

# **MTA**

# **2011 Adopted Budget**

## **February Financial Plan**

## **2011 – 2014**



**February 2011**



**Metropolitan Transportation Authority**

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# **I. Overview**

## OVERVIEW

This document includes the 2011 Adopted Budget approved by the Board in December and the 2011-2014 Financial Plan. This Plan includes, for the first time, a detailed classification of overtime by Agency and by major category. This information is included at the end of this overview, and the Agencies will report against it on a monthly basis. In future plans, this information will be fully integrated into Agency submissions.

The purpose of the February Plan is to incorporate the December Board-approved actions and technical adjustments into the Agencies' November Financial Plan budgets and forecasts and to establish a 12-month allocation of the Adopted Budget.

Most of the December Board-approved actions presented below-the-baseline in December, including the 2011 7.5% yield fare/toll increase and the MTA Initiatives are now incorporated into the baseline and appropriately allocated to the Agencies. The December Plan also captured below-the-line re-estimates of pension expenses due to a lower rate of return assumption, and these estimates are also incorporated into the baseline.

The February Financial Plan does not include any of the changes proposed in the New York State 2011-2012 Executive Budget.

This process also gives the Agencies the opportunity to make technical adjustments to their forecasts which will result in improved reporting. Unlike the July and November Plans, the February Plan does not include any new proposals. As such, the detailed explanations of the programs and assumptions supporting this Plan can be found in the November and December 2010 Financial Plan books, which are posted on the MTA web site ([www.mta.info](http://www.mta.info)).

This document includes all relevant financial tables and reconciliations. It also contains schedules detailing the 12-month allocation of the 2011 Adopted Budget, which will be compared with actual results. Variances will be analyzed and reported to the Board committees on a monthly basis.

The proposed 2013 fare and toll increase, which has yet to be acted on by the Board, remains below the line. As the 2012 budget process progresses, this and other proposals, as well as Agency targeted spending levels, will be assessed. The Preliminary 2012 Budget is scheduled for presentation to the Board at the July 2011 meeting. The Final Proposed Budget for 2012 will be presented to the Board in November and submitted for adoption in December 2011. This process provides enough time so that public and elected officials can comment on the proposals before the anticipated Board action in December.

The February Plan includes closing cash balances of \$2 million in 2010 and \$3 million in 2011; cash deficits for the years 2012 through 2014 are \$247 million, \$37 million and \$482 million respectively.

In the December Plan, debt service savings in 2010 were overstated by \$25 million due to an error made in calculating Build America Bond subsidies. To offset this and an additional \$10 million worsening of the cash position from various other technical adjustments, the financial energy hedge assumption was reduced by \$35 million. While this action keeps the MTA in balance through 2011, it reduces available cash in 2012 and worsens the 2012 net cash balance by \$35 million.

Also impacting cash balances in the years 2012 to 2014 was a technical adjustment lowering the projected savings of the Net-Zero Labor initiative and a reduced level of reimbursable overhead. In the case of the Net-Zero calculation, the November Plan savings projection included an incorrect assumption that overstated the projected savings in the out-years. In the case of the reimbursable overhead, the application of lower wage levels to capitolally-reimbursable employees will yield significant savings to the capital program; however, it also adds to the operating budget deficit by reducing the assumed level of overhead recovery reimbursement from the capital budget that was anticipated in the November Plan. From a total MTA cash perspective, however, these capital savings are real, and any operating vs. capital impact is ultimately zero-sum.

The following technical adjustments have been included in the February Financial Plan.

## **FARE/TOLL INCREASES**

- 2011 Increased Fare and Toll Yields – Additional revenues from the fare and toll increases that went into effect on December 30, 2010 have been incorporated into Agency baseline projections. Consolidated fare and toll revenues, excluding MTA Bus revenues, are expected to increase by \$411 million in 2011, \$429 million in 2012, \$434 million in 2013 and \$438 million in 2014. MTA Bus revenue is expected to increase by \$13 million a year for 2011 through 2014. These additional MTA Bus revenues will be used to hold down the NYC subsidy to cover the costs associated with MTA Bus operations.
- 2013 Increased Fare and Toll Yields – Remaining below-the-line is another 7.5% consolidated farebox and toll revenue yield increase proposed for implementation on January 1, 2013. This increase is estimated to yield an additional \$454 million in 2013 and \$470 million in 2014, excluding yield increases for MTA Bus. The 7.5% farebox yield increase at MTA Bus is expected to generate additional revenue of \$14 million in both 2013 and 2014.

## MTA INITIATIVES

- New MTA Efficiencies – MTA identified new efficiencies resulting in savings for 2011 initiatives that improve the way its businesses operated. Plans include additional consolidations, better management of IT systems and reduced costs for inventory purchases. Savings projected for 2011 are \$75 million. MTA is in the process of identifying additional cost reduction initiatives and by 2014, these initiatives are expected to grow to \$200 million annually.

In 2011, \$53.0 million of the total savings have been incorporated into the baseline and \$22.0 million remain below-the-line and will be incorporated into the July Financial Plan baseline.

The following efficiencies have been incorporated into the baseline:

- Health Care Re-Bid Savings – \$33 million – NYCT negotiated a new medical benefits contract to provide medical health services to approximately 150,000 NYC Transit and MTA Bus employees, retirees and their dependents. The new medical health benefit plan effective date was January 1, 2011.
- Inventory Savings – \$7 million – As a result of more closely scrutinizing work schedules and applying tighter procurement controls, a one-time savings of \$7 million in 2011 material needs was identified by drawing down existing material already in stock.
- IT/Media Consolidations – \$13 million – Significant activities in the consolidation of functions across the MTA resulted in more efficient operations and cost savings to the Financial Plan. The Chief Information Officers across the MTA have implemented changes to operations in a number of Information Technology areas yielding cost savings of approximately \$6 million to the baseline. In parallel with IT consolidation, the MTA went through a critical review of all planned 2011 IT projects and deferred or eliminated those that did not have a compelling return on investment or failed to contribute directly to furthering MTA's priorities, resulting in savings of approximately \$7 million.

In 2011, \$22 million of the total savings remain below-the-line, as follows:

- Strategic Sourcing – \$20 million – Strategic sourcing is the business practice of selecting capable and qualified suppliers for the provision of goods and services required to satisfy user needs at the lowest cost. This is achieved through specification standardization and optimization, procurement process improvements and inter-agency collaboration. An analysis of calendar year 2009 procurements across the MTA family identified ten categories of expenditure worth \$880 million. Aggressive application of this business practice will save a recurring \$20 million per year.

- Further consolidations are under review and will continue to occur throughout the year and in the out-years of the financial plan. These consolidations are expected to yield the remaining below-the-line savings of \$2 million in 2011, and will contribute to the out-year MTA Efficiency targets.
- Net-Zero Labor Initiatives – This Financial Plan assumed that each new labor contract would not impose any additional financial burden on the MTA for two consecutive years and reflected annual CPI-based increases thereafter. A net-zero approach to wage increases could be achieved through collectively-bargained work rule changes or productivity improvements. Savings incorporated into the baseline were \$31 million in 2011, \$111 million in 2012, \$185 million in 2013, and \$202 million in 2014. Variances from the plan assumptions (primarily in 2013 and 2014) resulted from lower savings after the agencies incorporated the exact data into their models.
- Non-Represented Wage Freeze – Consistent with the “net-zero labor initiative”, non-represented employees did not receive a cost-of-living adjustment in 2010, which was the second of two consecutive years without an increase. These assumptions were incorporated into the baseline and resulted in savings of \$11 million in each year of the financial plan. Variances from the plan resulted from slightly lower savings after the agencies incorporated the data into their models.

## **POLICY ACTIONS**

All policy actions remaining below-the-line are described below.

- Repayment of Loan to Capital Financing Fund – The Plan anticipates the repayment of a Board-authorized \$500 million interagency loan from the “Capital Financing Fund” (non-bond proceed funds dedicated to capital programs) to the operating budget. This interagency loan has been needed to balance operating cash flow requirements until revenues, including state subsidies, are received. This \$500 million will be needed for obligated capital program expenditures. The Plan anticipates repaying this loan in five annual installments beginning in 2012.
- Eliminate MTA Funding of Long Island Bus Deficit – While MTA operates the Nassau County bus system, the County owns all assets and is responsible for funding operations. Prior to 2000, the County covered the deficit but in that year began to reduce its financial support, relying on MTA contributions to fill the subsidy gap. Since 2000, Nassau County has failed to contribute \$140 million toward its funding obligation. If this continues unchanged this year, Nassau will underfund its obligation. The MTA has advised Nassau County that it no longer intends to subsidize this operation; the Plan, therefore, includes the elimination of any MTA subsidy for projected net savings of \$100 million over the Plan Period.



- Energy Hedges – The Financial Plan assumed that the MTA set aside \$100 million to lock-in favorable pricing for a portion of our 2011 diesel fuel and natural gas requirements and provide a measure of protection should prices rise significantly above projections. As a result of the previously discussed unfavorable adjustment in debt service costs and other technical adjustments in the February Financial Plan, the 2010 hedge assumption was reduced to \$65 million to maintain a positive cash balance. In 2011, contracts for \$75 million will be executed for 2012.
- Metrocard Green Fee and Cost Savings – The MTA prints 170 million MetroCards each year at an annual cost of nearly \$13 million. Many of these cards are used once and then discarded, often ending up as litter in the system. To overcome this waste by encouraging customers to re-use their MetroCards, MTA is implementing a \$1.00 “green” fee for each new MetroCard bought in the subway system, where it is just as easy to refill a card as to get a new one. The estimated financial impact is a combination of additional revenue from the fee and lower costs from producing fewer cards.

## **RE-ESTIMATES**

- Pension Rate of Return – The Office of the State Comptroller lowered the assumed investment rate of return for the New York State and Local Employees’ Retirement System (NYSLERS) from 8.0% to 7.5%, a 0.5% reduction. This lower assumed rate of return resulted in participating employers having to make higher annual required contributions for employees in that plan of \$34 million in 2011, \$139 million in 2012, \$145 million in 2013 and \$154 million in 2014. These increases have been incorporated into the baseline. To the extent that actual increases differ from these amounts, the subsequent Financial Plan will be adjusted.

## **OVERTIME REDUCTION REPORTING**

Starting this year, the MTA will be including detailed overtime reporting within its monthly financial reports to its Finance and operating committees. The report will include information on hours and expenses by major category of overtime and is another step forward in the MTA's effort to better control overtime costs. The schedule on the following page summarizes the MTA-wide 2011 overtime budget by category.

### **Background**

As part of its effort to make every dollar count, the MTA embarked on an aggressive cost saving strategy that marked the start of a new era of accountability and efficiency within its constituent Agencies. Overtime was one of the areas targeted for reductions. In order to realize significant overtime efficiencies and savings, the new MTA administration conducted an extensive review with a particular focus on changing the corporate culture to reduce overtime. Three actions were identified to target the root causes of overtime:

- Limit overtime to service critical needs only
- Improve employee availability
- Focus on reduction in high earner overtime

These actions are resulting in real savings. Actual non-reimbursable overtime costs approximated \$500M in 2009, and 2010 estimated overtime costs are projected to be \$56M lower. Reductions in overtime will continue in each year of the Financial Plan.

In 2011, Agencies will prepare monthly reports that will be included in operating committee agendas showing use of overtime in various categories. This detailed information will increase the transparency of MTA's overtime use and focus attention on those categories of overtime use that should be reduced through better management controls.

Please note that the 2011 February Financial Plan now reflects the reclassification of certain contractual wages for NYCT/Department of Buses and LI Bus that were previously captured in payroll.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2011 February Financial Plan**  
**Restated Overtime to Establish Consistency Among Agencies - Nonreimbursable**

Favorable/(Unfavorable)

\$ in millions

	2010	2011	2012	2013	2014
<b>2011 February Financial Plan - Restated</b>					
Salary - Straight	\$4,127	\$4,194	\$4,242	\$4,288	\$4,386
Overtime	495	478	471	471	478
<b>Total</b>	<b>\$4,622</b>	<b>\$4,672</b>	<b>\$4,713</b>	<b>\$4,759</b>	<b>\$4,864</b>
<b>Financial Plan Data Under Old Methodology</b>					
Salary - Straight	\$4,179	\$4,247	\$4,295	\$4,341	\$4,439
Overtime	443	425	418	418	425
<b>Total</b>	<b>\$4,622</b>	<b>\$4,672</b>	<b>\$4,713</b>	<b>\$4,759</b>	<b>\$4,864</b>
<b>Change resulting from Difference in Methodology</b>					
Salary - Straight	\$52	\$53	\$53	\$53	\$53
Overtime	(52)	(53)	(53)	(53)	(53)
<b>Total</b>	<b>(\$0)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2011 Adopted Budget**  
**2011 Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

		<b>Total</b>		
		<b>Hours</b>	<b>\$</b>	<b>%</b>
<b>NON-REIMBURSABLE OVERTIME</b>				
<b>SCHEDULED:</b>				
	<u>Direct Service</u>	5,837,757	\$201.662	42.2%
	<u>Programmed Maintenance</u>	364,041	14.334	3.0%
	Total Scheduled	<b>6,201,798</b>	<b>\$215.997</b>	<b>45.2%</b>
<b>UNSCHEDULED:</b>				
	<u>Vacancy/Absentee Coverage</u>	2,307,993	\$90.852	19.0%
	<u>Weather Emergencies</u>	326,251	13.539	2.8%
	<u>Maintenance</u>	2,222,370	80.322	16.8%
	<u>Service Delays</u>	1,110,266	31.505	6.6%
	<u>Emergencies</u>	252,918	8.248	1.7%
	<u>Tour Length</u>	315,966	9.824	2.1%
	<u>Safety/Security/Law Enforcement</u>	210,847	9.480	2.0%
	<u>All Other</u>	233,096	17.937	3.8%
	Total Unscheduled	<b>6,979,707</b>	<b>\$261.707</b>	<b>54.8%</b>
	<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>13,181,505</b>	<b>\$477.704</b>	<b>100.0%</b>
	<b>REIMBURSABLE OVERTIME</b>	<b>2,698,027</b>	<b>\$101.920</b>	
	<b>TOTAL OVERTIME</b>	<b>15,879,532</b>	<b>\$579.624</b>	

\*Note: Totals may differ due to rounding.

**MTA Bridges and Tunnels**  
**2011 Adopted Budget**  
**2011 Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Total		
	Hours	\$	%
<b>NON-REIMBURSABLE OVERTIME</b>			
<b>SCHEDULED:</b>			
<u>Direct Service - Operations &amp; Maintenance</u>	51,216	\$2.812	13.2%
<u>Programmed Maintenance</u>			0.0%
Total Scheduled	<b>51,216</b>	<b>\$2.812</b>	<b>13.2%</b>
<b>UNSCHEDULED:</b>			
Operations & Maintenance:			
<u>Vacancy/Absentee Coverage</u>	165,902	\$9.105	42.8%
<u>Weather Emergencies</u>	19,333	1.042	4.9%
<u>Maintenance</u>	22,954	1.263	5.9%
<u>Service Delays</u>	12,238	0.674	3.2%
<u>Emergencies</u>	2,191	0.121	0.6%
<u>Tour Length</u>	331	0.018	0.1%
<u>Safety/Security/Law Enforcement</u>	44,656	2.451	11.5%
<u>All Other Operations &amp; Maintenance</u>	15,417	0.846	4.0%
<u>All Other Departments</u>		2.963	13.9%
Total Unscheduled	<b>283,022</b>	<b>\$18.482</b>	<b>86.8%</b>
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>334,238</b>	<b>\$21.294</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	<b>16,212</b>	<b>\$0.890</b>	
<b>TOTAL OVERTIME</b>	<b>350,450</b>	<b>\$22.184</b>	

**MTA Long Island Bus  
2011 Adopted Budget  
2011 Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)**

		<b>Total</b>		
<b>NON-REIMBURSABLE OVERTIME</b>		<b>Hours</b>	<b>\$</b>	<b>%</b>
<b>SCHEDULED:</b>				
	<u>Direct Service</u>	190,996	\$5.577	58.0%
	<u>Programmed Maintenance</u>	-	0.000	0.0%
	Total Scheduled	<b>190,996</b>	<b>\$5.577</b>	<b>58.0%</b>
<b>UNSCHEDULED:</b>				
	<u>Vacancy/Absentee Coverage</u>	53,849	\$2.208	22.9%
	<u>Weather Emergencies</u>	664	0.026	0.3%
	<u>Maintenance</u>	34,360	1.324	13.8%
	<u>Service Delays</u>	10,139	0.421	4.4%
	<u>Emergencies</u>	-	0.000	0.0%
	<u>Tour Length</u>	-	0.000	
	<u>Safety/Security/Law Enforcement</u>	477	0.018	0.2%
	<u>All Other</u>	1,222	0.049	0.5%
	Total Unscheduled	<b>100,711</b>	<b>\$4.045</b>	<b>42.0%</b>
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>		<b>291,707</b>	<b>\$9.622</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>		<b>0</b>	<b>\$0.000</b>	
<b>TOTAL OVERTIME</b>		<b>291,707</b>	<b>\$9.622</b>	

**MTA Long Island Rail Road  
2011 Adopted Budget  
2011 Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)**

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<b><u>SCHEDULED:</u></b>			
<u>Direct Service</u>	483,655	\$24.474	35.0%
<u>Programmed Maintenance</u>	28,347	1.115	1.6%
Total Scheduled	<b>512,002</b>	<b>\$25.590</b>	<b>36.6%</b>
<b><u>UNSCHEDULED:</u></b>			
<u>Vacancy/Absentee Coverage</u>	452,703	\$21.716	31.1%
<u>Weather Emergencies</u>	46,307	1.997	2.9%
<u>Maintenance</u>	419,487	19.562	28.0%
<u>Service Delays</u>	-	0.000	0.0%
<u>Emergencies</u>	6,501	0.228	0.3%
<u>Tour Length</u>	-	0.000	0.0%
<u>Safety/Security/Law Enforcement</u>	-	0.000	0.0%
<u>All Other</u>	17,523	0.744	1.1%
Total Unscheduled	<b>942,522</b>	<b>\$44.248</b>	<b>63.4%</b>
<b><u>TOTAL NON-REIMBURSABLE OVERTIME:</u></b>	<b>1,454,524</b>	<b>\$69.837</b>	<b>100.0%</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	<b>215,356</b>	<b>\$10.720</b>	
<b>TOTAL OVERTIME</b>	<b>1,669,881</b>	<b>\$80.558</b>	

**MTA Metro-North Railroad**  
**2011 Adopted Budget**  
**2011 Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

		<b>Total</b>		
		<b>Hours</b>	<b>\$</b>	<b>%</b>
<b>NON-REIMBURSABLE OVERTIME</b>				
<b>SCHEDULED:</b>				
	<u>Direct Service</u>	476,128	\$23.648	44.5%
	<u>Programmed Maintenance</u>	171,161	8.501	16.0%
	Total Scheduled	<b>647,289</b>	<b>\$32.149</b>	<b>60.5%</b>
<b>UNSCHEDULED:</b>				
	<u>Vacancy/Absentee Coverage</u>	218,212	\$10.838	20.4%
	<u>Weather Emergencies (1)</u>	129,843	6.449	12.1%
	<u>Maintenance</u>	41,414	2.057	3.9%
	<u>Service Delays (2)</u>	-	0.000	0.0%
	<u>Emergencies (1)</u>	-	0.000	0.0%
	<u>Tour Length</u>	-	0.000	0
	<u>Safety/Security/Law Enforcement</u>	-	0.000	0.0%
	<u>All Other</u>	35,574	1.610	3.0%
	Total Unscheduled	<b>425,043</b>	<b>\$20.954</b>	<b>39.5%</b>
	<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>1,072,332</b>	<b>\$53.103</b>	<b>100.0%</b>
	<b>REIMBURSABLE OVERTIME</b>	<b>418,694</b>	<b>\$19.250</b>	
	<b>TOTAL OVERTIME</b>	<b>1,491,026</b>	<b>\$72.353</b>	

(2) Service Delays included in Direct Service category



**MTA Headquarters  
2011 Adopted Budget  
2011 Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)**

		Total		
		Hours	\$	%
<b><i>NON-REIMBURSABLE OVERTIME</i></b>				
<b>SCHEDULED:</b>				
<u>Direct Service</u>				0.0%
<u>Programmed Maintenance</u>				0.0%
Total Scheduled		-	<b>\$0.000</b>	<b>0.0%</b>
<b>UNSCHEDULED:</b>				
<u>Vacancy/Absentee Coverage</u>		61,741	\$3.962	46.1%
<u>Weather Emergencies</u>		0	0.00	0.0%
<u>Maintenance</u>		0	0.00	0.0%
<u>Service Delays</u>		0	0.00	0.0%
<u>Emergencies</u>		0	0.00	0.0%
<u>Tour Length</u>		0	0.00	
<u>Safety/Security/Law Enforcement</u>		67,694	4.331	50.4%
<u>All Other</u>		7,500	0.300	3.5%
Total Unscheduled		<b>136,936</b>	<b>\$8.593</b>	<b>100.0%</b>
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>		<b>136,936</b>	<b>\$8.593</b>	<b>100.0%</b>
<b><i>REIMBURSABLE OVERTIME</i></b>				
<b>TOTAL OVERTIME</b>		<b>136,936</b>	<b>\$8.593</b>	

**MTA New York City Transit  
2011 Adopted Budget  
2011 Non-Reimbursable / Reimbursable Overtime  
(\$ in millions)**

		<b>Total</b>		
		<b>Hours</b>	<b>\$</b>	<b>%</b>
<b>NON-REIMBURSABLE OVERTIME</b>				
<b><u>SCHEDULED:</u></b>				
Direct Service		4,075,415	\$120.745	44.5%
Programmed Maintenance		164,533	4.718	1.7%
	Total Scheduled	<b>4,239,948</b>	<b>\$125.463</b>	<b>46.3%</b>
<b><u>UNSCHEDULED:</u></b>				
<u>Vacancy/Absentee Coverage</u>		1,233,555	\$37.538	13.8%
<u>Weather Emergencies</u>		120,567	3.645	1.3%
<u>Maintenance</u>		1,448,316	44.917	16.6%
<u>Service Delays</u>		1,042,853	28.332	10.4%
<u>Emergencies</u>		244,226	7.899	2.9%
<u>Tour Length</u>		315,635	9.806	3.6%
<u>Safety / Security</u>		96,849	2.629	1.0%
<u>All Other</u>		143,177	10.920	4.0%
	Total Unscheduled	<b>4,645,178</b>	<b>\$145.687</b>	<b>53.7%</b>
	<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>8,885,126</b>	<b>\$271.149</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>		2,029,116	\$70.370	
<b>TOTAL OVERTIME</b>		<b>10,914,242</b>	<b>\$341.520</b>	

**MTA Bus Company**  
**2011 Adopted Budget**  
**2011 Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

		<b>Total</b>		
		<b>Hours</b>	<b>\$</b>	<b>%</b>
<b>NON-REIMBURSABLE OVERTIME</b>				
<b>SCHEDULED:</b>				
	<u>Direct Service</u>	560,347	\$24.406	56.1%
	<u>Programmed Maintenance</u>	-	0.000	0.0%
	Total Scheduled	<b>560,347</b>	<b>\$24.406</b>	<b>56.1%</b>
<b>UNSCHEDULED:</b>				
	<u>Vacancy/Absentee Coverage</u>	114,868	\$5.220	12.0%
	<u>Weather Emergencies</u>	3,321	0.149	0.3%
	<u>Maintenance</u>	255,839	11.199	25.7%
	<u>Service Delays</u>	45,035	2.078	4.8%
	<u>Emergencies</u>	-	0.000	0.0%
	<u>Tour Length</u>	-	0.000	
	<u>Safety/Security/Law Enforcement</u>	1,171	0.051	0.1%
	<u>All Other</u>	9,493	0.390	0.9%
	Total Unscheduled	<b>429,728</b>	<b>\$19.088</b>	<b>43.9%</b>
	<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>990,075</b>	<b>\$43.494</b>	<b>100.0%</b>
	<b>REIMBURSABLE OVERTIME</b>	<b>0</b>	<b>\$0.000</b>	
	<b>TOTAL OVERTIME</b>	<b>990,075</b>	<b>\$43.494</b>	

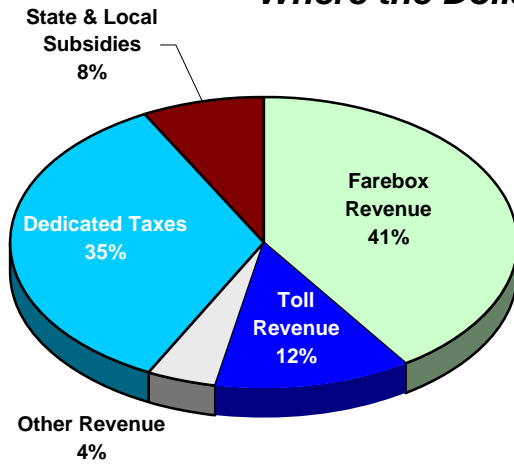
**MTA Staten Island Railway**  
**2011 Adopted Budget**  
**2011 Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

		<b>Total</b>		
		<b>Hours</b>	<b>\$</b>	<b>%</b>
<b>NON-REIMBURSABLE OVERTIME</b>				
<b>SCHEDULED:</b>				
	<u>Direct Service</u>	-	\$0.000	0.0%
	<u>Programmed Maintenance</u>	-	0.000	0.0%
	Total Scheduled	-	<b>\$0.000</b>	<b>0.0%</b>
<b>UNSCHEDULED:</b>				
	<u>Vacancy/Absentee Coverage</u>	7,162	\$0.265	43.2%
	<u>Weather Emergencies</u>	6,216	0.230	37.5%
	<u>Maintenance</u>	-	0.000	0.0%
	<u>Service Delays</u>	-	0.000	0.0%
	<u>Emergencies</u>	-	0.000	0.0%
	<u>Tour Length</u>	-	0.000	0.0%
	<u>Safety/Security/Law Enforcement</u>	-	0.000	0.0%
	<u>All Other</u>	3,189	0.118	19.2%
	Total Unscheduled	<b>16,567.6</b>	<b>\$0.613</b>	<b>100.0%</b>
	<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>16,567.6</b>	<b>\$0.613</b>	<b>100.0%</b>
	<b>REIMBURSABLE OVERTIME</b>	<b>18,648.6</b>	<b>0.690</b>	
	<b>TOTAL OVERTIME</b>	<b>35,216.2</b>	<b>\$1.303</b>	

**II. MTA Consolidated 2011-2014 Financial Plan**

# MTA Consolidated 2011 Adopted Budget Baseline Before Below-the-Line Adjustments

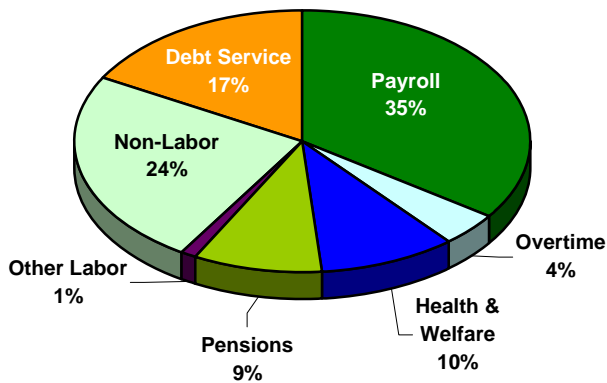
## Where the Dollars Come From ...



By Revenue Source (\$ in millions)	
Farebox Revenue	\$4,980
Toll Revenue	1,530
Other Revenue	523
Dedicated Taxes	4,283
State & Local Subsidies	936
<b>Total</b>	<b>\$12,252</b>

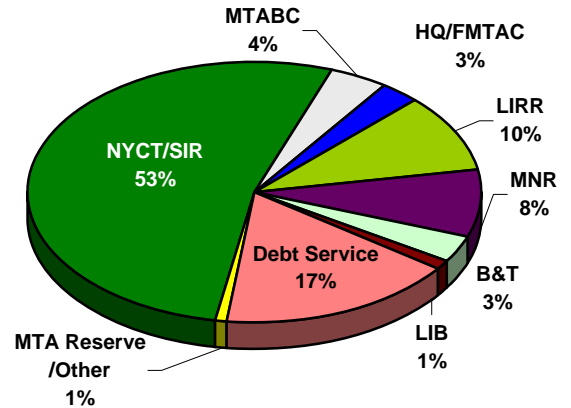
## Where the Dollars Go ...

**By Expense Category**



By Expense Category (\$ in millions)	
Payroll	\$4,194
Overtime	478
Health & Welfare	1,183
Pensions	1,104
Other Labor	132
Non-Labor	2,899
Debt Service	2,043
<b>Total</b>	<b>\$12,033</b>

**By MTA Agency**



By MTA Agency (\$ in millions)	
NYCT/SIR	\$6,337
MTABC	515
HQ/FMTAC	340
LIRR	1,178
MNR	988
B&T	399
LIB	134
Debt Service	2,043
MTA Reserve	100
<b>Total</b>	<b>\$12,033</b>

*Expenses exclude Depreciation, OPEB obligation and Environmental Remediation.*

The difference between revenues and expenses is \$219 million. This is offset by cash flow timing adjustments, use of prior year cash balances and below-the-line actions.

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No.	Non-Reimbursable	2009 Actual <sup>1</sup>	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$4,350	\$4,572	\$4,980	\$5,090	\$5,165	\$5,234
12	Toll Revenue	1,332	1,417	1,530	1,540	1,542	1,546
13	Other Revenue	461	499	523	549	581	617
14	Capital and Other Reimbursements	0	0	(0)	0	(0)	(0)
15	<b>Total Operating Revenue</b>	<b>\$6,144</b>	<b>\$6,488</b>	<b>\$7,033</b>	<b>\$7,179</b>	<b>\$7,288</b>	<b>\$7,397</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,163	\$4,128	\$4,194	\$4,242	\$4,288	\$4,386
20	Overtime	499	494	478	471	471	478
21	Health & Welfare	689	741	801	867	955	1,045
22	OPEB Current Payment	346	361	382	429	476	520
23	Pensions	1,021	1,021	1,104	1,271	1,324	1,421
24	Other-Fringe Benefits	517	497	477	486	500	515
25	Reimbursable Overhead	(322)	(340)	(345)	(336)	(329)	(332)
26	<b>Sub-total Labor Expenses</b>	<b>\$6,914</b>	<b>\$6,902</b>	<b>\$7,091</b>	<b>\$7,430</b>	<b>\$7,684</b>	<b>\$8,032</b>
28	<b>Non-Labor Expenses:</b>						
29	Traction and Propulsion Power	318	336	360	395	430	462
30	Fuel for Buses and Trains	180	199	200	214	225	236
31	Insurance	34	36	34	37	44	54
32	Claims	238	215	196	205	212	219
33	Paratransit Service Contracts	370	381	384	462	553	660
34	Maintenance and Other Operating Contracts	562	582	633	643	659	684
35	Professional Service Contracts	199	215	229	229	234	240
36	Materials & Supplies	526	537	565	580	615	639
37	Other Business Expenses	184	204	220	225	228	233
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,612</b>	<b>\$2,706</b>	<b>\$2,821</b>	<b>\$2,991</b>	<b>\$3,201</b>	<b>\$3,428</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	(\$15)	(\$27)	(\$22)	(\$20)	(\$21)	(\$22)
42	General Reserve	0	0	100	100	100	100
43	<b>Sub-total Other Expense Adjustments</b>	<b>(\$15)</b>	<b>(\$27)</b>	<b>\$78</b>	<b>\$80</b>	<b>\$79</b>	<b>\$78</b>
45	<b>Total Operating Expense before Non-Cash Liability Adjs.</b>	<b>\$9,512</b>	<b>\$9,581</b>	<b>\$9,990</b>	<b>\$10,502</b>	<b>\$10,964</b>	<b>\$11,538</b>
47	Depreciation	\$1,941	\$2,032	\$2,125	\$2,208	\$2,290	\$2,364
48	OPEB Obligation	1,136	1,180	1,241	1,265	1,293	1,321
49	Environmental Remediation	6	12	10	10	10	11
51	<b>Total Operating Expense</b>	<b>\$12,594</b>	<b>\$12,805</b>	<b>\$13,366</b>	<b>\$13,986</b>	<b>\$14,558</b>	<b>\$15,234</b>
54	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$6,451)</b>	<b>(\$6,317)</b>	<b>(\$6,333)</b>	<b>(\$6,806)</b>	<b>(\$7,270)</b>	<b>(\$7,837)</b>
56	Dedicated Taxes and State/Local Subsidies	\$4,137	\$4,906	\$5,219	\$5,513	\$5,762	\$6,003
57	Debt Service (excludes Service Contract Bonds)	(1,404)	(1,781)	(2,043)	(2,215)	(2,392)	(2,583)
59	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$3,718)</b>	<b>(\$3,192)</b>	<b>(\$3,157)</b>	<b>(\$3,508)</b>	<b>(\$3,900)</b>	<b>(\$4,417)</b>
61	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,083	\$3,223	\$3,376	\$3,484	\$3,594	\$3,696
62	Conversion to Cash Basis: GASB Account	(54)	(65)	(47)	(60)	(63)	(66)
63	Conversion to Cash Basis: All Other	556	(29)	(208)	(280)	(205)	(275)
65	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$133)</b>	<b>(\$63)</b>	<b>(\$36)</b>	<b>(\$365)</b>	<b>(\$575)</b>	<b>(\$1,061)</b>
66	<b>ADJUSTMENTS</b>	<b>0</b>	<b>(65)</b>	<b>37</b>	<b>114</b>	<b>537</b>	<b>580</b>
67	<b>PRIOR-YEAR CARRY-OVER</b>	<b>263</b>	<b>130</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
68	<b>NET CASH BALANCE</b>	<b>\$130</b>	<b>\$2</b>	<b>\$3</b>	<b>(\$247)</b>	<b>(\$37)</b>	<b>(\$482)</b>

<sup>1</sup> In order to establish consistency among Agencies when reporting overtime results, certain expenses that had been captured within payroll (straight-time) were shifted to overtime in the February Financial Plan. This shift (which is described in more detail in the overview and has a zero-impact on total expenses) starts with the 2010 Final Estimate: therefore, 2009 actuals expenses for payroll and overtime are not consistent with the years 2010 through 2014. If 2009 expenses were also restated to reflect this change, 2009 overtime costs would increase by \$48 million with a corresponding decrease to payroll.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**Plan Adjustments**  
(\$ in millions)

Line No.	2009	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
10	<b>February Cash Balance Before Prior-Year Carry-Over</b>					
	(\$133)	(\$63)	(\$36)	(\$365)	(\$575)	(\$1,061)
13	<b>Fare/Toll Increases:</b>					
14	-	-	-	-	-	-
15	-	-	-	-	454.1	470.5
16	<i>Sub-Total</i>	\$0.0	\$0.0	\$0.0	\$454.1	\$470.5
18	<b>MTA Initiatives:</b>					
19	-	-	22.0	91.5	139.7	164.7
20	-	-	-	20.0	20.0	20.0
21	<i>Sub-Total</i>	\$0.0	\$0.0	\$22.0	\$111.5	\$159.7
23	<b>Policy Actions:</b>					
24	-	-	-	(100.0)	(100.0)	(100.0)
25	-	-	24.6	27.9	23.6	24.5
26	-	(65.0)	(10.0)	75.0	-	-
27	<i>Sub-Total</i>	\$0.0	(\$65.0)	\$14.6	\$2.9	(\$76.4)
28	<b>TOTAL ADJUSTMENTS</b>					
29	<b>\$0.0</b>	<b>(\$65.0)</b>	<b>\$36.6</b>	<b>\$114.3</b>	<b>\$537.4</b>	<b>\$579.6</b>
30						
31	263.3	130.0	2.4	2.8	0.0	0.0
32						
33	<b>Net Cash Surplus/(Deficit)</b>					
	<b>\$130.0</b>	<b>\$2.4</b>	<b>\$2.8</b>	<b>(\$247.4)</b>	<b>(\$37.3)</b>	<b>(\$481.9)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**MTA Consolidated Accrued Statement of Operations By Agency**  
(\$ in millions)

Line No	2009	2010 Final	2011 Adopted	2012	2013	2014
7	<b>Non-Reimbursable</b>					
8	<b>Actual</b>	<b>Estimate</b>	<b>Budget</b>			
9	<b><u>Total Operating Revenue</u></b>					
10	\$3,385	\$3,580	\$3,903	\$4,009	\$4,088	\$4,168
11	1,346	1,431	1,543	1,553	1,555	1,560
12	542	571	606	623	639	651
13	546	558	612	619	626	633
14	181	185	201	204	207	210
15	54	57	58	59	60	61
16	45	45	48	49	49	50
17	6	7	8	8	8	8
18	38	54	54	55	56	57
19	<b>Total</b>	<b>\$6,144</b>	<b>\$6,488</b>	<b>\$7,033</b>	<b>\$7,179</b>	<b>\$7,288</b>
20						
21	<b><u>Total Operating Expenses before Non-Cash Liability Adjs. <sup>1</sup></u></b>					
22	\$6,099	\$6,101	\$6,300	\$6,643	\$6,959	\$7,383
23	398	403	399	413	431	452
24	891	935	988	1,033	1,090	1,135
25	1,160	1,150	1,178	1,248	1,304	1,365
26	458	503	515	527	541	555
27	339	350	376	395	405	424
28	123	134	134	140	142	145
29	45	43	37	41	42	43
30	14	(10)	(13)	(19)	(29)	(40)
31	(15)	(27)	78	80	79	78
32	<b>Total</b>	<b>\$9,512</b>	<b>\$9,581</b>	<b>\$9,990</b>	<b>\$10,502</b>	<b>\$10,964</b>
33						
34	<b><u>Depreciation</u></b>					
35	\$1,231	\$1,325	\$1,400	\$1,475	\$1,550	\$1,625
36	80	82	86	90	94	104
37	248	225	245	250	260	263
38	307	316	318	317	309	298
39	36	40	42	42	42	42
40	30	36	27	27	27	24
41	0	0	0	0	0	0
42	8	8	8	8	8	8
43	0	0	0	0	0	0
44	<b>Total</b>	<b>\$1,941</b>	<b>\$2,032</b>	<b>\$2,125</b>	<b>\$2,208</b>	<b>\$2,290</b>
45						
46	<b><u>Other Post Employment Benefits</u></b>					
47	\$828	\$880	\$919	\$930	\$944	\$963
48	82	55	57	59	63	60
49	44	49	56	60	64	68
50	60	67	75	77	80	82
51	47	54	55	55	56	57
52	64	64	67	71	75	79
53	8	9	9	9	9	9
54	2	3	3	3	3	3
55	<b>Total</b>	<b>\$1,136</b>	<b>\$1,180</b>	<b>\$1,241</b>	<b>\$1,265</b>	<b>\$1,293</b>
56						
57	<b><u>Environmental Remediation</u></b>					
58	(\$2)	\$0	\$0	\$0	\$0	\$0
59	0	0	0	0	0	0
60	5	9	8	8	8	9
61	0	3	2	2	2	2
62	2	0	0	0	0	0
63	0	0	0	0	0	0
64	<b>Total</b>	<b>\$6</b>	<b>\$12</b>	<b>\$10</b>	<b>\$10</b>	<b>\$11</b>
65						
66	<b><u>Net Operating Income/(Deficit)</u></b>					
67	(\$4,772)	(\$4,726)	(\$4,715)	(\$5,039)	(\$5,365)	(\$5,802)
68	785	891	1,001	991	967	943
69	(646)	(648)	(691)	(728)	(784)	(824)
70	(982)	(978)	(961)	(1,025)	(1,068)	(1,114)
71	(362)	(412)	(411)	(421)	(433)	(444)
72	(378)	(392)	(412)	(434)	(447)	(466)
73	(86)	(97)	(94)	(100)	(101)	(105)
74	(49)	(46)	(40)	(44)	(45)	(46)
75	24	64	68	74	85	98
76	15	27	(78)	(80)	(79)	(78)
	<b>Total</b>	<b>(\$6,451)</b>	<b>(\$6,317)</b>	<b>(\$6,333)</b>	<b>(\$6,806)</b>	<b>(\$7,270)</b>

Note: <sup>1</sup> Excludes Debt Service

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**MTA Consolidated Cash Receipts and Expenditures**  
(\$ in millions)

Line

No.

