	(0.005)	0.295	(0.006)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other									
Operating Contracts	1.629	1.563	0.066	5.896	(4.333)	5.927	(0.031)	5.964	(0.037)
Professional Service Contracts	0.567	0.424	0.143	0.432	(0.008)	0.438	(0.006)	0.448	(0.010)
Materials & Supplies	1.707	4.299	(2.592)	1.706	2.593	2.031	(0.325)	1.791	0.240
Other Business Expenses	0.369	0.005	0.364	0.005	0.000	0.005	0.000	0.005	0.000
Total Non-Labor Expenditures	\$10.568	\$12.642	(\$2.074)	\$14.498	(\$1.856)	\$15.198	(\$0.700)	\$15.521	(\$0.323)
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$47.833	\$44.526	\$3.307	\$46.750	(\$2.224)	\$48.232	(\$1.482)	\$49.422	(\$1.190)
Net Cash Deficit	(\$37.785)	(\$35.093)	\$2.692	(\$37.235)	(\$2.142)	(\$38.638)	(\$1.403)	(\$39.760)	(\$1.122)

MTA STATEN ISLAND RAILWAY
2013 Final Proposed Budget
November Financial Plan 2013-2016
Summary of Plan to Plan Changes-Baseline

2012: November Financial Plan vs. July Financial Plan

Revenue Re-estimates

- A re-estimate of ridership, resulting in a farebox revenue decrease of \$0.034 million.

Expense Re-estimates

- The favorable timing of \$1.974 million of non-revenue vehicle fleet replacement, due mostly to lead-times in purchasing vehicles
- An actuarial update in pension expenses, resulting in an expense increase of \$0.700 million
- Updates of inflation assumptions and health & welfare expense projections, resulting in a net expense decrease of \$0.004 million.

Cash Adjustments

- No cash adjustments.

2013-2016: November Financial Plan vs. July Financial Plan

Revenue Re-estimates

- A re-estimate of ridership, resulting in an increase in farebox revenue of \$0.007 million in 2013 and decreases of \$0.006 million in 2014, \$0.005 million in 2015 and \$0.001 million in 2016.

Expense Re-estimates

- An actuarial update in pension expenses, resulting in expense increases of \$0.700 million for each year
- Revised timing assumptions regarding non-revenue vehicle fleet replacement, resulting in the unfavorable timing of \$2.240 million in 2013 and the favorable timing of \$0.266 million in 2014.

- Updates of inflation assumptions and health & welfare expense projections, resulting in net expense increases of \$0.340 million in 2013 and \$0.094 million in 2014, and net expense decreases of \$0.039 million in 2015 and \$0.126 million in 2016

Cash Adjustments

- No cash adjustments.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	2012	2013	2014	2015	2016
July Financial Plan Net Cash Deficit	(\$39.029)	(\$31.820)	(\$36.701)	(\$37.972)	(\$39.185)
Baseline Changes					
Revenue					
Farebox Revenue	(0.034)	0.007	(0.006)	(0.005)	(0.001)
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$0.034)	\$0.007	(\$0.006)	(\$0.005)	(\$0.001)
Expenses					
Labor:					
Payroll					
Overtime	0.000	0.270	0.000	0.000	0.000
Health and Welfare	0.000	(0.025)	0.039	0.057	0.077
OPEB Current Payment	(0.018)	(0.025)	(0.014)	(0.012)	(0.011)
Pensions	(0.700)	(0.700)	(0.700)	(0.700)	(0.700)
Other Fringe Benefits	0.003	0.004	0.004	0.006	0.004
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$0.715)	(\$0.476)	(\$0.671)	(\$0.649)	(\$0.630)
Non-Labor:					
Electric Power	0.000	(0.337)	(0.197)	(0.111)	(0.024)
Fuel	0.000	0.007	0.033	0.053	0.039
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.001	0.000	0.001	0.001	0.001
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.004	0.005	0.005	0.008	0.005
Professional Service Contracts	0.001	0.001	0.001	0.002	0.001
Materials & Supplies	1.987	(2.480)	0.300	0.035	0.034
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$1.993	(\$2.804)	\$0.143	(\$0.012)	\$0.056
Total Expense Changes before Depreciation & GASB Adjs.	\$1.278	(\$3.280)	(\$.528)	(\$.661)	(\$.574)
Depreciation	0.000	0.000	0.000	0.000	0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Depreciation and GASB Adjs. Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$1.244	(\$3.273)	(\$0.534)	(\$0.666)	(\$0.575)
November Financial Plan Net Cash Deficit	(\$37.785)	(\$35.093)	(\$37.235)	(\$38.638)	(\$39.760)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE					
	2012	2013	2014	2015	2016
July Financial Plan Net Cash Deficit	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
<i>Labor:</i>					
Payroll	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Electric Power	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
November Financial Plan Net Cash Deficit	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA Staten Island Railway
November Financial Plan 2013-2016
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2012	2013	2014	2015	2016
July Financial Plan Net Cash Deficit	(\$39.029)	(\$31.820)	(\$36.701)	(\$37.972)	(\$39.185)
<i>Non-Reimbursable Major Changes</i>					
Revenue					
Farebox Revenue	(0.034)	0.007	(0.006)	(0.005)	(0.001)
Sub-Total Non-Reimbursable Revenue Changes	(0.034)	0.007	(0.006)	(0.005)	(0.001)
Expenses					
Timing of Replacement of Non-Revenue Vehicle Fleet	1.974	(2.240)	0.266	0.000	0.000
Pension Re-estimates	(0.700)	(0.700)	(0.700)	(0.700)	(0.700)
Health & Welfare/OPEB Current Expense Re-estimates	(0.018)	(0.050)	0.025	0.045	0.066
Revised Inflation Assumptions	0.022	(0.290)	(0.119)	(0.006)	0.060
Sub-Total Non-Reimbursable Expense Changes	1.278	(3.280)	(0.528)	(0.661)	(0.574)
Total Non-Reimbursable Major Changes	1.244	(3.273)	(0.534)	(0.666)	(0.575)
<i>Reimbursable Major Changes</i>					
Sub-Total Reimbursable Revenue Changes	0.000	0.000	0.000	0.000	0.000
Sub-Total Reimbursable Expense Changes	0.000	0.000	0.000	0.000	0.000
Total Reimbursable Major Changes	0.000	0.000	0.000	0.000	0.000
Total Accrual Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Depreciation	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$1.244	(\$3.273)	(\$0.534)	(\$0.666)	(\$0.575)
November Financial Plan Net Cash Deficit	(\$37.785)	(\$35.093)	(\$37.235)	(\$38.638)	(\$39.760)