CASH RECEIPTS AND EXPENDITURES						
	2009	2010	2011			
	Actual <sup>1</sup>	Final Estimate	Adopted Budget	2012	2013	2014
<b>Receipts</b>						
Farebox Revenue	\$4,403	\$4,614	\$5,024	\$5,129	\$5,215	\$5,278
Other Operating Revenue	478	553	546	573	606	642
Capital and Other Reimbursements	1,495	1,442	1,581	1,509	1,488	1,503
<b>Total Receipts</b>	<b>\$6,376</b>	<b>\$6,608</b>	<b>\$7,151</b>	<b>\$7,211</b>	<b>\$7,310</b>	<b>\$7,423</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$4,479	\$4,557	\$4,616	\$4,633	\$4,676	\$4,782
Overtime	577	590	557	547	547	557
Health and Welfare	730	756	841	901	991	1,083
OPEB Current Payment	331	350	369	415	461	504
Pensions	892	1,162	1,112	1,275	1,324	1,396
Other Fringe Benefits	561	589	584	587	599	617
Pattern Labor Provision	0	0	0	0	0	0
Contribution to GASB Fund	54	65	47	60	63	66
Reimbursable Overhead	0	0	0	0	0	0
<b>Total Labor Expenditures</b>	<b>\$7,624</b>	<b>\$8,069</b>	<b>\$8,126</b>	<b>\$8,418</b>	<b>\$8,660</b>	<b>\$9,006</b>
<b>Non-Labor:</b>						
Traction and Propulsion Power	\$313	\$365	\$363	\$397	\$433	\$465
Fuel for Buses and Trains	180	199	200	214	225	236
Insurance	15	52	37	43	48	60
Claims	190	183	170	181	192	202
Paratransit Service Contracts	364	388	379	457	548	655
Maintenance and Other Operating Contracts	536	591	623	618	630	637
Professional Service Contracts	207	231	246	248	252	256
Materials & Supplies	667	597	668	687	713	756
Other Business Expenditures	201	218	231	228	233	242
<b>Total Non-Labor Expenditures</b>	<b>\$2,672</b>	<b>\$2,825</b>	<b>\$2,918</b>	<b>\$3,075</b>	<b>\$3,274</b>	<b>\$3,509</b>
<b>Other Expenditure Adjustments:</b>						
Other	\$56	\$107	\$123	\$135	\$147	\$160
General Reserve	0	0	100	100	100	100
<b>Total Other Expenditure Adjustments</b>	<b>\$56</b>	<b>\$107</b>	<b>\$223</b>	<b>\$235</b>	<b>\$247</b>	<b>\$260</b>
<b>Total Expenditures</b>	<b>\$10,352</b>	<b>\$11,000</b>	<b>\$11,267</b>	<b>\$11,728</b>	<b>\$12,181</b>	<b>\$12,775</b>
<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$3,976)</b>	<b>(\$4,392)</b>	<b>(\$4,116)</b>	<b>(\$4,517)</b>	<b>(\$4,871)</b>	<b>(\$5,352)</b>
Dedicated Taxes and State/Local Subsidies	\$4,724	\$5,501	\$5,483	\$5,716	\$6,014	\$6,168
Debt Service (excludes Service Contract Bonds)	(881)	(1,172)	(1,403)	(1,563)	(1,717)	(1,878)
<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$133)</b>	<b>(\$63)</b>	<b>(\$36)</b>	<b>(\$365)</b>	<b>(\$575)</b>	<b>(\$1,061)</b>
<b>ADJUSTMENTS</b>	<b>\$0</b>	<b>(\$65)</b>	<b>\$37</b>	<b>\$114</b>	<b>\$537</b>	<b>\$580</b>
<b>PRIOR-YEAR CARRY-OVER</b>	<b>\$263</b>	<b>\$130</b>	<b>\$2</b>	<b>\$3</b>	<b>\$0</b>	<b>\$0</b>
<b>NET CASH BALANCE</b>	<b>\$130</b>	<b>\$2</b>	<b>\$3</b>	<b>(\$247)</b>	<b>(\$37)</b>	<b>(\$482)</b>

<sup>1</sup> In order to establish consistency among Agencies when reporting overtime results, certain expenses that had been captured within payroll (straight-time) were shifted to overtime in the February Financial Plan. This shift (which is described in more detail in the overview and has a zero-impact on total expenses) starts with the 2010 Final Estimate; therefore, 2009 actual expenses for payroll and overtime are not consistent with the years 2010 through 2014. If 2009 expenses were also restated to reflect this change, 2009 overtime costs would increase by \$48 million with a corresponding decrease to payroll.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**MTA Consolidated Cash Statement of Operations By Agency**  
(\$ in millions)

Line Number	2009	2010 Final	2011 Adopted	2012	2013	2014
	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>			
9	<b><u>Total Receipts</u></b>					
10	\$4,383	\$4,505	\$4,933	\$4,940	\$5,006	\$5,083
11	778	797	837	862	875	893
12	806	846	878	892	903	913
13	180	196	212	215	219	222
14	103	115	138	147	150	152
15	52	53	55	55	56	56
16	7	9	9	9	10	10
17	29	32	34	35	36	36
18	38	54	54	55	56	57
19	<b>Total</b>	<b>\$6,376</b>	<b>\$6,608</b>	<b>\$7,151</b>	<b>\$7,211</b>	<b>\$7,310</b>
20						<b>\$7,423</b>
21	<b><u>Total Expenditures</u></b>					
22	\$6,741	\$7,153	\$7,226	\$7,517	\$7,821	\$8,230
23	1,156	1,188	1,255	1,294	1,351	1,416
24	1,410	1,435	1,434	1,515	1,574	1,653
25	455	539	514	528	547	563
26	354	418	465	493	505	524
27	132	145	139	146	148	151
28	42	44	44	43	44	45
29	29	32	34	35	36	36
30	38	54	54	55	56	57
31	(5)	(7)	100	100	100	100
32	<b>Total</b>	<b>\$10,352</b>	<b>\$11,000</b>	<b>\$11,267</b>	<b>\$11,728</b>	<b>\$12,181</b>
33						<b>\$12,775</b>
34	<b><u>Net Operating Surplus/(Deficit)</u></b>					
35	(2,358)	(2,648)	(2,292)	(2,577)	(2,815)	(3,147)
36	(378)	(391)	(419)	(433)	(476)	(522)
37	(604)	(588)	(556)	(624)	(670)	(739)
38	(275)	(343)	(302)	(313)	(329)	(341)
39	(251)	(303)	(327)	(346)	(355)	(372)
40	(80)	(92)	(85)	(91)	(92)	(95)
41	(35)	(35)	(35)	(34)	(34)	(35)
42	0	0	0	0	0	0
43	0	0	0	0	0	0
44	5	7	(100)	(100)	(100)	(100)
45	<b>Total</b>	<b>(\$3,976)</b>	<b>(\$4,392)</b>	<b>(\$4,116)</b>	<b>(\$4,517)</b>	<b>(\$5,352)</b>

**Metropolitan Transportation Authority**  
**February Financial Plan 2011 - 2014**  
**MTA Consolidated February Financial Plan Compared with December Financial Plan**  
**Cash Reconciliation**  
(\$ in millions)

	Favorable/(Unfavorable)				
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b>DECEMBER CASH BALANCE</b>	<b>\$3</b>	<b>\$7</b>	<b>(\$208)</b>	<b>(\$2)</b>	<b>(\$440)</b>
Reimbursable Overhead Recovery	(2)	(1)	(7)	(11)	(12)
Net-Zero Labor Initiative	(2)	1	(1)	(14)	(18)
Subsidy Adjustments	(2)	(1)	(5)	(1)	0
Debt Service	(25)	0	0	0	0
Other Adjustments	(5)	8	2	(9)	(12)
Energy Hedge Adjustment	35	(10)	(25)	0	0
Change in Prior Net Cash Balance Carryover	0	(0)	(5)	0	0
<b>NET CASH BALANCE</b>	<b>\$2</b>	<b>\$3</b>	<b>(\$247)</b>	<b>(\$37)</b>	<b>(\$482)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN 2011-2014  
BASELINE FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS**

**FAREBOX RECOVERY RATIOS**

	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012 Forecast</b>	<b>2013 Forecast</b>	<b>2014 Forecast</b>
New York City Transit	37.4%	39.0%	37.8%	36.6%	35.0%
Staten Island Railway	11.1%	13.1%	12.3%	12.2%	11.9%
Long Island Rail Road	30.0%	31.6%	30.5%	29.7%	28.9%
Metro-North Railroad	39.5%	39.3%	38.6%	37.5%	36.6%
Long Island Bus	29.5%	31.9%	30.8%	30.7%	30.2%
Bus Company	<u>29.5%</u>	<u>31.1%</u>	<u>30.9%</u>	<u>30.6%</u>	<u>30.3%</u>
<b>MTA Total Agency Average</b>	<b>36.1%</b>	<b>37.5%</b>	<b>36.4%</b>	<b>35.3%</b>	<b>34.1%</b>

**FAREBOX OPERATING RATIOS**

	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2011 Forecast</b>	<b>2013 Forecast</b>	<b>2014 Forecast</b>
New York City Transit	55.5%	58.6%	56.8%	55.0%	52.5%
Staten Island Railway	15.8%	19.5%	18.0%	17.9%	17.6%
Long Island Rail Road	45.6%	48.6%	46.6%	45.1%	43.5%
Metro-North Railroad	57.9%	58.7%	57.6%	55.9%	54.7%
Long Island Bus	32.2%	34.9%	33.6%	33.5%	32.9%
Bus Company	<u>36.0%</u>	<u>37.9%</u>	<u>37.6%</u>	<u>37.0%</u>	<u>36.6%</u>
<b>MTA Total Agency Average</b>	<b>52.8%</b>	<b>55.7%</b>	<b>54.0%</b>	<b>52.4%</b>	<b>50.3%</b>

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, OPEB and Environmental Remediation adjustments, and interest on long-term debt. Approximately 10% (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 and Legal.

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.

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### **III. Major Assumptions 2010-2014 Projections**



# MTA Consolidated Utilization

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

	<b>2010 Final <u>Estimate</u></b>	<b>2011 Adopted <u>Budget</u></b>	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>
<b><u>Fare Revenue</u></b>					
Long Island Bus <sup>1</sup>	\$41.966	\$45.475	\$45.929	\$46.297	\$46.621
Long Island Rail Road	\$525.923	\$574.736	\$583.409	\$589.804	\$595.480
Metro-North Railroad <sup>2</sup>	\$527.412	\$562.882	\$579.841	\$593.413	\$604.198
MTA Bus Company	\$167.774	\$182.161	\$184.892	\$187.296	\$189.730
New York City Transit <sup>1,3</sup>	\$3,234.691	\$3,538.558	\$3,616.789	\$3,665.720	\$3,710.908
Staten Island Railway	\$5.077	\$5.600	\$5.719	\$5.800	\$5.873
<b><u>Total Farebox Revenue</u></b>	<b>\$4,502.842</b>	<b>\$4,909.412</b>	<b>\$5,016.579</b>	<b>\$5,088.330</b>	<b>\$5,152.810</b>
<b><u>Toll Revenue</u></b>					
Bridges & Tunnels	\$1,417.201	\$1,529.813	\$1,540.342	\$1,542.047	\$1,546.436
<b>TOTAL: FARE &amp; TOLL REVENUE</b>	<b>\$5,920.044</b>	<b>\$6,439.225</b>	<b>\$6,556.921</b>	<b>\$6,630.377</b>	<b>\$6,699.246</b>

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

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

<sup>3</sup> Excludes Fare Media Liability.

# MTA Consolidated Utilization

## MTA Agency Ridership and Traffic, in millions

	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>
<b><u>Ridership</u></b>					
Long Island Bus <sup>1</sup>	30.721	30.581	30.886	31.133	31.351
Long Island Rail Road	81.859	81.926	83.308	84.191	85.006
Metro-North Railroad <sup>2</sup>	79.133	79.752	82.046	83.892	85.365
MTA Bus Company	119.918	119.608	121.398	122.975	124.572
New York City Transit <sup>1</sup>	2,303.792	2,318.129	2,366.426	2,396.602	2,424.708
Staten Island Railway	4.445	4.520	4.601	4.657	4.707
<b><u>Total Ridership</u></b>	<b>2,619.868</b>	<b>2,634.516</b>	<b>2,688.665</b>	<b>2,723.450</b>	<b>2,755.709</b>
<b><u>Traffic</u></b>					
Bridges & Tunnels	291.454	286.764	289.296	290.105	291.452

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

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

**MTA Consolidated Subsidies**  
**February Financial Plan 2011 - 2014**  
**Accrual Basis**  
(\$ in millions)

<b>Subsidies</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Dedicated Taxes</b>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$1,313.7	\$1,480.9	\$1,575.4	\$1,647.0	\$1,725.3
Petroleum Business Tax (PBT) Receipts	607.0	612.6	615.0	611.1	610.0
Mortgage Recording Tax (MRT)	225.4	241.8	281.8	331.9	383.6
MRT Transfer to Suburban Counties	(2.4)	(2.5)	(3.4)	(4.9)	(6.7)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	4.2	4.2	4.3	4.5	4.7
Urban Tax	187.7	249.5	308.4	335.7	353.4
Investment Income	<u>0.9</u>	<u>0.9</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>
	<b>\$2,326.6</b>	<b>\$2,577.4</b>	<b>\$2,772.6</b>	<b>\$2,916.2</b>	<b>\$3,061.3</b>
<b>New State Taxes and Fees</b>					
Payroll Mobility Tax	\$1,348.0	\$1,415.3	\$1,484.3	\$1,550.9	\$1,617.6
MTA Aid	<u>268.2</u>	<u>290.3</u>	<u>294.6</u>	<u>299.1</u>	<u>303.5</u>
	<b>\$1,616.2</b>	<b>\$1,705.6</b>	<b>\$1,778.9</b>	<b>\$1,849.9</b>	<b>\$1,921.2</b>
<b>State and Local Subsidies</b>					
State Operating Assistance	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9
Local Operating Assistance	188.0	188.0	188.0	187.9	187.9
Nassau County Subsidy	9.1	9.1	9.1	9.1	9.1
CDOT Subsidy	77.2	94.0	105.2	121.1	131.0
Station Maintenance	149.9	152.2	155.2	158.0	161.0
AMTAP	<u>5.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$620.3</b>	<b>\$634.1</b>	<b>\$648.4</b>	<b>\$667.1</b>	<b>\$679.8</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4,563.2</b>	<b>\$4,917.2</b>	<b>\$5,199.9</b>	<b>\$5,433.2</b>	<b>\$5,662.3</b>
City Subsidy for MTA Bus	\$342.6	\$302.0	\$312.6	\$328.5	\$340.9
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4,905.8</b>	<b>\$5,219.1</b>	<b>\$5,512.5</b>	<b>\$5,761.7</b>	<b>\$6,003.2</b>
<b>Inter-agency Subsidy Transactions</b>					
B&T Operating Surplus Transfer	\$406.9	\$492.1	\$474.8	\$437.4	\$391.1
MTA Subsidy to Subsidiaries	<u>54.8</u>	<u>55.2</u>	<u>57.0</u>	<u>56.5</u>	<u>58.5</u>
	<b>\$461.8</b>	<b>\$547.3</b>	<b>\$531.8</b>	<b>\$493.9</b>	<b>\$449.6</b>
<b>GROSS SUBSIDIES</b>	<b>\$5,367.6</b>	<b>\$5,766.4</b>	<b>\$6,044.3</b>	<b>\$6,255.6</b>	<b>\$6,452.9</b>

**MTA Consolidated Subsidies**  
**February Financial Plan 2011 - 2014**  
**Cash Basis**  
(\$ in millions)

<b>Subsidies</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Dedicated Taxes</b>					
Metro. Mass Transp. Oper. Asst. (MMTOA)	\$1,359.7	\$1,480.9	\$1,575.4	\$1,647.0	\$1,725.3
Petroleum Business Tax (PBT) Receipts	606.6	612.3	615.4	611.2	610.0
Mortgage Recording Tax (MRT)	228.3	238.5	277.7	327.0	384.9
MRT Transfer to Suburban Counties	(3.4)	(2.4)	(2.5)	(3.4)	(4.9)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Enhanced Security Training	(3.2)	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
Interest	4.2	4.2	4.3	4.5	4.7
Urban Tax	177.4	244.3	306.0	334.3	351.6
Investment Income	<u>0.9</u>	<u>0.9</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>
	<b>\$2,335.6</b>	<b>\$2,543.9</b>	<b>\$2,742.4</b>	<b>\$2,886.6</b>	<b>\$3,037.6</b>
<b>New State Taxes and Fees</b>					
Payroll Mobility Tax	\$1,348.0	\$1,415.3	\$1,484.3	\$1,550.9	\$1,617.6
MTA Aid	<u>268.2</u>	<u>290.3</u>	<u>294.6</u>	<u>299.1</u>	<u>303.5</u>
	<b>\$1,616.2</b>	<b>\$1,705.6</b>	<b>\$1,778.9</b>	<b>\$1,849.9</b>	<b>\$1,921.2</b>
<b>State and Local Subsidies</b>					
State Operating Assistance	\$190.9	\$190.9	\$190.9	\$190.9	\$190.9
Local Operating Assistance (18-b)	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy (includes 18-b local match)	9.1	9.1	9.1	9.1	9.1
CDOT Subsidy	77.2	94.0	105.2	121.1	131.0
Station Maintenance	149.1	150.2	152.9	156.0	158.7
AMTAP	<u>5.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$619.5</b>	<b>\$632.0</b>	<b>\$646.0</b>	<b>\$665.0</b>	<b>\$677.6</b>
<b>Other Subsidy Adjustments</b>					
Inter-Agency Loan	134.5	(134.5)	(134.5)	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts - 2009 (12 mth Contract)	73.4	0.0	0.0	0.0	0.0
Pay-As-You-Go Capital	<u>(47.2)</u>	<u>(100.0)</u>	<u>(150.0)</u>	(200.0)	(250.0)
	<b>\$149.2</b>	<b>(\$246.0)</b>	<b>(\$296.0)</b>	<b>(\$211.5)</b>	<b>(\$261.5)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4,720.5</b>	<b>\$4,635.6</b>	<b>\$4,871.4</b>	<b>\$5,190.1</b>	<b>\$5,374.8</b>
City Subsidy for MTA Bus	\$331.2	\$308.7	\$310.9	\$325.9	\$338.9
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,051.7</b>	<b>\$4,944.3</b>	<b>\$5,182.2</b>	<b>\$5,515.9</b>	<b>\$5,713.7</b>
<b>Inter-agency Subsidy Transactions</b>					
B&T Operating Surplus Transfer	\$396.5	\$483.6	\$476.5	\$441.1	\$395.7
MTA Subsidy to Subsidiaries	<u>53.1</u>	<u>55.2</u>	<u>57.0</u>	<u>56.5</u>	<u>58.5</u>
	<b>\$449.5</b>	<b>\$538.8</b>	<b>\$533.5</b>	<b>\$497.7</b>	<b>\$454.3</b>
<b>GROSS SUBSIDIES</b>	<b>\$5,501.3</b>	<b>\$5,483.1</b>	<b>\$5,715.7</b>	<b>\$6,013.6</b>	<b>\$6,168.0</b>

**MTA New York City Transit Subsidy Allocation**  
**February Financial Plan 2011 - 2014**  
**Cash Basis**  
(\$ in millions)

	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assistance	\$864.6	\$948.8	\$1,011.6	\$1,059.2	\$1,111.2
Petroleum Business Tax (PBT) Receipts	515.6	520.5	523.1	519.5	518.5
Urban Tax	<u>177.4</u>	<u>244.3</u>	<u>306.0</u>	<u>334.3</u>	<u>351.6</u>
	\$1,557.6	\$1,713.6	\$1,840.7	\$1,912.9	\$1,981.3
<b><i>New State Taxes and Fees</i></b>					
Payroll Mobility Tax	\$1,107.4	\$1,034.6	\$1,142.9	\$1,093.4	\$1,213.2
MTA Aid	<u>168.8</u>	<u>182.7</u>	<u>185.5</u>	<u>188.2</u>	<u>191.1</u>
	\$1,276.2	\$1,217.3	\$1,328.4	\$1,281.6	\$1,404.3
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$158.2	\$158.2	\$158.2	\$158.2	\$158.2
Local Operating Assistance	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.2</u>	<u>158.2</u>
	\$316.3	\$316.3	\$316.3	\$316.4	\$316.4
Inter-Agency Loan	\$134.5	(\$134.5)	(\$134.5)	\$0.0	\$0.0
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.5)	(11.5)	(11.5)	(11.5)
Pay-As-You-Go Capital	<u>(35.0)</u>	<u>(70.0)</u>	<u>(105.0)</u>	<u>(140.0)</u>	<u>(175.0)</u>
	\$88.0	(\$216.0)	(\$251.0)	(\$151.5)	(\$186.5)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,238.1</b>	<b>\$3,031.2</b>	<b>\$3,234.4</b>	<b>\$3,359.4</b>	<b>\$3,515.4</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
Bridges and Tunnels Operating Surplus Transfer	\$128.8	\$179.3	\$175.8	\$157.9	\$135.1
<b>GROSS SUBSIDIES</b>	<b>\$3,366.9</b>	<b>\$3,210.5</b>	<b>\$3,410.2</b>	<b>\$3,517.3</b>	<b>\$3,650.5</b>

**MTA Commuter Railroad Subsidy Allocation**  
**February Financial Plan 2011 - 2014**  
**Cash Basis**  
(\$ in millions)

<u>Subsidies</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b>Dedicated Taxes</b>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$447.2	\$480.9	\$509.6	\$531.2	\$554.9
Petroleum Business Tax (PBT) Receipts	91.0	91.8	92.3	91.7	91.5
Investment Income	<u>0.9</u>	<u>0.9</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>
	\$539.1	\$573.7	\$602.8	\$623.9	\$647.5
<b>New State Taxes and Fees</b>					
Payroll Mobility Tax	\$240.6	\$380.7	\$341.4	\$457.5	\$404.4
MTA Aid	<u>99.4</u>	<u>107.6</u>	<u>109.2</u>	<u>110.8</u>	<u>112.5</u>
	\$340.0	\$488.3	\$450.6	\$568.3	\$516.9
<b>State and Local Subsidies</b>					
State Operating Assistance	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance	29.3	29.3	29.3	29.3	29.3
CDOT Subsidy	77.2	94.0	105.2	121.1	131.0
Station Maintenance	<u>149.1</u>	<u>150.2</u>	<u>152.9</u>	<u>156.0</u>	<u>158.7</u>
	\$284.8	\$302.7	\$316.6	\$335.6	\$348.2
Forward Energy Contracts - 2009 (12 mth Contract)	\$73.4	\$0.0	\$0.0	\$0.0	\$0.0
Pay-As-You-Go Capital	<u>(12.2)</u>	<u>(30.0)</u>	<u>(45.0)</u>	<u>(60.0)</u>	<u>(75.0)</u>
	\$61.3	(\$30.0)	(\$45.0)	(\$60.0)	(\$75.0)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,225.1</b>	<b>\$1,334.7</b>	<b>\$1,325.0</b>	<b>\$1,467.9</b>	<b>\$1,437.6</b>
<b>Inter-agency Subsidy Transactions</b>					
Bridges and Tunnels Operating Surplus Transfer	\$267.7	\$304.3	\$300.7	\$283.3	\$260.7
<b>GROSS SUBSIDIES</b>	<b>\$1,492.8</b>	<b>\$1,639.0</b>	<b>\$1,625.7</b>	<b>\$1,751.2</b>	<b>\$1,698.2</b>

**MTA Long Island Bus Subsidy Allocation**  
**February Financial Plan 2011 - 2014**  
**Cash Basis**  
(\$ in millions)

	2010	2011	2012	2013	2014
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
MMTOA Allocation	\$45.0	\$48.0	\$50.9	\$53.0	\$55.4
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$8.3	\$3.0	\$3.0	\$3.0	\$3.0
Nassau County Subsidy	<u>9.1</u>	<u>9.1</u>	<u>9.1</u>	<u>9.1</u>	<u>9.1</u>
	\$17.4	<b>12.0</b>	<b>12.0</b>	<b>12.0</b>	<b>12.0</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$62.4</b>	\$60.0	\$62.9	\$65.1	\$67.4
<b><i>Inter-agency Subsidy Transactions</i></b>					
MTA Subsidy to Subsidiaries <sup>1</sup>	\$23.9	\$24.6	\$27.9	\$26.8	\$27.7
<b>GROSS SUBSIDIES</b>	<b>\$86.3</b>	<b>\$84.7</b>	<b>\$90.8</b>	<b>\$91.9</b>	<b>\$95.2</b>

<sup>1</sup> The MTA Subsidy to Subsidiaries shown here is what is included only in the baseline and does not capture the MTA below-the-line adjustments that eliminate any further MTA operating subsidies for Long Island Bus service. The 2013 and 2014 numbers reflected above do not include the projected 7.5% yield adjustment from the planned 2013 fare increase and are, therefore, not consistent with the numbers shown in the Plan Adjustments table at the beginning of this document.

**MTA Staten Island Railway Subsidy Allocation**  
**February Financial Plan 2011 - 2014**  
**Cash Basis**  
(\$ in millions)

<u>Subsidies</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assistance	\$2.9	\$3.1	\$3.3	\$3.5	\$3.7
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5
Local Operating Assistance	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>	<u>0.5</u>
	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3.9</b>	<b>\$4.2</b>	<b>\$4.4</b>	<b>\$4.5</b>	<b>\$4.7</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
MTA Subsidy to Subsidiaries	\$29.2	\$30.6	\$29.2	\$29.7	\$30.8
<b>GROSS SUBSIDIES</b>	<b>\$33.1</b>	<b>\$34.8</b>	<b>\$33.5</b>	<b>\$34.2</b>	<b>\$35.5</b>



**MTA Headquarters Subsidy Allocation**  
**February Financial Plan 2011 - 2014**  
**Cash Basis**  
(\$ in millions)

<u>Subsidies</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b><i>Dedicated Taxes</i></b>					
<u>Mortgage Recording Tax-1</u>					
Net Receipts After Agency Transfers	\$139.4	\$148.7	\$176.0	\$206.3	\$241.0
<u>Adjustments</u>					
Diversion of MRT to Suburban Counties	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
MRT-2 Required to Balance	<u>189.6</u>	<u>195.8</u>	<u>187.1</u>	<u>165.4</u>	<u>145.3</u>
	<u>\$189.6</u>	<u>\$195.8</u>	<u>\$187.1</u>	<u>\$165.4</u>	<u>\$145.3</u>
<b>Net Funding of MTA Headquarters</b>	<b>\$329.0</b>	<b>\$344.6</b>	<b>\$363.0</b>	<b>\$371.7</b>	<b>\$386.2</b>
<u>Mortgage Recording Tax - 2</u>					
Net Receipts	\$88.9	\$89.8	\$101.8	\$120.7	\$143.9
<u>Adjustments</u>					
Funding of General Reserve	\$0.0	(\$100.0)	(\$100.0)	(\$100.0)	(\$100.0)
Diversion of MRT to Suburban Counties	(3.4)	(2.4)	(2.5)	(3.4)	(4.9)
Carryover/Opening Balances/Interest	4.2	4.2	4.3	4.5	4.7
Agency Security Costs from MRT	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Transfer to MRT-1	(189.6)	(195.8)	(187.1)	(165.4)	(145.3)
Enhanced Security Training	(3.2)	0.0	0.0	0.0	0.0
MTA Bus Debt Service	<u>(24.9)</u>	<u>(24.9)</u>	<u>(24.9)</u>	<u>(24.9)</u>	<u>(24.9)</u>
	<u>(\$226.9)</u>	<u>(\$328.9)</u>	<u>(\$320.1)</u>	<u>(\$299.3)</u>	<u>(\$280.4)</u>
<b>Unallocated MRT-2 Receipts</b>	<b>(\$138.0)</b>	<b>(\$239.1)</b>	<b>(\$218.4)</b>	<b>(\$178.5)</b>	<b>(\$136.5)</b>

**MTA Bus Company Subsidy Allocation**  
**February Financial Plan 2011 - 2014**  
**Cash Basis**  
(\$ in millions)

<u>Subsidies</u>	2010	2011	2012	2013	2014
City Subsidy to MTA Bus Company	\$331.2	\$308.7	\$310.9	\$328.5	\$340.9

**MMTOA STATE DEDICATED TAXES**  
**February Financial Plan 2011 - 2014**  
(\$ in millions)

	FORECAST				
	2010	2011	2012	2013	2014
<b><i>Forecast of MMTOA Gross Receipts (SFY):</i></b>					
Sales Tax	\$740.5	\$765.5	\$815.5	\$840.5	\$840.5
PBT	127.1	131.0	131.0	132.0	132.0
Corporate Franchise	71.2	71.2	71.2	71.2	71.2
Corporate Surcharge	874.8	933.8	988.8	1,042.8	1,129.8
Investment Income	0.0	0.0	0.0	0.0	0.0
<b>Total Gross Receipts Available for Allocation</b>	<b>\$1,813.6</b>	<b>\$1,901.5</b>	<b>\$2,006.5</b>	<b>\$2,086.5</b>	<b>\$2,173.5</b>

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

Total Gross Receipts	\$1,813.6	\$1,901.5	\$2,006.5	\$2,086.5	\$2,173.5
Less: Upstate Share of PBT	(57.2)	(59.0)	(59.0)	(59.4)	(59.4)
Upstate Percent Share of Investment Income	3.15%	3.10%	2.94%	2.85%	2.73%
Less: Upstate Share of Investment Income	0.0	0.0	0.0	0.0	0.0
<b>Total Net DownState Share Available for Allocation</b>	<b>\$1,756.4</b>	<b>\$1,842.6</b>	<b>\$1,947.6</b>	<b>\$2,027.1</b>	<b>\$2,114.1</b>
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
<b>Adjusted Total Net DownState Share for Allocation</b>	<b>\$1,566.9</b>	<b>\$1,653.0</b>	<b>\$1,758.0</b>	<b>\$1,837.6</b>	<b>\$1,924.6</b>

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

	93.5%	93.5%	93.5%	93.5%	93.5%
NYCT/SIR Share	<b>56.28%</b>	<b>60.01%</b>	<b>60.01%</b>	<b>60.01%</b>	<b>60.01%</b>
From Total Net DownState Share	\$988.4	\$1,105.8	\$1,168.8	\$1,216.6	\$1,268.8
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Adjusted Total Net DownState Share	\$834.6	\$951.9	\$1,015.0	\$1,062.7	\$1,114.9
From Carryover	<u>32.9</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<b>Total NYCT/SIR Share of Net DownState Share</b>	<b>\$867.5</b>	<b>\$951.9</b>	<b>\$1,015.0</b>	<b>\$1,062.7</b>	<b>\$1,114.9</b>
Total SIR Share	2.9	3.1	3.3	3.5	3.7
<b>Total NYCT Share of Net DownState Share</b>	<b>\$864.6</b>	<b>\$948.8</b>	<b>\$1,011.6</b>	<b>\$1,059.2</b>	<b>\$1,111.2</b>

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

MTA Share	<b>25.98%</b>	<b>27.25%</b>	<b>27.25%</b>	<b>27.25%</b>	<b>27.25%</b>
From Total Net DownState Share	\$456.4	\$502.1	\$530.8	\$552.4	\$576.2
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Adjusted Total Net DownState Share	\$435.2	\$480.9	\$509.6	\$531.2	\$554.9
From Carryover	<u>12.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<b>Total MTA Share of Net DownState Share</b>	<b>\$447.2</b>	<b>\$480.9</b>	<b>\$509.6</b>	<b>\$531.2</b>	<b>\$554.9</b>

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

LI Bus Share	<b>2.62%</b>	<b>2.72%</b>	<b>2.72%</b>	<b>2.72%</b>	<b>2.72%</b>
From Total Net DownState Share	\$46.1	\$50.2	\$53.0	\$55.2	\$57.6
Less: Used for 18-B/other	(2.1)	(2.1)	(2.1)	(2.1)	(2.1)
Adjusted Total Net DownState Share	\$43.9	\$48.0	\$50.9	\$53.0	\$55.4
From Carryover	<u>1.1</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<b>Total LIB Share of Net DownState Share</b>	<b>\$45.0</b>	<b>\$48.0</b>	<b>\$50.9</b>	<b>\$53.0</b>	<b>\$55.4</b>

**PETROLEUM BUSINESS TAX PROJECTIONS**

**February Financial Plan 2011 - 2014**

(\$ in millions)

	FORECAST				
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b>Total Net PBT Collections Available for Distribution</b>	<b>\$1,784.0</b>	<b>\$1,800.9</b>	<b>\$1,810.0</b>	<b>\$1,797.5</b>	<b>\$1,794.0</b>

**Distribution Shares:**

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

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

<b>MTA Total</b>	<b>\$606.6</b>	<b>\$612.3</b>	<b>\$615.4</b>	<b>\$611.2</b>	<b>\$610.0</b>
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**Accrued**

NYCT/SIR Share of MTA Total	\$516.0	\$520.7	\$522.8	\$519.4	\$518.5
Commuter Railroad Share of MTA Total	<u>91.1</u>	<u>91.9</u>	<u>92.3</u>	<u>91.7</u>	<u>91.5</u>
<b>MTA Total of Net Collections</b>	<b>\$607.0</b>	<b>\$612.6</b>	<b>\$615.0</b>	<b>\$611.1</b>	<b>\$610.0</b>

**Cash**

NYCT/SIR Share of MTA Total	\$515.6	\$520.5	\$523.1	\$519.5	\$518.5
Commuter Railroad Share of MTA Total	<u>91.0</u>	<u>91.8</u>	<u>92.3</u>	<u>91.7</u>	<u>91.5</u>
<b>MTA Total of Net Collections</b>	<b>\$606.6</b>	<b>\$612.3</b>	<b>\$615.4</b>	<b>\$611.2</b>	<b>\$610.0</b>

**Summary of Mortgage Recording Tax Projections**  
**February Financial Plan 2011 - 2014**  
(\$ in millions)

	FORECAST				
	2010	2011	2012	2013	2014

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

Total Gross Receipts	\$139.4	\$148.7	\$176.0	\$206.3	\$241.0
Carryover	0.0	0.0	0.0	0.0	0.0
Less: MTAHQ Operating Deficit	(329.0)	(344.6)	(363.0)	(371.7)	(386.2)
<b>Receipts Available for Transfer</b>	<b>(\$189.6)</b>	<b>(\$195.8)</b>	<b>(\$187.1)</b>	<b>(\$165.4)</b>	<b>(\$145.3)</b>
Adjustments	0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	189.6	195.8	187.1	165.4	145.3
<b>Adjusted Receipts Available for Transfer</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

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

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

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

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

**MORTGAGE RECORDING TAX #261-2**

**Receipts Available**

Total Receipts to Corporate Account	\$88.9	\$89.8	\$101.8	\$120.7	\$143.9
Opening Fund Balance	0.0	0.0	0.0	0.0	0.0
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Downsizing	0.0	0.0	0.0	0.0	0.0
Enhanced Security Training	(3.2)	0.0	0.0	0.0	0.0
Service Marketing Campaign	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
2006 MMTOA Catch-up	0.0	0.0	0.0	0.0	0.0
Cash Defeasance Loan for TBTA	0.0	0.0	0.0	0.0	0.0
Reserve for Following Year/Cash Flow Provision	0.0	0.0	0.0	0.0	0.0
General Reserve	0.0	(100.0)	(100.0)	(100.0)	(100.0)
Investment Income	4.2	4.2	4.3	4.5	4.7
<b>Total Receipts Available for Transfer</b>	<b>\$55.0</b>	<b>(\$40.9)</b>	<b>(\$28.8)</b>	<b>(\$9.7)</b>	<b>\$13.7</b>

**Use of Total Receipts:**

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(7.9)	(6.9)	(7.0)	(7.9)	(9.4)
Less: Transfer to MTAHQ Funds	(189.6)	(195.8)	(187.1)	(165.4)	(145.3)
<b>Net Receipts Available</b>	<b>(\$138.0)</b>	<b>(\$239.1)</b>	<b>(\$218.4)</b>	<b>(\$178.5)</b>	<b>(\$136.5)</b>

**MTA BRIDGES & TUNNELS**  
**SURPLUS TRANSFER**  
**February Financial Plan 2011 - 2014**  
(\$ in millions)

	ACTUAL	FORECAST				
	2009	2010	2011	2012	2013	2014
<b>Net Surplus/(Deficit)</b>	<b>\$948.014</b>	<b>\$1,027.886</b>	<b>\$1,144.135</b>	<b>\$1,142.248</b>	<b>\$1,126.688</b>	<b>\$1,111.148</b>

**Deductions from Net Operating Income:**

Investment Income	\$0.256	\$0.114	\$0.301	\$1.885	\$2.733	\$3.224
Total Debt Service <sup>1</sup>	599.416	594.902	618.462	628.338	650.770	680.761
Reserves	17.300	9.448	16.559	20.222	18.451	18.413
Capitalized Assets	14.373	14.162	14.353	14.548	14.762	15.003
GASB Reserves	2.210	2.322	2.365	2.492	2.562	2.625
<b>Total Deductions from Net Operating Income</b>	<b>\$633.555</b>	<b>\$620.948</b>	<b>\$652.041</b>	<b>\$667.485</b>	<b>\$689.278</b>	<b>\$720.026</b>
<b>Net Income Available for Transfer to MTA and NYCT</b>	<b>\$314.459</b>	<b>\$406.939</b>	<b>\$492.094</b>	<b>\$474.763</b>	<b>\$437.410</b>	<b>\$391.121</b>

**Distribution of Funds to MTA:**

Investment Income in Current Year	\$0.256	\$0.114	\$0.301	\$1.885	\$2.733	\$3.224
Accrued Current Year Allocation	222.303	268.458	308.288	299.893	281.442	258.347
<b>Total Accrued Amount Distributed to MTA<sup>1</sup></b>	<b>\$222.559</b>	<b>\$268.572</b>	<b>\$308.589</b>	<b>\$301.778</b>	<b>\$284.175</b>	<b>\$261.571</b>

**Distribution of Funds to NYCT:**

First \$24 million of Surplus reserved for NYCT	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Additional Accrued Current Year Allocation	68.156	114.481	159.806	150.870	131.967	108.774
<b>Total Accrued Amount Distributed to NYCT<sup>1</sup></b>	<b>\$92.156</b>	<b>\$138.481</b>	<b>\$183.806</b>	<b>\$174.870</b>	<b>\$155.967</b>	<b>\$132.774</b>

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

From Current Year Surplus	\$222.019	\$267.707	\$304.305	\$300.732	\$283.287	\$260.656
Investment Income in Prior Year	4.491	0.256	0.114	0.301	1.885	2.733
<b>Total Cash Amount Distributed to MTA<sup>1</sup></b>	<b>\$226.510</b>	<b>\$267.963</b>	<b>\$304.419</b>	<b>\$301.033</b>	<b>\$285.172</b>	<b>\$263.389</b>
<b>Total Cash Amount Distributed to NYCT<sup>1</sup></b>	<b>\$96.212</b>	<b>\$128.757</b>	<b>\$179.273</b>	<b>\$175.764</b>	<b>\$157.858</b>	<b>\$135.094</b>

<sup>1</sup>The debt service information provided above has been revised from the November Plan. The information was distributed to MTA Bridges & Tunnels (B&T) after the close of its December 2010 financials; as a result, B&T was not able to include the adjustment in debt service in its financial tables for 2010. This results in a \$2.7 million higher forecast for 2010 Distributable Income on B&T's financial tables as compared to the calculation above, and \$2.5 million and \$0.3 million higher forecast for the 2010 and 2011 Actual Cash Transfers, respectively.

**MTA BRIDGES & TUNNELS**  
**SURPLUS TRANSFER**  
**February Financial Plan 2011 - 2014**  
(\$ in millions)

	ACTUAL		FORECAST			
	2009	2010	2011	2012	2013	2014
<b><u>Debt Service Detail by Agency:</u></b>						
B&T Own Purpose Debt Service	\$172.439	\$193.671	\$215.764	\$224.176	\$245.302	\$275.075
NYCT Transportation Debt Service	290.562	277.604	275.590	276.592	277.471	277.629
MTA Transportation Debt Service	136.415	123.627	127.108	127.570	127.997	128.057
<b>Total Debt Service by Agency<sup>1</sup></b>	<b>\$599.416</b>	<b>\$594.902</b>	<b>\$618.462</b>	<b>\$628.338</b>	<b>\$650.770</b>	<b>\$680.761</b>

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

Total Adjusted Net Income Available for Transfer	\$913.875	\$1,001.841	\$1,110.556	\$1,103.101	\$1,088.180	\$1,071.882
Less: B&T Total Debt Service	(172.439)	(193.671)	(215.764)	(224.176)	(245.302)	(275.075)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
<b>Remainder of Total Accrued Amount for Transfer</b>	<b>\$717.436</b>	<b>\$784.170</b>	<b>\$870.792</b>	<b>\$854.926</b>	<b>\$818.878</b>	<b>\$772.807</b>

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

<b><u>Distribution of Remainder to MTA</u></b>						
Fifty Percent of Total Accrued Amount for Transfer	\$358.718	\$392.085	\$435.396	\$427.463	\$409.439	\$386.404
Less: MTA Total Debt Service	(136.415)	(123.627)	(127.108)	(127.570)	(127.997)	(128.057)
<b>MTA's Accrued Current Year Allocation</b>	<b>\$222.303</b>	<b>\$268.458</b>	<b>\$308.288</b>	<b>\$299.893</b>	<b>\$281.442</b>	<b>\$258.347</b>
<b><u>Cash Conversion of MTA's Accrued Amount</u></b>						
Current Year Amount	\$196.208	\$241.612	\$277.459	\$269.904	\$253.298	\$232.512
Balance of Prior Year	25.811	26.095	26.846	30.829	29.989	28.144
<b>Cash Transfer to MTA<sup>1</sup></b>	<b>\$222.019</b>	<b>\$267.707</b>	<b>\$304.305</b>	<b>\$300.732</b>	<b>\$283.287</b>	<b>\$260.656</b>

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

<b><u>Distribution of Remainder to NYCT</u></b>						
Fifty Percent of Total Accrued Amount for Transfer	\$358.718	\$392.085	\$435.396	\$427.463	\$409.439	\$386.404
Less: NYCT Total Debt Service	(290.562)	(277.604)	(275.590)	(276.592)	(277.471)	(277.629)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
<b>NYCT's Accrued Current Year Allocation</b>	<b>\$92.156</b>	<b>\$138.481</b>	<b>\$183.806</b>	<b>\$174.870</b>	<b>\$155.967</b>	<b>\$132.774</b>
<b><u>Cash Conversion of NYCT's Accrued Amount</u></b>						
Current Year Amount	\$88.032	\$124.633	\$165.425	\$157.383	\$140.371	\$119.497
Balance of Prior Year	8.180	4.124	13.848	18.381	17.487	15.597
<b>Cash Transfer to NYCT<sup>1</sup></b>	<b>\$96.212</b>	<b>\$128.757</b>	<b>\$179.273</b>	<b>\$175.764</b>	<b>\$157.858</b>	<b>\$135.094</b>

<sup>1</sup>The debt service information provided above has been revised from the November Plan. The information was distributed to MTA Bridges & Tunnels (B&T) after the close of its December 2010 financials; as a result, B&T was not able to include the adjustment in debt service in its financial tables for 2010. This results in a \$2.7 million higher forecast for 2010 Distributable Income on B&T's financial tables as compared to the calculation above, and \$2.5 million and \$0.3 million higher forecast for the 2010 and 2011 Actual Cash Transfers, respectively.

**SUMMARY**  
**MTA LONG ISLAND BUS**  
**MULTI-YEAR FINANCIAL PLAN**  
**2011 - 2014**  
(\$ in millions)

Line  
Number

	ACTUAL	FORECAST					
	2009	2010	2011	2012	2013	2014	
8							
9	<b>Revenue Summary:</b>						
10							
11	Farebox Revenue	\$42.0	\$43.1	\$46.6	\$47.1	\$47.5	\$47.8
12	Other Revenue	3.5	2.1	1.7	1.7	1.8	1.9
13	State/Local Subsidies	65.0	61.3	60.0	62.9	65.1	67.4
14							
15	<b>Total Revenue Before MTA Subsidy</b>	<b>\$110.5</b>	<b>\$106.5</b>	<b>\$108.4</b>	<b>\$111.8</b>	<b>\$114.4</b>	<b>\$117.1</b>
16							
17	<b>Non-Reimbursable Expense Summary:</b>						
18							
19	Labor Expenses	\$100.7	\$100.4	\$104.1	\$109.1	\$109.5	\$112.3
20	Non-Labor Expenses	22.5	33.3	29.5	31.0	32.2	33.1
21	Depreciation	0.0	0.0	0.0	0.0	0.0	0.0
22	OPEB Obligation	8.1	8.9	9.0	9.0	9.1	9.1
23	Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0
24							
25	<b>Total Non-Reimbursable Expenses</b>	<b>\$131.3</b>	<b>\$142.7</b>	<b>\$142.5</b>	<b>\$149.2</b>	<b>\$150.8</b>	<b>\$154.5</b>
26							
27	<b>Total Net Revenue</b>	<b>(\$20.8)</b>	<b>(\$36.2)</b>	<b>(\$34.1)</b>	<b>(\$37.4)</b>	<b>(\$36.4)</b>	<b>(\$37.4)</b>
28							
29	<b>Cash Adjustment Summary:</b>						
30							
31	Operating Cash Adjustments	\$5.8	\$5.9	\$9.5	\$9.5	\$9.6	\$9.7
32	Subsidy Cash Adjustments	(1.1)	1.1	0.0	0.0	0.0	0.0
33							
34	<b>Total Cash Adjustment</b>	<b>\$4.7</b>	<b>\$7.0</b>	<b>\$9.5</b>	<b>\$9.5</b>	<b>\$9.6</b>	<b>\$9.7</b>
35							
36	<b>Gross Cash Balance</b>	<b>(\$16.1)</b>	<b>(\$29.2)</b>	<b>(\$24.6)</b>	<b>(\$27.9)</b>	<b>(\$26.8)</b>	<b>(\$27.7)</b>
37							
38	MTA Internal Subsidy <sup>1</sup>	16.4	23.9	24.6	27.9	26.8	27.7
40							
41	<b>Net Cash Balance from Previous Year</b>	<b>\$5.0</b>	<b>\$5.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
42							
43							
44	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$5.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
45							
46							
47	<b>Fare/Toll Increases:</b>						
48	Fare/Toll Yields on 1/1/13: 7.5%	-	-	-	-	3.5	3.5
49	Sub-Total	\$0.0	\$0.0	\$0.0	\$0.0	\$3.5	\$3.5
50							
51	<b>TOTAL ADJUSTMENTS</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.5</b>	<b>\$3.5</b>
52							
53	Net Cash Balance from Previous Year	0.0	0.0	0.0	0.0	0.0	3.5
54							
55	<b>Net Cash Balance</b>	<b>\$5.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.5</b>	<b>\$7.0</b>

<sup>1</sup> The MTA Internal Subsidy shown here is what is included only in the baseline and does not capture the MTA below-the-line adjustments that eliminate any further MTA operating subsidies for Long Island Bus service. The 2013 and 2014 numbers reflected above do not include the projected 7.5% yield adjustment from the planned 2013 fare increase and are, therefore, not consistent with the numbers shown in the Plan Adjustments table at the beginning of this document.



**SUMMARY**  
**MTA BUS COMPANY**  
**MULTI-YEAR FINANCIAL PLAN**  
**2011 - 2014**  
(\$ in millions)

Line Number	ACTUAL	FORECAST					
9	2009	2010	2011	2012	2013	2014	
10	<b>Revenue Summary:</b>						
11							
12	Farebox Revenue	\$160.0	\$167.8	\$182.2	\$184.9	\$187.3	\$189.7
13	Other Revenue	21.4	17.7	18.8	19.0	19.4	19.8
14							
15	<b>Total Revenue Before MTA Subsidy</b>	<b>\$181.4</b>	<b>\$185.5</b>	<b>\$201.0</b>	<b>\$203.9</b>	<b>\$206.7</b>	<b>\$209.5</b>
16							
17	<b>Non-Reimbursable Expense Summary:</b>						
18							
19	Labor Expenses	\$339.0	\$356.6	\$375.5	\$386.3	\$393.1	\$398.4
20	Non-Labor Expenses	119.0	145.9	139.2	140.6	148.1	156.2
21	Depreciation	36.5	40.2	42.2	42.2	42.2	42.2
22	OPEB Obligation	47.1	54.4	54.6	55.4	56.3	56.9
23	Environmental Remediation	2.0	0.0	0.0	0.0	0.0	0.0
24							
25	<b>Total Non-Reimbursable Expenses</b>	<b>\$543.6</b>	<b>\$597.1</b>	<b>\$611.6</b>	<b>\$624.6</b>	<b>\$639.7</b>	<b>\$653.7</b>
26							
27							
28	<b>Total Net Revenue</b>	<b>(\$362.2)</b>	<b>(\$411.6)</b>	<b>(\$410.6)</b>	<b>(\$420.7)</b>	<b>(\$433.0)</b>	<b>(\$444.2)</b>
29							
30	Cash Adjustments	\$87.6	\$69.0	\$108.6	\$108.1	\$104.5	\$103.3
31							
32	<b>Total Cash Adjustment</b>	<b>\$87.6</b>	<b>\$69.0</b>	<b>\$108.6</b>	<b>\$108.1</b>	<b>\$104.5</b>	<b>\$103.3</b>
33							
34	<b>Gross Cash Balance</b>	<b>(\$274.6)</b>	<b>(\$342.6)</b>	<b>(\$302.0)</b>	<b>(\$312.6)</b>	<b>(\$328.5)</b>	<b>(\$340.9)</b>
35							
36	<b>City Subsidy</b>						
37	Accrued	274.6	342.6	302.0	312.6	328.5	340.9
38	Cash	286.7	331.2	308.7	310.9	325.9	338.9
39	Cash Flow Adjustments	12.0	(11.3)	6.8	(1.8)	(2.6)	(2.1)
40							
41	<b>Net Cash Balance from Previous Year</b>	<b>\$45.3</b>	<b>\$57.3</b>	<b>\$46.0</b>	<b>\$52.8</b>	<b>\$51.0</b>	<b>\$48.4</b>
42							
43							
44	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$57.3</b>	<b>\$46.0</b>	<b>\$52.8</b>	<b>\$51.0</b>	<b>\$48.4</b>	<b>\$46.3</b>
45							
46							
47	<b>Fare/Toll Increases:</b>						
48	Fare/Toll Yields on 1/1/13: 7.5%	-	-	-	-	14.0	14.2
49	Sub-Total	\$0.0	\$0.0	\$0.0	\$0.0	\$14.0	\$14.2
50							
51	<b>TOTAL ADJUSTMENTS</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$14.0</b>	<b>\$14.2</b>
52							
53	Net Cash Balance from Previous Year (Gap Actions only)	0.0	0.0	0.0	0.0	0.0	0.0
54							
55	<b>Net Cash Surplus/(Deficit)</b>	<b>\$57.3</b>	<b>\$46.0</b>	<b>\$52.8</b>	<b>\$51.0</b>	<b>\$48.4</b>	<b>\$46.3</b>

**SUMMARY**  
**MTA STATEN ISLAND RAILWAY**  
**MULTI-YEAR FINANCIAL PLAN**  
**2011 - 2014**  
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2009	2010	2011	2012	2013	2014
9							
10	<b>Revenue Summary:</b>						
11							
12	Farebox Revenue	\$4.4	\$5.1	\$5.6	\$5.7	\$5.8	\$5.9
13	Other Revenue	2.1	2.1	2.1	2.1	2.1	2.1
14	State/City Subsidies	4.0	3.9	4.2	4.4	4.5	4.7
15							
16	<b>Total Revenue Before MTA Subsidy</b>	<b>\$10.4</b>	<b>\$11.0</b>	<b>\$11.8</b>	<b>\$12.2</b>	<b>\$12.4</b>	<b>\$12.6</b>
17							
18	<b>Non-Reimbursable Expense Summary:</b>						
19							
20	Labor Expenses	\$24.1	\$30.1	\$29.1	\$32.4	\$32.8	\$33.6
21	Non-Labor Expenses	21.3	12.5	8.1	8.6	8.9	9.4
22	Depreciation	8.0	7.7	7.7	7.7	7.7	7.7
23	OPEB Obligation	2.0	2.5	2.8	3.0	3.0	3.0
24	Environmental Remediation	0.3	0.0	0.0	0.0	0.0	0.0
25							
26	<b>Total Non-Reimbursable Expenses</b>	<b>\$55.8</b>	<b>\$52.8</b>	<b>\$47.7</b>	<b>\$51.7</b>	<b>\$52.4</b>	<b>\$53.7</b>
27							
28							
29	<b>Total Net Revenue</b>	<b>(\$45.3)</b>	<b>(\$41.8)</b>	<b>(\$35.9)</b>	<b>(\$39.5)</b>	<b>(\$40.0)</b>	<b>(\$41.1)</b>
30							
31	<b>Cash Adjustment Summary:</b>						
32							
33	Operating Cash Adjustments	\$14.6	\$10.8	\$5.3	\$10.4	\$10.3	\$10.3
34	Subsidy Cash Adjustments	(0.1)	0.0	0.0	0.0	0.0	0.0
35							
36	<b>Total Cash Adjustment</b>	<b>\$14.5</b>	<b>\$10.8</b>	<b>\$5.3</b>	<b>\$10.4</b>	<b>\$10.3</b>	<b>\$10.3</b>
37							
38	<b>Gross Cash Balance</b>	<b>(\$30.9)</b>	<b>(\$30.9)</b>	<b>(\$30.6)</b>	<b>(\$29.2)</b>	<b>(\$29.7)</b>	<b>(\$30.8)</b>
39							
40	MTA Internal Subsidy before PEGs	32.3	29.2	30.6	29.2	29.7	30.8
41							
42	<b>Net Cash Balance from Previous Year</b>	<b>\$0.4</b>	<b>\$1.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
43							
44							
45	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$1.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
46							
47							
48	<b>Fare/Toll Increases:</b>						
49	Fare/Toll Yields on 1/1/13: 7.5%	-	-	-	-	0.4	0.4
50		\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.4
51							
52	<b>TOTAL ADJUSTMENTS</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.4</b>	<b>\$0.4</b>
53							
54	Net Cash Balance from Previous Year (Gap Actions only)	0.0	0.0	0.0	0.0	0.0	0.4
55							
56	<b>Net Cash Surplus/(Deficit)</b>	<b>\$1.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.4</b>	<b>\$0.4</b>

## Debt Service in the Financial Plan

The following table reflects debt service projections for 2010 through 2014 associated with *approved* Capital Programs, including the two-year approved portion of the 2010-2014 Capital Programs. As approved by the Capital Program Review Board on June 2, 2010, the 2010-2014 Capital Programs finances capital expenditures associated with the first two years of commitments for transit, commuter railroads and bus projects. The TBTA 2010-2014 Capital Program finances capital expenditures associated with the full five years of commitments. The table summarizes all MTA and TBTA debt service for this February 2011 Financial Plan (excluding State Service Contract and Convention Center debt service which is fully paid by New York State).

<b>Debt Service Forecast (in millions)</b>			
<b>Year</b>	<b>November Plan Debt Service</b>	<b>February Plan Debt Service</b>	<b>Difference Favorable/(Unfavorable)</b>
<b>2010</b>	\$1,756	\$1,781 <sup>(1)</sup>	(\$25)
<b>2011</b>	2,043	2,043	0
<b>2012</b>	2,215	2,215	0
<b>2013</b>	2,392	2,392	0
<b>2014</b>	<u>2,583</u>	<u>2,583</u>	<u>0</u>
<b>Total:</b>	<b>\$10,989</b>	<b>\$11,014</b>	<b>(\$25)</b>

<sup>(1)</sup> Adjusted to reflect a calculation error.

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

### Debt Issuance Assumptions:

<b>Forecasted Borrowing Schedule</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
New Money Bonds ( <i>\$ in millions</i> )	2,983 <sup>1</sup>	1,645 <sup>2</sup>	2,227	2,858	2,574
Assumed Fixed-Rates					
Transportation Revenue Bonds	5.09%	5.45%	5.80%	6.11%	6.36%
Dedicated Tax Fund Bonds	4.78%	5.12%	5.44%	5.73%	5.97%
Triborough Bridge & Tunnel Authority	4.78%	5.12%	5.44%	5.73%	5.97%
Assumed Variable Rates					
	4.00%	4.00%	4.00%	4.00%	4.00%
Weighted Average Interest Rates <sup>3</sup>					
Transportation Revenue Bonds	4.98%	5.30%	5.62%	5.90%	6.12%
Dedicated Tax Fund Bonds	4.70%	5.00%	5.30%	5.56%	5.77%
Triborough Bridge & Tunnel Authority	4.70%	5.00%	5.30%	5.56%	5.77%

1. Represents actual amount of New Money Bonds issued as of December 31, 2010, and includes Transportation Revenue Bonds, Series 2010E in the amount of \$750 issued on December 29, 2010. Transportation Revenue Bonds, Series 2010D in the amount of \$754.31 issued in November 2010 to retire Transportation Revenue Bond Anticipation Notes, Series CP-1 Credit Enhanced are not included in the 2010 Forecasted New Money Bonds Issued balance.
  2. A part of New Money Bonds is anticipated to be issued as Commercial Paper.
  3. Weighted Average of fixed and variable forecasted rates (see below for explanation).
- 
- All debt is assumed to be issued as 30-year level debt, principal amortized over the life of the bonds.
  - Current fixed-rate estimates derived from prevailing Fair Market Yield Curves for A- and AA- Transportation issuers using Bloomberg Information Service. Financial Plan years 2010–2014 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of October 11, 2010).
  - Split of fixed-rate debt versus variable rate debt each year is 90% fixed and 10% variable.
  - New bond issues calculated interest rate at time of issuance use weighted average of fixed and variable assumptions (actual fixed-rates in table above assumed for fixed-rate bonds).
  - Cost of issuance is 2% of gross bonding amount.
  - New money bonds for currently approved transit and commuter projects assume a target split of 25% under the DTF credit and 75% under the Transportation credit, subject to satisfying the additional bonds test under the DTF Resolution.
  - New money bonds for the two-year approved portion of the 2010-2014 Capital Program assumed to be issued under the Transportation credit.
  - All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
  - No reserve funds.

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**Metropolitan Transportation Authority**  
**February Financial Plan 2011 - 2014**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

Line Number		FORECAST					
		2009	2010	2011	2012	2013	2014
<b>New York City Transit:</b>							
9							
10	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$335,085	\$498,490	\$518,843	\$528,145	\$525,866	\$531,314
11	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	71,214	121,777	159,168	187,084
12	2 Broadway Certificates of Participation - NYCT Share	25,119	23,740	21,898	21,904	21,914	21,950
13	Transportation Resolution Commercial Paper	2,837	1,752	20,173	20,173	20,173	20,173
14	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	209,109	293,737	325,611	325,699	327,284	325,740
15	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	8,597	23,600	35,624	44,592
16		\$572,150	\$815,719	\$966,335	\$1,041,297	\$1,090,030	\$1,130,852
17	<i>Sub-Total MTA Paid Debt Service</i>						
18							
19	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$157,718	\$198,458	\$196,399	\$197,113	\$198,431	\$198,125
20	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	80,163	81,146	79,232	79,521	79,082	79,544
21		\$237,882	\$277,604	\$275,631	\$276,634	\$277,513	\$277,670
22	<i>Sub-Total B &amp; T Paid Debt Service</i>						
23							
24	<b>Total NYCT Debt Service</b>	<b>\$810,032</b>	<b>\$1,093,323</b>	<b>\$1,241,967</b>	<b>\$1,317,931</b>	<b>\$1,367,542</b>	<b>\$1,408,522</b>
25							
26							
<b>Commuter Railroads:</b>							
27	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$257,501	\$342,903	\$370,574	\$377,218	\$375,591	\$379,481
28	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	36,649	68,526	93,576	106,013
29	Transportation Resolution Commercial Paper	1,429	0,813	10,737	10,737	10,737	10,737
30	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	47,172	64,310	68,098	68,116	68,447	68,124
31	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
32		\$306,103	\$408,027	\$486,057	\$524,597	\$548,351	\$564,356
33	<i>Sub-Total MTA Paid Debt Service</i>						
34							
35	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$70,595	\$87,975	\$92,316	\$92,651	\$93,270	\$93,127
36	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	35,220	35,652	34,811	34,938	34,745	34,948
37		\$105,815	\$123,627	\$127,127	\$127,589	\$128,016	\$128,075
38	<i>Sub-Total B &amp; T Paid Debt Service</i>						
39							
40	<b>Total CRR Debt Service</b>	<b>\$411,918</b>	<b>\$531,654</b>	<b>\$613,184</b>	<b>\$652,186</b>	<b>\$676,366</b>	<b>\$692,431</b>
41							
<b>Bridges and Tunnels:</b>							
42	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$130,411	\$162,706	\$190,713	\$191,406	\$192,686	\$192,390
43	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	31,666	32,054	31,298	31,412	31,239	31,421
44	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	3,299	9,823	15,027
45	2 Broadway Certificates of Participation - TBTA Share	3,181	3,357	3,097	3,098	3,099	3,104
46		\$165,258	\$198,117	\$225,108	\$229,215	\$236,847	\$241,942
47	<b>Total B &amp; T Debt Service</b>	<b>\$165,258</b>	<b>\$198,117</b>	<b>\$225,108</b>	<b>\$229,215</b>	<b>\$236,847</b>	<b>\$241,942</b>
48							
<b>MTA Bus:</b>							
49							
50	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$13,407	\$14,008	\$15,602	\$15,882	\$15,814	\$15,977
51	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	0.503	1,799	3,076	3,834
52	Transportation Resolution Commercial Paper	0.663	0.386	5.091	5.091	5.091	5.091
53		\$14,070	\$14,393	\$21,196	\$22,772	\$23,980	\$24,902
54	<b>Total MTA Bus Debt Service</b>	<b>\$14,070</b>	<b>\$14,393</b>	<b>\$21,196</b>	<b>\$22,772</b>	<b>\$23,980</b>	<b>\$24,902</b>
55							
56							
57	<b>Total MTA HQ Debt Service for 2 Broadway Certificates of Participation</b>	<b>\$3,176</b>	<b>\$3,257</b>	<b>\$3,004</b>	<b>\$3,005</b>	<b>\$3,006</b>	<b>\$3,011</b>
58							

**Metropolitan Transportation Authority**  
**February Financial Plan 2011 - 2014**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

Line Number		FORECAST					
		2009	2010	2011	2012	2013	2014
<b>MTA Total:</b>							
59	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$605,993	\$853,400	\$905,020	\$921,246	\$917,270	\$926,772
60	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	256,281	358,047	393,709	393,815	395,732	393,865
61	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	358,724	447,139	479,428	481,170	484,387	483,642
62	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	147,050	148,852	145,342	145,872	145,066	145,914
63	2 Broadway Certificates of Participation	31,476	30,354	27,999	28,006	28,019	28,066
64	Transportation Resolution Commercial Paper	4,930	2,951	36,000	36,000	36,000	36,000
65	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	108,366	192,102	255,820	296,931
66	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	8,597	23,600	35,624	44,592
67	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	3,299	9,823	15,027
68							
69							
70							
71	<b>Total Debt Service</b>	<b>\$1,404,454</b>	<b>\$1,840,744</b>	<b>\$2,104,459</b>	<b>\$2,225,109</b>	<b>\$2,307,742</b>	<b>\$2,370,808</b>
72							
73	<b>MTA Investment Income by Resolution</b>						
74	Investment Income from Transportation Debt Service Fund	\$0.000	\$0.000	(\$0.152)	(\$0.167)	(\$0.176)	(\$0.184)
75	Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	0.000	(0.060)	(0.063)	(0.065)	(0.066)
76	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	0.000	(0.072)	(0.073)	(0.074)	(0.075)
77	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	0.000	(0.022)	(0.022)	(0.022)	(0.022)
78	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	(0.000)	(0.000)	(0.000)	(0.000)
79							
80							
81	<b>Total MTA Wide Investment Income</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.306)</b>	<b>(\$0.324)</b>	<b>(\$0.337)</b>	<b>(\$0.346)</b>
82							
83	<b>MTA Wide Net Total</b>						
84	Net Transportation Revenue Bonds Debt Service	\$605,993	\$853,400	\$1,013,233	\$1,113,181	\$1,172,915	\$1,223,520
85	Transportation Resolution Commercial Paper	4,930	2,951	36,000	36,000	36,000	36,000
86	Net Dedicated Tax Fund Bonds Debt Service	256,281	358,047	402,245	417,352	431,291	438,391
87	Net TBTA (B&T) General Revenue Bonds Debt Service	358,724	447,139	479,356	484,395	494,136	498,594
88	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	147,050	148,852	145,320	145,850	145,044	145,892
89	Net 2 Broadway Certificates of Participation Debt Service	31,476	30,354	27,999	28,006	28,019	28,065
90	Build America Bonds Interest Subsidy - All Other	0.000	(55,078)	(69,006)	(69,006)	(69,006)	(69,006)
91	Build America Bonds Interest Subsidy - TBTA	0.000	(4,446)	(9,311)	(9,063)	(9,063)	(9,063)
92							
93							
94	<b>Total MTA Wide Net Debt Service for Approved Capital Programs</b>	<b>\$1,404,454</b>	<b>\$1,781,220</b>	<b>\$2,025,837</b>	<b>\$2,146,715</b>	<b>\$2,229,336</b>	<b>\$2,292,393</b>
95							
96	2010-2014 Transit	\$0.000	\$0.000	\$12,228	\$44,008	\$96,682	\$157,337
97	2010-2014 Commuter	0.000	0.000	4,836	19,137	46,997	88,553
98	2010-2014 MTA Bus	0.000	0.000	0.177	0.653	1,500	2,712
99	2010-2014 TBTA	0.000	0.000	0.000	4,059	17,555	42,234
100							
101	<b>MTA Wide Debt Service Associated with 2010-2014 Capital Programs</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$17,241</b>	<b>\$67,857</b>	<b>\$162,734</b>	<b>\$290,836</b>
102							
103	<b>Total MTA Wide Net Debt Service including 2010-2014 Capital Programs</b>	<b>\$1,404,454</b>	<b>\$1,781,220</b>	<b>\$2,043,078</b>	<b>\$2,214,572</b>	<b>\$2,392,069</b>	<b>\$2,583,228</b>

**MTA 2011 - 2014 Financial Plan  
Debt Affordability Statement**

\$ in millions

<b>Forecasted Debt Service and Borrowing Schedule</b>		<b>Notes</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Combined MTA/TBTA Forecasted Debt Service Schedule		1,2,3	1,373.0	1,750.9	2,015.1	2,186.6	2,364.1	2,555.2
Forecasted New Money Bonds Issued		4	3,394.7	2,983.0	1,644.6	2,226.7	2,858.3	2,573.5
<b>Forecasted Debt Service by Credit</b>								
Transportation Revenue Bonds								
Pledged Revenues		5	\$8,543.3	\$9,665.6	\$10,384.3	\$10,737.4	\$10,995.4	\$11,234.1
Debt Service			610.9	826.4	1,025.8	1,172.3	1,313.5	1,467.5
Debt Service as a % of Pledged Revenues			7%	9%	10%	11%	12%	13%
Dedicated Tax Fund Bonds								
Pledged Revenues		6	\$629.6	\$606.6	\$612.3	\$615.4	\$611.2	\$610.0
Debt Service			245.9	333.0	373.9	389.0	402.9	410.0
Debt Service as a % of Pledged Revenues			39%	55%	61%	63%	66%	67%
Triborough Bridge and Tunnel Authority General Revenue Bonds								
Pledged Revenues		7	\$948.0	\$1,027.9	\$1,144.1	\$1,142.2	\$1,126.7	\$1,111.1
Debt Service			358.7	442.7	470.0	479.4	502.6	531.8
Debt Service as a % of Total Pledged Revenues			38%	43%	41%	42%	56%	48%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds								
Pledged Revenues		8	\$589.3	\$585.2	\$674.1	\$662.9	\$624.1	\$579.4
Debt Service			147.0	148.9	145.3	145.8	145.0	145.9
Debt Service as a % of Total Pledged Revenues			25%	25%	22%	22%	35%	25%
<b>Cumulative Debt Service (Excluding State Service Contract Bonds)</b>								
Total Debt Service			\$1,373.0	\$1,750.9	\$2,015.1	\$2,186.6	\$2,364.1	\$2,555.2
Operating Revenues and Subsidies								
Total Debt Service as a % of Operating Revenues and Subsidies			10,281.0	11,393.9	12,252.0	12,692.0	13,050.1	13,400.3
			13%	15%	16%	17%	19%	19%
Fare and Toll Revenues								
Total Debt Service as a % of Fare and Toll Revenue			5,682.5	5,989.1	6,510.1	6,630.7	6,707.4	6,780.0
			24%	29%	31%	33%	36%	38%
Non-reimbursable expenses								
Total Debt Service as % of Non-reimbursable expenses			12,594.5	12,804.8	13,366.3	13,985.7	14,558.4	15,233.9
			11%	14%	15%	16%	15%	17%

Notes on the following page are integral to this table.



## Notes

1. Unhedged tax-exempt variable rate debt reflect actuals through September 2010, 0.5% interest rate assumption through the remainder of 2010 and 4.00% for the remaining life of bonds.
2. Synthetic fixed-rate debt assumed at swap rate.
3. Total debt service excludes COPS lease payments. All debt service numbers reduced by expected investment income and Build America Bonds (BAB) subsidy.
4. New money bonds amortized as 30-year level debt. New debt issued assumed 90% fixed-rate and 10% variable rate. Actual 2010 issuance to date is included with the forecast.
5. Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies, including the new State taxes and fees; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.
6. Dedicated Tax Fund pledged revenues as shown above consist generally of the following: petroleum business tax, motor fuel tax and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; in addition, while not reflected in the DTF pledged revenue figures above, the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Transportation Operating Assistance Account for the benefit of the MTA are also pledged. After the payment of debt service on the MTA Dedicated Tax Fund Bonds, these subsidies are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRTQA.
7. Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.
8. Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.
9. Debt service schedules for each credit are attached as addendum hereto.

## Special Notes

- (1) Debt service associated with the 2010-2014 Capital Programs is included in the table above; all debt service other than debt service on Triborough Bridge and Tunnel Authority bonds is included in Transportation Revenue Bonds debt service.
- (2) In 2009 includes effect of cash defeasance implemented in September 2007.
- (3) Revenue and expense numbers do not include the impact of those items listed as part of the below-the-line adjustments on the financial schedules.
- (4) In 2010 includes interest on the 2010 Revenue Anticipation Notes.

**Metropolitan Transportation Authority (including Triborough Bridge and Tunnel Authority)**  
**Total Budgeted Annual Debt Service**  
**All Issuance to December 2010 (\$ in millions)**

Fiscal Year	Transportation Revenue Resolution			Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service		
	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined
2010	826.4	-	826.4	333.0	-	333.0	442.7	-	442.7	148.9	-	148.9	1,750.9	-	1,750.9
2011	900.4	125.6	1,026.0	373.9	8.6	382.5	470.1	-	470.1	145.3	-	145.3	1,881.2	134.2	2,015.4
2012	916.6	255.9	1,172.5	365.4	23.6	389.0	472.1	7.4	479.5	145.9	-	145.9	1,900.0	286.9	2,186.9
2013	912.6	401.0	1,313.6	367.4	35.6	403.0	475.3	27.4	502.7	145.1	-	145.1	1,900.4	464.0	2,364.4
2014	922.1	545.5	1,467.7	365.5	44.6	410.1	474.6	57.3	531.8	145.9	-	145.9	1,908.1	647.4	2,555.5
2015	922.9	642.5	1,565.4	365.7	50.7	416.5	474.5	92.9	567.4	145.2	-	145.2	1,908.3	786.2	2,694.5
2016	933.0	690.2	1,623.2	365.8	55.8	421.6	474.5	129.3	603.7	146.0	-	146.0	1,919.3	875.3	2,794.6
2017	933.4	707.6	1,640.9	366.0	59.5	425.5	474.2	159.0	633.2	148.3	-	148.3	1,921.9	926.0	2,847.9
2018	934.3	714.4	1,648.8	366.4	61.6	428.0	469.7	176.7	646.4	146.1	-	146.1	1,916.5	952.8	2,869.3
2019	935.5	716.8	1,652.2	360.7	62.4	423.1	465.5	185.2	650.7	145.8	-	145.8	1,907.5	964.4	2,871.9
2020	935.2	716.8	1,652.0	362.9	62.4	425.2	465.7	188.2	653.8	145.2	-	145.2	1,908.9	967.3	2,876.2
2021	936.3	716.8	1,653.1	361.6	62.4	424.0	462.8	188.6	651.4	145.9	-	145.9	1,906.6	967.8	2,874.3
2022	936.0	716.8	1,652.8	358.5	62.4	420.8	466.8	188.6	655.4	145.4	-	145.4	1,906.6	967.8	2,874.4
2023	946.9	716.8	1,663.7	361.4	62.4	423.7	460.4	188.6	649.0	146.1	-	146.1	1,914.8	967.8	2,882.6
2024	948.3	716.8	1,665.1	360.8	62.4	423.1	466.2	188.6	654.8	146.0	-	146.0	1,921.3	967.8	2,889.0
2025	950.4	716.8	1,667.2	360.6	62.4	423.0	466.4	188.6	655.0	146.0	-	146.0	1,923.4	967.8	2,891.2
2026	959.3	716.8	1,676.0	358.3	62.4	420.6	465.7	188.6	654.3	146.2	-	146.2	1,929.4	967.8	2,897.2
2027	946.8	716.8	1,663.5	351.8	62.4	414.2	468.7	188.6	657.4	146.2	-	146.2	1,913.5	967.8	2,881.3
2028	947.3	716.8	1,664.1	360.4	62.4	422.8	466.9	188.6	655.5	146.5	-	146.5	1,921.2	967.8	2,887.2
2029	947.3	716.8	1,664.1	359.8	62.4	422.2	465.9	188.6	654.5	146.4	-	146.4	1,919.4	967.8	2,887.2
2030	949.9	716.8	1,666.7	358.6	62.4	421.0	468.0	188.6	656.6	146.7	-	146.7	1,923.3	967.8	2,891.0
2031	973.6	716.8	1,690.3	355.2	62.4	417.5	484.8	188.6	673.4	140.8	-	140.8	1,954.2	967.8	2,922.0
2032	878.7	716.8	1,595.5	355.3	62.4	417.7	407.8	188.6	596.4	86.4	-	86.4	1,728.2	967.8	2,696.0
2033	576.8	716.8	1,293.6	334.4	62.4	396.7	193.1	188.6	381.7	-	-	-	1,104.3	967.8	2,072.0
2034	579.1	716.8	1,295.9	182.7	62.4	245.0	197.9	188.6	386.5	-	-	-	959.6	967.8	1,927.4
2035	553.9	716.8	1,270.7	131.3	62.4	193.6	227.9	188.6	416.5	-	-	-	913.1	967.8	1,880.9
2036	372.5	716.8	1,089.3	146.0	62.4	208.4	221.8	188.6	410.4	-	-	-	740.3	967.8	1,708.1
2037	344.2	716.8	1,061.0	334.1	62.4	396.5	222.8	188.6	411.4	-	-	-	901.1	967.8	1,868.8
2038	292.0	716.8	1,008.8	322.8	62.4	385.1	203.5	188.6	392.1	-	-	-	818.3	967.8	1,786.1
2039	223.5	716.8	940.3	271.3	62.4	333.7	62.8	188.6	251.4	-	-	-	557.6	967.8	1,525.4
2040	108.8	716.8	825.6	92.3	62.4	154.6	19.9	188.6	208.5	-	-	-	158.7	967.8	1,126.4

**Notes:**

- Does not include debt service for State service Contract Bonds and Convention Center Bonds, which is paid by NY State. Also excludes COPS lease payments.
- Includes interest budgeted for Transportation Revenue Commercial Paper and debt service on bonds that will defuse the CP in 2010.
- Forecasted Investment Income is not included above.
- Net of Build America Bonds subsidy.
- In 2010 includes interest on the 2010 Revenue Anticipation Notes.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011-2014**  
**Total Baseline Positions by Agency<sup>(1)</sup>**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

Category	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Baseline Total Positions</b>	<b>66,240</b>	<b>66,549</b>	<b>66,446</b>	<b>66,700</b>	<b>67,074</b>
NYC Transit	45,700	45,577	45,352	45,373	45,508
Long Island Rail Road	6,514	6,488	6,550	6,709	6,858
Metro-North Railroad	5,906	6,092	6,147	6,230	6,263
Bridges & Tunnels	1,688	1,653	1,626	1,626	1,626
Headquarters	1,478	1,728	1,771	1,754	1,807
Long Island Bus	1,104	1,105	1,105	1,105	1,105
Staten Island Railway	265	261	261	261	261
Capital Construction Company	150	147	147	147	147
Bus Company	3,435	3,498	3,487	3,495	3,499
<b>Non-Reimbursable</b>	<b>59,558</b>	<b>59,942</b>	<b>59,960</b>	<b>60,345</b>	<b>60,735</b>
NYC Transit	40,330	40,510	40,435	40,587	40,738
Long Island Rail Road	6,043	5,853	5,886	6,045	6,194
Metro-North Railroad	5,376	5,517	5,572	5,655	5,688
Bridges & Tunnels	1,643	1,600	1,573	1,573	1,573
Headquarters	1,430	1,680	1,723	1,706	1,759
Long Island Bus	1,089	1,090	1,090	1,090	1,090
Staten Island Railway	262	258	258	258	258
Capital Construction Company	-	-	-	-	-
Bus Company	3,385	3,434	3,423	3,431	3,435
<b>Reimbursable</b>	<b>6,682</b>	<b>6,607</b>	<b>6,486</b>	<b>6,355</b>	<b>6,339</b>
NYC Transit	5,370	5,067	4,917	4,786	4,770
Long Island Rail Road	471	635	664	664	664
Metro-North Railroad	530	575	575	575	575
Bridges & Tunnels	45	53	53	53	53
Headquarters	48	48	48	48	48
Long Island Bus	15	15	15	15	15
Staten Island Railway	3	3	3	3	3
Capital Construction Company	150	147	147	147	147
Bus Company	50	64	64	64	64
<b>Total Full-Time</b>	<b>65,981</b>	<b>66,296</b>	<b>66,193</b>	<b>66,447</b>	<b>66,821</b>
NYC Transit	45,541	45,424	45,199	45,220	45,355
Long Island Rail Road	6,514	6,488	6,550	6,709	6,858
Metro-North Railroad	5,905	6,091	6,146	6,229	6,262
Bridges & Tunnels	1,688	1,653	1,626	1,626	1,626
Headquarters	1,478	1,728	1,771	1,754	1,807
Long Island Bus	1,005	1,006	1,006	1,006	1,006
Staten Island Railway	265	261	261	261	261
Capital Construction Company	150	147	147	147	147
Bus Company	3,435	3,498	3,487	3,495	3,499
<b>Total Full-Time-Equivalents</b>	<b>259</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>
NYC Transit	159	153	153	153	153
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	99	99	99	99	99
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

<sup>(1)</sup> Technical Adjustments include revised departmental headcount. However, the headcount revisions do not impact the bottom line totals approved at the December board meeting.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011-2014**  
**Total Baseline Positions by Function and Agency<sup>(1)</sup>**

<b>Function</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Administration</b>	<b>4,249</b>	<b>4,376</b>	<b>4,168</b>	<b>4,151</b>	<b>4,161</b>
NYC Transit	1,964	1,960	1,779	1,772	1,772
Long Island Rail Road	657	625	620	626	636
Metro-North Railroad	514	465	466	466	466
Bridges & Tunnels	108	73	50	50	50
Headquarters	700	950	963	946	946
Long Island Bus	82	81	81	81	81
Staten Island Railway	24	21	21	21	21
Capital Construction Company	28	28	28	28	28
Bus Company	172	173	160	161	161
<b>Operations</b>	<b>29,712</b>	<b>29,729</b>	<b>29,742</b>	<b>29,884</b>	<b>30,003</b>
NYC Transit	21,713	21,688	21,665	21,595	21,609
Long Island Rail Road	2,101	2,079	2,109	2,268	2,361
Metro-North Railroad	2,004	2,095	2,101	2,154	2,166
Bridges & Tunnels	775	775	775	775	775
Headquarters	-	-	-	-	-
Long Island Bus	764	761	761	761	761
Staten Island Railway	95	91	91	91	91
Capital Construction Company	-	-	-	-	-
Bus Company	2,260	2,240	2,240	2,240	2,240
<b>Maintenance</b>	<b>28,790</b>	<b>28,951</b>	<b>28,960</b>	<b>29,089</b>	<b>29,281</b>
NYC Transit	20,114	20,031	19,990	20,088	20,209
Long Island Rail Road	3,639	3,667	3,671	3,665	3,711
Metro-North Railroad	3,286	3,425	3,473	3,503	3,524
Bridges & Tunnels	387	387	383	383	383
Headquarters	-	-	-	-	-
Long Island Bus	253	257	257	257	257
Staten Island Railway	146	149	149	149	149
Capital Construction Company	-	-	-	-	-
Bus Company	965	1,035	1,037	1,044	1,048
<b>Engineering/Capital</b>	<b>1,915</b>	<b>1,929</b>	<b>1,982</b>	<b>1,982</b>	<b>1,982</b>
NYC Transit	1,398	1,398	1,418	1,418	1,418
Long Island Rail Road	117	117	150	150	150
Metro-North Railroad	102	107	107	107	107
Bridges & Tunnels	147	147	147	147	147
Headquarters	-	-	-	-	-
Long Island Bus	3	3	3	3	3
Staten Island Railway	-	-	-	-	-
Capital Construction Company	122	119	119	119	119
Bus Company	26	38	38	38	38
<b>Public Safety</b>	<b>1,574</b>	<b>1,564</b>	<b>1,594</b>	<b>1,594</b>	<b>1,647</b>
NYC Transit	511	500	500	500	500
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	271	271	271	271	271
Headquarters	778	778	808	808	861
Long Island Bus	2	3	3	3	3
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	12	12	12	12	12

<sup>(1)</sup> Technical Adjustments include revised departmental headcount. However, the headcount revisions do not impact the bottom line totals approved at the December board meeting.