**MTA STATEN ISLAND RAILWAY
2013 Final Proposed Budget
November Financial Plan 2013-2016
Ridership/(Utilization)**

- A re-estimate of non-student ridership is projected to decrease ridership below the July Financial Plan by 0.013 million in 2012.
- 2013-2016 ridership growth projects virtually the same annual employment growth in 2013 as in the April 2012 forecast used for the July Financial Plan. Employment growth is lower in 2014, and remains virtually the same in 2015 and 2016. As a result of the new employment forecast, ridership decreases from the July Plan are similar in 2013, then get slightly larger in 2014, and stabilize in 2015 and 2016.
- Annual ridership is projected to be below the July Financial Plan by 0.022 million in 2013, 0.031 million in 2014, 0.030 million in 2015 and 0.028 million in 2016.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Ridership/(Utilization)
(in millions)

		2013 Final Proposed Budget			
2011 Actual	2012 November Forecast		2014	2015	2016

RIDERSHIP

Fixed Route	4.583	4.609	4.659	4.712	4.767	4.814
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Baseline Total Ridership	4.583	4.609	4.659	4.712	4.767	4.814
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FAREBOX REVENUE

Fixed Route	\$5.586	\$5.590	\$5.688	\$5.764	\$5.843	\$5.911
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Baseline Total Revenue	\$5.586	\$5.590	\$5.688	\$5.764	5.843	5.911
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MTA Staten Island Railway
November Financial Plan 2013-2016
2012 Budget Reduction Proposals - Accrual Basis
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000

**MTA STATEN ISLAND RAILWAY
2013 Final Proposed Budget
November Financial Plan 2013-2016
Positions**

2013-2016: November Financial Plan vs. July Financial Plan

No position changes were made in the November Financial Plan.

MTA STATEN ISLAND RAILWAY November Financial Plan 2013-2016 Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2012	2013	2014	2015	2016
2012 July Plan - Total Baseline Positions	271	271	271	271	271
Total Plan-to-Plan Changes	0	0	0	0	0
2012 November Plan - Total Baseline Positions	271	271	271	271	271
Total Year-to-Year Changes, November Plan	0	0	0	0	0

Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	0	0	0	0	0
<i>Reimbursable</i>	0	0	0	0	0
Total	0	0	0	0	0
<i>Full-Time</i>	0	0	0	0	0
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	0	0	0	0	0
<i>By Function Category</i>					
- Administration	0	0	0	0	0
- Operations	0	0	0	0	0
- Maintenance	0	0	0	0	0
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	0	0	0	0	0
<i>By Occupational Group</i>					
- Managers/Supervisors	0	0	0	0	0
- Professional, Technical, Clerical	0	0	0	0	0
- Operational Hourlies	0	0	0	0	0
Total	0	0	0	0	0

Total Plan-to-Plan Changes by Major Category:					
<i>2012 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	0	0	0	0	0
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other¹</i>	0	0	0	0	0
Total	0	0	0	0	0

¹ Includes Full-time Equivalents

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Executive	14	14	14	14	14	14
General Office	7	8	8	8	8	8
Purchasing/Stores	7	6	6	6	6	6
Total Administration	28	28	28	28	28	28
Operations						
Transportation	93	91	91	91	91	91
Maintenance						
Mechanical	44	43	43	43	43	43
Electronic/Electrical		12	12	12	12	12
Power/Signals	24	26	26	26	26	26
Maintenance of Way	46	46	46	46	46	46
Infrastructure	30	25	25	25	25	25
Total Maintenance	144	152	152	152	152	152
Engineering/Capital						
None						
Public Safety						
Police						
Baseline Total Positions	265	271	271	271	271	271
Non-Reimbursable	262	268	268	268	268	268
Reimbursable	3	3	3	3	3	3
Total Full-Time	265	271	271	271	271	271
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2013-2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration							
	Managers/Supervisors	16	16	16	16	16	16
	Professional, Technical, Clerical	12	12	12	12	12	12
	Operational Hourlies						
	Total Administration	28	28	28	28	28	28
Operations							
	Managers/Supervisors	4	5	5	5	5	5
	Professional, Technical, Clerical	4	3	3	3	3	3
	Operational Hourlies	85	83	83	83	83	83
	Total Operations	93	91	91	91	91	91
Maintenance							
	Managers/Supervisors	7	7	7	7	7	7
	Professional, Technical, Clerical	4	3	3	3	3	3
	Operational Hourlies	133	142	142	142	142	142
	Total Maintenance	144	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 Positions							
	Managers/Supervisors	27	28	28	28	28	28
	Professional, Technical, Clerical	20	18	18	18	18	18
	Operational Hourlies	218	225	225	225	225	225
	Baseline Total Positions	265	271	271	271	271	271

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