**Metropolitan Transportation Authority  
February Financial Plan 2011-2014  
Total Positions by Function and Occupation <sup>(1)</sup>**

FUNCTION/OCCUPATIONAL GROUP	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Managers/Supervisors	1,558	1,536	1,497	1,493	1,497
Professional, Technical, Clerical	2,599	2,673	2,505	2,492	2,498
Operational Hourlies	92	167	166	166	166
<b>Total Administration</b>	<b>4,249</b>	<b>4,376</b>	<b>4,168</b>	<b>4,151</b>	<b>4,161</b>
<b>Operations</b>					
Managers/Supervisors	3,423	3,355	3,354	3,346	3,346
Professional, Technical, Clerical	1,278	1,233	1,231	1,231	1,231
Operational Hourlies	25,011	25,141	25,157	25,307	25,426
<b>Total Operations</b>	<b>29,712</b>	<b>29,729</b>	<b>29,742</b>	<b>29,884</b>	<b>30,003</b>
<b>Maintenance</b>					
Managers/Supervisors	4,542	4,581	4,561	4,554	4,566
Professional, Technical, Clerical	2,317	2,320	2,302	2,298	2,293
Operational Hourlies	21,931	22,050	22,097	22,237	22,422
<b>Total Maintenance</b>	<b>28,790</b>	<b>28,951</b>	<b>28,960</b>	<b>29,089</b>	<b>29,281</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	498	506	530	530	530
Professional, Technical, Clerical	1,415	1,421	1,450	1,450	1,450
Operational Hourlies	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,915</b>	<b>1,929</b>	<b>1,982</b>	<b>1,982</b>	<b>1,982</b>
<b>Public Safety</b>					
Managers/Supervisors	176	177	177	177	178
Professional, Technical, Clerical	138	138	138	138	139
Operational Hourlies	1,260	1,249	1,279	1,279	1,330
<b>Total Public Safety</b>	<b>1,574</b>	<b>1,564</b>	<b>1,594</b>	<b>1,594</b>	<b>1,647</b>
<b>Baseline Total Positions</b>					
Managers/Supervisors	10,197	10,155	10,119	10,100	10,117
Professional, Technical, Clerical	7,747	7,785	7,626	7,609	7,611
Operational Hourlies	48,296	48,609	48,701	48,991	49,346
<b>Baseline Total Positions</b>	<b>66,240</b>	<b>66,549</b>	<b>66,446</b>	<b>66,700</b>	<b>67,074</b>

<sup>(1)</sup> Technical Adjustments include revised departmental headcount. However, the headcount revisions do not impact the bottom line totals approved at the

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011-2014**  
**Year-to-Year Changes for Positions by Agency**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>Category</b>	<b>Favorable/(Unfavorable)</b>			
	<b>Change 2011-2010</b>	<b>Change 2012-2011</b>	<b>Change 2013-2012</b>	<b>Change 2014-2013</b>
<b>Baseline Total Positions</b>	<b>(309)</b>	<b>103</b>	<b>(254)</b>	<b>(374)</b>
NYC Transit	123	225	(21)	(135)
Long Island Rail Road	26	(62)	(159)	(149)
Metro-North Railroad	(186)	(55)	(83)	(33)
Bridges & Tunnels	35	27	-	-
Headquarters	(250)	(43)	17	(53)
Long Island Bus	(1)	-	-	-
Staten Island Railway	4	-	-	-
Capital Construction Company	3	-	-	-
Bus Company	(63)	11	(8)	(4)
<b>Non-Reimbursable</b>	<b>(383)</b>	<b>(18)</b>	<b>(385)</b>	<b>(391)</b>
NYC Transit	(180)	75	(152)	(151)
Long Island Rail Road	191	(33)	(159)	(150)
Metro-North Railroad	(141)	(55)	(83)	(33)
Bridges & Tunnels	43	27	-	-
Headquarters	(250)	(43)	17	(53)
Long Island Bus	(1)	-	-	-
Staten Island Railway	4	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(49)	11	(8)	(4)
<b>Reimbursable</b>	<b>74</b>	<b>121</b>	<b>131</b>	<b>17</b>
NYC Transit	303	150	131	16
Long Island Rail Road	(165)	(29)	-	1
Metro-North Railroad	(45)	-	-	-
Bridges & Tunnels	(8)	-	-	-
Headquarters	-	-	-	-
Long Island Bus	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	3	-	-	-
Bus Company	(14)	-	-	-
<b>Total Full-Time</b>	<b>(315)</b>	<b>103</b>	<b>(254)</b>	<b>(374)</b>
NYC Transit	117	225	(21)	(135)
Long Island Rail Road	26	(62)	(159)	(149)
Metro-North Railroad	(186)	(55)	(83)	(33)
Bridges & Tunnels	35	27	-	-
Headquarters	(250)	(43)	17	(53)
Long Island Bus	(1)	-	-	-
Staten Island Railway	4	-	-	-
Capital Construction Company	3	-	-	-
Bus Company	(63)	11	(8)	(4)
<b>Total Full-Time Equivalents</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>-</b>
NYC Transit	6	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Long Island Bus	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011-2014**  
**Year-to-Year Changes for Positions by Function and Agency**

FUNCTION	Favorable/(Unfavorable)			
	Change 2011-2010	Change 2012-2011	Change 2013-2012	Change 2014-2013
<b>Administration</b>	<b>(127)</b>	<b>208</b>	<b>17</b>	<b>(10)</b>
NYC Transit	4	181	7	-
Long Island Rail Road	32	5	(6)	(10)
Metro-North Railroad	49	(1)	-	-
Bridges & Tunnels	35	23	-	-
Headquarters	(250)	(13)	17	-
Long Island Bus	1	-	-	-
Staten Island Railway	3	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(1)	13	(1)	-
<b>Operations</b>	<b>(17)</b>	<b>(13)</b>	<b>(142)</b>	<b>(119)</b>
NYC Transit	25	23	70	(14)
Long Island Rail Road	22	(30)	(159)	(93)
Metro-North Railroad	(91)	(6)	(53)	(12)
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Long Island Bus	3	-	-	-
Staten Island Railway	4	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	20	-	-	-
<b>Maintenance</b>	<b>(161)</b>	<b>(9)</b>	<b>(129)</b>	<b>(192)</b>
NYC Transit	83	41	(98)	(121)
Long Island Rail Road	(28)	(4)	6	(46)
Metro-North Railroad	(139)	(48)	(30)	(21)
Bridges & Tunnels	-	4	-	-
Headquarters	-	-	-	-
Long Island Bus	(4)	-	-	-
Staten Island Railway	(3)	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(70)	(2)	(7)	(4)
<b>Engineering/Capital</b>	<b>(14)</b>	<b>(53)</b>	-	-
NYC Transit	-	(20)	-	-
Long Island Rail Road	-	(33)	-	-
Metro-North Railroad	(5)	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Long Island Bus	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	3	-	-	-
Bus Company	(12)	-	-	-
<b>Public Safety</b>	<b>10</b>	<b>(30)</b>	-	<b>(53)</b>
NYC Transit	11	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	(30)	-	(53)
Long Island Bus	(1)	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

**Metropolitan Transportation Authority**  
**February Financial Plan 2011-2014**  
**Year-to-Year Changes for Positions by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP	Favorable/(Unfavorable)			
	<i>Change</i> 2011-2010	<i>Change</i> 2012-2011	<i>Change</i> 2013-2012	<i>Change</i> 2014-2013
<b>Administration</b>				
Managers/Supervisors	22	39	4	(4)
Professional, Technical, Clerical	(74)	168	13	(6)
Operational Hourlies	(75)	1	-	-
<b>Total Administration</b>	<b>(127)</b>	<b>208</b>	<b>17</b>	<b>(10)</b>
<b>Operations</b>				
Managers/Supervisors	68	1	8	-
Professional, Technical, Clerical	45	2	-	-
Operational Hourlies	(130)	(16)	(150)	(119)
<b>Total Operations</b>	<b>(17)</b>	<b>(13)</b>	<b>(142)</b>	<b>(119)</b>
<b>Maintenance</b>				
Managers/Supervisors	(39)	20	7	(12)
Professional, Technical, Clerical	(3)	18	4	5
Operational Hourlies	(119)	(47)	(140)	(185)
<b>Total Maintenance</b>	<b>(161)</b>	<b>(9)</b>	<b>(129)</b>	<b>(192)</b>
<b>Engineering/Capital</b>				
Managers/Supervisors	(8)	(24)	-	-
Professional, Technical, Clerical	(6)	(29)	-	-
Operational Hourlies	-	-	-	-
<b>Total Engineering/Capital</b>	<b>(14)</b>	<b>(53)</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>				
Managers/Supervisors	(1)	-	-	(1)
Professional, Technical, Clerical	-	-	-	(1)
Operational Hourlies	11	(30)	-	(51)
<b>Total Public Safety</b>	<b>10</b>	<b>(30)</b>	<b>-</b>	<b>(53)</b>
<b>Baseline Total Positions</b>				
Managers/Supervisors	42	36	19	(17)
Professional, Technical, Clerical	(38)	159	17	(2)
Operational Hourlies	(313)	(92)	(290)	(355)
<b>Baseline Total Positions</b>	<b>(309)</b>	<b>103</b>	<b>(254)</b>	<b>(374)</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011-2014**  
**Baseline Change Between 2011 February Financial Plan vs. 2010 November Financial Plan**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**  
**By Agency**

Category	Favorable/(Unfavorable)				
	2010	2011	2012	2013	2014
<b>Baseline Total Positions</b>	<b>(1)</b>	<b>(32)</b>	<b>(25)</b>	<b>(1)</b>	<b>7</b>
NYC Transit	-	(34)	(27)	(3)	5
Long Island Rail Road	2	3	3	3	3
Metro-North Railroad	2	2	2	2	2
Bridges & Tunnels	-	2	2	2	2
Headquarters	(5)	(5)	(5)	(5)	(5)
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Non-Reimbursable</b>	<b>(1)</b>	<b>(6)</b>	<b>(6)</b>	<b>(6)</b>	<b>(6)</b>
NYC Transit	-	(8)	(8)	(8)	(8)
Long Island Rail Road	2	3	3	3	3
Metro-North Railroad	2	2	2	2	2
Bridges & Tunnels	-	2	2	2	2
Headquarters	(5)	(5)	(5)	(5)	(5)
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Reimbursable</b>	<b>0</b>	<b>(26)</b>	<b>(19)</b>	<b>5</b>	<b>13</b>
NYC Transit	-	(26)	(19)	5	13
Long Island Rail Road	0	(0)	(0)	(0)	0
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Total Full-Time</b>	<b>(2)</b>	<b>(38)</b>	<b>(31)</b>	<b>(7)</b>	<b>1</b>
NYC Transit	-	(34)	(27)	(3)	5
Long Island Rail Road	2	3	3	3	3
Metro-North Railroad	2	2	2	2	2
Bridges & Tunnels	-	2	2	2	2
Headquarters	(5)	(5)	(5)	(5)	(5)
Long Island Bus	(1)	(6)	(6)	(6)	(6)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	1	6	6	6	6
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011-2014**  
**Baseline Change Between 2011 February Financial Plan vs. 2010 November Financial Plan**  
**By Function and Agency**

<b>Function</b>	<b>Favorable/(Unfavorable)</b>				
	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Administration</b>	<b>228</b>	<b>235</b>	<b>235</b>	<b>235</b>	<b>235</b>
NYC Transit	-	5	5	5	5
Long Island Rail Road	2	3	3	3	3
Metro-North Railroad	231	231	231	231	231
Bridges & Tunnels	-	2	2	2	2
Headquarters	(5)	(5)	(5)	(5)	(5)
Long Island Bus	-	2	2	2	2
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(3)	(3)	(3)	(3)
<b>Operations</b>	<b>(489)</b>	<b>(427)</b>	<b>(427)</b>	<b>(419)</b>	<b>(429)</b>
NYC Transit	(28)	33	33	41	32
Long Island Rail Road	(187)	(185)	(185)	(185)	(186)
Metro-North Railroad	(272)	(272)	(272)	(272)	(272)
Bridges & Tunnels	(2)	(2)	(2)	(2)	(2)
Headquarters	-	-	-	-	-
Long Island Bus	-	(2)	(2)	(2)	(2)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	1	1	1	1
<b>Maintenance</b>	<b>258</b>	<b>158</b>	<b>165</b>	<b>181</b>	<b>199</b>
NYC Transit	28	(72)	(65)	(49)	(32)
Long Island Rail Road	187	185	185	185	186
Metro-North Railroad	43	43	43	43	43
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	2	2	2	2
<b>Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Public Safety</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	2	2	2	2	2
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

**Metropolitan Transportation Authority**  
**February Financial Plan 2011-2014**  
**Agency Baseline Changes Between 2011 February Financial Plan vs. 2010 November Financial Plan**  
**By Function and Occupational Group**

		Favorable/(Unfavorable)				
FUNCTION/OCCUPATIONAL GROUP		2010	2011	2012	2013	2014
<b>Administration</b>						
	Managers/Supervisors	(4)	3	3	3	3
	Professional, Technical, Clerical	204	202	202	202	202
	Operational Hourlies	28	30	30	30	30
	<b>Total Administration</b>	<b>228</b>	<b>235</b>	<b>235</b>	<b>235</b>	<b>235</b>
<b>Operations</b>						
	Managers/Supervisors	(26)	15	15	17	16
	Professional, Technical, Clerical	(288)	(265)	(265)	(265)	(265)
	Operational Hourlies	(175)	(177)	(177)	(171)	(180)
	<b>Total Operations</b>	<b>(489)</b>	<b>(427)</b>	<b>(427)</b>	<b>(419)</b>	<b>(429)</b>
<b>Maintenance</b>						
	Managers/Supervisors	27	(17)	(17)	(2)	10
	Professional, Technical, Clerical	86	57	63	62	93
	Operational Hourlies	145	118	119	121	96
	<b>Total Maintenance</b>	<b>258</b>	<b>158</b>	<b>165</b>	<b>181</b>	<b>199</b>
<b>Engineering/Capital</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	2	2	2	2	2
	<b>Total Public Safety</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>Baseline Total Positions</b>						
	Managers/Supervisors	(3)	1	1	18	29
	Professional, Technical, Clerical	2	(6)	-	(1)	30
	Operational Hourlies	-	(27)	(26)	(18)	(52)
	<b>Baseline Total Positions</b>	<b>(1)</b>	<b>(32)</b>	<b>(25)</b>	<b>(1)</b>	<b>7</b>

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No.	Non-Reimbursable	2009 Actual <sup>1</sup>	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$4,350	\$4,572	\$4,980	\$5,090	\$5,165	\$5,234
12	Toll Revenue	1,332	1,417	1,530	1,540	1,542	1,546
13	Other Revenue	461	499	523	549	581	617
14	Capital and Other Reimbursements	0	0	(0)	0	(0)	(0)
15	<b>Total Operating Revenue</b>	<b>\$6,144</b>	<b>\$6,488</b>	<b>\$7,033</b>	<b>\$7,179</b>	<b>\$7,288</b>	<b>\$7,397</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,163	\$4,128	\$4,194	\$4,242	\$4,288	\$4,386
20	Overtime	499	494	478	471	471	478
21	Health & Welfare	689	741	801	867	955	1,045
22	OPEB Current Payment	346	361	382	429	476	520
23	Pensions	1,021	1,021	1,104	1,271	1,324	1,421
24	Other-Fringe Benefits	517	497	477	486	500	515
25	Reimbursable Overhead	(322)	(340)	(345)	(336)	(329)	(332)
26	<b>Sub-total Labor Expenses</b>	<b>\$6,914</b>	<b>\$6,902</b>	<b>\$7,091</b>	<b>\$7,430</b>	<b>\$7,684</b>	<b>\$8,032</b>
28	<b>Non-Labor Expenses:</b>						
29	Traction and Propulsion Power	318	336	360	395	430	462
30	Fuel for Buses and Trains	180	199	200	214	225	236
31	Insurance	34	36	34	37	44	54
32	Claims	238	215	196	205	212	219
33	Paratransit Service Contracts	370	381	384	462	553	660
34	Maintenance and Other Operating Contracts	562	582	633	643	659	684
35	Professional Service Contracts	199	215	229	229	234	240
36	Materials & Supplies	526	537	565	580	615	639
37	Other Business Expenses	184	204	220	225	228	233
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,612</b>	<b>\$2,706</b>	<b>\$2,821</b>	<b>\$2,991</b>	<b>\$3,201</b>	<b>\$3,428</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	(\$15)	(\$27)	(\$22)	(\$20)	(\$21)	(\$22)
42	General Reserve	0	0	100	100	100	100
43	<b>Sub-total Other Expense Adjustments</b>	<b>(\$15)</b>	<b>(\$27)</b>	<b>\$78</b>	<b>\$80</b>	<b>\$79</b>	<b>\$78</b>
45	<b>Total Operating Expense before Non-Cash Liability Adjs.</b>	<b>\$9,512</b>	<b>\$9,581</b>	<b>\$9,990</b>	<b>\$10,502</b>	<b>\$10,964</b>	<b>\$11,538</b>
47	Depreciation	\$1,941	\$2,032	\$2,125	\$2,208	\$2,290	\$2,364
48	OPEB Obligation	1,136	1,180	1,241	1,265	1,293	1,321
49	Environmental Remediation	6	12	10	10	10	11
51	<b>Total Operating Expense</b>	<b>\$12,594</b>	<b>\$12,805</b>	<b>\$13,366</b>	<b>\$13,986</b>	<b>\$14,558</b>	<b>\$15,234</b>
54	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$6,451)</b>	<b>(\$6,317)</b>	<b>(\$6,333)</b>	<b>(\$6,806)</b>	<b>(\$7,270)</b>	<b>(\$7,837)</b>
56	Dedicated Taxes and State/Local Subsidies	\$4,137	\$4,906	\$5,219	\$5,513	\$5,762	\$6,003
57	Debt Service (excludes Service Contract Bonds)	(1,404)	(1,781)	(2,043)	(2,215)	(2,392)	(2,583)
59	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$3,718)</b>	<b>(\$3,192)</b>	<b>(\$3,157)</b>	<b>(\$3,508)</b>	<b>(\$3,900)</b>	<b>(\$4,417)</b>
61	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,083	\$3,223	\$3,376	\$3,484	\$3,594	\$3,696
62	Conversion to Cash Basis: GASB Account	(54)	(65)	(47)	(60)	(63)	(66)
63	Conversion to Cash Basis: All Other	556	(29)	(208)	(280)	(205)	(275)
65	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$133)</b>	<b>(\$63)</b>	<b>(\$36)</b>	<b>(\$365)</b>	<b>(\$575)</b>	<b>(\$1,061)</b>
66	<b>ADJUSTMENTS</b>	<b>0</b>	<b>(65)</b>	<b>37</b>	<b>114</b>	<b>537</b>	<b>580</b>
67	<b>PRIOR-YEAR CARRY-OVER</b>	<b>263</b>	<b>130</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
68	<b>NET CASH BALANCE</b>	<b>\$130</b>	<b>\$2</b>	<b>\$3</b>	<b>(\$247)</b>	<b>(\$37)</b>	<b>(\$482)</b>

<sup>1</sup> In order to establish consistency among Agencies when reporting overtime results, certain expenses that had been captured within payroll (straight-time) were shifted to overtime in the February Financial Plan. This shift (which is described in more detail in the overview and has a zero-impact on total expenses) starts with the 2010 Final Estimate; therefore, 2009 actuals expenses for payroll and overtime are not consistent with the years 2010 through 2014. If 2009 expenses were also restated to reflect this change, 2009 overtime costs would increase by \$48 million with a corresponding decrease to payroll.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**Plan Adjustments**  
(\$ in millions)

Line No.		2009	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
10	<b>February Cash Balance Before Prior-Year Carry-Over</b>	(\$133)	(\$63)	(\$36)	(\$365)	(\$575)	(\$1,061)
12							
13	<b>Fare/Toll Increases:</b>						
14	Fare/Toll Yields on 1/1/11: 7.5%	-	-	-	-	-	-
15	Fare/Toll Yields on 1/1/13: 7.5%	-	-	-	-	454.1	470.5
16	<i>Sub-Total</i>	\$0.0	\$0.0	\$0.0	\$0.0	\$454.1	\$470.5
18	<b>MTA Initiatives:</b>						
19	New MTA Efficiencies	-	-	22.0	91.5	139.7	164.7
20	Metrocard Green Fee and Cost Savings	-	-	-	20.0	20.0	20.0
21	<i>Sub-Total</i>	\$0.0	\$0.0	\$22.0	\$111.5	\$159.7	\$184.7
23	<b>Policy Actions:</b>						
24	Repayment of Loan to Capital Financing Fund	-	-	-	(100.0)	(100.0)	(100.0)
25	Eliminate MTA Funding of Long Island Bus Deficit	-	-	24.6	27.9	23.6	24.5
26	Energy Hedges	-	(65.0)	(10.0)	75.0	-	-
27	<i>Sub-Total</i>	\$0.0	(\$65.0)	\$14.6	\$2.9	(\$76.4)	(\$75.5)
28							
29	<b>TOTAL ADJUSTMENTS</b>	<b>\$0.0</b>	<b>(\$65.0)</b>	<b>\$36.6</b>	<b>\$114.3</b>	<b>\$537.4</b>	<b>\$579.6</b>
30							
31	Prior-Year Carry-Over	263.3	130.0	2.4	2.8	0.0	0.0
32							
33	<b>Net Cash Surplus/(Deficit)</b>	<b>\$130.0</b>	<b>\$2.4</b>	<b>\$2.8</b>	<b>(\$247.4)</b>	<b>(\$37.3)</b>	<b>(\$481.9)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No	Reimbursable	2009 Actual	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$0	\$0	\$0	\$0	\$0	\$0
12	Toll Revenue	0	0	0	0	0	0
13	Other Revenue	0	0	0	0	0	0
14	Capital and Other Reimbursements	1,411	1,461	1,549	1,533	1,516	1,539
15	<b>Total Operating Revenue</b>	<b>\$1,411</b>	<b>\$1,461</b>	<b>\$1,549</b>	<b>\$1,533</b>	<b>\$1,516</b>	<b>\$1,539</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$523	\$534	\$562	\$563	\$557	\$563
20	Overtime	117	115	102	101	100	102
21	Health & Welfare	47	50	58	62	67	72
22	OPEB Current Payment	1	1	1	1	1	1
23	Pensions	52	49	51	53	54	58
24	Other-Fringe Benefits	137	144	150	148	145	147
25	Reimbursable Overhead	322	338	348	339	333	336
26	<b>Sub-total Labor Expenses</b>	<b>\$1,199</b>	<b>\$1,231</b>	<b>\$1,271</b>	<b>\$1,268</b>	<b>\$1,259</b>	<b>\$1,279</b>
28	<b>Non-Labor Expenses:</b>						
29	Traction and Propulsion Power	\$0	\$0	\$0	\$0	\$0	\$0
30	Fuel for Buses and Trains	0	0	0	0	0	0
31	Insurance	5	5	12	12	13	13
32	Claims	2	0	0	0	0	0
33	Paratransit Service Contracts	0	0	0	0	0	0
34	Maintenance and Other Operating Contracts	61	90	74	66	67	67
35	Professional Service Contracts	44	37	46	49	49	48
36	Materials & Supplies	98	96	143	135	127	130
37	Other Business Expenses	1	2	3	3	3	3
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$212</b>	<b>\$231</b>	<b>\$277</b>	<b>\$265</b>	<b>\$258</b>	<b>\$260</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	\$0	\$0	\$0	\$0	\$0	\$0
42	<b>Sub-total Other Expense Adjustments</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
44	<b>Total Operating Expense</b>	<b>\$1,411</b>	<b>\$1,461</b>	<b>\$1,549</b>	<b>\$1,533</b>	<b>\$1,516</b>	<b>\$1,539</b>
46	<b>Baseline Surplus/(Deficit)</b>	<b>(\$0)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$0)</b>	<b>(\$0)</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line Number	Non-Reimbursable / Reimbursable	2009 Actual <sup>1</sup>	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$4,350	\$4,572	\$4,980	\$5,090	\$5,165	\$5,234
12	Toll Revenue	1,332	1,417	1,530	1,540	1,542	1,546
13	Other Revenue	461	499	523	549	581	617
14	Capital and Other Reimbursements	1,411	1,461	1,549	1,533	1,516	1,539
15	<b>Total Operating Revenue</b>	<b>\$7,554</b>	<b>\$7,950</b>	<b>\$8,581</b>	<b>\$8,713</b>	<b>\$8,805</b>	<b>\$8,936</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,686	\$4,662	\$4,757	\$4,805	\$4,845	\$4,949
20	Overtime	616	609	580	572	571	580
21	Health & Welfare	736	791	858	929	1,022	1,116
22	OPEB Current Payment	348	363	383	430	477	522
23	Pensions	1,073	1,069	1,155	1,324	1,378	1,479
24	Other-Fringe Benefits	654	640	626	634	646	662
25	Reimbursable Overhead	(1)	(2)	3	3	4	4
26	<b>Sub-total Labor Expenses</b>	<b>\$8,113</b>	<b>\$8,133</b>	<b>\$8,363</b>	<b>\$8,698</b>	<b>\$8,943</b>	<b>\$9,311</b>
28	<b>Non-Labor Expenses:</b>						
29	Traction and Propulsion Power	\$318	\$336	\$360	\$395	\$430	\$462
30	Fuel for Buses and Trains	180	199	200	214	225	236
31	Insurance	39	41	45	50	57	67
32	Claims	240	215	196	205	212	219
33	Paratransit Service Contracts	370	381	384	462	553	660
34	Maintenance and Other Operating Contracts	624	672	707	709	726	752
35	Professional Service Contracts	243	253	275	279	283	288
36	Materials & Supplies	624	633	708	715	743	768
37	Other Business Expenses	185	206	222	227	231	236
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,824</b>	<b>\$2,937</b>	<b>\$3,098</b>	<b>\$3,257</b>	<b>\$3,459</b>	<b>\$3,688</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	(\$15)	(\$27)	(\$22)	(\$20)	(\$21)	(\$22)
42	General Reserve	0	0	100	100	100	100
43	<b>Sub-total Other Expense Adjustments</b>	<b>(\$15)</b>	<b>(\$27)</b>	<b>\$78</b>	<b>\$80</b>	<b>\$79</b>	<b>\$78</b>
45	<b>Total Operating Expense before Non-Cash Liability Adjs.</b>	<b>\$10,922</b>	<b>\$11,043</b>	<b>\$11,539</b>	<b>\$12,035</b>	<b>\$12,481</b>	<b>\$13,077</b>
47	Depreciation	\$1,941	\$2,032	\$2,125	\$2,208	\$2,290	\$2,364
48	OPEB Obligation	1,136	1,180	1,241	1,265	1,293	1,321
49	Environmental Remediation	6	12	10	10	10	11
51	<b>Total Operating Expense</b>	<b>\$14,005</b>	<b>\$14,266</b>	<b>\$14,915</b>	<b>\$15,519</b>	<b>\$16,075</b>	<b>\$16,773</b>
53	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$6,451)</b>	<b>(\$6,317)</b>	<b>(\$6,333)</b>	<b>(\$6,806)</b>	<b>(\$7,270)</b>	<b>(\$7,837)</b>
55	Dedicated Taxes and State/Local Subsidies	\$4,137	\$4,906	\$5,219	\$5,513	\$5,762	\$6,003
56	Debt Service (excludes Service Contract Bonds)	(1,404)	(1,781)	(2,043)	(2,215)	(2,392)	(2,583)
58	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$3,718)</b>	<b>(\$3,192)</b>	<b>(\$3,157)</b>	<b>(\$3,508)</b>	<b>(\$3,900)</b>	<b>(\$4,417)</b>
60	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,083	\$3,223	\$3,376	\$3,484	\$3,594	\$3,696
61	Conversion to Cash Basis: GASB Account	(54)	(65)	(47)	(60)	(63)	(66)
62	Conversion to Cash Basis: All Other	556	(29)	(208)	(280)	(205)	(275)
64	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$133)</b>	<b>(\$63)</b>	<b>(\$36)</b>	<b>(\$365)</b>	<b>(\$575)</b>	<b>(\$1,061)</b>
65	<b>ADJUSTMENTS</b>	<b>0</b>	<b>(65)</b>	<b>37</b>	<b>114</b>	<b>537</b>	<b>580</b>
66	<b>PRIOR-YEAR CARRY-OVER</b>	<b>263</b>	<b>130</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
67	<b>NET CASH BALANCE</b>	<b>\$130</b>	<b>\$2</b>	<b>\$3</b>	<b>(\$247)</b>	<b>(\$37)</b>	<b>(\$482)</b>

<sup>1</sup> In order to establish consistency among Agencies when reporting overtime results, certain expenses that had been captured within payroll (straight-time) were shifted to overtime in the February Financial Plan. This shift (which is described in more detail in the overview and has a zero-impact on total expenses) starts with the 2010 Final Estimate; therefore, 2009 actual expenses for payroll and overtime are not consistent with the years 2010 through 2014. If 2009 expenses were also restated to reflect this change, 2009 overtime costs would increase by \$48 million with a corresponding decrease to payroll.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**MTA Consolidated Cash Receipts and Expenditures**  
(\$ in millions)

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<b>CASH RECEIPTS AND EXPENDITURES</b>						
	<b>2009</b>	<b>2010</b>	<b>2011</b>			
	<b>Actual<sup>1</sup></b>	<b>Final</b>	<b>Adopted</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
		<b>Estimate</b>	<b>Budget</b>			
<b>Receipts</b>						
Farebox Revenue	\$4,403	\$4,614	\$5,024	\$5,129	\$5,215	\$5,278
Other Operating Revenue	478	553	546	573	606	642
Capital and Other Reimbursements	1,495	1,442	1,581	1,509	1,488	1,503
<b>Total Receipts</b>	<b>\$6,376</b>	<b>\$6,608</b>	<b>\$7,151</b>	<b>\$7,211</b>	<b>\$7,310</b>	<b>\$7,423</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$4,479	\$4,557	\$4,616	\$4,633	\$4,676	\$4,782
Overtime	577	590	557	547	547	557
Health and Welfare	730	756	841	901	991	1,083
OPEB Current Payment	331	350	369	415	461	504
Pensions	892	1,162	1,112	1,275	1,324	1,396
Other Fringe Benefits	561	589	584	587	599	617
Pattern Labor Provision	0	0	0	0	0	0
Contribution to GASB Fund	54	65	47	60	63	66
Reimbursable Overhead	0	0	0	0	0	0
<b>Total Labor Expenditures</b>	<b>\$7,624</b>	<b>\$8,069</b>	<b>\$8,126</b>	<b>\$8,418</b>	<b>\$8,660</b>	<b>\$9,006</b>
<b>Non-Labor:</b>						
Traction and Propulsion Power	\$313	\$365	\$363	\$397	\$433	\$465
Fuel for Buses and Trains	180	199	200	214	225	236
Insurance	15	52	37	43	48	60
Claims	190	183	170	181	192	202
Paratransit Service Contracts	364	388	379	457	548	655
Maintenance and Other Operating Contracts	536	591	623	618	630	637
Professional Service Contracts	207	231	246	248	252	256
Materials & Supplies	667	597	668	687	713	756
Other Business Expenditures	201	218	231	228	233	242
<b>Total Non-Labor Expenditures</b>	<b>\$2,672</b>	<b>\$2,825</b>	<b>\$2,918</b>	<b>\$3,075</b>	<b>\$3,274</b>	<b>\$3,509</b>
<b>Other Expenditure Adjustments:</b>						
Other	\$56	\$107	\$123	\$135	\$147	\$160
General Reserve	0	0	100	100	100	100
<b>Total Other Expenditure Adjustments</b>	<b>\$56</b>	<b>\$107</b>	<b>\$223</b>	<b>\$235</b>	<b>\$247</b>	<b>\$260</b>
<b>Total Expenditures</b>	<b>\$10,352</b>	<b>\$11,000</b>	<b>\$11,267</b>	<b>\$11,728</b>	<b>\$12,181</b>	<b>\$12,775</b>
<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$3,976)</b>	<b>(\$4,392)</b>	<b>(\$4,116)</b>	<b>(\$4,517)</b>	<b>(\$4,871)</b>	<b>(\$5,352)</b>
Dedicated Taxes and State/Local Subsidies	\$4,724	\$5,501	\$5,483	\$5,716	\$6,014	\$6,168
Debt Service (excludes Service Contract Bonds)	(881)	(1,172)	(1,403)	(1,563)	(1,717)	(1,878)
<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$133)</b>	<b>(\$63)</b>	<b>(\$36)</b>	<b>(\$365)</b>	<b>(\$575)</b>	<b>(\$1,061)</b>
<b>ADJUSTMENTS</b>	<b>\$0</b>	<b>(\$65)</b>	<b>\$37</b>	<b>\$114</b>	<b>\$537</b>	<b>\$580</b>
<b>PRIOR-YEAR CARRY-OVER</b>	<b>\$263</b>	<b>\$130</b>	<b>\$2</b>	<b>\$3</b>	<b>\$0</b>	<b>\$0</b>
<b>NET CASH BALANCE</b>	<b>\$130</b>	<b>\$2</b>	<b>\$3</b>	<b>(\$247)</b>	<b>(\$37)</b>	<b>(\$482)</b>

<sup>1</sup> In order to establish consistency among Agencies when reporting overtime results, certain expenses that had been captured within payroll (straight-time) were shifted to overtime in the February Financial Plan. This shift (which is described in more detail in the overview and has a zero-impact on total expenses) starts with the 2010 Final Estimate; therefore, 2009 actual expenses for payroll and overtime are not consistent with the years 2010 through 2014. If 2009 expenses were also restated to reflect this change, 2009 overtime costs would increase by \$48 million with a corresponding decrease to payroll.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011 - 2014**  
**Cash Conversion Detail**  
(\$ in millions)

	<b>2009</b>	<b>2010</b>	<b>2011</b>			
	<b>Actual</b>	<b>Final</b>	<b>Adopted</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b><u>Depreciation</u></b>						
New York City Transit	\$1,231	\$1,325	\$1,400	\$1,475	\$1,550	\$1,625
Metro-North Railroad	248	225	245	250	260	263
Long Island Rail Road	307	316	318	317	309	298
MTA Bus Company	36	40	42	42	42	42
MTA Headquarters	30	36	27	27	27	24
Staten Island Railway	8	8	8	8	8	8
Bridges & Tunnels	80	82	86	90	94	104
<i>Sub-Total</i>	<i>1,941</i>	<i>2,032</i>	<i>2,125</i>	<i>2,208</i>	<i>2,290</i>	<i>2,364</i>
<b><u>Other Post Employment Benefits</u></b>						
New York City Transit	\$828	\$880	\$919	\$930	\$944	\$963
Metro-North Railroad	44	49	56	60	64	68
Long Island Rail Road	60	67	75	77	80	82
MTA Bus Company	47	54	55	55	56	57
MTA Headquarters	64	64	67	71	75	79
Bridges & Tunnels	82	55	57	59	63	60
Long Island Bus	8	9	9	9	9	9
Staten Island Railway	2	3	3	3	3	3
<i>Sub-Total</i>	<i>1,136</i>	<i>1,180</i>	<i>1,241</i>	<i>1,265</i>	<i>1,293</i>	<i>1,321</i>
<b><u>Environmental Remediation</u></b>						
New York City Transit	(2)	0	0	0	0	0
Metro-North Railroad	5	9	8	8	8	9
Long Island Rail Road	0	3	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>6</i>	<i>12</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>11</i>
<b><u>Operating</u></b>						
New York City Transit	356	(127)	104	56	56	68
Metro-North Railroad	(30)	(27)	(37)	(23)	(25)	(38)
Long Island Rail Road	11	4	9	5	7	(8)
MTA Bus Company	2	(26)	12	10	6	4
MTA Headquarters	33	(10)	(9)	(10)	(10)	(9)
Long Island Bus	(2)	(3)	1	1	1	1
Staten Island Railway	4	1	(5)	(0)	(0)	(0)
First Mutual Transportation Assurance Company	(24)	(64)	(68)	(74)	(85)	(98)
Other	14	14	21	23	24	25
<i>Sub-Total</i>	<i>364</i>	<i>(237)</i>	<i>29</i>	<i>(11)</i>	<i>(26)</i>	<i>(56)</i>
<b><u>Subsidies</u></b>						
New York City Transit	140	103	(221)	(248)	(146)	(181)
Commuter Railroads	(91)	74	(31)	(42)	(56)	(70)
Headquarters	(17)	(26)	(28)	(28)	(28)	(22)
MTA Bus Company	12	(11)	7	(2)	(3)	(2)
Long Island Bus	4	6	0	0	0	0
Staten Island Railway	0	2	0	0	0	0
<i>Sub-Total</i>	<i>48</i>	<i>147</i>	<i>(274)</i>	<i>(320)</i>	<i>(233)</i>	<i>(276)</i>
<b>Total Cash Conversion</b>	<b>\$3,494</b>	<b>\$3,134</b>	<b>\$3,131</b>	<b>\$3,153</b>	<b>\$3,335</b>	<b>\$3,364</b>



**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN 2011-2014  
NON-RECURRING REVENUES AND SAVINGS - BASELINE**  
(\$ in millions)

		Non-recurring revenues and savings with a value of \$1 million or more in calendar years 2010 through 2014.							
		2011 Adopted Budget		2012 Plan		2013 Plan		2014 Plan	
Agency	2010 Final Estimate								
<b>New York City Transit</b>									
Health & Welfare	\$ -	None	\$ 15.0	ERRP Federal Program Subsidy	\$ 6.0	ERRP Federal Program Subsidy	\$ -	None	\$ -
<b>Subtotal</b>	<u>\$ -</u>	<u>None</u>	<u>\$ 15.0</u>		<u>\$ 6.0</u>		<u>\$ -</u>		<u>\$ -</u>
<b>Long Island Rail Road</b>									
Air Rights	\$ -	None	\$ 3.0	Through a formal RFP process, the MTA and LIRR have identified a property owner interested in purchasing air rights over the right of way (Originally projected in 2010 - shifted to 2011)	\$ -	None	\$ -	None	\$ -
<b>Subtotal</b>	<u>\$ -</u>	<u>None</u>	<u>\$ 3.0</u>		<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>
<b>Metro-North Railroad</b>									
	\$ -	None	\$ -	None	\$ -	None	\$ -	None	\$ -
<b>Subtotal</b>	<u>\$ -</u>	<u>None</u>	<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>
<b>Bridges &amp; Tunnels</b>									
	\$ -	None	\$ -	None	\$ -	None	\$ -	None	\$ -
<b>Subtotal</b>	<u>\$ -</u>	<u>None</u>	<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>
<b>MTA Bus</b>									
	\$ -	None	\$ -	None	\$ -	None	\$ -	None	\$ -
<b>Subtotal</b>	<u>\$ -</u>	<u>None</u>	<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>
<b>Long Island Bus</b>									
	\$ -	None	\$ -	None	\$ -	None	\$ -	None	\$ -
<b>Subtotal</b>	<u>\$ -</u>	<u>None</u>	<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>		<u>\$ -</u>

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN 2011-2014**  
**NON-RECURRING REVENUES AND SAVINGS - BASELINE**  
 (\$ in millions)

		Non-recurring revenues and savings with a value of \$1 million or more in calendar years 2010 through 2014.			
Agency	2010 Final Estimate	2011 Adopted Budget	2012 Plan	2013 Plan	2014 Plan
<b>MTA Headquarters</b>	\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Staten Island Railroad</b>	\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>MTA Capital Construction</b>	\$ - None	\$ - None	\$ - None	\$ - None	\$ - None
<b>Subtotal</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>MTA Transactions</b>	\$ 107.1	\$ - None	\$ - None	\$ - None	\$ - None
Debt Service Variable Rate Savings	Variable rates lower than budgeted.				
<b>Subtotal</b>	\$ 107.1	\$ -	\$ -	\$ -	\$ -
<b>Total Non-Recurring Resources (&gt; or = \$1million)</b>	\$ 107.1	\$ 18.0	\$ 6.0	\$ -	\$ -

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2011-2014**  
**Operating Budget Reserves - Baseline**  
(\$ in millions)

	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
MTA General Reserve	\$0.0	\$100.0	\$100.0	\$100.0	\$100.0
GASB Fund Reserve	\$131.0	\$314.9	\$511.5	\$576.9	\$645.8

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$387.1	\$373.5	\$428.6	\$407.9	\$421.5	\$427.8	\$421.7	\$424.8	\$424.0	\$426.1	\$417.5	\$419.7	\$4,980.3
Toll Revenue	112.1	108.9	127.8	127.5	136.0	135.1	136.1	137.2	128.7	133.0	124.9	122.5	1,529.8
Other Operating Revenue	43.8	42.9	47.2	43.3	46.2	42.8	38.8	38.2	42.8	44.6	45.3	46.8	522.8
Capital and Other Reimbursements	0.0	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
<b>Total Revenue</b>	<b>\$543.0</b>	<b>\$525.3</b>	<b>\$603.6</b>	<b>\$578.7</b>	<b>\$603.7</b>	<b>\$605.7</b>	<b>\$596.6</b>	<b>\$600.1</b>	<b>\$595.5</b>	<b>\$603.7</b>	<b>\$587.7</b>	<b>\$589.0</b>	<b>\$7,032.9</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$351.5	\$325.3	\$356.7	\$337.0	\$354.7	\$337.9	\$350.6	\$357.7	\$349.3	\$345.5	\$360.2	\$367.9	\$4,194.3
Overtime	39.8	39.3	40.7	39.5	38.8	39.1	39.6	39.2	40.6	39.8	39.7	41.6	477.7
Health and Welfare	66.8	65.2	66.0	65.3	65.7	65.7	67.5	68.1	67.3	67.2	67.6	68.3	800.7
OPEB Current Payment	30.9	30.4	32.5	30.5	30.7	32.5	31.6	31.7	33.3	31.5	31.5	35.0	382.0
Pensions	41.8	40.9	41.0	40.7	40.8	40.6	652.6	41.2	40.8	41.0	41.3	41.6	1,104.2
Other Fringe Benefits	41.5	38.6	41.0	39.2	40.5	39.6	41.7	41.0	39.7	37.7	38.5	37.9	476.9
Reimbursable Overhead	(25.4)	(25.7)	(32.6)	(28.0)	(28.0)	(33.2)	(27.0)	(27.5)	(32.6)	(27.2)	(26.5)	(31.0)	(344.7)
<b>Total Labor Expenses</b>	<b>\$547.0</b>	<b>\$513.9</b>	<b>\$545.3</b>	<b>\$524.3</b>	<b>\$543.1</b>	<b>\$522.2</b>	<b>\$1,156.6</b>	<b>\$551.4</b>	<b>\$538.4</b>	<b>\$535.4</b>	<b>\$552.2</b>	<b>\$561.2</b>	<b>\$7,091.1</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$31.4	\$32.1	\$29.4	\$28.2	\$27.3	\$29.8	\$32.9	\$30.3	\$30.4	\$29.0	\$26.2	\$33.1	\$360.1
Fuel for Buses and Trains	16.3	14.5	16.9	17.3	17.3	16.7	16.9	16.9	16.8	17.2	16.6	17.0	200.5
Insurance	2.2	1.7	3.9	2.5	2.6	2.8	2.6	2.6	2.9	2.9	3.1	3.7	33.5
Claims	16.3	16.3	16.5	16.3	16.3	16.5	16.3	16.3	16.5	16.3	16.3	16.4	196.1
Paratransit Service Contracts	31.5	30.2	34.7	32.4	33.6	33.6	31.1	31.9	31.2	32.3	31.4	30.3	384.4
Maintenance and Other Operating Contracts	50.7	55.0	55.8	53.8	47.9	53.9	49.6	52.6	52.9	51.8	52.4	56.2	632.6
Professional Service Contracts	20.3	16.4	20.2	17.4	17.3	20.3	19.4	17.2	20.3	18.9	19.2	22.4	229.3
Materials & Supplies	44.0	46.4	48.5	46.1	46.1	50.0	48.7	48.0	49.7	45.6	46.3	45.7	565.1
Other Business Expenses	30.5	20.3	24.4	19.6	6.5	22.6	21.9	20.0	8.8	17.2	12.1	15.7	219.5
<b>Total Non-Labor Expenses</b>	<b>\$243.2</b>	<b>\$232.8</b>	<b>\$250.3</b>	<b>\$233.5</b>	<b>\$214.9</b>	<b>\$246.2</b>	<b>\$239.4</b>	<b>\$235.8</b>	<b>\$229.4</b>	<b>\$231.2</b>	<b>\$223.8</b>	<b>\$240.6</b>	<b>\$2,821.2</b>
<b>Other Expenses Adjustments:</b>													
Other	(14.4)	(4.4)	(6.2)	(3.9)	9.1	(6.2)	(6.0)	(4.2)	7.1	(1.4)	3.5	5.1	(21.9)
General Reserve	-	-	-	-	-	-	-	-	-	-	-	100.0	100.0
<b>Total Other Expense Adjustments</b>	<b>(\$14.4)</b>	<b>(\$4.4)</b>	<b>(\$6.2)</b>	<b>(\$3.9)</b>	<b>\$9.1</b>	<b>(\$6.2)</b>	<b>(\$6.0)</b>	<b>(\$4.2)</b>	<b>\$7.1</b>	<b>(\$1.4)</b>	<b>\$3.5</b>	<b>\$105.1</b>	<b>\$78.1</b>
<b>Total Expenses/Expenditures before Non-Cash Liability Adjs.</b>	<b>\$775.9</b>	<b>\$742.3</b>	<b>\$789.3</b>	<b>\$754.0</b>	<b>\$767.1</b>	<b>\$762.2</b>	<b>\$1,390.1</b>	<b>\$782.9</b>	<b>\$774.9</b>	<b>\$765.2</b>	<b>\$779.5</b>	<b>\$907.0</b>	<b>\$9,990.3</b>
Depreciation	169.7	170.7	172.7	172.6	174.1	174.6	176.2	177.7	179.2	182.9	185.9	188.9	2,125.1
OPEB Obligation	22.0	22.1	266.4	22.1	22.1	266.4	22.1	22.1	266.4	22.1	22.1	265.2	1,240.8
Environmental Remediation	0.2	0.2	2.2	0.2	0.2	2.2	0.2	0.2	2.2	0.2	0.2	2.2	10.0
<b>Net Operating Expenses</b>	<b>\$967.7</b>	<b>\$935.2</b>	<b>\$1,230.6</b>	<b>\$948.8</b>	<b>\$963.4</b>	<b>\$1,205.4</b>	<b>\$1,588.5</b>	<b>\$982.9</b>	<b>\$1,222.7</b>	<b>\$970.3</b>	<b>\$987.6</b>	<b>\$1,363.2</b>	<b>\$13,366.3</b>
<b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$424.7)</b>	<b>(\$409.9)</b>	<b>(\$626.9)</b>	<b>(\$370.0)</b>	<b>(\$359.7)</b>	<b>(\$599.7)</b>	<b>(\$991.9)</b>	<b>(\$382.8)</b>	<b>(\$627.2)</b>	<b>(\$366.7)</b>	<b>(\$399.9)</b>	<b>(\$774.2)</b>	<b>(\$6,333.4)</b>
Subsidies	\$261.0	\$402.5	\$263.1	\$1,949.0	\$368.9	\$236.4	\$369.3	\$370.8	\$224.3	\$214.9	\$337.3	\$221.6	\$5,219.1
Debt Service	171.2	170.9	171.2	159.9	120.6	171.0	193.4	193.4	187.4	170.8	138.9	194.3	2,043.1

-- Differences are due to rounding.





**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$387.1	\$373.5	\$428.6	\$407.9	\$421.5	\$427.8	\$421.7	\$424.8	\$424.0	\$426.1	\$417.5	\$419.7	\$4,980.3
Toll Revenue	112.1	108.9	127.8	127.5	136.0	135.1	136.1	137.2	128.7	133.0	124.9	122.5	1,529.8
Other Operating Revenue	43.8	42.9	47.2	43.3	46.2	42.8	38.8	38.2	42.8	44.6	45.3	46.8	522.8
Capital and Other Reimbursements	115.6	112.4	136.3	129.8	127.5	142.2	141.5	124.1	140.2	126.8	119.1	133.1	1,548.6
<b>Total Revenue</b>	<b>\$658.6</b>	<b>\$637.7</b>	<b>\$739.9</b>	<b>\$708.6</b>	<b>\$731.2</b>	<b>\$747.9</b>	<b>\$738.2</b>	<b>\$724.3</b>	<b>\$735.7</b>	<b>\$730.5</b>	<b>\$706.8</b>	<b>\$722.1</b>	<b>\$8,581.5</b>
<b>Expenses</b>													
<u>Labor:</u>													
Payroll	\$394.2	\$367.9	\$408.3	\$384.0	\$401.7	\$388.5	\$395.6	\$403.6	\$400.1	\$391.8	\$404.9	\$416.0	\$4,756.7
Overtime	47.0	46.4	50.1	48.1	47.5	48.9	48.0	47.7	50.0	48.0	47.4	50.3	579.6
Health and Welfare	71.0	69.4	71.0	70.3	70.6	70.8	72.3	73.1	72.4	72.1	72.3	73.1	858.3
OPEB Current Payment	31.0	30.5	32.6	30.6	30.8	32.6	31.7	31.8	33.4	31.6	31.6	35.1	383.3
Pensions	43.9	43.2	44.1	43.6	43.6	43.8	673.7	44.0	43.9	43.6	43.8	44.2	1,155.3
Other Fringe Benefits	52.7	50.0	54.9	51.7	52.9	53.4	53.5	52.9	53.6	49.8	50.2	51.0	626.4
Reimbursable Overhead	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.2	2.8
<b>Total Labor Expenses</b>	<b>\$640.0</b>	<b>\$607.6</b>	<b>\$661.2</b>	<b>\$628.6</b>	<b>\$647.3</b>	<b>\$638.2</b>	<b>\$1,275.0</b>	<b>\$653.5</b>	<b>\$653.7</b>	<b>\$637.2</b>	<b>\$650.5</b>	<b>\$669.9</b>	<b>\$8,362.5</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$31.4	\$32.1	\$29.4	\$28.2	\$27.3	\$29.8	\$32.9	\$30.3	\$30.4	\$29.0	\$26.2	\$33.1	\$360.1
Fuel for Buses and Trains	16.3	14.5	16.9	17.3	17.3	16.7	16.9	16.9	16.8	17.2	16.6	17.0	200.5
Insurance	2.8	2.3	5.0	3.5	3.7	4.0	3.6	3.7	4.1	3.9	4.0	4.6	45.1
Claims	16.3	16.3	16.5	16.3	16.3	16.5	16.3	16.3	16.5	16.3	16.3	16.4	196.1
Paratransit Service Contracts	31.5	30.2	34.7	32.4	33.6	33.6	31.1	31.9	31.2	32.3	31.4	30.3	384.4
Maintenance and Other Operating Contracts	57.2	60.1	61.9	60.5	53.4	60.1	54.4	58.8	59.1	58.4	57.7	65.3	707.1
Professional Service Contracts	25.0	19.4	23.3	22.7	20.4	23.5	24.6	20.2	23.4	24.1	22.3	26.1	275.0
Materials & Supplies	54.4	55.9	60.1	58.2	59.2	65.2	60.5	59.4	63.7	57.4	57.6	56.2	707.8
Other Business Expenses	30.9	20.6	22.8	20.0	6.9	23.0	22.3	20.3	9.2	17.6	12.5	16.1	222.2
<b>Total Non-Labor Expenses</b>	<b>\$265.8</b>	<b>\$251.4</b>	<b>\$270.6</b>	<b>\$259.1</b>	<b>\$238.2</b>	<b>\$272.4</b>	<b>\$262.6</b>	<b>\$257.8</b>	<b>\$254.4</b>	<b>\$256.2</b>	<b>\$244.7</b>	<b>\$265.0</b>	<b>\$3,098.3</b>
<u>Other Expenses Adjustments:</u>													
Other	(14.4)	(4.4)	(6.2)	(3.9)	9.1	(6.2)	(6.0)	(4.2)	7.1	(1.4)	3.5	5.1	(21.9)
General Reserve	-	-	-	-	-	-	-	-	-	-	-	100.0	100.0
<b>Total Other Expense Adjustments</b>	<b>(\$14.4)</b>	<b>(\$4.4)</b>	<b>(\$6.2)</b>	<b>(\$3.9)</b>	<b>\$9.1</b>	<b>(\$6.2)</b>	<b>(\$6.0)</b>	<b>(\$4.2)</b>	<b>\$7.1</b>	<b>(\$1.4)</b>	<b>\$3.5</b>	<b>\$105.1</b>	<b>\$78.1</b>
<b>Total Expenses/Expenditures before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$891.4</b>	<b>\$854.6</b>	<b>\$925.6</b>	<b>\$883.8</b>	<b>\$894.5</b>	<b>\$904.4</b>	<b>\$1,531.6</b>	<b>\$907.1</b>	<b>\$915.2</b>	<b>\$892.0</b>	<b>\$898.6</b>	<b>\$1,040.1</b>	<b>\$11,538.9</b>
Depreciation	169.7	170.7	172.7	172.6	174.1	174.6	176.2	177.7	179.2	182.9	185.9	188.9	2,125.1
OPEB Obligation	22.0	22.1	266.4	22.1	22.1	266.4	22.1	22.1	266.4	22.1	22.1	265.2	1,240.8
Environmental Remediation	0.2	0.2	2.2	0.2	0.2	2.2	0.2	0.2	2.2	0.2	0.2	2.2	10.0
<b>Net Operating Expenses</b>	<b>\$1,083.3</b>	<b>\$1,047.5</b>	<b>\$1,366.8</b>	<b>\$1,078.6</b>	<b>\$1,090.9</b>	<b>\$1,347.6</b>	<b>\$1,730.1</b>	<b>\$1,107.0</b>	<b>\$1,363.0</b>	<b>\$1,097.1</b>	<b>\$1,106.7</b>	<b>\$1,496.3</b>	<b>\$14,914.8</b>
<b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$424.7)</b>	<b>(\$409.8)</b>	<b>(\$626.9)</b>	<b>(\$370.0)</b>	<b>(\$359.7)</b>	<b>(\$599.7)</b>	<b>(\$991.9)</b>	<b>(\$382.7)</b>	<b>(\$627.2)</b>	<b>(\$366.6)</b>	<b>(\$399.9)</b>	<b>(\$774.2)</b>	<b>(\$6,333.4)</b>
Subsidies	\$261.0	\$402.5	\$263.1	\$1,949.0	\$368.9	\$236.4	\$369.3	\$370.8	\$224.3	\$214.9	\$337.3	\$221.6	\$5,219.1
Debt Service	171.2	170.9	171.2	159.9	120.6	171.0	193.4	193.4	187.4	170.8	138.9	194.3	2,043.1

-- Differences are due to rounding.

**Metropolitan Transportation Authority**  
**February Financial Plan - 2011 Adopted Budget**  
**Consolidated Subsidies - Accrued Basis**  
(\$ in millions)

**Accrued Subsidies:**

**Dedicated Taxes**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$1,480.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,480.9
Petroleum Business Tax	47.4	44.9	42.2	62.7	45.7	63.7	50.7	51.0	54.1	52.9	45.7	51.7	612.6
MRT <sup>(b)</sup> 1 (Gross)	12.6	12.6	12.6	12.6	12.6	12.6	12.6	12.6	12.6	12.6	12.6	12.6	151.0
MRT <sup>(b)</sup> 2 (Gross)	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	90.8
Other MRT <sup>(b)</sup> Adjustments	-	-	(2.1)	-	-	(2.1)	-	-	(2.1)	-	-	(2.1)	(8.2)
Urban Tax	20.8	20.8	20.8	20.8	20.8	20.8	20.8	20.8	20.8	20.8	20.8	20.8	249.5
Investment Income	-	-	0.2	-	-	0.2	-	-	0.2	-	-	0.2	0.9
	<b>\$88.3</b>	<b>\$85.9</b>	<b>\$81.3</b>	<b>\$1,584.5</b>	<b>\$86.6</b>	<b>\$102.8</b>	<b>\$91.7</b>	<b>\$91.9</b>	<b>\$93.2</b>	<b>\$93.8</b>	<b>\$86.6</b>	<b>\$90.8</b>	<b>\$2,577.4</b>

**New State Taxes and Fees**

Payroll Mobility Tax	125.7	195.7	127.7	96.6	166.9	84.5	76.2	165.9	76.2	76.2	138.0	85.5	1,415.3
MTA Aid <sup>(c)</sup>	-	72.6	-	-	72.6	-	-	72.6	-	-	72.6	-	290.3
	<b>\$125.7</b>	<b>\$268.3</b>	<b>\$127.7</b>	<b>\$96.6</b>	<b>\$239.5</b>	<b>\$84.5</b>	<b>\$76.2</b>	<b>\$238.4</b>	<b>\$76.2</b>	<b>\$76.2</b>	<b>\$210.6</b>	<b>\$85.5</b>	<b>\$1,705.6</b>

**State and Local Subsidies**

NYS Operating Assistance	-	-	-	190.9	-	-	-	-	-	-	-	-	190.9
NYC and Local 18b:													
New York City	-	-	-	1.9	-	-	158.7	-	-	-	-	-	160.6
Nassau County	-	-	-	11.6	-	-	-	-	-	-	-	-	11.6
Suffolk County	-	-	-	7.5	-	-	-	-	-	-	-	-	7.5
Westchester County	-	-	-	7.3	-	-	-	-	-	-	-	-	7.3
Putnam County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Dutchess County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Orange County	-	-	-	0.1	-	-	-	-	-	-	-	-	0.1
Rockland County	-	-	-	0.0	-	-	-	-	-	-	-	-	0.0
Nassau County Subsidy to LIB	-	2.3	-	2.3	-	2.3	-	-	-	2.3	-	-	9.1
CDOT Subsidies	8.2	8.3	9.1	8.8	6.4	13.2	5.7	7.1	7.1	5.8	6.1	8.1	94.0
Station Maintenance	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	152.2
	<b>\$20.9</b>	<b>\$23.3</b>	<b>\$21.8</b>	<b>\$243.9</b>	<b>\$19.1</b>	<b>\$28.2</b>	<b>\$177.1</b>	<b>\$19.7</b>	<b>\$19.8</b>	<b>\$20.7</b>	<b>\$18.8</b>	<b>\$20.8</b>	<b>\$634.1</b>

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

	<b>\$234.9</b>	<b>\$377.4</b>	<b>\$230.9</b>	<b>\$1,925.0</b>	<b>\$345.2</b>	<b>\$215.5</b>	<b>\$345.0</b>	<b>\$350.1</b>	<b>\$189.2</b>	<b>\$190.8</b>	<b>\$316.0</b>	<b>\$197.1</b>	<b>\$4,917.2</b>
City Subsidy for MTA Bus	26.1	25.1	32.2	24.0	23.8	20.9	24.3	20.7	35.1	24.1	21.3	24.5	302.0
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$261.0</b>	<b>\$402.5</b>	<b>\$263.1</b>	<b>\$1,949.0</b>	<b>\$368.9</b>	<b>\$236.4</b>	<b>\$369.3</b>	<b>\$370.8</b>	<b>\$224.3</b>	<b>\$214.9</b>	<b>\$337.3</b>	<b>\$221.6</b>	<b>\$5,219.1</b>

MTA Subsidy to Subsidiaries	16.9	7.0	8.8	6.5	(6.5)	8.7	8.5	6.8	(4.5)	4.0	(0.9)	(0.2)	55.2
B&T Operating Surplus Transfer	27.4	26.8	40.8	44.5	52.5	47.7	50.3	51.0	40.5	48.0	40.0	22.6	492.1
<b>Total Subsidies</b>	<b>\$305.3</b>	<b>\$436.3</b>	<b>\$312.7</b>	<b>\$2,000.0</b>	<b>\$415.0</b>	<b>\$292.8</b>	<b>\$428.1</b>	<b>\$428.6</b>	<b>\$260.3</b>	<b>\$266.9</b>	<b>\$376.4</b>	<b>\$244.0</b>	<b>\$5,766.4</b>

**Notes**

- (a) Metropolitan Mass Transportation Operating Assistance
- (b) Mortgage Recording Tax
- (c) License, Vehicle Registration, Taxi and Auto Rental Fees

**Metropolitan Transportation Authority**  
**February Financial Plan - 2011 Adopted Budget**  
**Consolidated Subsidies - Cash Basis**

(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Subsidies:</b>													
<b>Dedicated Taxes</b>													
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$204.2	\$94.6	\$94.6	\$160.2	\$92.6	\$161.9	\$145.1	\$527.6	\$1,480.9
Petroleum Business Tax	51.4	47.4	44.9	42.2	62.7	45.7	63.7	50.7	51.0	54.1	52.9	45.7	612.3
MRT <sup>(b)</sup> 1 (Gross)	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	148.7
MRT <sup>(b)</sup> 2 (Gross)	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	89.8
Other MRT <sup>(b)</sup> Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(29.4)	(33.1)
Urban Tax	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	244.3
Investment Income	-	-	0.2	-	-	0.2	-	-	0.2	-	-	0.2	0.9
	<b>\$91.7</b>	<b>\$87.6</b>	<b>\$84.1</b>	<b>\$82.5</b>	<b>\$307.1</b>	<b>\$179.5</b>	<b>\$198.6</b>	<b>\$251.2</b>	<b>\$182.9</b>	<b>\$256.2</b>	<b>\$238.2</b>	<b>\$584.4</b>	<b>\$2,543.9</b>
<b>New State Taxes and Fees</b>													
Payroll Mobility Tax	125.7	195.7	127.7	96.6	166.9	84.5	76.2	165.9	76.2	76.2	138.0	85.5	1,415.3
MTA Aid <sup>(c)</sup>	-	72.6	-	-	72.6	-	-	72.6	-	-	72.6	-	290.3
	<b>\$125.7</b>	<b>\$268.3</b>	<b>\$127.7</b>	<b>\$96.6</b>	<b>\$239.5</b>	<b>\$84.5</b>	<b>\$76.2</b>	<b>\$238.4</b>	<b>\$76.2</b>	<b>\$76.2</b>	<b>\$210.6</b>	<b>\$85.5</b>	<b>\$1,705.6</b>
<b>State and Local Subsidies</b>													
NYS Operating Assistance	-	-	-	-	47.7	-	-	47.7	-	-	47.7	47.7	190.9
NYC and Local 18b:													
New York City	-	-	0.5	-	-	0.5	123.7	-	0.5	-	-	35.5	160.5
Nassau County	-	-	2.9	-	-	2.9	-	-	2.9	-	-	2.9	11.6
Suffolk County	-	-	1.9	-	-	1.9	-	-	1.9	-	-	1.9	7.5
Westchester County	-	-	1.8	-	-	1.8	-	-	1.8	-	-	1.8	7.3
Putnam County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Dutchess County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Orange County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.1
Rockland County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Nassau County Subsidy to LIB	-	2.3	-	2.3	-	2.3	-	-	-	2.3	-	-	9.1
CDOT Subsidies	8.2	8.3	9.1	8.8	6.4	13.2	5.7	7.1	7.1	5.8	6.1	8.1	94.0
Station Maintenance	-	-	-	-	-	75.0	-	-	75.2	-	-	-	150.2
Pay-As-You Go Capital	-	-	-	-	-	-	-	-	-	-	-	(100.0)	(100.0)
Forward Energy Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$8.2</b>	<b>\$10.6</b>	<b>\$16.5</b>	<b>\$11.1</b>	<b>\$54.1</b>	<b>\$97.8</b>	<b>\$129.4</b>	<b>\$54.8</b>	<b>\$89.6</b>	<b>\$8.1</b>	<b>\$53.8</b>	<b>-\$1.9</b>	<b>\$532.0</b>
<b>Other Subsidy Adjustments</b>													
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	(134.5)	(134.5)
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$11.5)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-\$134.5</b>	<b>-\$146.0</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$225.6</b>	<b>\$366.5</b>	<b>\$228.4</b>	<b>\$190.2</b>	<b>\$600.7</b>	<b>\$361.8</b>	<b>\$404.2</b>	<b>\$544.4</b>	<b>\$337.2</b>	<b>\$340.5</b>	<b>\$502.6</b>	<b>\$533.6</b>	<b>\$4,635.6</b>
City Subsidy to MTA Bus	32.2	24.0	23.8	20.9	24.3	20.7	35.1	24.1	21.3	24.5	29.0	29.0	308.7
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$257.7</b>	<b>\$390.5</b>	<b>\$252.1</b>	<b>\$211.0</b>	<b>\$625.0</b>	<b>\$382.5</b>	<b>\$439.3</b>	<b>\$568.5</b>	<b>\$358.6</b>	<b>\$364.9</b>	<b>\$531.6</b>	<b>\$562.5</b>	<b>\$4,944.3</b>
<b>Inter-agency Subsidy Transactions</b>													
MTA Subsidy to Subsidiaries	16.9	7.0	8.8	6.5	(6.5)	8.7	8.5	6.8	(4.5)	4.0	(0.9)	(0.2)	55.2
B&T Operating Surplus Transfer	-	65.6	24.1	36.7	40.0	47.3	42.9	45.3	45.9	36.4	43.2	56.1	483.6
<b>Total Subsidies</b>	<b>\$274.7</b>	<b>\$463.1</b>	<b>\$285.1</b>	<b>\$254.3</b>	<b>\$658.5</b>	<b>\$438.5</b>	<b>\$490.7</b>	<b>\$620.6</b>	<b>\$399.9</b>	<b>\$405.3</b>	<b>\$573.9</b>	<b>\$618.5</b>	<b>\$5,483.1</b>

**Notes**

- (a) Metropolitan Mass Transportation Operating Assistance
- (b) Mortgage Recording Tax
- (c) License, Vehicle Registration, Taxi and Auto Rental Fees

**Metropolitan Transportation Authority**  
**February Financial Plan - 2011 Adopted Budget**  
**New York City Transit Subsidies - Cash Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Subsidies:</b>													
<b>Dedicated Taxes</b>													
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$125.4	\$63.7	\$63.7	\$107.8	\$50.4	\$109.0	\$85.7	\$343.1	\$948.8
Petroleum Business Tax	43.7	40.3	38.2	35.9	53.3	38.8	54.2	43.1	43.3	45.9	44.9	38.8	520.5
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	244.3
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$64.1</b>	<b>\$60.7</b>	<b>\$58.5</b>	<b>\$56.3</b>	<b>\$199.1</b>	<b>\$122.9</b>	<b>\$138.2</b>	<b>\$171.3</b>	<b>\$114.1</b>	<b>\$175.3</b>	<b>\$151.0</b>	<b>\$402.3</b>	<b>1,713.6</b>
<b>New State Taxes and Fees</b>													
Payroll Mobility Tax	91.9	143.1	93.4	70.6	122.0	61.8	55.7	121.2	55.7	55.7	100.9	62.5	1,034.6
MTA Aid <sup>(c)</sup>	-	45.7	-	-	45.7	-	-	45.7	-	-	45.7	-	182.7
	<b>\$91.9</b>	<b>\$188.8</b>	<b>\$93.4</b>	<b>\$70.6</b>	<b>\$167.7</b>	<b>\$61.8</b>	<b>\$55.7</b>	<b>\$166.9</b>	<b>\$55.7</b>	<b>\$55.7</b>	<b>\$146.6</b>	<b>\$62.5</b>	<b>1,217.3</b>
<b>State and Local Subsidies</b>													
NYS Operating Assistance	-	-	-	-	39.5	-	-	39.5	-	-	39.5	39.5	158.2
NYC and Local 18b:													
New York City	-	-	-	-	-	-	123.1	-	-	-	-	35.0	158.1
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	(134.5)	(134.5)
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
Pay-As-You Go Capital	-	-	-	-	-	-	-	-	-	-	-	(70.0)	(70.0)
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$39.5</b>	<b>\$0.0</b>	<b>\$123.1</b>	<b>\$39.5</b>	<b>(\$11.5)</b>	<b>\$0.0</b>	<b>\$39.5</b>	<b>-\$130.0</b>	<b>100.3</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$156.0</b>	<b>\$249.4</b>	<b>\$151.9</b>	<b>\$126.9</b>	<b>\$406.3</b>	<b>\$184.6</b>	<b>\$317.1</b>	<b>\$377.8</b>	<b>\$158.3</b>	<b>\$231.0</b>	<b>\$337.1</b>	<b>\$334.9</b>	<b>3,031.2</b>
<b>Inter-agency Subsidy Transactions</b>													
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	-	-	-	-
B&T Operating Surplus Transfer	-	21.9	7.4	13.7	15.4	19.0	16.8	18.0	18.3	13.5	16.9	18.5	179.3
<b>Total Subsidies</b>	<b>\$156.0</b>	<b>\$271.3</b>	<b>\$159.3</b>	<b>\$140.6</b>	<b>\$421.6</b>	<b>\$203.6</b>	<b>\$333.9</b>	<b>\$395.7</b>	<b>\$176.6</b>	<b>\$244.5</b>	<b>\$354.1</b>	<b>\$353.3</b>	<b>3,210.5</b>

**Notes**

- (a) Metropolitan Mass Transportation Operating Assistance
- (b) Mortgage Recording Tax
- (c) License, Vehicle Registration, Taxi and Auto Rental Fees

**Metropolitan Transportation Authority**  
**February Financial Plan - 2011 Adopted Budget**  
**Commuter Railroads Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

**Dedicated Taxes**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$66.3	\$30.7	\$30.7	\$52.0	\$30.1	\$52.6	\$47.1	\$171.3	\$480.9
Petroleum Business Tax	7.7	7.1	6.7	6.3	9.4	6.8	9.6	7.6	7.6	8.1	7.9	6.8	91.8
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	0.2	-	-	0.2	-	-	0.2	-	-	0.2	0.9
	<b>\$7.7</b>	<b>\$7.1</b>	<b>\$7.0</b>	<b>\$6.3</b>	<b>\$75.7</b>	<b>\$37.8</b>	<b>\$40.3</b>	<b>\$59.6</b>	<b>\$38.0</b>	<b>\$60.7</b>	<b>\$55.1</b>	<b>\$178.4</b>	<b>\$573.7</b>

**New State Taxes and Fees**

Payroll Mobility Tax	33.8	52.7	34.4	26.0	44.9	22.7	20.5	44.6	20.5	20.5	37.1	23.0	380.7
MTA Aid <sup>(c)</sup>	-	26.9	-	-	26.9	-	-	26.9	-	-	26.9	-	107.6
	<b>\$33.8</b>	<b>\$79.5</b>	<b>\$34.4</b>	<b>\$26.0</b>	<b>\$71.8</b>	<b>\$22.7</b>	<b>\$20.5</b>	<b>\$71.5</b>	<b>\$20.5</b>	<b>\$20.5</b>	<b>\$64.0</b>	<b>\$23.0</b>	<b>\$488.3</b>

**State and Local Subsidies**

NYS Operating Assistance	-	-	-	-	7.3	-	-	7.3	-	-	7.3	7.3	29.3
NYC and Local 18b:													
New York City	-	-	0.5	-	-	0.5	-	-	0.5	-	-	0.5	1.9
Nassau County	-	-	2.9	-	-	2.9	-	-	2.9	-	-	2.9	11.6
Suffolk County	-	-	1.9	-	-	1.9	-	-	1.9	-	-	1.9	7.5
Westchester County	-	-	1.8	-	-	1.8	-	-	1.8	-	-	1.8	7.3
Putnam County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Dutchess County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Orange County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.1
Rockland County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	8.2	8.3	9.1	8.8	6.4	13.2	5.7	7.1	7.1	5.8	6.1	8.1	94.0
Station Maintenance	-	-	-	-	-	75.0	-	-	75.2	-	-	-	150.2
Pay-As-You Go Capital	-	-	-	-	-	-	-	-	-	-	-	(30.0)	(30.0)
	<b>\$8.2</b>	<b>\$8.3</b>	<b>\$16.5</b>	<b>\$8.8</b>	<b>\$13.7</b>	<b>\$95.5</b>	<b>\$5.7</b>	<b>\$14.4</b>	<b>\$89.6</b>	<b>\$5.8</b>	<b>\$13.4</b>	<b>-\$7.3</b>	<b>\$272.7</b>

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

**\$49.7    \$95.0    \$57.8    \$41.1    \$161.2    \$156.1    \$66.5    \$145.5    \$148.1    \$87.0    \$132.5    \$194.2    \$1,334.7**

**Inter-agency Subsidy Transactions**

MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	-	-	-	-
B&T Operating Surplus Transfer	-	43.7	16.7	23.0	24.7	28.3	26.1	27.3	27.6	22.9	26.3	37.6	304.3

**Total Subsidies**

**\$49.7    \$138.7    \$74.5    \$64.1    \$185.9    \$184.4    \$92.6    \$172.8    \$175.7    \$109.9    \$158.8    \$231.8    \$1,639.0**

**Notes**

- (a) Metropolitan Mass Transportation Operating Assistance
- (b) Mortgage Recording Tax
- (c) License, Vehicle Registration, Taxi and Auto Rental Fees

**Metropolitan Transportation Authority**  
**February Financial Plan - 2011 Adopted Budget**  
**Long Island Bus Subsidies - Cash Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Subsidies:</b>													
<b>Dedicated Taxes</b>													
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$12.0	\$0.0	\$0.0	\$0.0	\$12.0	\$0.0	\$12.0	\$12.0	\$48.0
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.0</b>	<b>\$0.0</b>	<b>\$12.0</b>	<b>\$12.0</b>	<b>\$48.0</b>
<b>State and Local Subsidies</b>													
NYS Operating Assistance	-	-	-	-	0.7	-	-	0.7	-	-	0.7	0.7	3.0
NYC and Local 18b:													
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	2.3	-	2.3	-	2.3	-	-	-	2.3	-	-	9.1
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$2.3</b>	<b>\$0.0</b>	<b>\$2.3</b>	<b>\$0.7</b>	<b>\$2.3</b>	<b>\$0.0</b>	<b>\$0.7</b>	<b>\$0.0</b>	<b>\$2.3</b>	<b>\$0.7</b>	<b>\$0.7</b>	<b>\$12.0</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$0.0</b>	<b>\$2.3</b>	<b>\$0.0</b>	<b>\$2.3</b>	<b>\$12.7</b>	<b>\$2.3</b>	<b>\$0.0</b>	<b>\$0.7</b>	<b>\$12.0</b>	<b>\$2.3</b>	<b>\$12.7</b>	<b>\$12.7</b>	<b>\$60.0</b>
MTA Subsidy to Subsidiaries	14.4	5.0	5.8	4.0	(8.5)	6.2	6.5	5.3	(6.5)	2.0	(3.4)	(6.2)	24.6
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Subsidies</b>	<b>\$14.4</b>	<b>\$7.3</b>	<b>\$5.8</b>	<b>\$6.2</b>	<b>\$4.2</b>	<b>\$8.5</b>	<b>\$6.5</b>	<b>\$6.1</b>	<b>\$5.5</b>	<b>\$4.2</b>	<b>\$9.4</b>	<b>\$6.5</b>	<b>\$84.7</b>

**Notes**

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

**Metropolitan Transportation Authority**  
**February Financial Plan - 2011 Adopted Budget**  
**Staten Island Railway Subsidies - Cash Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Subsidies:</b>													
<b>Dedicated Taxes</b>													
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.2	\$0.2	\$0.4	\$0.2	\$0.4	\$0.3	\$1.1	\$3.1
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.4</b>	<b>\$0.2</b>	<b>\$0.2</b>	<b>\$0.4</b>	<b>\$0.2</b>	<b>\$0.4</b>	<b>\$0.3</b>	<b>\$1.1</b>	<b>\$3.1</b>
<b>State and Local Subsidies</b>													
NYS Operating Assistance	-	-	-	-	0.1	-	-	0.1	-	-	0.1	0.1	0.5
NYC and Local 18b:													
New York City	-	-	-	-	-	-	0.5	-	-	-	-	-	0.5
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$0.1</b>	<b>\$1.0</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>\$0.2</b>	<b>\$0.8</b>	<b>\$0.5</b>	<b>\$0.2</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>\$1.3</b>	<b>\$4.2</b>
MTA Subsidy to Subsidiaries	2.5	2.0	3.0	2.5	2.0	2.5	2.0	1.5	2.0	2.0	2.5	6.1	30.6
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Subsidies</b>	<b>\$2.5</b>	<b>\$2.0</b>	<b>\$3.0</b>	<b>\$2.5</b>	<b>\$2.5</b>	<b>\$2.7</b>	<b>\$2.8</b>	<b>\$2.0</b>	<b>\$2.2</b>	<b>\$2.4</b>	<b>\$2.9</b>	<b>\$7.3</b>	<b>\$34.8</b>

**Notes**

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



**Metropolitan Transportation Authority**  
**February Financial Plan - 2011 Adopted Budget**  
**MTA Headquarters Subsidies - Cash Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Subsidies:</b>													
<b>Dedicated Taxes</b>													
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 1 (Gross)	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	148.7
MRT <sup>(b)</sup> 2 (Gross)	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	89.8
Other MRT <sup>(b)</sup> Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(29.4)	(33.1)
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>19.9</b>	<b>\$19.9</b>	<b>\$18.6</b>	<b>\$19.9</b>	<b>\$19.9</b>	<b>\$18.6</b>	<b>\$19.9</b>	<b>\$19.9</b>	<b>\$18.6</b>	<b>\$19.9</b>	<b>\$19.9</b>	<b>(\$9.5)</b>	<b>\$205.4</b>
<b>State and Local Subsidies</b>													
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC and Local 18b:													
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>19.9</b>	<b>\$19.9</b>	<b>\$18.6</b>	<b>\$19.9</b>	<b>\$19.9</b>	<b>\$18.6</b>	<b>\$19.9</b>	<b>\$19.9</b>	<b>\$18.6</b>	<b>\$19.9</b>	<b>\$19.9</b>	<b>(\$9.5)</b>	<b>\$205.4</b>
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	-	-	-	-
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Subsidies</b>	<b>19.9</b>	<b>\$19.9</b>	<b>\$18.6</b>	<b>\$19.9</b>	<b>\$19.9</b>	<b>\$18.6</b>	<b>\$19.9</b>	<b>\$19.9</b>	<b>\$18.6</b>	<b>\$19.9</b>	<b>\$19.9</b>	<b>(\$9.5)</b>	<b>\$205.4</b>

**Notes**

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

**Metropolitan Transportation Authority  
February Financial Plan - 2010 Adopted Budget  
MTA Bus Company Subsidies - Cash Basis**

(\$ in millions)

City Subsidy to MTA Bus

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$32.2	\$24.0	\$23.8	\$20.9	\$24.3	\$20.7	\$35.1	\$24.1	\$21.3	\$24.5	\$29.0	\$29.0	\$308.7

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2011 Adopted Budget**  
**Debt Service**  
**(\$ in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Debt Service:</b>													
MTA Transportation Revenue													
<i>Transit</i>	43.118	43.118	43.118	43.118	31.470	43.118	57.025	57.025	57.025	57.025	46.142	57.596	578.900
<i>Commuter</i>	30.796	30.796	30.796	30.796	22.477	30.796	37.711	37.711	37.711	37.711	29.938	38.118	395.357
<i>Bus Company</i>	1.297	1.297	1.297	1.297	0.946	1.297	1.410	1.410	1.410	1.410	1.083	1.427	15.579
	<b>75.211</b>	<b>75.211</b>	<b>75.211</b>	<b>75.211</b>	<b>54.893</b>	<b>75.211</b>	<b>96.146</b>	<b>96.146</b>	<b>96.146</b>	<b>96.146</b>	<b>77.163</b>	<b>97.142</b>	<b>989.837</b>
Commercial Paper													
<i>Transit</i>	1.713	1.548	1.713	1.658	1.713	1.658	1.713	1.713	1.658	1.713	1.658	1.713	20.173
<i>Commuter</i>	0.912	0.824	0.912	0.882	0.912	0.882	0.912	0.912	0.882	0.912	0.882	0.912	10.737
<i>Bus Company</i>	0.432	0.391	0.432	0.418	0.432	0.418	0.432	0.432	0.418	0.432	0.418	0.432	5.091
	<b>3.058</b>	<b>2.762</b>	<b>3.058</b>	<b>2.959</b>	<b>3.058</b>	<b>2.959</b>	<b>3.058</b>	<b>3.058</b>	<b>2.959</b>	<b>3.058</b>	<b>2.959</b>	<b>3.058</b>	<b>36.000</b>
TBTA General Resolution													
<i>Transit</i>	16.411	16.411	16.411	16.411	16.382	16.353	16.353	16.353	16.353	16.353	16.314	16.263	196.370
<i>Commuter</i>	7.714	7.714	7.714	7.714	7.700	7.687	7.687	7.687	7.687	7.687	7.668	7.644	92.302
<i>TBTA</i>	15.936	15.936	15.936	15.936	11.129	15.880	15.880	15.880	15.880	15.880	11.310	15.792	181.374
	<b>40.061</b>	<b>40.061</b>	<b>40.061</b>	<b>40.061</b>	<b>35.211</b>	<b>39.919</b>	<b>39.919</b>	<b>39.919</b>	<b>39.919</b>	<b>39.919</b>	<b>35.293</b>	<b>39.700</b>	<b>470.046</b>
TBTA Subordinate													
<i>Transit</i>	6.598	6.598	6.598	6.598	6.598	6.598	6.598	6.598	6.598	6.598	6.613	6.629	79.220
<i>Commuter</i>	2.899	2.899	2.899	2.899	2.899	2.899	2.899	2.899	2.899	2.899	2.906	2.913	34.806
<i>TBTA</i>	2.606	2.606	2.606	2.606	2.606	2.606	2.606	2.606	2.606	2.606	2.612	2.619	31.293
	<b>12.103</b>	<b>12.103</b>	<b>12.103</b>	<b>12.103</b>	<b>12.103</b>	<b>12.103</b>	<b>12.103</b>	<b>12.103</b>	<b>12.103</b>	<b>12.103</b>	<b>12.131</b>	<b>12.160</b>	<b>145.320</b>
Dedicated Tax Fund													
<i>Transit</i>	31.790	31.790	31.790	22.516	10.785	31.790	33.223	33.223	28.328	14.506	7.700	33.254	310.696
<i>Commuter</i>	6.649	6.649	6.649	4.709	2.256	6.649	6.649	6.649	5.625	2.734	1.311	6.655	63.180
	<b>38.439</b>	<b>38.439</b>	<b>38.439</b>	<b>27.225</b>	<b>13.040</b>	<b>38.439</b>	<b>39.872</b>	<b>39.872</b>	<b>33.953</b>	<b>17.240</b>	<b>9.010</b>	<b>39.910</b>	<b>373.876</b>
2 Broadway COPs													
<i>Transit</i>	1.825	1.825	1.825	1.825	1.825	1.825	1.825	1.825	1.825	1.825	1.825	1.825	21.898
<i>TBTA</i>	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	0.258	3.097
<i>Headquarters</i>	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	3.004
	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>2.333</b>	<b>27.999</b>
<b>Total Debt Service</b>	<b>171.205</b>	<b>170.909</b>	<b>171.205</b>	<b>159.892</b>	<b>120.638</b>	<b>170.964</b>	<b>193.430</b>	<b>193.430</b>	<b>187.412</b>	<b>170.799</b>	<b>138.890</b>	<b>194.302</b>	<b>2,043.078</b>

**Notes:**

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









**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2011 Adopted Budget**  
**Total Positions by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>	<b>4,331</b>	<b>4,330</b>	<b>4,329</b>	<b>4,318</b>	<b>4,316</b>	<b>4,317</b>	<b>4,374</b>	<b>4,374</b>	<b>4,374</b>	<b>4,373</b>	<b>4,374</b>	<b>4,376</b>
Managers/Supervisors	1,534	1,534	1,535	1,533	1,533	1,534	1,533	1,533	1,533	1,532	1,533	1,536
Professional, Technical, Clerical	2,672	2,671	2,669	2,660	2,658	2,658	2,668	2,668	2,668	2,668	2,668	2,673
Operational Hourlies	125	125	125	125	125	125	173	173	173	173	173	167
<b>Operations</b>	<b>29,798</b>	<b>29,796</b>	<b>29,804</b>	<b>29,806</b>	<b>29,866</b>	<b>29,888</b>	<b>29,825</b>	<b>29,825</b>	<b>29,874</b>	<b>29,805</b>	<b>29,798</b>	<b>29,729</b>
Managers/Supervisors	3,322	3,322	3,322	3,324	3,324	3,325	3,320	3,320	3,317	3,317	3,317	3,355
Professional, Technical, Clerical	1,230	1,230	1,230	1,231	1,234	1,241	1,241	1,241	1,238	1,234	1,233	1,233
Operational Hourlies	25,246	25,244	25,252	25,251	25,308	25,322	25,264	25,264	25,319	25,254	25,248	25,141
<b>Maintenance</b>	<b>29,081</b>	<b>29,078</b>	<b>29,089</b>	<b>29,085</b>	<b>29,096</b>	<b>29,133</b>	<b>29,115</b>	<b>29,114</b>	<b>29,022</b>	<b>28,983</b>	<b>28,958</b>	<b>28,951</b>
Managers/Supervisors	4,586	4,586	4,586	4,586	4,586	4,584	4,592	4,592	4,579	4,578	4,578	4,581
Professional, Technical, Clerical	2,353	2,353	2,352	2,352	2,352	2,352	2,347	2,348	2,349	2,349	2,350	2,320
Operational Hourlies	22,142	22,139	22,151	22,147	22,158	22,197	22,176	22,174	22,094	22,056	22,030	22,050
<b>Engineering/Capital</b>	<b>1,927</b>	<b>1,931</b>	<b>1,927</b>	<b>1,928</b>	<b>1,928</b>	<b>1,933</b>	<b>1,933</b>	<b>1,932</b>	<b>1,927</b>	<b>1,927</b>	<b>1,927</b>	<b>1,929</b>
Managers/Supervisors	504	508	504	505	505	510	510	509	504	504	504	506
Professional, Technical, Clerical	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
<b>Public Safety</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>	<b>1,564</b>
Managers/Supervisors	177	177	177	177	177	177	177	177	177	177	177	177
Professional, Technical, Clerical	138	138	138	138	138	138	138	138	138	138	138	138
Operational Hourlies	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249
<b>Baseline Total Positions</b>	<b>66,701</b>	<b>66,699</b>	<b>66,713</b>	<b>66,701</b>	<b>66,770</b>	<b>66,835</b>	<b>66,811</b>	<b>66,809</b>	<b>66,761</b>	<b>66,652</b>	<b>66,621</b>	<b>66,549</b>
Managers/Supervisors	10,123	10,127	10,124	10,125	10,125	10,130	10,132	10,131	10,110	10,108	10,109	10,155
Professional, Technical, Clerical	7,814	7,813	7,810	7,802	7,803	7,810	7,815	7,816	7,814	7,810	7,810	7,785
Operational Hourlies	48,764	48,759	48,779	48,774	48,842	48,895	48,864	48,862	48,837	48,734	48,702	48,609



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## **V. MTA Capital Program Information**

New York City Transit & Staten Island Railway  
2010 Commitment Summary  
All \$ in Millions

ACEP	Project Description	2010 Commitments	MTA Funding	Federal Funding	Local Funding
<b>2000-2004</b>					
T40411/2D	Intermodal: Gun Hill Road / White Plains Road	\$ 6.02	\$ 6.02		
	<b>Element Total</b>	<b>\$ 6.02</b>	<b>\$ 6.02</b>	<b>\$ -</b>	<b>\$ -</b>
T40703/SB	Stillwell Avenue Terminal - Comm work	\$ 4.15	\$ 4.15	\$ -	\$ -
T41203/FG	Charleston Depot - Storm Water Sewer	\$ 10.35	\$ 10.35	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 14.50</b>	<b>\$ 14.50</b>	<b>\$ -</b>	<b>\$ -</b>
T41604/I3	Raised Floor Livingston Plaza	\$ 0.22	\$ 0.22	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.22</b>	<b>\$ 0.22</b>	<b>\$ -</b>	<b>\$ -</b>
<b>2005-2009</b>					
T50101/01	Purchase 23 "A" Division Cars & Convert 10 R142A Cars	\$ 75.37	\$ 75.37	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 75.37</b>	<b>\$ 75.37</b>	<b>\$ -</b>	<b>\$ -</b>
T50302/15	Fuel Cell Bus Demonstration	\$ 3.00	\$ 3.00	\$ -	\$ -
T50302/21	Purchase 60 Express Buses	\$ 38.26	\$ 13.19	\$ -	\$ 25.07
T50302/22	Purchase 160 Paratransit Vehicles	\$ 8.34	\$ 8.34	\$ -	\$ -
T50302/27	Purchase 90 Low-Floor CNG Buses	\$ 51.57	\$ 51.57	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 101.17</b>	<b>\$ 76.10</b>	<b>\$ -</b>	<b>\$ 25.07</b>
T50413/21	ADA: 45 Rd - Court House Sq / Flushing	\$ 13.59	\$ 13.59	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 13.59</b>	<b>\$ 13.59</b>	<b>\$ -</b>	<b>\$ -</b>
T50414/07	Repair Canopies: 5 Stns / Bway-7th Ave	\$ 17.21	\$ 17.21	\$ -	\$ -
T50414/21	Platform Edge: 6 Locations / Myrtle	\$ 10.45	\$ 10.45	\$ -	\$ -
T50414/21	Platform Edge: 5 Locations / Broadway-7th Ave	\$ 8.59	\$ 8.59	\$ -	\$ -
T50414/21	Street Stairs: 2 Locations / Broadway-7th Ave	\$ 12.65	\$ 12.65	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 48.90</b>	<b>\$ 48.90</b>	<b>\$ -</b>	<b>\$ -</b>
T50599/01	Third Rail Heater Control System	\$ 2.00	\$ -	\$ 2.00	\$ -
	<b>Element Total</b>	<b>\$ 2.00</b>	<b>\$ -</b>	<b>\$ 2.00</b>	<b>\$ -</b>
T50703/22	Overcoating: 125 Street Arch / Bway-7th Ave	\$ 14.00	\$ 14.00	\$ -	\$ -
T50703/29	Overcoating: 27 Street - 41 Avenue / Astoria & Flushing	\$ 13.93	\$ 3.42	\$ 10.51	\$ -
T50703/33	Alleviate Flooding At 4 Locs: Bklyn & Queens	\$ 4.91	\$ 4.91	\$ -	\$ -
T50703/33	Alleviate Flooding At 2 Locs: Manhattan	\$ 7.30	\$ 7.30	\$ -	\$ -
T50703/39	Overcoating: Portal - 27 Street / Astoria & Flushing	\$ 11.39	\$ 3.96	\$ 7.43	\$ -
T50803/08	CBTC Flushing Line	\$ 347.51	\$ 347.51	\$ -	\$ -
T50803/23	CBTC Test Track Pilot/ Culver Line	\$ 12.68	\$ 12.68	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 411.72</b>	<b>\$ 393.79</b>	<b>\$ 17.93</b>	<b>\$ -</b>
T50806/13	Stations Wireless Mobile Tech.	\$ 1.83	\$ 1.83	\$ -	\$ -
T50806/16	HVAC Comm Rooms: 5 Locations	\$ 6.16	\$ 6.16	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 7.99</b>	<b>\$ 7.99</b>	<b>\$ -</b>	<b>\$ -</b>
T50899/01	HVAC Communications Rooms (9 Locs)	\$ 5.70	\$ -	\$ 5.70	\$ -
	<b>Element Total</b>	<b>\$ 5.70</b>	<b>\$ -</b>	<b>\$ 5.70</b>	<b>\$ -</b>
T50902/12	Substation Hatchways: 7 Locations	\$ 6.29	\$ 6.29	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 6.29</b>	<b>\$ 6.29</b>	<b>\$ -</b>	<b>\$ -</b>
T51004/03	207 St OH Shop: Cranes And Equipment	\$ 5.00	\$ 5.00	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 5.00</b>	<b>\$ 5.00</b>	<b>\$ -</b>	<b>\$ -</b>
T51199/02	Yard Fencing: 5 Locations	\$ 28.16	\$ -	\$ 28.16	\$ -
	<b>Element Total</b>	<b>\$ 28.16</b>	<b>\$ -</b>	<b>\$ 28.16</b>	<b>\$ -</b>
T51203/06	Amsterdam Depot: One New Boiler	\$ 1.50	\$ 1.50	\$ -	\$ -
T51203/06	Clara Hale Depot: Reconstruction	\$ 298.23	\$ 298.23	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 299.73</b>	<b>\$ 299.73</b>	<b>\$ -</b>	<b>\$ -</b>
T51302/03	Work Train & Special Equipment: 2 Ballast Regulators	\$ 7.00	\$ 7.00	\$ -	\$ -
T51302/10	Diesel Particulate Filters: Non-Rev Fleet - PH I	\$ 2.76	\$ 2.76	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 9.76</b>	<b>\$ 9.76</b>	<b>\$ -</b>	<b>\$ -</b>
T51605/21	Concrete Batch Plant Inspection (2008)	\$ 1.15	\$ 1.15	\$ -	\$ -
T51605/21	Concrete Batch Plant Inspection (2008)	\$ 0.06	\$ 0.06	\$ -	\$ -
T51605/24	Concrete Cylinder Testing (2009)	\$ 0.66	\$ 0.66	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 1.87</b>	<b>\$ 1.87</b>	<b>\$ -</b>	<b>\$ -</b>
T51607/36	DOS Roof Replacement Phase 2	\$ 15.48	\$ 15.48	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 15.48</b>	<b>\$ 15.48</b>	<b>\$ -</b>	<b>\$ -</b>
<b>2010-2014</b>					
S60701/02	Sir: Rehabilitation Of 8 Bridges, 1 Culvert	\$ 0.91	\$ 0.01	\$ -	\$ 0.90
T60101/02	Purchase 290 B-division Subway Cars	\$ 638.00	\$ 570.34	\$ 67.66	\$ -
	<b>Element Total</b>	<b>\$ 638.91</b>	<b>\$ 570.35</b>	<b>\$ 67.66</b>	<b>\$ 0.90</b>
T60302/01	Purchase 250 Standard Buses	\$ 174.00	\$ 114.90	\$ -	\$ 59.10
T60302/02	Purchase 185 Articulated Buses	\$ 158.32	\$ 158.32	\$ -	\$ -
T60302/18	Repl Integrated Farebox Unit Components	\$ 22.84	\$ 22.84	\$ -	\$ -
T60302/19	Purchase 65 Express Buses	\$ 51.40	\$ 51.40	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 406.56</b>	<b>\$ 347.46</b>	<b>\$ -</b>	<b>\$ 59.10</b>
T60404/01	AFC Replacement - Phase 2: Electronic Boards	\$ 30.00	\$ 30.00	\$ -	\$ -
T60404/02	Purchase & Install 41 High Entry-Exit Turnstiles	\$ 2.31	\$ 2.31	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 32.31</b>	<b>\$ 32.31</b>	<b>\$ -</b>	<b>\$ -</b>
T60407/04	Replace 11 Hydraulic Elevators	\$ 2.21	\$ 2.21	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 2.21</b>	<b>\$ 2.21</b>	<b>\$ -</b>	<b>\$ -</b>

New York City Transit & Staten Island Railway  
2010 Commitment Summary  
All \$ in Millions

ACEP	Project Description	2010 Commitments	MTA Funding	Federal Funding	Local Funding
T60412/01	Station Component: 4 Avenue / Culver	\$ 13.67	\$ -	\$ 13.67	\$ -
T60412/02	Station Renewal: Hunters Point Avenue / Flushing	\$ 0.75	\$ 0.75	\$ -	\$ -
T60412/02	Station Renewal: Fresh Pond Road / Myrtle	\$ 0.50	\$ 0.50	\$ -	\$ -
T60412/02	Station Renewal: Forest Avenue / Myrtle	\$ 0.44	\$ 0.44	\$ -	\$ -
T60412/02	Station Renewal: Seneca Avenue / Myrtle	\$ 0.43	\$ 0.43	\$ -	\$ -
T60412/02	Station Renewal: Knickerbocker Avenue / Myrtle	\$ 0.66	\$ 0.66	\$ -	\$ -
T60412/02	Station Renewal: Central Avenue / Myrtle	\$ 0.78	\$ 0.78	\$ -	\$ -
T60412/11	Station Replacement: Dyckman Street / Broadway-7th Ave	\$ 49.85	\$ 49.85	\$ -	\$ -
T60412/12	Station Rehab: Smith-9 Streets / Prospect Park Line	\$ 32.52	\$ -	\$ 32.52	\$ -
	<b>Element Total</b>	<b>\$ 99.60</b>	<b>\$ 53.41</b>	<b>\$ 46.19</b>	<b>\$ -</b>
T60413/01	ADA: Forest Hills - 71 Av / Queens Blvd	\$ 2.18	\$ 2.18	\$ -	\$ -
T60413/02	ADA: Plat Edge: 34 St-herald Sq / Broadway	\$ 6.46	\$ -	\$ 6.46	\$ -
T60413/02	ADA: Plat Edge: 34 St-Herald Sq / Broadway	\$ 0.13	\$ -	\$ 0.13	\$ -
T60413/03	ADA: Platform Edge: 34 St-herald Sq / 6 Ave	\$ 6.27	\$ -	\$ 6.27	\$ -
T60413/03	ADA: Platform Edge: 34 St-Herald Sq / 6 Ave	\$ 0.13	\$ -	\$ 0.13	\$ -
T60413/04	ADA: Platform Gap Retrofit Phase 1 - 14 Stations	\$ 0.19	\$ 0.19	\$ -	\$ -
T60413/06	ADA: Kingsbridge Rd / Concourse	\$ 1.42	\$ 1.42	\$ -	\$ -
T60413/07	ADA: 68 St-Hunter College / Lexington	\$ 3.85	\$ 3.85	\$ -	\$ -
T60413/09	ADA: Hunts Point Av / Pelham	\$ 1.03	\$ 1.03	\$ -	\$ -
T60413/10	ADA: 23 Street / Lexington	\$ 1.03	\$ 1.03	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 22.69</b>	<b>\$ 9.70</b>	<b>\$ 12.99</b>	<b>\$ -</b>
T60414/02	Station Entrance Railings	\$ 5.00	\$ 5.00	\$ -	\$ -
T60414/02	Station Entrance Railings	\$ 0.24	\$ 0.24	\$ -	\$ -
T60414/05	Access Improvements: Grand Central / Lex	\$ 1.57	\$ 1.57	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 6.81</b>	<b>\$ 6.81</b>	<b>\$ -</b>	<b>\$ -</b>
T60502/01	Mainline Track Replacement - Jan-Apr 2010	\$ 53.50	\$ 7.97	\$ 45.53	\$ -
T60502/01	Mainline Track Replacement - May-Dec 2010	\$ 131.23	\$ 19.76	\$ 111.47	\$ -
T60502/02	Track Force Account - 2010	\$ 35.00	\$ -	\$ -	\$ 35.00
T60502/03	Continuous Welded Rail - 2010	\$ 1.30	\$ 0.38	\$ 0.92	\$ -
T60502/03	Continuous Welded Rail - 2010	\$ 4.06	\$ 1.14	\$ 2.92	\$ -
T60502/04	Mainline Track Replacement - 2011	\$ 0.93	\$ 0.93	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 226.02</b>	<b>\$ 30.18</b>	<b>\$ 160.85</b>	<b>\$ 35.00</b>
T60503/01	Replace 29 Mainline Switches - Jan-Apr 2010	\$ 7.80	\$ 7.46	\$ 0.34	\$ -
T60503/01	Replace 29 Mainline Switches - May-Dec 2010	\$ 36.14	\$ -	\$ 36.14	\$ -
T60503/02	Replace 29 Mainline Switches - 2011	\$ 1.55	\$ 1.55	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 45.49</b>	<b>\$ 9.01</b>	<b>\$ 36.48</b>	<b>\$ -</b>
T60602/01	Tunnel Lighting: 11 St Portal To Qns Plaza /60 St Conn	\$ 10.96	\$ 0.52	\$ 10.44	\$ -
T60602/02	Tunnel Lighting: 4 Av To Church Av - Local Trks / Culver	\$ 36.60	\$ 2.50	\$ 34.10	\$ -
T60602/03	Tunnel Lighting: 36 St To Jackson-Roosevelt / Queens Blvd	\$ 2.28	\$ 2.28	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 49.84</b>	<b>\$ 5.30</b>	<b>\$ 44.54</b>	<b>\$ -</b>
T60604/02	Deep Wells: Crosstown Ph 2: Rehabilitate	\$ 13.66	\$ -	\$ 13.66	\$ -
	<b>Element Total</b>	<b>\$ 13.66</b>	<b>\$ -</b>	<b>\$ 13.66</b>	<b>\$ -</b>
T60703/02	Rehab Emergency Exits: 50 Locs	\$ 11.30	\$ 2.30	\$ 9.00	\$ -
T60703/03	Culver Viaduct Rehab Phase 3 - Underside	\$ 19.50	\$ 19.50	\$ -	\$ -
T60703/03	Culver Viaduct Rehabilitation Phase 3 - Underside	\$ 0.54	\$ 0.54	\$ -	\$ -
T60703/04	Viaduct Structure Rehab: Rockaway & Far Rockaway	\$ 46.55	\$ -	\$ 46.55	\$ -
T60703/05	Elevated Structure Rehab: Cypress Hills - 130 Street / Jamaica	\$ 28.29	\$ 24.04	\$ 4.25	\$ -
T60703/05	Elevated Structure Rehab: Cypress Hills - 130 Street / Jamaica	\$ 0.30	\$ 0.30	\$ -	\$ -
T60703/07	Overcoating: Rockaway Blvd To Hammels Wye / Rockaway	\$ 6.14	\$ -	\$ 6.14	\$ -
T60703/08	Overcoating: 15 Bridges / Brighton	\$ 9.34	\$ -	\$ 9.34	\$ -
T60703/13	Line Structure Rehab: Structure Repairs / Dyre Avenue Line	\$ 0.32	\$ 0.32	\$ -	\$ -
T60703/14	Overcoating: Bway Junction - Cypress Hills / Jamaica	\$ 2.20	\$ 2.20	\$ -	\$ -
T60703/18	Overcoating: Cypress Hills - 130 Street / Jamaica	\$ 28.75	\$ -	\$ 28.75	\$ -
T60703/20	Trackway Stabilization / Franklin Shuttle	\$ 1.10	\$ 1.10	\$ -	\$ -
T60803/03	Church Ave Interlocking & Automatics / Culver	\$ 235.69	\$ -	\$ 235.69	\$ -
T60803/04	Replace Solid State Signal Equipment - 5 Locs	\$ 6.42	\$ -	\$ 6.42	\$ -
T60803/06	CBTC Flushing: Additional Support Costs	\$ 68.19	\$ 68.19	\$ -	\$ -
T60803/07	Station Time Improvements, Ph 2 / Lex	\$ 0.50	\$ 0.50	\$ -	\$ -
T60803/11	CBTC Test Track Ph 2 Culver Line	\$ 84.60	\$ 84.60	\$ -	\$ -
T60803/13	Signal Systems: Dyre Avenue Line Signals	\$ 5.14	\$ 5.14	\$ -	\$ -
T60803/15	Signal Systems: 34 St Interlocking / 6th Avenue	\$ 4.47	\$ 4.47	\$ -	\$ -
T60803/16	Signal Systems: West 4 St Interlocking / 6th Avenue	\$ 3.50	\$ 3.50	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 562.84</b>	<b>\$ 216.71</b>	<b>\$ 346.14</b>	<b>\$ -</b>
T60806/03	Police: Time Domain Interference Solution	\$ 9.60	\$ 9.60	\$ -	\$ -
T60806/04	PA/CIS: 43 Stations: Install Cable	\$ 55.56	\$ 55.56	\$ -	\$ -
T60806/04	Station Intercom Systems	\$ 10.00	\$ 10.00	\$ -	\$ -
T60806/06	RTO Portable Radio Unit Replacement	\$ 10.61	\$ 10.61	\$ -	\$ -
T60806/06	RTO Portable Radio Unit Replacement	\$ 0.72	\$ 0.72	\$ -	\$ -
T60806/08	VHF Radio System Upgrade	\$ 295.52	\$ 295.52	\$ -	\$ -
T60806/18	Replace Copper Cable: Steinway Tube Phase 2	\$ 10.51	\$ 10.51	\$ -	\$ -

New York City Transit & Staten Island Railway  
2010 Commitment Summary  
All \$ in Millions

ACEP	Project Description	2010 Commitments	MTA Funding	Federal Funding	Local Funding
	<b>Element Total</b>	<b>\$ 392.52</b>	<b>\$ 392.52</b>	<b>\$ -</b>	<b>\$ -</b>
T60902/01	Substation Enclosures: 5 Locations	\$ 16.97	\$ -	\$ 16.97	\$ -
T60902/02	Modernize 10 Street Substation / Culver	\$ 23.24	\$ -	\$ 23.24	\$ -
T60902/04	Cabling: Central Substation / 6th Avenue	\$ 0.92	\$ 0.92	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 41.13</b>	<b>\$ 0.92</b>	<b>\$ 40.21</b>	<b>\$ -</b>
T60904/01	New Duct Bank: 141 St - 148 St / Lenox	\$ 30.48	\$ 15.48	\$ 15.00	\$ -
T60904/02	CBH #292/293 Albermarle Rd / Nostrand	\$ 6.98	\$ -	\$ 6.98	\$ -
T60904/05	Rehab CBH #403 Vanderbilt / Flushing	\$ 0.60	\$ 0.60	\$ -	\$ -
T60904/10	Jeralemon/Willow Duct Replacement	\$ 4.01	\$ 4.01	\$ -	\$ -
T61004/02	207th St Overhall Shop: Electrical	\$ 33.11	\$ 4.74	\$ 28.37	\$ -
T61004/03	207 Street Overhaul Shop: Heating Plant	\$ 21.00	\$ -	\$ 21.00	\$ -
T61004/05	ENY Maintenance Shop: Ventilation Improvements	\$ 0.66	\$ 0.66	\$ -	\$ -
T61004/11	Yard Track - Jan-Apr 2010	\$ 0.30	\$ 0.03	\$ 0.27	\$ -
T61004/11	Yard Track - May-Dec 2010	\$ 2.66	\$ 0.27	\$ 2.39	\$ -
T61004/12	Yard Track Rehabilitation - 2011	\$ 0.08	\$ 0.08	\$ -	\$ -
T61004/17	Yard Switches - Jan-Apr 2010	\$ 3.00	\$ 0.81	\$ 2.19	\$ -
T61004/17	Yard Switches - May-Dec 2010	\$ 1.69	\$ 0.46	\$ 1.23	\$ -
T61004/18	Yard Switches - 2011	\$ 0.26	\$ 0.26	\$ -	\$ -
T61204/02	BRT - Bus Rapid Transit 2010-11	\$ 10.00	\$ 10.00	\$ -	\$ -
T61204/03	Bus Radio System - NYCT	\$ 1.11	\$ 1.11	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 115.94</b>	<b>\$ 38.51</b>	<b>\$ 77.43</b>	<b>\$ -</b>
T61302/01	Purchase 110 Non-Revenue Vehicles	\$ 13.20	\$ 13.20	\$ -	\$ -
T61602/01	Capital Revolving Fund - 2010	\$ 5.00	\$ -	\$ -	\$ 5.00
	<b>Element Total</b>	<b>\$ 18.20</b>	<b>\$ 13.20</b>	<b>\$ -</b>	<b>\$ 5.00</b>
T61604/03	Enterprise Security Network Infrastructure	\$ 10.39	\$ 10.39	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 10.39</b>	<b>\$ 10.39</b>	<b>\$ -</b>	<b>\$ -</b>
T61605/01	Boring Services: Bklyn, Qns, SI	\$ 2.28	\$ 2.28	\$ -	\$ -
T61605/01	Boring Services: Bklyn, Qns, SI	\$ 0.07	\$ 0.07	\$ -	\$ -
T61605/02	Boring Services: Manhattan & Bronx	\$ 1.92	\$ 1.92	\$ -	\$ -
T61605/02	Boring Services: Manhattan & Bronx	\$ 0.07	\$ 0.07	\$ -	\$ -
T61605/03	Test Pits Contract	\$ 4.95	\$ 4.95	\$ -	\$ -
T61605/03	Test Pits Contract	\$ 0.05	\$ 0.05	\$ -	\$ -
T61605/04	Independent Eng'g Consultant 2010-2014	\$ 3.89	\$ 3.89	\$ -	\$ -
T61605/06	2010 Value Engineering Services	\$ 2.20	\$ 2.20	\$ -	\$ -
T61605/07	Engineering Services (2010)	\$ 3.60	\$ 3.60	\$ -	\$ -
T61605/09	Scope Develeopment (2010)	\$ 8.00	\$ 8.00	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 27.03</b>	<b>\$ 27.03</b>	<b>\$ -</b>	<b>\$ -</b>
T61606/02	Asbestos Abatement I/Q	\$ 8.80	\$ 8.80	\$ -	\$ -
T61606/03	IQ Asbestos/Lead Air Monitoring (2010)	\$ 7.17	\$ 7.17	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 15.97</b>	<b>\$ 15.97</b>	<b>\$ -</b>	<b>\$ -</b>
T61607/13	Employee Facilities: 207 Street / 8th Avenue	\$ 8.65	\$ 8.65	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 8.65</b>	<b>\$ 8.65</b>	<b>\$ -</b>	<b>\$ -</b>
<b>NYC Transit and Staten Island Railway 2010 Commitment Total</b>		<b>\$ 3,790.23</b>	<b>\$ 2,765.24</b>	<b>\$ 899.92</b>	<b>\$ 125.07</b>

**MTA Long Island Rail Road**  
**2010 Commitment Summary**  
**All \$ in Millions**

<b>ACEP</b>	<b>Project Description</b>	<b>2010 Commitments</b>	<b>MTA Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
<b>2000-2004</b>					
L4020424	Atlantic Terminal	\$ 0.31	\$ 0.31	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.31</b>	<b>\$ 0.31</b>	<b>\$ -</b>	<b>\$ -</b>
<b>2005-2009</b>					
L5020425	Jamaica Fit-Out Phase 2	\$ 0.55	\$ 0.55	\$ -	\$ -
L5020427	Replace Elevator-Atlantic Term	\$ 0.55	\$ 0.55	\$ -	\$ -
L502042D	New Elevators-Queen Village St	\$ 1.00	\$ 1.00	\$ -	\$ -
L502042T	Escalator Replacement Program	\$ 4.27	\$ 2.18	\$ 2.10	\$ -
	<b>Element Total</b>	<b>\$ 6.37</b>	<b>\$ 4.27</b>	<b>\$ 2.10</b>	<b>\$ -</b>
L50206VB	PS Third Rail & Signals	\$ 0.10	\$ 0.10	\$ -	\$ -
L50206VD	PS Customer Service Office	\$ 0.20	\$ 0.20	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.30</b>	<b>\$ 0.30</b>	<b>\$ -</b>	<b>\$ -</b>
L50301TA	2010 Annual Track Program	\$ 28.00	\$ 28.00	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 28.00</b>	<b>\$ 28.00</b>	<b>\$ -</b>	<b>\$ -</b>
L50401B2	Bridge Painting	\$ 1.97	\$ 1.97	\$ -	\$ -
L50401B3	Powell Creek & Hog Island Chan	\$ 0.62	\$ 0.62	\$ -	\$ -
L50401B5	Junction Blvd Abutment PW	\$ 1.16	\$ 1.16	\$ -	\$ -
L50401B8	Woodhaven/Queens Blvd Bridges	\$ 4.00	\$ 4.00	\$ -	\$ -
L50401B9	DB Bridge	\$ 0.11	\$ 0.11	\$ -	\$ -
L50401BA	Great Neck Improvements-Design	\$ 1.89	\$ 1.89	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 9.75</b>	<b>\$ 9.75</b>	<b>\$ -</b>	<b>\$ -</b>
L50499BY	Atlantic Ave Viaduct-Phase IIa	\$ 1.33	\$ -	\$ 1.33	\$ -
	<b>Element Total</b>	<b>\$ 1.33</b>	<b>\$ -</b>	<b>\$ 1.33</b>	<b>\$ -</b>
L50501S6	Improved Radio Coverage/Infras	\$ 1.76	\$ 1.76	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 1.76</b>	<b>\$ 1.76</b>	<b>\$ -</b>	<b>\$ -</b>
L50502LA	Positive Train Control	\$ 6.44	\$ 6.44	\$ -	\$ -
L50502SL	Jay, Hall & Dunton Micropro	\$ 0.19	\$ 0.19	\$ -	\$ -
L50502SM	PTC DES only	\$ 1.44	\$ 1.44	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 8.06</b>	<b>\$ 8.06</b>	<b>\$ -</b>	<b>\$ -</b>
L506016Y	LCM-Shop Design and Construction	\$ 1.09	\$ 1.09	\$ -	\$ -
L50601Y1	Port Washington Yard - Design	\$ 1.97	\$ 1.97	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 3.05</b>	<b>\$ 3.05</b>	<b>\$ -</b>	<b>\$ -</b>
L50699YY	Babylon Car Wash	\$ 1.68	\$ -	\$ 1.68	\$ -
	<b>Element Total</b>	<b>\$ 1.68</b>	<b>\$ -</b>	<b>\$ 1.68</b>	<b>\$ -</b>
L50701PH	Demo/Const 6 Substations	\$ 6.29	\$ 1.95	\$ 4.35	\$ -
	<b>Element Total</b>	<b>\$ 6.29</b>	<b>\$ 1.95</b>	<b>\$ 4.35</b>	<b>\$ -</b>
L509048C	LIC Car Wash Environmental Rem	\$ 0.40	\$ 0.40	\$ -	\$ -
L509048D	Richmond Hill Yard - Environme	\$ 0.30	\$ 0.30	\$ -	\$ -
L509048L	Program Administration	\$ 0.99	\$ 0.99	\$ -	\$ -
L509048R	GP-38 Diesel Simulator	\$ 0.22	\$ 0.22	\$ -	\$ -
L50904NA	2010 Program Administration	\$ 12.80	\$ 12.80	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 14.71</b>	<b>\$ 14.71</b>	<b>\$ -</b>	<b>\$ -</b>
N50905HM	Brentwood Station	\$ 0.14	\$ 0.14	\$ -	\$ -
N50905HN	Central Islip Station	\$ 0.10	\$ 0.10	\$ -	\$ -
N50905HR	Little Neck Quiet Zone	\$ 0.81	\$ 0.56	\$ 0.25	\$ -
	<b>Element Total</b>	<b>\$ 1.05</b>	<b>\$ 0.80</b>	<b>\$ 0.25</b>	<b>\$ -</b>
<b>2010-2014</b>					
L60204UB	Massapequa Station Platform Replacement	\$ 0.99	\$ 0.99	\$ -	\$ -
L60204UK	Smart Card Improvements	\$ 1.00	\$ 1.00	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 1.99</b>	<b>\$ 1.99</b>	<b>\$ -</b>	<b>\$ -</b>
L60301TA	2010 Annual Track Program	\$ 34.40	\$ -	\$ 34.40	\$ -
L60301TF	Construction Equipment	\$ 1.20	\$ -	\$ 1.20	\$ -
L60301TL	Right of Way - Fencing	\$ 0.80	\$ -	\$ 0.80	\$ -
	<b>Element Total</b>	<b>\$ 36.40</b>	<b>\$ -</b>	<b>\$ 36.40</b>	<b>\$ -</b>
L60401BF	Atlantic Avenue Viaduct - Phase IIb	\$ 18.00	\$ 18.00	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 18.00</b>	<b>\$ 18.00</b>	<b>\$ -</b>	<b>\$ -</b>

MTA Long Island Rail Road  
2010 Commitment Summary  
All \$ in Millions

ACEP	Project Description	2010 Commitments	MTA Funding	Federal Funding	Local Funding
L60501L3	Communication Pole / Copper Plant Replacement	\$ 0.70	\$ -	\$ 0.70	\$ -
	<b>Element Total</b>	<b>\$ 0.70</b>	<b>\$ -</b>	<b>\$ 0.70</b>	<b>\$ -</b>
L60502LA	Positive Train Control (PTC)	\$ 2.10	\$ 2.10	\$ -	\$ -
L60502LB	Signal Normal Replacement Program	\$ 2.50	\$ -	\$ 2.50	\$ -
L60502LE	Supervisory Control & Remote Terminal Unit	\$ 0.80	\$ 0.80	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 5.40</b>	<b>\$ 2.90</b>	<b>\$ 2.50</b>	<b>\$ -</b>
L60701AB	Substation Battery Replacement	\$ 0.40	\$ -	\$ 0.40	\$ -
L60701AE	3rd Rail - 2000 Million Cubic Meter Cable	\$ 0.30	\$ -	\$ 0.30	\$ -
L60701AF	3rd Rail - Disconnect Switches	\$ 0.50	\$ -	\$ 0.50	\$ -
L60701AG	3rd Rail - Protection Board	\$ 1.60	\$ -	\$ 1.60	\$ -
L60701AH	3rd Rail - Aluminum Rail	\$ 2.80	\$ -	\$ 2.80	\$ -
L60701AK	Signal Power Line Replacement	\$ 1.00	\$ -	\$ 1.00	\$ -
L60701AL	Power Pole Line Replacement	\$ 1.50	\$ -	\$ 1.50	\$ -
L60701AN	3rd Rail Feeder Cable Upgrade	\$ 0.70	\$ -	\$ 0.70	\$ -
L60701AP	Negative Reactor Upgrade	\$ 0.40	\$ -	\$ 0.40	\$ -
	<b>Element Total</b>	<b>\$ 9.20</b>	<b>\$ -</b>	<b>\$ 9.20</b>	<b>\$ -</b>
L60904NA	Program Administration	\$ 10.20	\$ 10.20	\$ -	\$ -
L60904NE	Mentoring Program Administration	\$ 0.56	\$ 0.56	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 10.76</b>	<b>\$ 10.76</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Long Island Rail Road 2010 Commitment Total</b>		<b>\$ 155.36</b>	<b>\$ 96.87</b>	<b>\$ 58.49</b>	<b>\$ -</b>

**MTA Metro-North Railroad**  
**2010 Commitment Summary**  
All \$ in Millions

ACEP	Project Description	2010 Commitments	MTA Funding	Federal Funding	Local Funding
<b>2000-2004</b>					
M4020110	GCT Biltmore Rm Connection-Design	\$ 1.40	\$ 1.40	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 1.40</b>	<b>\$ 1.40</b>	<b>\$ -</b>	<b>\$ -</b>
N4090527	Port Jervis Yard & Station Improvements	\$ 0.81	\$ 0.81	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.81</b>	<b>\$ 0.81</b>	<b>\$ -</b>	<b>\$ -</b>
<b>2005-2009</b>					
M5010112	Rolling Stock Signals (PTC)	\$ 5.32	\$ 5.32	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 5.32</b>	<b>\$ 5.32</b>	<b>\$ -</b>	<b>\$ -</b>
M5020102	GCT Leaks Remediation	\$ 0.90	\$ 0.90	\$ -	\$ -
M5020108	GCT Water Conveyance Utilities Improvements	\$ 2.09	\$ 2.09	\$ -	\$ -
M5020109	GCT Facilities Rehabilitation	\$ 0.36	\$ 0.36	\$ -	\$ -
M5020110	GCT Trainshed Block Restoration	\$ 2.35	\$ 2.35	\$ -	\$ -
M5020111	2010 GCT Switch/Track Renewal	\$ 1.28	\$ 1.28	\$ -	\$ -
M5020114	GCT IT Data Room	\$ 1.18	\$ 1.18	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 8.16</b>	<b>\$ 8.16</b>	<b>\$ -</b>	<b>\$ -</b>
M5020202	Croton Harmon/Peekskill Station Improvements	\$ 15.42	\$ 15.42	\$ -	\$ -
M5020203	Poughkeepsie Station Building	\$ 0.50	\$ 0.50	\$ -	\$ -
M5020205	New Haven Line (NYS) Stations Improvements	\$ 0.86	\$ 0.86	\$ -	\$ -
M5020206	Station Building Rehabilitation	\$ 4.20	\$ 2.49	\$ 1.71	\$ -
M5020207	Station and Platform Informational Signs	\$ 0.08	\$ 0.08	\$ -	\$ -
M5020209	Bronx Stations/Capacity Improvements	\$ 2.45	\$ 0.77	\$ 1.68	\$ -
M5020210	Smart Cards	\$ 2.78	\$ 2.78	\$ -	\$ -
M5020211	System Wide Vending Machines	\$ 0.57	\$ 0.45	\$ -	\$ 0.12
	<b>Element Total</b>	<b>\$ 26.87</b>	<b>\$ 23.36</b>	<b>\$ 3.39</b>	<b>\$ 0.12</b>
M5020301	Parking Rehabilitation	\$ 0.30	\$ 0.30	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.30</b>	<b>\$ 0.30</b>	<b>\$ -</b>	<b>\$ -</b>
M5030102	Turnouts Mainline/High Speed	\$ 1.25	\$ 0.25	\$ 1.00	\$ -
M5030105	M of W Equipment	\$ 0.70	\$ 0.70	\$ -	\$ -
M5030109	Drainage and Undercutting	\$ 3.69	\$ 1.49	\$ 2.20	\$ -
M5030115	2010 Cyclical Track Program	\$ 3.75	\$ 3.75	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 9.39</b>	<b>\$ 6.19</b>	<b>\$ 3.20</b>	<b>\$ -</b>
M5030206	Overhead Bridge Program-East of Hudson (MNR Share)	\$ 0.53	\$ 0.53	\$ -	\$ -
M5030216	Employee Welfare and Storage Facilities	\$ 0.43	\$ 0.43	\$ -	\$ -
M5030218	Systemwide Flood Control	\$ 2.80	\$ 2.80	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 3.76</b>	<b>\$ 3.76</b>	<b>\$ -</b>	<b>\$ -</b>
M5040107	Signal System Replacement	\$ 6.66	\$ 1.14	\$ 4.00	\$ 1.52
M5040118	Positive Train Control (PTC)	\$ 9.87	\$ 9.87	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 16.53</b>	<b>\$ 11.01</b>	<b>\$ 4.00</b>	<b>\$ 1.52</b>
M5050108	Harlem and Hudson Lines Power Improvements	\$ 1.51	\$ 1.51	\$ -	\$ -
M5050111	Cyclical DC Switchgear	\$ 11.10	\$ 11.10	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 12.61</b>	<b>\$ 12.61</b>	<b>\$ -</b>	<b>\$ -</b>
M5060107	Shops & Yards Miscellaneous Environmental Improvements	\$ 1.20	\$ 1.20	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 1.20</b>	<b>\$ 1.20</b>	<b>\$ -</b>	<b>\$ -</b>
M5080107	Program Scope Development	\$ 0.05	\$ 0.05	\$ -	\$ -
M5080109	Customer and Employee Communications Projects	\$ 3.61	\$ 3.61	\$ -	\$ -
M5080113	2010 Program Scope Development	\$ 1.16	\$ 1.16	\$ -	\$ -
M5080115	Small Business Development	\$ 0.37	\$ 0.37	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 5.20</b>	<b>\$ 5.20</b>	<b>\$ -</b>	<b>\$ -</b>
<b>2010-2014</b>					
M6020101	GCT Trainshed/Tunnel Structure	\$ 7.70	\$ 7.70	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 7.70</b>	<b>\$ 7.70</b>	<b>\$ -</b>	<b>\$ -</b>
M6020207	Smart Card Improvements	\$ 3.20	\$ 3.20	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 3.20</b>	<b>\$ 3.20</b>	<b>\$ -</b>	<b>\$ -</b>
M6020302	Strategic Facilities	\$ 0.18	\$ 0.18	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.18</b>	<b>\$ 0.18</b>	<b>\$ -</b>	<b>\$ -</b>



**MTA Metro-North Railroad**  
**2010 Commitment Summary**  
All \$ in Millions

<b>ACEP</b>	<b>Project Description</b>	<b>2010 Commitments</b>	<b>MTA Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
M6030101	Cyclical Track Program	\$ 9.25	\$ -	\$ 9.25	\$ -
M6030102	Turnouts - Mainline/High Speed	\$ 11.58		11.58	\$ -
M6030103	GCT Turnouts/Switch Renewal	\$ 1.51		\$ 1.51	\$ -
M6030104	Turnouts - Yards/Sidings	\$ 1.40		\$ 1.40	\$ -
M6030105	M o f W Equipment/RS	\$ 2.94	\$ 2.94	\$ -	\$ -
M6030106	Cyclical Repl. Insulated Joint	\$ 0.48		\$ 0.48	\$ -
M6030109	Rebuild Retaining Walls	\$ 1.50	\$ 1.50	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 28.66</b>	<b>\$ 4.44</b>	<b>\$ 24.22</b>	<b>\$ -</b>
M6030201	Replace Timbers Undergrade Bridges	\$ 0.90		\$ 0.90	\$ -
M6030202	Rehab Culverts/Railtop Culvert	\$ 1.07		\$ 1.07	\$ -
M6030203	Right of Way Fencing	\$ 0.14	\$ 0.14	\$ -	\$ -
M6030204	DC Substation/Signal House	\$ 0.33	\$ 0.33	\$ -	\$ -
M6030205	Bridge Walkways Installation	\$ 0.10	\$ 0.10	\$ -	\$ -
M6030206	Remove Obsolete Facilities	\$ 0.46	\$ 0.46	\$ -	\$ -
M6030207	Specialized Structure Equipment	\$ 0.92	\$ 0.92	\$ -	\$ -
M6030210	Replace/Repair Undergrade Bridges Program	\$ 0.66	\$ 0.66	\$ -	\$ -
M6030212	Overhead Bridge Program - E of H	\$ 0.90	\$ 0.90	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 5.47</b>	<b>\$ 3.50</b>	<b>\$ 1.97</b>	<b>\$ -</b>
M6030301	West of Hudson Track Program	\$ 4.15		\$ 4.15	\$ -
M6030302	West of Hudson Improvements	\$ 0.75	\$ 0.75	\$ -	\$ -
M6030303	Moodna/Woodbury Viaduct	\$ 6.50	\$ 1.00	\$ 5.50	\$ -
M6030305	West of Hudson Replace/Renew Undergrade Bridges	\$ 0.25	\$ 0.25	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 11.65</b>	<b>\$ 2.00</b>	<b>\$ 9.65</b>	<b>\$ -</b>
M6040101	Positive Train Control	\$ 9.93	\$ 9.93	\$ -	\$ -
M6040103	Replace Fiber/Communication & Signals Cables	\$ 0.95	\$ 0.95	\$ -	\$ -
M6040104	Replace Field code System - Mott Haven	\$ 0.35		\$ 0.35	\$ -
M6040105	Crossing Upgrades - Phase 2	\$ 0.49	\$ 0.49	\$ -	\$ -
M6040106	Centralized Train Control/SCADA Intrusion Testing	\$ 0.37	\$ 0.37	\$ -	\$ -
M6040107	Refurbish/Replace Electrical Switch Machine	\$ 0.10	\$ 0.10	\$ -	\$ -
M6040108	Design/Replace Harlem and Hudson Track Relays	\$ 0.35	\$ 0.35	\$ -	\$ -
M6040109	Replace High Cycle Relays	\$ 0.12	\$ 0.12	\$ -	\$ -
M6040111	PBX Equipment Upgrade	\$ 0.32	\$ 0.32	\$ -	\$ -
M6040114	Radio Base Station Replacement	\$ 0.25	\$ 0.25	\$ -	\$ -
M6040116	Radio Frequency Rebanding	\$ 0.51	\$ 0.51	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 13.73</b>	<b>\$ 13.38</b>	<b>\$ 0.35</b>	<b>\$ -</b>
M6050102	Renewal Harlem & Hudson Substations - Construction	\$ 5.90	\$ 5.90	\$ -	\$ -
M6050105	Replace Substation Batteries	\$ 0.20	\$ 0.20	\$ -	\$ -
M6050108	Replace 3rd Rail Sectionalizing Switches	\$ 0.96	\$ 0.96	\$ -	\$ -
M6050109	Replace 3rd Rail Brackets - Park Avenue Tunnel	\$ 0.50	\$ 0.50	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 7.56</b>	<b>\$ 7.56</b>	<b>\$ -</b>	<b>\$ -</b>
M6080106	Program Administration	\$ 8.00	\$ 8.00	\$ -	\$ -
M6080107	Program Scope Development	\$ 1.16	\$ 1.16	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 9.16</b>	<b>\$ 9.16</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Metro-North Railroad 2010 Commitment Total</b>		<b>\$ 178.86</b>	<b>\$ 130.43</b>	<b>\$ 46.79</b>	<b>\$ 1.64</b>

**Bridges & Tunnels**  
**2010 Commitment Summary**  
**\$ in Millions**

<b>ACEP</b>	<b>Project Description</b>	<b>2010 Commitments</b>	<b>MTA Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
<b>2005-2009</b>					
D501TN85	Steel Repairs - Suspended Span	\$ 4.75	\$ 4.75	\$ -	\$ -
D501TN87	Anchorage and Tower Protection	\$ 8.44	\$ 8.44	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 13.19</b>	<b>\$ 13.19</b>	<b>\$ -</b>	<b>\$ -</b>
D502TB64	Replace Deck-RI Viaduct	\$ 0.35	\$ 0.35	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.35</b>	<b>\$ 0.35</b>	<b>\$ -</b>	<b>\$ -</b>
D502TN50	Replace Concrete Deck	\$ 0.12	\$ 0.12	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.12</b>	<b>\$ 0.12</b>	<b>\$ -</b>	<b>\$ -</b>
D502VN84	Widening of Belt Parkway Ramps	\$ 2.95	\$ 2.95	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 2.95</b>	<b>\$ 2.95</b>	<b>\$ -</b>	<b>\$ -</b>
D503AW36	Installation of CCTV/Fiber Opt	\$ 0.30	\$ 0.30	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.30</b>	<b>\$ 0.30</b>	<b>\$ -</b>	<b>\$ -</b>
D503VN03	New Toll Plaza	\$ 6.83	\$ 6.83	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 6.83</b>	<b>\$ 6.83</b>	<b>\$ -</b>	<b>\$ -</b>
D505AW12	Hazardous Materials Abatement	\$ 0.07	\$ 0.07	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.07</b>	<b>\$ 0.07</b>	<b>\$ -</b>	<b>\$ -</b>
D505QM01	Service & FE Building Rehab	\$ 0.01	\$ 0.01	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.01</b>	<b>\$ 0.01</b>	<b>\$ -</b>	<b>\$ -</b>
D505TB57	Tenant Relocation/New Bldg II	\$ 0.02	\$ 0.02	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.02</b>	<b>\$ 0.02</b>	<b>\$ -</b>	<b>\$ -</b>
D506AW22	Miscellaneous	\$ 0.01	\$ 0.01	\$ -	\$ -
D506AW28	Scope Development	\$ 1.50	\$ 1.50	\$ -	\$ -
D506AW94	Small Business Mentoring Program	\$ 0.36	\$ 0.36	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 1.87</b>	<b>\$ 1.87</b>	<b>\$ -</b>	<b>\$ -</b>
<b>2010-2014</b>					
D601AW98	Feasibility Study:BBT/QMT Improvement/Modernize	\$ 3.08	\$ 3.08	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 3.08</b>	<b>\$ 3.08</b>	<b>\$ -</b>	<b>\$ -</b>
D601CB09	Substructure & Underwater Work	\$ 25.62	\$ 25.62	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 25.62</b>	<b>\$ 25.62</b>	<b>\$ -</b>	<b>\$ -</b>
D601MP06	Substructure & Underwater Scour Protection	\$ 3.19	\$ 3.19	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 3.19</b>	<b>\$ 3.19</b>	<b>\$ -</b>	<b>\$ -</b>
D602HH10	Upper Level Sidewalk / Curb Stringers	\$ 35.89	\$ 35.89	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 35.89</b>	<b>\$ 35.89</b>	<b>\$ -</b>	<b>\$ -</b>
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	\$ 4.00	\$ 4.00	\$ -	\$ -
D602RK74	Replace T-48 Wearing Surface	\$ 26.61	\$ 26.61	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 30.61</b>	<b>\$ 30.61</b>	<b>\$ -</b>	<b>\$ -</b>
D602TN82	Rehabilitate Orthotropic Deck - Phase B	\$ 0.84	\$ 0.84	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.84</b>	<b>\$ 0.84</b>	<b>\$ -</b>	<b>\$ -</b>
D603AW48	2nd Generation E-Zpass In-Lane	\$ 9.00	\$ 9.00	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 9.00</b>	<b>\$ 9.00</b>	<b>\$ -</b>	<b>\$ -</b>
D604BB45	Replace Electrical Switchgear & Equipment	\$ 7.33	\$ 7.33	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 7.33</b>	<b>\$ 7.33</b>	<b>\$ -</b>	<b>\$ -</b>
D605AW12	Hazardous Materials Abatement	\$ 1.00	\$ 1.00	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 1.00</b>	<b>\$ 1.00</b>	<b>\$ -</b>	<b>\$ -</b>

**Bridges & Tunnels**  
**2010 Commitment Summary**  
**\$ in Millions**

<b>ACEP</b>	<b>Project Description</b>	<b>2010 Commitments</b>	<b>MTA Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
D606AW18	Protective Liability Insurance	\$ 0.78	\$ 0.78	\$ -	\$ -
D606AW21	Program Administration	\$ 2.91	\$ 2.91	\$ -	\$ -
D606AW22	Miscellaneous	\$ 0.08	\$ 0.08	\$ -	\$ -
D606AW28	Scope Development	\$ 2.28	\$ 2.28	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 6.05</b>	<b>\$ 6.05</b>	<b>\$ -</b>	<b>\$ -</b>
D607HH10	Upper Level Sidewalk / Curb Stringers	\$ 0.74	\$ 0.74	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 0.74</b>	<b>\$ 0.74</b>	<b>\$ -</b>	<b>\$ -</b>
D607TN82	Paint - of Bronx & Queens Approach Spans	\$ 1.80	\$ 1.80	\$ -	\$ -
D607TN85	Steel Repairs - Suspended Span	\$ 1.14	\$ 1.14	\$ -	\$ -
D607TN87	Paint - Bronx & Queens Tower Fender Systems	\$ 7.55	\$ 7.55	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 10.49</b>	<b>\$ 10.49</b>	<b>\$ -</b>	<b>\$ -</b>
D607VN88	Tower Painting - Below Roadway Level	\$ 27.29	\$ 27.29	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 27.29</b>	<b>\$ 27.29</b>	<b>\$ -</b>	<b>\$ -</b>
<b>MTA Bridges and Tunnels 2010 Commitment Total</b>		<b>\$ 186.84</b>	<b>\$ 186.84</b>	<b>\$ -</b>	<b>\$ -</b>

**MTA Capital Construction Company**  
**2010 Commitment Summary**  
**\$ in millions**

<b>ACEP</b>	<b>Project Description</b>	<b>2010 Commitments</b>	<b>MTA Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
<b>2000-2004</b>					
G4090102	Design	\$ 25.30	\$ 25.30	\$ -	\$ -
G4090103	Project Management	\$ 6.50	\$ 6.50	\$ -	\$ -
G4090104	Force Account Design Support	\$ 1.00	\$ 1.00	\$ -	\$ -
G4090119	MH Tunnel Excavation	\$ 4.47	\$ 4.47	\$ -	\$ -
G4090126	Harold Structures (Part 2A)	\$ 4.20	\$ 4.20	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 41.47</b>	<b>\$ 41.47</b>	<b>\$ -</b>	<b>\$ -</b>
G4100102	SAS Final Design	\$ 11.67	\$ 11.67	\$ -	\$ -
G4100106	SAS Tunnels 92 St-62 St	\$ 4.01	\$ 4.01	\$ -	\$ -
G4100109	SAS Construction Management	\$ 5.06	\$ 5.06	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 20.73</b>	<b>\$ 20.73</b>	<b>\$ -</b>	<b>\$ -</b>
G4120106	FSTC 4B- A/C Mezzanine, J/M/Z	\$ 0.12	\$ -	\$ 0.12	\$ -
G4120107	FSTC 4F-Transit Center Enclosure	\$ 218.51	\$ 16.13	\$ 202.38	\$ -
G4120108	FSTC 4G-Corbin Bldg Restoration	\$ 73.21	\$ -	\$ 73.21	\$ -
G4120115	FSTC 4E-Dey St Conc Finishes	\$ 33.96	\$ -	\$ 33.96	\$ -
	<b>Element Total</b>	<b>\$ 325.79</b>	<b>\$ 16.13</b>	<b>\$ 309.66</b>	<b>\$ -</b>
G4140101	B&T Security Projs:Infra&Facs	\$ 0.52	\$ 0.52	\$ -	\$ -
G4140102	Verazzano Br Security / Harden	\$ 2.36	\$ 2.36	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 2.88</b>	<b>\$ 2.88</b>	<b>\$ -</b>	<b>\$ -</b>
G4140201	LIRR Security Projs:Infra&Facs	\$ 1.38	\$ 1.38	\$ -	\$ -
G4140203	Penn Stn LIRR/NYCT Sec/Harden	\$ 2.12	\$ 2.12	\$ -	\$ -
G4140204	East River Tunnels - Security	\$ 4.78	\$ 4.78	\$ -	\$ -
G4140206	ARRA TSGP-Penn Stn Perim Prot	\$ 11.81	\$ -	\$ 11.81	\$ -
	<b>Element Total</b>	<b>\$ 20.09</b>	<b>\$ 8.28</b>	<b>\$ 11.81</b>	<b>\$ -</b>
G4140301	MNR Security Projs:Infra&Facs	\$ 2.18	\$ 2.18	\$ -	\$ -
G4140302	Grnd Cntrl Security/Hardening	\$ 12.02	\$ 12.02	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 14.20</b>	<b>\$ 14.20</b>	<b>\$ -</b>	<b>\$ -</b>
G4140401	NYCT Security Projs:Infra&Facs	\$ 26.23	\$ 26.23	\$ -	\$ -
G4140403	63 St Tun Security & Hardening	\$ 2.31	\$ 0.58	\$ 1.73	\$ -
G4140404	Times Square - Security	\$ 2.27	\$ 2.27	\$ -	\$ -
G4140412	04ODP - RollUp Doors - Depots	\$ 0.96	\$ 0.96	\$ -	\$ -
G4140417	CCTV Installation on Buses	\$ 2.40	\$ 2.40	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 34.16</b>	<b>\$ 32.43</b>	<b>\$ 1.73</b>	<b>\$ -</b>
G4140501	MTA Security Program	\$ 10.19	\$ 10.19	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 10.19</b>	<b>\$ 10.19</b>	<b>\$ -</b>	<b>\$ -</b>
<b>2005-2009</b>					
G5000102	South Ferry Terminal	\$ 1.46	\$ 1.46	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 1.46</b>	<b>\$ 1.46</b>	<b>\$ -</b>	<b>\$ -</b>

**MTA Capital Construction Company**  
**2010 Commitment Summary**  
**\$ in millions**

<b>ACEP</b>	<b>Project Description</b>	<b>2010 Commitments</b>	<b>MTA Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
G5090103	MTA Management	\$ 0.20	\$ 0.20	\$ -	\$ -
G5090109	Real Estate	\$ 69.68	\$ 9.97	\$ 59.71	\$ -
G5090111	OCIP	\$ 21.31	\$ 21.31	\$ -	\$ -
G5090113	Construction Management	\$ 13.20	\$ 3.20	\$ 10.00	\$ -
G5090114	GCT Concrse Civil&Structural	\$ 61.11	\$ -	\$ 19.59	\$ 41.52
G5090117	Harold Structures (Part 1)	\$ 27.00	\$ -	\$ 27.00	\$ -
G5090118	Harold Interlocking Stage 1-4	\$ 30.21	\$ 14.58	\$ 15.63	\$ -
G5090121	Force Account Warehouse	\$ 10.00	\$ 10.00	\$ -	\$ -
G5090122	Queens Bored Infrastructure	\$ 61.32	\$ -	\$ 61.32	\$ -
G5090125	MNR MODs andTractionPower Relo	\$ 1.40	\$ 1.40	\$ -	\$ -
G5090129	Systemwide Trackwork	\$ 35.00	\$ -	\$ 35.00	\$ -
G5090133	Vertical Circulation Elements	\$ 44.73	\$ -	\$ 44.73	\$ -
G5090146	Amtrak Access & Protection	\$ 1.33	\$ 1.33	\$ -	\$ -
G5090147	LIRR Access & Protection	\$ 1.92	\$ 1.92	\$ -	\$ -
G5090148	Northern Blvd Crossing	\$ 1.24	\$ 1.24	\$ -	\$ -
G5090149	Manhattan Bldg Improvements	\$ 22.00	\$ 22.00	\$ -	\$ -
G5090152	Force Account Support - CPS	\$ 2.00	\$ 2.00	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 403.64</b>	<b>\$ 89.15</b>	<b>\$ 272.97</b>	<b>\$ 41.52</b>
G5100101	Cntract 2A 96 St Stn Structure	\$ 15.05	\$ 0.15	\$ 14.90	\$ -
G5100102	Cntract 4B 72 St Stn Structure	\$ 643.60	\$ 48.82	\$ 187.61	\$ 407.17
G5100103	Cntract 5A 86 St Stn Structure	\$ 0.01	\$ 0.01	\$ -	\$ -
G5100106	Cntract 4A 72 St Stn Demolitio	\$ 17.50	\$ -	\$ 17.50	\$ -
G5100108	Contract 3: 63rd St Stn Rehab	\$ 152.50	\$ 152.50	\$ -	\$ -
G5100195	SAS Cost to Cure	\$ 22.70	\$ 22.70	\$ -	\$ -
G5100197	SAS Owner Controlled Insurance	\$ 21.10	\$ 21.10	\$ -	\$ -
G5100198	SAS Real Estate	\$ 98.35	\$ 98.35	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 970.81</b>	<b>\$ 343.63</b>	<b>\$ 220.01</b>	<b>\$ 407.17</b>
G5110102	Final Design	\$ 0.16	\$ -	\$ -	\$ 0.16
G5110106	Furnish/Install Track/Tun Syst	\$ 0.15	\$ -	\$ -	\$ 0.15
G5110107	Construction (Site L)	\$ 129.00	\$ -	\$ -	\$ 129.00
G5110108	Construction (Site J)	\$ 170.97	\$ -	\$ -	\$ 170.97
G5110110	Construction (Site K)	\$ 92.88	\$ -	\$ -	\$ 92.88
	<b>Element Total</b>	<b>\$ 393.16</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 393.16</b>
G5140107	08TSG RFK Bridge Hardening	\$ 5.54	\$ -	\$ 5.54	\$ -
G5140108	08TSG ThrogsNeck ElectSecurity	\$ 15.92	\$ -	\$ 15.92	\$ -
	<b>Element Total</b>	<b>\$ 21.46</b>	<b>\$ -</b>	<b>\$ 21.46</b>	<b>\$ -</b>
G5140206	07UASI Jamaic Sta PerimProtect	\$ 4.21	\$ 0.71	\$ 3.50	\$ -
G51402G3	06TSG Fncg&CCTV-Var Sys Loc'ns	\$ 0.09	\$ -	\$ 0.09	\$ -
	<b>Element Total</b>	<b>\$ 4.30</b>	<b>\$ 0.71</b>	<b>\$ 3.59</b>	
G5140303	07TSG GCT Emergency Generators	\$ 13.14	\$ -	\$ 13.14	\$ -
G5140405	07TSG Access Cntrl/Detect Sys	\$ 1.37	\$ -	\$ 1.37	\$ -
G5140406	07TSG Chambers St IESS	\$ 14.31	\$ 0.75	\$ 13.56	\$ -
G5140407	08TS 34th St Herald Sq AccCntl	\$ 3.00	\$ -	\$ 3.00	\$ -
G5140408	08TSG 47-50 RockCtrAccessCntrl	\$ 3.00	\$ -	\$ 3.00	\$ -
	<b>Element Total</b>	<b>\$ 34.82</b>	<b>\$ 0.75</b>	<b>\$ 34.07</b>	<b>\$ -</b>
<b>2010-2014</b>					
G6090101	Program Management	\$ 2.42	\$ 2.42	\$ -	\$ -
G6090113	Construction Management	\$ 11.90	\$ 6.90	\$ 5.00	\$ -
G6090117	Manhattan Strutures 2	\$ 20.00	\$ 11.60	\$ 8.40	\$ -
	<b>Element Total</b>	<b>\$ 34.32</b>	<b>\$ 20.92</b>	<b>\$ 13.40</b>	<b>\$ -</b>
<b>MTA CCC 2010 Commitment Total</b>		<b>\$ 2,333.48</b>	<b>\$ 602.91</b>	<b>\$ 888.72</b>	<b>\$ 841.85</b>

MTA Bus Company  
2010 Commitment Summary  
\$ in Millions

ACEP	Project Description	2010 Commitments	MTA Funding	Federal Funding	Local Funding
<b>2000-2004</b>					
U4030213	45 Standard Low Floor CNG Buses	\$ 19.22	\$ 19.22	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 19.22</b>	<b>\$ 19.22</b>	<b>\$ -</b>	<b>\$ -</b>
<b>2005-2009</b>					
U5030217	Fire Protection: JFK, LG, Baisley	\$ 10.00	\$ -	\$ 8.00	\$ 2.00
U5030204	Electrical Upgrade Emergency Generators 6 Depots	\$ 13.86	\$ -	\$ 11.09	\$ 2.77
U5030209	Upgrade Parking Lot at JFK & Baisley Park	\$ 10.16	\$ -	\$ 8.13	\$ 2.03
U5030210	Security Upgrade: College PT, Eastchester & Yonkers	\$ 2.83	\$ -	\$ 2.26	\$ 0.57
U5030212	New Roof and Ventilation at Baisley Park	\$ 7.28	\$ -	\$ 5.82	\$ 1.46
U5030213	New Roof and Ventilation at Eastchester Maintenance Bldg	\$ 3.09	\$ -	\$ 2.48	\$ 0.62
U5030214	New Roof and Ventilation system at JFK	\$ 8.00	\$ -	\$ 6.40	\$ 1.60
U5030215	New Fueling Lane & Bus Washer at LaGuardia Bus Depot	\$ 8.00	\$ -	\$ 6.40	\$ 1.60
U5030216	Additional Fueling Capacity: Baisley Park, JFK, LaGuardia	\$ 3.00	\$ -	\$ 2.40	\$ 0.60
	<b>Element Total</b>	<b>\$ 66.23</b>	<b>\$ -</b>	<b>\$ 52.98</b>	<b>\$ 13.25</b>
U6030205	83 Standard Low Floor CNG Buses	\$ 50.90	\$ 50.90	\$ -	\$ -
	<b>Element Total</b>	<b>\$ 50.90</b>	<b>\$ 50.90</b>	<b>\$ -</b>	<b>\$ -</b>
<b>MTA Bus Company 2010 Commitment Total</b>		<b>\$ 136.35</b>	<b>\$ 70.12</b>	<b>\$ 52.98</b>	<b>\$ 13.25</b>

**MTA Police Department  
2010 Commitment Summary  
\$ in Millions**

<b>ACEP</b>	<b>Project Description</b>	<b>2010 Commiments</b>	<b>MTA Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
<b>2005-2009</b>					
N5100115	Merrick Facility-Construction	1.50	1.50	0.00	0.0
N5100104	K9 Facility Property Acquisition	1.05	1.05	0.00	0.0
N5100104	K-9 Facility Design	0.70	0.70	0.00	0.0
N5100116	MTAPD Radio Project-Alternatives Analysis	0.33	0.33	0.00	0.0
N5100109	MTAPD Radio Project-Equipment Purchase	0.12	0.12	0.00	0.0
	<b>MTA PD Projects Total</b>	<b>3.69</b>	<b>3.69</b>	<b>0.00</b>	<b>0.0</b>
<b>MTA Police Department 2010 Commitment Total</b>		<b>\$3.69</b>	<b>\$3.69</b>	<b>\$0.00</b>	<b>\$0.00</b>

**New York City Transit & Staten Island Railway**  
**2010-2014 Completions**  
**\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
T50902/08	Substations (IND):East 193 Street Substation / Concourse	Jan-10	\$19.89
T50302/19	New Paratransit Vehicles:245 Paratransit Vehicles	Jan-10	\$14.00
S50701/10	SIR: Passenger Stations:Tompkinsville Fare Collection	Feb-10	\$6.90
T50414/03	Intermodal/Transfer Facilities:Myrtle-Wyckoff Intermodal Facility	Feb-10	\$9.96
T50806/08	Antenna Cable Replacement:Antenna Cable Replacement Phase II NR	Feb-10	\$49.41
T50803/09	Rapid Transit Operations:Station Time Signal Enhancement / LEX	Feb-10	\$5.13
T50806/16	Station Communication Rooms:Comm Room HVAC: 7 Rooms (ICC)	Mar-10	\$1.90
T51102/06	Yard Rehabilitation:Yard Fencing Upgrades	Mar-10	\$10.93
T51606/12	Asbestos Abatement:Asbestos Abate: Priority VI	Mar-10	\$6.88
T50703/33	Water Conditions Remedy:Check Valves @ 14 Locs (Group 2)	Mar-10	\$6.12
T50404/05	Fare Marketing/Distribution Equipment:MetroCard Vending Machine Replacement	Apr-10	\$3.25
T41302/P3	Work Train & Special Equipment:Purchase 12 Crane Cars	Apr-10	\$13.51
T41607/MX	Facilities:Revenue Facil: Fire Alarm Modification	Apr-10	\$1.13
T51606/01	Asbestos Abatement:Asbestos Abatement I/Q (OSS): 2006	May-10	\$9.02
T50101/03	New Subway Cars:382 B Division Cars (R-160 Option 2)	May-10	\$842.26
T50904/07	Power Distribution Facilities:Abatement for Neg Cable Repl: 59 St - Pacific St / 4th	May-10	\$2.50
T50302/06	New Buses:747 Hybrid Electric Buses	May-10	\$435.23
T51606/05	Asbestos Abatement:Asbestos Air Monitoring 2006	Jun-10	\$4.80
T40803/CI	Mainline Track Rehabilitation:SSI Bergen: I/H Track Wrap-Up	Jun-10	\$1.80
T50803/03	Maintenance Of Way:Stop Cable Replacement: 46 Locs /8th Ave	Jun-10	\$2.21
T41203/P1	New Depots & Facilities:Parking Expansion: Four Depots	Jun-10	\$14.52
T31302/RG	Work Train & Special Equipment:1 Rail Grinder	Jun-10	\$10.10
T50703/32	Security:Subway Emergency Exit Alarms	Jun-10	\$23.94
T50803/16	Signal Systems:Modernize 3 Interlockings / 8th Avenue	Jun-10	\$138.87
T50302/24	Fare Collection: Buses:263 Fareboxes	Jun-10	\$4.05
T50414/23	Misc: Stations:Station Improvements: 157 St / Broadway-7th Ave	Jun-10	\$0.18
T50404/01	Fare Control Modernization:Smart Card Cabling: 32 Pilot Stations	Jun-10	\$4.64
T51604/03	Misc: Human Resources/Customer Services:Automated Telephone Travel	Jun-10	\$2.84
T50806/16	Station Communication Rooms:Comm Room HVAC: 3 Locations (On-Call)	Jul-10	\$4.38
T50604/08	Water Conditions Remedy:Well Points: Lenox Ph 2: Rehab/Repl	Jul-10	\$13.18
T30902/FE	Substations (IRT-BMT):Neg Return System At Joralmon/Willow	Jul-10	\$4.20
T50302/12	New Buses:90 Articulated Buses	Jul-10	\$71.45
T50404/04	Fare Marketing/Distribution Equipment:32 High Entry-Exit Turnstiles (HEETs)	Jul-10	\$1.63
T51607/15	Misc: Revenue:GPS Vehicle Locator For Revenue Fleet	Aug-10	\$0.37
T51302/08	Work Train & Special Equipment:Track Geometry Car 4 (TGC4)	Aug-10	\$13.13
T40806/D1	Communications Cable And Equipment:Data Network (SONET & IRT-ATM)	Aug-10	\$215.50
T51607/35	Roofing Repair & Replacement:Roof Replacement: 7 Locations	Aug-10	\$9.39
T41203/FG	New Depots & Facilities:Charleston Depot	Aug-10	\$144.36
T41204/01	Radio & Data Communication:AVLM: Paratransit - 2,273 Veh	Aug-10	\$33.83
T50806/16	Station Communication Rooms:Comm Room HVAC: 6 Locs (On-Call)	Sep-10	\$3.77
T50411/27	Station Rehabilitation:96 Street / Broadway-7th Avenue	Sep-10	\$64.40
T51607/08	Consolidated Employee Facilities:Subways:96 Street / Broadway-7th Ave	Sep-10	\$5.16
T50413/11	Station Accessibility (ADA):96th Street: Broadway/7th Av Line	Sep-10	\$28.31
T50902/05	Substations (IND):Dyckman Substation / 8th Avenue	Sep-10	\$45.21
T50902/01	Substation Equipment (IND):Repl Power Transformer: 73 St-Central Park Wst	Sep-10	\$2.99
T50411/37	Water Conditions Remedy:Water Condition Remedy-2008	Sep-10	\$3.51
T50902/11	Substations (IND):Meserole Avenue Substation / Crosstown	Sep-10	\$19.40
T51604/02	Computer Hardware & Communications:HP Server Consolidation/Replacemen	Sep-10	\$5.20
T51606/04	Fire Protection:Sprinklers: Concourse Shop & Hoyt-Scherm	Sep-10	\$11.85
T51203/06	New Depots & Facilities:Clara Hale Soil Remediation	Sep-10	\$6.58
T30806/BS	Employee Facilities-Rapid Transit:Upgr RTO Radio Base Stns To Fiber Optics	Sep-10	\$15.58
T40807/01	Rapid Transit Operations:Backup Command Center	Sep-10	\$20.71
T51204/08	Misc: Bus Projects:285 Metrocard Fare Collection Machines For SBS	Oct-10	\$12.40
T50411/04	Station Rehabilitation:Neck Road / Brighton	Oct-10	\$39.40
T50411/07	Station Rehabilitation:Avenue U / Brighton	Oct-10	\$42.65
T51607/02	Consolidated Employee Facilities:Subways:59 St-Columbus Circle / 8th Av, Bway	Oct-10	\$10.70
T51102/10	Yard Rehabilitation:Yard Hydrants: Phase 2	Oct-10	\$14.48
T50411/10	Station Rehabilitation:59 Street / 8th Avenue	Oct-10	\$59.78
T50902/10	Substations (IND):S Railroad Ave Substn / Queens Boulevard	Oct-10	\$22.19
T50411/09	Station Rehabilitation:59 Street / Broadway-7th Avenue	Oct-10	\$44.94
T50413/03	Station Accessibility (ADA):Columbus Circle Complex	Oct-10	\$3.19
T50602/09	Tunnel Lighting Rehabilitation:Bergen To West 4 St / Rutgers Tube	Oct-10	\$40.78
T50899/01	Station Communication Rooms:HVAC - Communications Rooms (9 Locs)	Oct-10	\$5.70



T40409/PW	Public Address/Customer Info Systems:PA/CIS Wrap-Up (TIS)	Oct-10	\$2.07
T50414/21	Station Component Investments:Street Stairs: 7 Locations / Jamaica	Nov-10	\$7.22
T50703/12	Elevated Structure Rehabilitation:Ocean Pkwy Viaduct Ph 2 / Brighton	Nov-10	\$10.39
T51102/03	Signal Systems:Yard Signals: Corona-Flushing Line	Nov-10	\$102.07
T41604/I3	Information Technology:Raised Floor Livingston Plaza	Nov-10	\$0.22
T50604/03	Pumping Facilities:Deep Wells: Fulton Ph 2: Rehabilitation	Nov-10	\$14.85
T50302/22	New Paratransit Vehicles:Purchase 250 Paratransit Vehicles	Dec-10	\$14.28
T50902/06	Substations (IND):Rockwell Place Substation: Power Equipmnt	Dec-10	\$19.44
T50899/01	Station Communication Rooms:Comm Room HVAC: 13 Rooms	Dec-10	\$9.56
T61004/17	Yard Switches:Yard Switches - 2010	Dec-10	\$9.76
T60502/01	Mainline Track Rehabilitation:Mainline Track Replacement - 2010	Dec-10	\$239.52
T51605/06	Materiel:Concrete Batch Plant Inspection	Dec-10	\$1.05
T51605/08	Capital Program Management:Concrete Cylinder Testing (2006)	Dec-10	\$0.33
T60502/03	Welded Rail:Continuous Welded Rail - 2010	Dec-10	\$6.66
T61004/11	Yard Track Rehabilitation:Yard Track - 2010	Dec-10	\$3.51
T50414/09	Station Signage:Station Signage	Dec-10	\$2.70
T60503/01	Mainline Track Switches:29 Mainline Switches - 2010	Dec-10	\$54.81
T40703/SB	Elevated Structure Rehabilitation:Stillwell Ave Terminal - Comm Work	Dec-10	\$4.15
T51204/08	Misc: Bus Projects:BRT - Bus Rapid Transit 2005-09 Reserve	Dec-10	\$2.60
T51102/04	Yard Rehabilitation:Yard CCTV, Phase 1	Dec-10	\$11.48
T51605/01	Capital Program Management:MTA-Indep Engineering Consultant 2009-2010	Dec-10	\$6.40
T60502/02	Mainline Track Rehabilitation:Track Force Account - 2010	Dec-10	\$35.00
S40701/15	SIR: Passenger Stations:Station Security Initiatives	Dec-10	\$18.38
S50701/11	SIR: Passenger Stations:St George Terminal: Floor Repair/Repl	Jan-11	\$5.48
T50999/02	Substation Enclosures (IRT-BMT):Rehab 3 IRT Substn Enclosures	Jan-11	\$13.99
T50602/13	Tunnel Lighting Rehabilitation:4 Av To Church Av Express Trks / Culver	Jan-11	\$20.00
T50703/33	Water Conditions Remedy:Check Valves @ 9 Locations (Group 3)	Jan-11	\$3.51
T50413/21	Station Accessibility (ADA):45 Rd-Court House Sq / Flushing	Jan-11	\$14.00
T51004/03	Shop Equipment And Machinery:207 St OH Shop: Cranes And Equipmen	Jan-11	\$2.59
T50803/24	Signal Systems:Alstom Relay Replacement	Jan-11	\$9.61
T50902/12	Misc: Power:Substation Hatchways: 8 Locations CONSTRUCTION ONLY	Jan-11	\$5.94
T50703/33	Water Conditions Remedy:Alleviate Flooding At 4 Locs: Brooklyr	Jan-11	\$3.22
T50703/33	Water Conditions Remedy:Alleviate Flooding At 4 Locs: Bklyn & Queens	Jan-11	\$8.35
T50703/24	Line Structure Overcoating:103 St To S. Main St Portal / Flushing	Feb-11	\$27.53
T40603/6B	Ventilation Facilities:2 Vent Plants: 53 Street / 6AV & Park Avenue / E53	Feb-11	\$79.86
T50414/03	Intermodal/Transfer Facilities:Myrtle-Wyckoff Intermdl FacI -Signal Wrk	Feb-11	\$0.68
T50411/63	Station Rehabilitation:Beach 105 Street / Rockaway	Feb-11	\$17.79
T50803/19	Communication-Based Train Control:CBTC Canarsie: Equip 64 R-160 Cars	Feb-11	\$49.73
T50703/03	Line Structure Overcoating:Bronx Park East - 241 St / White Plains	Feb-11	\$36.60
T50899/01	Station Communication Rooms:Comm Room HVAC: 15 Locs	Feb-11	\$10.61
T30803/CN	Mainline Track Rehabilitation:CBTC Canarsie: I/H Track Wrap-Up	Feb-11	\$0.41
T50803/20	Communication-Based Train Control:CBTC Canarsie: Automatic Signal Removals	Feb-11	\$4.71
T50411/61	Station Rehabilitation:Beach 90 Street / Rockaway	Feb-11	\$18.77
T50411/62	Station Rehabilitation:Beach 98 Street / Rockaway	Feb-11	\$18.61
T50703/22	Line Structure Overcoating:125 Street Arch / Bway-7th Ave	Mar-11	\$13.40
T50411/23	Station Rehabilitation:Jay Street / Fulton	Mar-11	\$64.55
T50413/12	Station Accessibility (ADA):Jay St - Lawrence St Transfer	Mar-11	\$17.66
T50414/06	Intermodal/Transfer Facilities:Passenger Transfer: Jay & Lawrence St	Mar-11	\$65.68
T50413/09	Station Accessibility (ADA):Jay Street/ Fulton Line	Mar-11	\$16.56
T51203/06	New Depots & Facilities:Amsterdam Depot: One New Boiler	Mar-11	\$2.19
T51602/02	Capital Revolving Fund:Capital Revolving Fund - 2008	Mar-11	\$5.00
T40806/P2	Public Address/Customer Info Systems:PA/CIS, Phase 2: 156 Stations (IRT)	Mar-11	\$186.03
T40803/CI	Signal Systems:SSI: Bergen St Interlocking (Wrap-Up)	Mar-11	\$1.02
T50806/15	Public Address/Customer Info Systems:PA/CIS: 44 Stns: Install Cable & Equip	Mar-11	\$24.24
T50703/33	Water Conditions Remedy:Alleviate Flooding At 2 Locs: Manhattar	Mar-11	\$8.53
T50806/16	Station Communication Rooms:HVAC Comm Rooms: 5 Locations	Mar-11	\$6.47
T51605/12	Capital Program Management:Boring Services: Bklyn, Qns, SI (2007)	Apr-11	\$1.29
T51605/18	Capital Program Management:Test Pits Service Contract: 2008-11	Apr-11	\$4.30
T51605/13	Capital Program Management:Boring Services: Manhattan, Bronx (2007)	Apr-11	\$1.56
T50703/18	Elevated Structure Rehabilitation:Rockaway Viaduct Rehabilitation - Phase 2	Apr-11	\$25.21
T50414/21	Station Component Investments:Platform Edge: 6 Locations / Myrtle	Apr-11	\$11.12
T51199/01	Yard Rehabilitation:Yard Fencing: Coney Island & ENY Complexs	Apr-11	\$12.23
T50703/17	Line Structure Overcoating:Portal To EOL / Pelham	Apr-11	\$28.16
T50904/07	Power Distribution Facilities:Negative Cables: 95 St - 59 St / 4th Ave	Apr-11	\$14.45
S50701/12	SIR: Line Equipment:Signl Sys Mod: St.George-Tottnvil/Wrap-Up	Apr-11	\$1.19
T60302/18	Fare Control Modernization:Repl Integrated Farebox Unit Components	Apr-11	\$22.84
T40806/T1	Communications Cable And Equipment:TIS Command Center At RCC	May-11	\$1.30
T41302/O4	Work Train & Special Equipment:36 CWR Flatcars & 18 Flatcars	Jun-11	\$15.01
T50603/02	Ventilation Facilities:8 Locations / Archer Avenue	Jun-11	\$73.17

T50499/11	Station Rehabilitation:9 Avenue / West End	Jan-12	\$22.81
T50411/47	Station Rehabilitation:Parkchester-East 177 St / Pelham	Jan-12	\$33.29
T50411/50	Station Rehabilitation:Whitlock Avenue / Pelham	Jan-12	\$24.19
T50411/49	Station Rehabilitation:Elder Avenue / Pelharr	Jan-12	\$26.27
T50411/48	Station Rehabilitation:Saint Lawrence Avenue / Pelharr	Jan-12	\$26.54
T51607/24	Consolidated Employee Facilities:Subways:Parkchester / Pelharr	Jan-12	\$5.27
T50411/38	Station Rehabilitation:Morrison-Sound View Avenues / Pelharr	Jan-12	\$25.52
T50411/74	Station Rehabilitation:East 180 Street / White Plains Road	Jan-12	\$49.65
T50413/19	Station Accessibility (ADA):ADA: E 180 Street / White Plains Road	Jan-12	\$10.42
T50499/09	Station Rehabilitation:Fort Hamilton Parkway / West Enc	Jan-12	\$24.08
T50404/03	Fare Control Modernization:Replac High Production Encoding Machines	Jan-12	\$5.24
T51199/01	Yard Rehabilitation:Yard Fencing: 6 Locations	Jan-12	\$17.46
T51607/26	Consolidated Employee Facilities:Subways:East 180th Street / White Plains Roac	Jan-12	\$6.54
T51204/16	Depot Rehabilitation:Priority Repairs: Flatbush Depot	Feb-12	\$5.82
T51203/07	Depot Rehabilitation:ENY Depot Rehab	Feb-12	\$17.19
T51204/16	Depot Rehabilitation:Priority Repairs: Jamaica Depot	Feb-12	\$4.89
T51204/16	Depot Rehabilitation:Priority Repairs: Ulmer Depot	Feb-12	\$8.89
T50703/39	Line Structure Overcoating:Portal - 27 Street / Astoria & Flushing	Feb-12	\$11.39
T50499/04	Station Rehabilitation:20 Avenue / West End	Feb-12	\$9.60
T50499/02	Station Rehabilitation:79 Street / West End	Feb-12	\$10.17
T50499/08	Station Accessibility (ADA):ADA: Bay Parkway / West End	Feb-12	\$14.03
T50499/07	Station Rehabilitation:Bay Parkway / West End	Feb-12	\$23.72
T50499/03	Station Rehabilitation:18 Avenue / West End	Feb-12	\$10.02
T50499/06	Station Rehabilitation:Bay 50 Street / West End	Feb-12	\$9.80
T50499/01	Station Rehabilitation:71 Street / West End	Feb-12	\$10.23
T50799/01	Elevated Structure Rehabilitation:Bay 50 Street - 63 Street / West Enc	Feb-12	\$41.80
T60412/22	Station Component Investments:Brick Arch Repair - 168 & 181 St Stations,	Mar-12	\$40.10
T50499/05	Station Rehabilitation:25 Avenue / West End Line	Mar-12	\$10.40
T50703/29	Line Structure Overcoating:27 Street - 41 Avenue / Astoria & Flushing	Mar-12	\$13.93
T61004/02	Car Maintenance Shops:207 St OH: Electrical	Mar-12	\$34.99
T60806/18	Communications Cable And Equipment:Copper Cable Repl: Steinway Tube Phase	Mar-12	\$10.51
T50302/22	New Paratransit Vehicles:160 Paratransit Vehicles	May-12	\$8.34
T50902/16	Substations (IND):Greeley Substation / 6th Avenue	May-12	\$30.91
T50499/14	Station Accessibility (ADA):Induction Loops: 642 Booths	May-12	\$13.35
T51199/02	Yard Rehabilitation:Yard Fencing: 5 Locations	May-12	\$21.47
T60412/11	Station Normal Replacement:Dyckman Street / Broadway-7th Ave	Jun-12	\$53.04
T50414/07	Platform, Roof & Canopy Replacement:Repair Canopies: 5 Stns / Bway-7th Ave	Jun-12	\$18.65
T51602/02	Capital Revolving Fund:Capital Revolving Fund - 200€	Jun-12	\$5.00
T50414/21	Station Component Investments:Platform Edge: 5 Locations / Broadway-7th Ave	Jun-12	\$9.14
T51606/09	Groundwater And Soil Remediation:Consultant Srvcs: UST & Remediation 200€	Jun-12	\$7.37
T51204/13	Depot Equipment And Machinery:Depot Equipment 200€	Jun-12	\$9.88
T60602/02	Tunnel Lighting Rehabilitation:4 Av To Church Av - Local Trks / Culver	Jun-12	\$37.14
T60806/04	Public Address/Customer Info Systems:PA/CIS: 43 Stns: Furnish-Install Cabinets	Jun-12	\$10.40
T50302/18	New Buses:90 Standard Buses (Turbine)	Jun-12	\$59.62
S60701/01	SIR: Passenger Stations:Station Structural Repairs 4 Locations	Jul-12	\$15.41
T60412/12	Station Rehabilitation:Smith-9 Streets / Prospect Park Line	Jul-12	\$34.65
T60412/01	Station Component Investments:4 Avenue / Culver	Jul-12	\$14.67
T60904/10	Power Distribution Facilities:Jeralemon/Willow Dust Replacment	Aug-12	\$4.01
T60902/01	Substation Enclosures (IRT-BMT):Substation Enclosures: 5 Locations	Aug-12	\$19.71
T61204/01	Misc: Bus Projects:Paint Booth Air Systems 6 Loc	Sep-12	\$10.00
T50699/01	Ventilation Facilities:Vent Plant: Jackson Avenue / Queens	Sep-12	\$83.69
T50803/25	Signal Systems:Times Sq To N. Of Hunters Pt - Wrap-Up	Oct-12	\$3.81
T50602/15	Tunnel Lighting Rehabilitation:7 Av And 47-50 Sts To Lex Av / QBL	Oct-12	\$11.99
T50602/16	Tunnel Lighting Rehabilitation:Removals: Lex Av-Queens Plz / 53 St Tube	Oct-12	\$2.82
T50703/35	Elevated Structure Rehabilitation:Stillwell Terminal: Place Switch 977	Oct-12	\$2.10
T50803/14	Signal Systems:Interlockings: Lexington Av, 5 Av / Queens Blvd	Oct-12	\$142.71
T60413/04	Station Accessibility (ADA):ADA: Platform Gap Retrofit Phase 1 - 14 Stations	Nov-12	\$5.51
T60904/02	Power Distribution Facilities:CBH #292/293 Albermarle Rd / Nostranc	Nov-12	\$6.98
T61204/21	Misc: Bus Projects:New DOB Facility At St George Terminal	Dec-12	\$4.20
T60703/03	Elevated Structure Rehabilitation:Culver Viaduct Rehabilitation Phase 3 -	Dec-12	\$20.04
T61004/13	Yard Track Rehabilitation:Yard Track - 2012	Dec-12	\$3.14
T60502/09	Welded Rail:Continuous Welded Rail - 2012	Dec-12	\$5.69
T61004/19	Yard Switches:Yard Switches - 2012	Dec-12	\$4.98
T60502/07	Mainline Track Rehabilitation:Mainline Track Replacement - 2012	Dec-12	\$190.00
T60503/03	Mainline Track Switches:29 Mainline Switches - 2012	Dec-12	\$46.68
T60502/08	Mainline Track Rehabilitation:Track Force Account - 2012	Dec-12	\$35.00
T60414/01	Station Signage:Station Signage	Dec-12	\$3.93
T61607/10	Consolidated Employee Facilities:Subways:West 4 Street / 6th Avenue	Dec-12	\$4.13
T61204/09	Misc: Bus Projects:Tank Upgrades: 2 Depots	Dec-12	\$2.60

T50499/15	Maintenance Of Way:Gap Fillers Union Sq Ph 3: Local Platfrm	Jun-11	\$25.08
T50101/02	Shop Equipment And Machinery:AC/DC Traction Motor Dynamometer	Jun-11	\$1.25
T50803/17	Fire Protection:Signal Room Fire Suppression, Phase 1	Jun-11	\$18.09
T51004/09	Shop Equipment And Machinery:Replace Shop Equipmen	Jun-11	\$11.40
T51606/04	Fire Protection:Fire Alarm: Jamaica Railcar Maint Shop	Jun-11	\$6.84
T51204/11	Depot Rehabilitation:Bus Lifts At Various Locations	Jun-11	\$8.80
T51204/07	Depot Rehabilitation:Lifts: Stengel/Manhattanville	Jun-11	\$8.53
T60602/01	Tunnel Lighting Rehabilitation:11 St Portal To Queens Plaza /60 St Conr	Jul-11	\$11.68
T50414/21	Station Component Investments:Street Stairs: 6 Locations/ Liberty	Jul-11	\$10.91
T51102/02	Yard Rehabilitation:Yard Structure Rehab: 38 Street Yard Leac	Jul-11	\$23.83
T51302/04	Rubber-Tired Vehicles:Replace Rubber Tire Vehicles 2008-2009	Jul-11	\$7.49
T51606/04	Fire Protection:Fire Alarm: 130 Livingston & Power Ctr	Jul-11	\$13.66
T50806/15	Public Address/Customer Info Systems:Station Communications Rooms: 8 Locs	Aug-11	\$8.09
T50904/03	Control And Battery Cable:Replace Cable: 4 Substation Control Zones	Aug-11	\$47.66
T50999/01	Substations (IND):Jay St Substation: DC Feeders / CBH #579	Sep-11	\$34.23
T50411/58	Station Rehabilitation:Beach 36 Street / Far Rockaway	Sep-11	\$17.05
T50411/57	Station Rehabilitation:Beach 44 Street / Far Rockaway	Sep-11	\$17.92
T50411/56	Station Rehabilitation:Beach 60 Street / Far Rockaway	Sep-11	\$18.06
T50411/55	Station Rehabilitation:Beach 67 Street / Far Rockaway	Sep-11	\$17.65
T50411/59	Station Rehabilitation:Beach 25 Street / Far Rockaway	Sep-11	\$17.77
T60413/02	Station Accessibility (ADA):Plat Edge: 34 St-Herald Sq / Broadway	Sep-11	\$7.35
T50904/02	Power Distribution Facilities:Duct Reconstruction: Ryders - Front St / 8th Avenue	Sep-11	\$21.36
T40404/M6	Fare Control Modernization:AFC System Wrap-Up	Sep-11	\$8.10
T60413/03	Station Accessibility (ADA):Platform Edge: 34 St-Herald Sq / 6 Ave	Oct-11	\$7.16
T50411/60	Station Rehabilitation:Far Rockaway-Mott Avenue/ Far Rockaway	Oct-11	\$12.25
T50413/17	Station Accessibility (ADA):Mott Avenue: Far Rockaway Line	Oct-11	\$9.72
T40411/2D	Station Rehabilitation:Intermodal: Gun Hill Road / White Plains Roac	Oct-11	\$6.80
T40806/D2	Communications Cable And Equipment:ATM Network System: B Division - 253	Oct-11	\$91.67
T50806/01	Communications Cable And Equipment:ATM Network System: B Division - 253	Oct-11	\$184.05
T50414/18	Station Rehabilitation:Station Work: 86 Street / 4th Avenue	Nov-11	\$12.79
T51606/10	Asbestos Abatement:Asbestos Waste Disposal I/Q	Nov-11	\$0.84
T50806/15	Public Address/Customer Info Systems:PA/CIS: 44 Stns: Furn & Install Cabinets	Nov-11	\$9.76
T50803/11	Signal Systems:White Plains Rd Ph 3: E 180 St Intrlckng	Nov-11	\$279.08
T60703/08	Line Structure Overcoating:Overcoat: 15 Bridges / Brighton	Nov-11	\$9.93
T50414/02	Intermodal/Transfer Facilities:Broadway-Lafayette-Bleecker Transfer	Nov-11	\$81.97
T50904/12	Power Distribution Facilities:E. 180th Street Circuit Breaker House	Nov-11	\$14.26
T50411/08	Station Rehabilitation:Bleecker Street / Lexington	Nov-11	\$33.65
T50413/02	Station Accessibility (ADA):Broadway-Lafayette-Bleecker St Complex	Nov-11	\$17.69
T61004/03	Car Maintenance Shops:207 Street Overhaul Shop: Heating Plan	Nov-11	\$21.00
T50803/03	Maintenance Of Way:Stop Cable Replacement: Phase 3	Nov-11	\$31.47
T51607/36	Roofing Repair & Replacement:DOS Roof Replacement Phase 2	Dec-11	\$19.54
T50411/05	Station Rehabilitation:Avenue H / Brighton	Dec-11	\$48.58
T50411/06	Station Rehabilitation:Avenue J / Brighton	Dec-11	\$46.41
T50411/13	Station Structural Remediation:Kings Highway / Brightor	Dec-11	\$32.49
T50411/14	Station Structural Remediation:Newkirk Av Phase 2 / Brighton	Dec-11	\$41.40
T50411/03	Station Rehabilitation:Avenue M / Brighton	Dec-11	\$42.29
T50302/21	New Buses:60 Express Buses	Dec-11	\$38.26
T50413/05	Station Accessibility (ADA):Kings Highway / Brighton	Dec-11	\$10.11
T60502/06	Welded Rail:Continuous Welded Rail - 2011	Dec-11	\$5.48
T60502/05	Mainline Track Rehabilitation:Track Force Account - 2011	Dec-11	\$35.00
T41203/FG	New Depots & Facilities:Charleston Depot Storm Sewer	Dec-11	\$10.75
T40404/M4	Fare Control Modernization:AFC Replacement, Phase 1: Station Controllers	Dec-11	\$7.53
T50803/02	Maintenance Of Way:Signal Control Mods: Phase 3	Dec-11	\$43.25
T40302/E1	New Buses:Suspension Upgrade Of 570 Express Buses	Dec-11	\$3.72
T61004/18	Yard Switches:Yard Switches - 2011	Dec-11	\$4.80
T61004/12	Yard Track Rehabilitation:Yard Track - 2011	Dec-11	\$3.02
T50806/08	Communication Equipment: Police:PRS: TDI & Coverage (Pilot)	Dec-11	\$10.00
T51302/10	Rubber-Tired Vehicles:Diesel Part. Filters: Non-Rev Fleet, Ph1	Dec-11	\$3.00
T60503/02	Mainline Track Switches:29 Mainline Switches - 2011	Dec-11	\$44.94
T41204/P2	Depot Rehabilitation:Paving: 3 Locations	Dec-11	\$3.13
T60806/03	Communication Equipment: Police:PRS:Time Domain Interference Solutior	Dec-11	\$10.15
T60502/04	Mainline Track Rehabilitation:Mainline Track Replacement - 2011	Dec-11	\$188.94
T60703/02	Line Structure Rehabilitation:Rehab Emergency Exits: 50 Locs	Dec-11	\$11.30
T60302/03	New Buses:21 Express Buses	Dec-11	\$14.28
T60302/04	New Paratransit Vehicles:336 Paratransit Vehicles	Dec-11	\$25.13
T50799/02	Elevated Structure Rehabilitation:63 Street - 9 Avenue / WST	Jan-12	\$17.40
T50499/12	Misc: Stations:Station Work: 50 Street / West End	Jan-12	\$9.81
T50499/13	Misc: Stations:Station Work: 55 Street / West End	Jan-12	\$9.95
T50499/10	Station Rehabilitation:62 Street / West End	Jan-12	\$20.92

T60302/01	New Buses:250 Standard Buses (Funding Reserve)	Dec-12	\$174.00
T60302/19	New Buses:65 Express Buses	Dec-12	\$51.40
T61204/07	Misc: Bus Projects:Real Estate Purchase: Kingsbridge Depot	Dec-12	\$5.00
T60302/07	New Buses:103 Express Buses	Dec-12	\$73.00
T60302/02	New Buses:185 Articulated Buses	Dec-12	\$158.32
T60302/08	New Paratransit Vehicles:52 Paratransit Vans	Dec-12	\$4.04
T60413/04	Station Accessibility (ADA):ADA: Platform Gap Retrofit Phase 2 - 14 Stations	Jan-13	\$5.86
T61302/03	Work Train & Special Equipment:8 Auger-Type Snowthrowers	Jan-13	\$9.54
T61607/09	Roofing Repair & Replacement:DOS Roof Replacement Phase 3	Jan-13	\$13.68
T60414/03	Misc: Stations:Water Condition Remedy (2011)	Jan-13	\$7.23
T61204/08	Misc: Bus Projects:Paint Application System: Fresh Pond & Zerega	Jan-13	\$1.70
T51606/02	Groundwater And Soil Remediation:Groundwater And Soil Remediation (2005)	Jan-13	\$7.00
T61004/06	Car Maintenance Shops:Power Centers 2&3: CI OH Shop	Feb-13	\$14.35
T60604/02	Water Conditions Remedy:Deep Wells: Crosstown Ph 2: Rehabilitate	Feb-13	\$14.96
T60407/01	Escalator Replacement:3 Escalators - Southern Manhattan	Feb-13	\$25.81
T60703/07	Elevated Structure Rehabilitation:Culver Viaduct Rehabilitation - Phase 2	Feb-13	\$160.79
S60701/02	SIR: Structures:Rehabilitation Of 8 Bridges, 1 Culvert	Feb-13	\$28.20
T60703/01	Water Conditions Remedy:Rehabilitation and Flood Mitigation / 148 St Yarc	Feb-13	\$37.50
T50803/12	Signal Systems:Interlocking: 4th Ave / Culver	Feb-13	\$118.26
T60904/06	Power Distribution Facilities:CBH 146 Prospect Park / Brighton	Mar-13	\$7.14
T60404/02	Fare Marketing/Distribution Equipment:41 High Entry-Exit Turnstiles	Mar-13	\$2.31
T60703/05	Elevated Structure Rehabilitation:Cypress Hills - 130 Street / Jamaica	Mar-13	\$31.42
T50904/06	Power Distribution Facilities:Neg Cable Repl: Rockaway & Far Rockaway	Mar-13	\$13.12
T60703/18	Line Structure Overcoating:Cypress Hills - 130 Street / Jamaica	Mar-13	\$31.97
T60413/01	Station Accessibility (ADA):ADA: Forest Hills - 71 Av / Queens Blvd	Mar-13	\$35.62
T60414/10	Station Accessibility (ADA):Platforms: 45 Rd-Court House Sq/Flushing	Apr-13	\$23.00
T61607/07	Security:Perimeter Hardening: RCC & 130 Livngstn	Apr-13	\$12.00
T60902/02	Substations (IND):Modernize 10 Street Substation / Culver	Apr-13	\$26.26
T60703/11	Water Conditions Remedy:Alleviate Flooding At 6 Locs: Manhattar	May-13	\$48.69
T61606/02	Asbestos Abatement:Asbestos Abatement I/Q	May-13	\$8.80
T61607/12	Facilities:Power Upgrade: RCC, PCC	May-13	\$23.09
T60904/01	Power Distribution Facilities:New Duct Bank: 141 St - 148 St / Lenox	May-13	\$32.43
T61606/03	Asbestos Abatement:IQ Asbestos/Lead Air Monitoring (2010)	Jun-13	\$7.52
T51203/06	New Depots & Facilities:Clara Hale Depot: Reconstruction	Jun-13	\$307.57
T60414/04	Misc: Stations:Scrubber Room Drainage - 4 Locations	Jun-13	\$4.52
T61607/13	Consolidated Employee Facilities:Subways:207 Street / 8th Avenue	Jun-13	\$8.78
T50101/01	New Subway Cars:23 New A Division Subway Cars;Convert 10 R142A Cars	Jun-13	\$116.46
T60902/03	Misc: Power:Substation Hatchways: Phase 2 - 22 Loc	Jul-13	\$15.66
T60803/04	Signal Systems:Replace Solid State Signal Equipment - 5 Locs	Aug-13	\$7.54
T60407/03	Escalator Replacement:2 Escalators Roosevelt Av / QBL	Sep-13	\$15.47
T60703/15	Line Structure Overcoating:Dyckman - 215 St / Bway-7th Ave	Sep-13	\$18.84
T51302/03	Work Train & Special Equipment:2 Ballast Regulators	Sep-13	\$7.79
T60703/04	Elevated Structure Rehabilitation:Viaduct Structure Rehab: Rockaway & Far	Oct-13	\$48.61
T60703/07	Line Structure Overcoating:Rockaway Blvd To Hammels Wye / Rockaway	Oct-13	\$6.20
T60413/10	Station Accessibility (ADA):ADA: 23 Street / Lexington	Nov-13	\$29.06
T60413/11	Station Accessibility (ADA):Phase 2 @ 57 St-7 Av / Broadway	Nov-13	\$38.77
T60806/04	Public Address/Customer Info Systems:PA/CIS: 43 Stations: Install Cable	Nov-13	\$55.56
T61605/02	Capital Program Management:Boring Services: Manhattan & Bronx	Nov-13	\$1.99
T60413/09	Station Accessibility (ADA):ADA: Hunts Point Av / Pelham	Nov-13	\$29.01
T60703/20	Elevated Structure Rehabilitation:Trackway Stabilization / Franklin Shuttle	Dec-13	\$28.74
T51204/05	Misc: Bus Projects:Real Time Customer Information, Phase 1	Dec-13	\$30.69
T61004/14	Yard Track Rehabilitation:Yard Track - 2013	Dec-13	\$3.29
T60502/12	Welded Rail:Continuous Welded Rail - 2013	Dec-13	\$5.96
T61004/20	Yard Switches:Yard Switches - 2013	Dec-13	\$5.22
T60502/11	Mainline Track Rehabilitation:Track Force Account - 2013	Dec-13	\$35.00
T60502/10	Mainline Track Rehabilitation:Mainline Track Replacement - 2013	Dec-13	\$196.14
T60503/04	Mainline Track Switches:29 Mainline Switches - 2013	Dec-13	\$48.89
T61605/01	Capital Program Management:Boring Services: Bklyn, Qns, SI	Dec-13	\$2.35
T61605/03	Capital Program Management:Test Pits Contract	Dec-13	\$5.00
T50803/07	Signal Systems:Signal Key-By Circuit Mod: Phase 2	Dec-13	\$26.76
T60413/06	Station Accessibility (ADA):ADA: Kingsbridge Rd / Concourse	Dec-13	\$29.71
T61607/05	Consolidated Employee Facilities:Subways:RTO Fac: Chambers St / Nassau	Dec-13	\$7.07
T60302/05	New Buses:295 Standard Buses	Dec-13	\$214.05
T61204/05	Depot Equipment And Machinery:IVN For 5 Depots	Dec-13	\$2.60
T61204/18	Misc: Bus Projects:Bus Lane Enforcement Cameras, Phase 1	Dec-13	\$2.70
T60302/09	New Buses:425 Standard Buses	Dec-13	\$321.48
T60302/06	New Buses:233 Articulated Buses	Dec-13	\$204.13
T60302/10	New Buses:89 Express Buses	Dec-13	\$65.76
T60302/12	New Buses:100 Articulated Buses	Dec-13	\$91.33

T60302/13	New Paratransit Vehicles:333 Paratransit Vans	Dec-13	\$29.68
T61302/01	Rubber-Tired Vehicles:Purchase 110 Non-Revenue Vehicles	Dec-13	\$13.20
T61606/08	Groundwater And Soil Remediation:Consult: UST & Remed (2011)	Jan-14	\$6.00
T61606/07	Groundwater And Soil Remediation:Groundwater & Soil Remed (2011)	Jan-14	\$6.50
T60904/04	Power Distribution Facilities:CBH 74 Havermeyer & 74A Bridge / Jamaica	Jan-14	\$24.12
T61004/04	Car Maintenance Shops:207 St Maintenance Shop: DC Power Upgrade	Jan-14	\$19.70
T61604/02	Computer Hardware & Communications:Enterprise-Wide San/Disaster Recovery	Jan-14	\$18.05
T61604/01	Capital Program Management Systems:CPICS: Technical Conversion	Jan-14	\$2.79
T60703/02	Line Structure Rehabilitation:Rehab Emergency Exits: 75 Locs	Jan-14	\$18.00
T60806/19	Station Communication Rooms:Communication Room Waterproofing	Jan-14	\$16.00
T61606/05	Fire Protection:Sprinkler & Alarm Systems: Phase 1	Jan-14	\$20.00
T60904/03	Emergency Alarms Replacement:Replace Emergency Telephones (PILOT)	Jan-14	\$5.70
T60703/09	Line Structure Overcoating:Portal - East 180 Street / White Plains	Jan-14	\$37.56
T60412/24	Station Component Investments:Station Painting at Component Locations, Phase	Jan-14	\$10.00
T61004/05	Car Maintenance Shops:East New York Maintenance Shop: Ventilation	Mar-14	\$8.10
T61604/03	Computer Hardware & Communications:Enterprise Security Network Infrastructure	Mar-14	\$10.39
T60404/05	Fare Control Modernization:Smart Card Implementation, Phase 1	Mar-14	\$60.00
T60404/05	Fare Control Modernization:Smart Card Implementation, Phase 2	Mar-14	\$140.00
T60806/06	Communications - RTO:RTO: Portable Radio Unit Replacement	Mar-14	\$11.33
T60803/07	Rapid Transit Operations:Station Time (ST) Improvements, Ph 2 / LEX	Mar-14	\$29.38
T60904/05	Power Distribution Facilities:Rehab CBH 403 Vanderbilt / Flushing	Apr-14	\$14.70
T61607/17	Facilities:Livingston Plaza: Elevators, Roof, Facade	Apr-14	\$23.56
T60803/08	Maintenance Of Way:Stop Cable Repl Ph4: Various Locations	May-14	\$22.80
T41302/P4	Work Train & Special Equipment:Purchase 9 Diesel-Electric Locomotives	May-14	\$31.04
T51302/05	Work Train & Special Equipment:19 Diesel Locomotives	May-14	\$70.47
T60413/08	Station Accessibility (ADA):ADA: Utica Av / Fulton Line	May-14	\$22.47
T60703/14	Line Structure Overcoating:Bway Junction - Cypress Hills / Jamaica	May-14	\$28.89
T61606/06	Fire Protection:Fire Alarm - 207th St OH Shop	May-14	\$11.00
T61606/01	Asbestos Abatement:Asbestos Abatement: Priority 7	Jun-14	\$5.00
S60701/08	SIR: Passenger Stations:Station Const.New Sta: Arthur Kill	Jul-14	\$26.99
T61004/01	Car Maintenance Shops:207 St OH Shop: Expand A/C Shop	Jul-14	\$157.84
T60414/06	Station Reconstruction:Times Square: North-End Stair	Aug-14	\$23.88
T51602/04	Owner-Controlled Insurance Program:2006-2009 Owner-Controlled Insurance	Aug-14	\$106.50
T60803/03	Signal Systems:Church Ave Interlocking & Automatics / Culver	Sep-14	\$253.06
T60414/05	Misc: Stations:Access Improvements: Grand Central / LEX	Sep-14	\$20.43
T60806/01	Communications Cable And Equipment:Fiber Optic Cable Replacement: Phase 1	Sep-14	\$15.00
T60604/01	Water Conditions Remedy:Deep Wells: Nostrand Ph 2: Rehabilitate	Sep-14	\$15.90
S60701/03	SIR: Track:St.George Interlocking, Phase 1	Oct-14	\$15.32
T60806/17	Public Address/Customer Info Systems:Real Time Train Arrival Info: B-Division,	Oct-14	\$81.00
T60413/12	Station Accessibility (ADA):ADA: Ozone Park-Lefferts Blvd / Liberty	Nov-14	\$35.84
T61606/04	Asbestos Abatement:Asbestos Disposal	Nov-14	\$2.52
T61607/03	Maintenance Of Way:RTO Master Tower Hardening	Nov-14	\$4.60
T60803/14	Signal Systems:Roosevelt Interlocking / Queens Blvd	Nov-14	\$116.35
T60806/09	Station Communication Rooms:Station Comm Room HVAC, Phase 2	Dec-14	\$20.00
T60414/08	Misc: Stations:Station Condition Survey Update	Dec-14	\$8.24
T61204/02	Misc: Bus Projects:BRT - Bus Rapid Transit 2010-14	Dec-14	\$25.00
T60404/01	Fare Control Modernization:AFC Replacement, Phase 2: Electronic Boards	Dec-14	\$30.00
T60404/01	Fare Control Modernization:HEET NR Electronics Replacement Ph 1	Dec-14	\$2.71
T60404/01	Fare Control Modernization:MVM Electronics Replacement Phase 1	Dec-14	\$10.00
T60806/02	Communications Cable And Equipment:Application Cutover to SONET Phase 1	Dec-14	\$7.50
T41204/HU	New Depots & Facilities:AVL: 126 St Depot - Pilot 2	Dec-14	\$8.17
T60502/16	Welded Rail:Continuous Welded Rail - 2014	Dec-14	\$1.86
T61004/15	Yard Track Rehabilitation:Yard Track - 2014	Dec-14	\$3.45
T61004/21	Yard Switches:Yard Switches - 2014	Dec-14	\$5.46
T60502/13	Mainline Track Rehabilitation:Mainline Track Replacement - 2014	Dec-14	\$205.41
T60503/05	Mainline Track Switches:29 Mainline Switches - 2014	Dec-14	\$51.20
T60502/14	Mainline Track Rehabilitation:Track Force Account - 2014	Dec-14	\$35.00
T61605/04	Capital Program Management:Independent Eng'g Consultant 2010-2014	Dec-14	\$19.48
T61204/12	Depot Equipment And Machinery:Lot Development (Jam, Grand)	Dec-14	\$5.19
T60302/14	New Buses:97 Express Buses	Dec-14	\$74.53
T60302/15	New Buses:156 Articulated Buses	Dec-14	\$165.76
T60302/16	New Buses:71 Standard Buses	Dec-14	\$55.85
T61607/16	Depot Rehabilitation:8 AFC (Keene) Employee Office Upgrades @ 5 Depots	Dec-14	\$3.00
T60302/17	New Paratransit Vehicles:222 Paratransit Vehicles	Dec-14	\$20.59

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**MTA Long Island Rail Road**  
**2010-2014 Completions**  
**\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
L50701P8	Signal Load Electrical System	Jan-10	\$1.20
N40905FS	Smithtown/St. James Parking	Jan-10	\$0.77
N50905HY	Bayshore Platform Lighting	Jan-10	\$0.85
L5020526	Ronkonkoma Parking Improvement	Feb-10	\$4.20
L506016C	Hillside Facility Roof Rehab	Feb-10	\$3.05
L50701P7	Repl Bridge Electrical System	Mar-10	\$0.91
L50502SG	Signal Normal Replacement Prog	Mar-10	\$5.45
L50401B3	Powell Creek & Hog Island Chan	May-10	\$24.46
L50701PB	Replace Substation Batteries	May-10	\$1.36
L509048R	GP-38 Diesel Simulator	May-10	\$2.25
L50301R2	Drainage Control	Jun-10	\$6.00
L50701PG	Replace 3 Substations	Jul-10	\$37.04
L5020425	Jamaica Fit-Out Phase 2	Aug-10	\$21.67
N50905HM	Brentwood Station	Aug-10	\$1.73
N50905HN	Central Islip Station	Aug-10	\$2.03
L50701PA	Replace Substation DC Breakers	Sep-10	\$3.82
N50905HR	Little Neck Quiet Zone	Oct-10	\$1.50
L50101M1	M-7 Horns	Nov-10	\$4.90
L50502SL	Jay, Hall & Dunton Micropro	Nov-10	\$42.29
L50301E9	ACL Direct Fixation	Dec-10	\$61.47
L50301TA	2010 Annual Track Program	Dec-10	\$28.00
L60301TA	2010 Annual Track Program	Dec-10	\$34.40
L50502SA	Wayside Event Recorders	Dec-10	\$6.30
L50502SC	CTC-Traction Power-SCADA	Jan-11	\$14.66
L40703C1	Circuit Brkr House - "F" Tower	Jan-11	\$5.86
L50301R1	Culverts	Jan-11	\$2.00
L50301R6	Track Stability/Retaining Wall	Jan-11	\$4.06
L50501S7	Fiber Optic Network	Jan-11	\$70.12
L506016K	Rolling Stock Support Equipmnt	Jan-11	\$8.01
N50905HU	Stony Brook Station Imps	Jan-11	\$2.93
L502042U	Elevator Replacement Program	Feb-11	\$2.80
L50701PU	Signal Power Motor Generators	Feb-11	\$2.08
L50206VB	PS Third Rail & Signals	Mar-11	\$9.63
L50206VC	PS Emp Fac Yards & Buildings	Mar-11	\$2.18
L50502SB	Babylon Branch Signal Improvem	Apr-11	\$23.60
L50401B5	Junction Blvd Abutment PW	May-11	\$19.01
L407032I	Valley Strm/Isl Pk Subst Recon	Jun-11	\$25.25
L50501S6	Improved Radio Coverage/Infras	Jun-11	\$15.29
L404024Y	East River Tunnel Ventilation	Oct-11	\$89.75
L50701PH	Demo/Const 6 Substations	Nov-11	\$61.34
L50501S8	Audio/Visual Paging System (AV	Dec-11	\$31.94
L60301TB	2011 Annual Track Program	Dec-11	\$47.40
L502042T	Escalator Replacement Program	Jan-12	\$5.77
L50401B2	Bridge Painting	Jan-12	\$6.00
L506016Y	LCM-Shop Design and Construction	Jan-12	\$46.51
L50699YY	Babylon Car Wash	Apr-12	\$25.50
L509048A	Substations Environmental Reme	May-12	\$10.23
L50206VD	PS Customer Service Office	Jun-12	\$0.82
L50401B8	Woodhaven/Queens Blvd Bridges	Sep-12	\$20.72
L60301TC	2012 Annual Track Program	Dec-12	\$59.50
L60401BE	Construct Three Montauk Branch Bridges	Dec-12	\$26.20
L60601YA	Shop Reconfig & Reliability Centered Maint Instructr	Dec-12	\$10.40
L50304T8	Main Line Corridor-Grade Xing	Jan-13	\$80.79

**MTA Long Island Rail Road**  
**2010-2014 Completions**  
**\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
L509048K	Morris Park Environmental Stud	Mar-13	\$8.59
L502042D	New Elevators-Queen Village St	Aug-13	\$8.45
L5020427	Replace Elevator-Atlantic Term	Nov-13	\$3.00
L50401BC	Colonial Road Highway Bridge Replacement	Dec-13	\$10.00
L60301TD	2013 Annual Track Program	Dec-13	\$59.50
L60301TE	2014 Annual Track Program	Dec-14	\$57.10
L50402VA	ERT Fire & Life Safety	Dec-14	\$116.30
L60401BD	150th Street - Jamaica & Broadway /Port Washington	Dec-14	\$29.70
L60501L6	PennStation Radio Retrofit/EastRiverTunnel Antenna	Dec-14	\$6.50



**MTA Metro-North Railroad**  
**2010-2014 Completions**  
**\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
M503-03-01	West of Hudson Track Program	Jan-10	\$31.18
M503-02-08	Right-of-Way Fencing	Jan-10	\$1.85
M504-01-17	PBX Replacement	Mar-10	\$1.69
M502-01-13	GCT Switch & Track Renewal	Apr-10	\$11.88
M501-03-08	Replace Obsolete Work Equipment	Apr-10	\$1.73
M504-01-13	Refurbish/Replace Electric Switch Machines	Apr-10	\$0.95
M503-02-02	Rehabilitate Culverts/Railtop Culverts	May-10	\$3.13
M503-02-09	Remove Obsolete Facilities	May-10	\$5.02
M502-01-05	GCT Elevator Rehabilitation Phase III	Jun-10	\$4.37
M504-01-12	Vital Processor System (GCT)	Jun-10	\$0.00
M501-01-09	End Door Coach Midlife Overhaul - 40 Cars	Aug-10	\$21.75
M501-01-10	M-9 Specification Development	Aug-10	\$1.40
M502-01-12	Vital Processor System (GCT)	Aug-10	\$6.20
M503-01-14	2009 Cyclical Track Program	Aug-10	\$12.73
M508-01-14	PTC Scope Development	Aug-10	\$4.00
M503-02-03	D.C. Substation/Signal House	Sep-10	\$2.01
M505-01-10	Install Sectionalizing Switches GCT	Oct-10	\$4.35
M502-02-01	Hudson Line Stations Improvements Phase II	Nov-10	\$88.08
M503-02-16	Employee Welfare and Storage Facilities	Nov-10	\$2.74
M504-01-11	C&S Cable Replacement GCT to Mott Haven	Nov-10	\$4.20
M505-01-04	Aluminum 3rd Rail and E-Rail GCT Lower Level	Nov-10	\$2.98
M502-01-11	2010 GCT Switch/Track Renewal	Dec-10	\$1.28
M503-03-05	Undergrade Bridge Program West of Hudson	Dec-10	\$7.89
M504-01-05	Replace CTC Systems (OCC/ECC)	Dec-10	\$26.47
M504-01-10	Upgrade Grade Crossings	Dec-10	\$1.02
M505-01-02	Substation Retrofit - Harlem and Hudson Lines	Dec-10	\$12.68
M505-01-09	Rehab Harlem and Hudson Lines Substations	Dec-10	\$13.62
M604-01-10	Communication & Signals Maintenance Mgmt System	Feb-11	\$0.78
M501-01-04	M-4 Midlife Remanufacture - 54 Cars	Feb-11	\$9.96
M501-01-05	M-6 Midlife Remanufacture Spec Develop	Feb-11	\$0.60
M503-01-15	2010 Cyclical Track Program	Mar-11	\$3.75
M502-01-09	GCT Facilities Rehabilitation	Apr-11	\$0.44
M502-01-14	GCT IT Data Room	Apr-11	\$1.18
M502-99-09	GCT Facilities Rehabilitation	Apr-11	\$21.94
M503-02-18	Systemwide Flood Control	May-11	\$3.30
M505-01-01	Substation Bridge 23	May-11	\$4.93
M502-01-08	GCT Water Conveyance Utilities Improvements	Jun-11	\$3.64
M502-02-07	Station and Platform Informational Signs	Jun-11	\$0.95
M502-02-08	Ticket Selling Machines	Jun-11	\$3.66
M502-99-05	GCT Elevators	Jun-11	\$7.70
M508-01-02	Systemwide Lead/Asbestos Abatement	Jun-11	\$4.40
M508-01-15	Small Business Development	Jul-11	\$0.37
M605-01-02	Renewal Harlem & Hudson Substations - Construction	Aug-11	\$8.00
M503-01-05	M of W Equipment	Oct-11	\$10.55
M506-01-07	Shops and Yards Miscellaneous Environmental Improvements	Oct-11	\$0.23
M604-01-05	Crossing Upgrades - Phase 2	Dec-11	\$0.98
M604-01-14	Radio Base Station Replacement	Dec-11	\$0.71
M605-01-08	Replace 3rd Rail Sectionalizing Switches	Dec-11	\$1.26
M502-01-02	GCT Leaks Remediation	Dec-11	\$1.37
M502-01-10	GCT Trainshed Block Restoration	Dec-11	\$2.37
M502-02-03	Poughkeepsie Station Building	Dec-11	\$16.86

**MTA Metro-North Railroad**  
**2010-2014 Completions**  
**\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
M502-03-03	Cortlandt Parking & Access Improvements	Dec-11	\$34.24
M502-99-03	Poughkeepsie Station Building	Dec-11	\$4.61
M503-01-02	Turnouts Mainline/High Speed	Dec-11	\$52.62
M503-01-04	Turnouts Yards	Dec-11	\$5.25
M508-01-03	Environmental Remediation	Dec-11	\$1.20
M501-01-11	West of Hudson Locomotives - F40	Jan-12	\$8.02
M502-02-05	New Haven Line (NYS) Stations Improvements	Feb-12	\$21.33
M502-99-01	Tarrytown Station Improvement	Apr-12	\$38.06
M503-02-17	Beacon Line Undergrade Bridge	May-12	\$0.03
M503-03-03	Moodna/Woodbury Viaducts	Sep-12	\$4.65
M602-02-02	Fordham Station Improvements	Oct-12	\$11.31
M504-01-18	Positive Train Control (PTC)	Nov-12	\$9.87
M602-01-02	Park Avenue Tunnel Renewal	Dec-12	\$7.50
M603-01-09	Rebuild Retaining Walls	Dec-12	\$5.00
M603-02-14	Park Avenue Viaduct Direct Fixation	Dec-12	\$1.80
M604-01-06	Centralized Train Control/SCADA Intrusion Testing	Dec-12	\$0.73
M604-01-11	PBX Equipment Upgrade	Dec-12	\$2.78
M604-01-16	Radio Frequency Rebanding	Dec-12	\$3.49
M501-01-07	M-8 NHL Purchase - 210+90 Cars MN Share	Dec-12	\$99.86
M501-01-12	Rolling Stock Signals (PTC)	Dec-12	\$5.32
M502-02-02	Croton Harmon/Peekskill Station Improvements	Dec-12	\$16.67
M502-02-06	Station Building Rehabilitation	Dec-12	\$10.75
M502-02-11	System Wide Vending Machines	Dec-12	\$0.57
M503-01-09	Drainage and Undercutting	Dec-12	\$9.18
M604-01-02	West of Hudson Signal Improvements	Jan-13	\$64.38
M504-01-07	Signal System Replacement	Jan-13	\$30.74
M505-01-03	Replace Harlem River Lift Bridge Breaker Houses	Jan-13	\$1.43
M503-02-06	Overhead Bridge Program-East of Hudson (MNR Share)	Feb-13	\$5.70
M605-01-07	Harlem River Lift Bridge Breaker Houses/Controls	Mar-13	\$13.00
M602-02-06	New Haven Line Station Phase II	Jun-13	\$33.19
M603-03-03	Moodna/Woodbury Viaduct	Jun-13	\$9.86
M605-01-06	Park Avenue Tunnel & Viaduct Alarm	Jun-13	\$1.00
M606-01-04	Port Jervis Yard Expansion	Jun-13	\$6.54
M505-01-08	Harlem and Hudson Lines Power Improvements	Oct-13	\$8.76
M604-01-04	Replace Field code System - Mott Haven	Nov-13	\$1.66
M502-03-01	Parking Rehabilitation	Nov-13	\$1.17
M602-01-07	GCT Platform Improvements	Dec-13	\$3.10
M603-02-07	Specialized Structure Equipment	Dec-13	\$0.92
M603-02-13	Catenary Painting/Rehabilitate Catenary Structures	Dec-13	\$4.00
M604-01-03	Replace Fiber/Communication & Signals Cables	Dec-13	\$8.34
M604-01-12	Mobile/Portable Radios	Dec-13	\$0.17
M604-01-13	Rolling Stock Radios and PA Equipment	Dec-13	\$0.24
M502-02-09	Bronx Stations/Capacity Improvements	Dec-13	\$11.36
M503-03-04	Otisville Tunnel	Dec-13	\$1.09
M508-01-09	Customer and Employee Communications Projects	Dec-13	\$7.35
M603-03-04	Otisville Tunnel Renewal	Jan-14	\$3.00
M605-01-03	Harlem & Hudson Lines Power Improvements	Jan-14	\$35.21
M603-02-04	DC Substation/Signal House	Feb-14	\$1.65
M602-03-01	Parking Renewal	Mar-14	\$2.50
M602-01-08	GCT Utilities	Apr-14	\$26.09
M605-01-01	Substation Bridge 23 - Construction	Jun-14	\$24.90

**MTA Metro-North Railroad**  
**2010-2014 Completions**  
**\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
M606-01-02	Wassaic Yard Expansion-D/C	Sep-14	\$2.70
M601-01-01	EMU Replacement/Repair	Dec-14	\$24.97
M601-01-02	M-8 New Haven Line Purchase	Dec-14	\$220.50
M601-01-03	Shuttle/Switcher Locomotives	Dec-14	\$11.91
M602-01-01	GCT Trainshed/Tunnel Structure	Dec-14	\$30.03
M602-01-04	GCT Trainshed Track Structure	Dec-14	\$3.00
M602-01-09	GCT Customer Communications	Dec-14	\$2.04
M602-02-04	Station Building Rehabilitation/Net Lease	Dec-14	\$4.95
M602-02-07	Smart Card Improvements	Dec-14	\$8.13
M602-02-08	Customer Communications/Connectivity Improvements	Dec-14	\$60.52
M602-03-02	Strategic Facilities	Dec-14	\$45.25
M603-01-05	M o f W Equipment/RS	Dec-14	\$10.00
M603-01-06	Cyclical Repl. Insulated Joint	Dec-14	\$2.40
M603-01-07	Rock Slope Remediation	Dec-14	\$6.70
M603-01-08	Drainage and Undercutting Program	Dec-14	\$10.00
M603-02-01	Replace Timbers Undergrade Bridges	Dec-14	\$3.68
M603-02-02	Rehab Culverts/Railtop Culvert	Dec-14	\$3.31
M603-02-03	Right of Way Fencing	Dec-14	\$0.70
M603-02-05	Bridge Walkways Installation	Dec-14	\$1.77
M603-02-06	Remove Obsolete Facilities	Dec-14	\$2.90
M603-02-09	Employee Welfare and Storage Facility	Dec-14	\$10.00
M603-02-10	Replace/Repair Undergrade Bridges Program	Dec-14	\$36.50
M603-02-11	Harlem River Lift Bridge Cable	Dec-14	\$10.50
M603-02-12	Overhead Bridge Program - E of H	Dec-14	\$17.10
M603-03-02	West of Hudson Improvements	Dec-14	\$3.79
M603-03-05	West of Hudson Replace/Renew Undergrade Bridges	Dec-14	\$11.91
M604-01-07	Refurbish/Replace Electrical Switch Machine	Dec-14	\$0.48
M604-01-08	Design/Replace Harlem and Hudson Track Relays	Dec-14	\$1.14
M604-01-09	Replace High Cycle Relays	Dec-14	\$0.60
M605-01-05	Replace Substation Batteries	Dec-14	\$1.00
M605-01-09	Replace 3rd Rail Brackets - Park Avenue Tunnel	Dec-14	\$6.00
M606-01-03	Other Shops/Yards Renewal	Dec-14	\$24.10
M608-01-09	Systemwide Security Initiatives	Dec-14	\$5.00
M603-01-04	Turnouts - Yards/Sidings	Dec-14	\$4.41

**Bridges & Tunnels**  
**2010-2014 Completions**  
**\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
D501CB08	Deck and Structural Rehab	May-10	\$69.34
D502TN49	Suspended Span Deck Repl	Jun-10	\$4.66
D502TN82	Rehab of Orthotropic Deck	Jun-10	\$2.73
D502HH80	Replace Lower Level Deck	Jun-10	\$87.91
D503AW48	2nd Generation E-Zpass In-Lane	Jun-10	\$5.01
D504AW82	Alternate Fuel Storage	Jul-10	\$2.18
D502VN80	Rehab Decks on Suspended Spans	Oct-10	\$51.91
D501VN32	Structural Steel Repairs	Nov-10	\$13.63
D402BW89	Approach Ramps Repl.& Lower Ga	Dec-10	\$21.07
D502HH04	Replace Cross Drainage	Dec-10	\$3.96
D502VN84	Widening of Belt Parkway Ramps	Jan-11	\$3.58
D504QM30	Electric Upgrade - Vent Bldgs	Feb-11	\$3.56
D502TB64	Replace Deck-RI Viaduct	Mar-11	\$250.92
D502TN50	Replace Concrete Deck	Apr-11	\$75.89
D503VN03	New Toll Plaza - Phase 1	Oct-11	\$11.02
D503AW36	Installation of CCTV/Fiber Opt	Dec-11	\$1.72
D503AW35	Weather Information Systems	Dec-11	\$0.98
D504AW80	Variable Message Signs	Dec-11	\$3.59
D602RK74	Replace T-48 Wearing Surface	Jan-12	\$30.86
D503HH85	Upper Level Toll Plaza Deck	Feb-12	\$4.75
D501TN87	Anchorage and Tower Protection	Mar-12	\$11.41
D607TN87	Paint - Bronx and Queens Tower Fender Systems	Mar-12	\$8.31
D503AW37	Operation Centers TS Systems	Mar-12	\$3.28
D607VN88	Tower Painting - Below Roadway Level	Oct-12	\$30.36
D502BW89	Elevated & On Grade (Bx) Appr.	Oct-12	\$209.38
D501BW84	Cable and Anchorage Investigation	Dec-12	\$8.18
D501BW97	Concrete Anchorage Repairs	Dec-12	\$11.10
D601CB09	Substructure & Underwater Work	Dec-12	\$30.06
D505QM01	Service & FE Building Rehab	Mar-13	\$16.29
D607TN85	Steel Repairs - Suspended Span	Jun-13	\$4.12
D602HH10	Upper Level Sidewalk / Curb Stringers	Aug-13	\$39.15
D607HH10	Paint - Curb Stringers	Aug-13	\$0.81
D603AW54	Regional Integration	Nov-13	\$3.12
D601MP06	Substructure & Underwater Scour Protection	Dec-13	\$17.10
D601MP16	Miscellaneous Steel Repairs	Dec-13	\$2.51
D602TN82	Rehabilitate Orthotropic Deck - Phase B	Dec-13	\$51.96
D604BW15	Installation of New Necklace Lighting System & Accoustic Monitoring System	Dec-13	\$10.67
D607TN82	Paint - Bronx and Queens Approach Spans	Dec-13	\$63.35
D601TN60	Anchorage Dehumidification	Jan-14	\$3.30
D601HH07	Structural Rehabilitation - Phase I	Feb-14	\$7.28
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	May-14	\$105.82
D402TB65	Deck Rpl: Manhattan Plaza & Ra	Jun-14	\$24.86
D601BW97	Concrete Anchorage Repairs - Bronx	Jun-14	\$10.75
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	Jun-14	\$435.81
D607RK65	Paint - Plaza and Approach Ramps	Jun-14	\$18.83
D601TN52	Miscellaneous Structural Rehabilitation	Sep-14	\$26.80
D604BB45	Replace Electrical Switchgear & Equipment	Sep-14	\$63.47
D604QM81	Controls / Communication System	Sep-14	\$4.31
D604VN87	Substation #1 Rehabilitation	Oct-14	\$16.63
D603AW52	Advanced Traffic Detection / Management System	Nov-14	\$4.59
D601BW84	Cable Investigation / Monitoring	Dec-14	\$9.24
D601HH81	Replace Lower Level South Approach	Dec-14	\$8.67
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	Dec-14	\$19.09
D605BB21	Service Building Rehabilitation	Dec-14	\$4.16
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	Dec-14	\$17.41
D603AW48	2nd Generation E-Zpass In-Lane	Jul-15	\$35.00

**MTA Capital Construction Company**  
**2010-2014 Completions**  
**\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
G51402G3	06TSG Fncg&CCTV-Var Sys Loc'ns	Mar-10	\$2.03
G4140407	03ODP -AccessCntrl/Detect Sys	Mar-10	\$17.67
G4140409	04ODP -Incident Mgmt Equipmnt	Apr-10	\$0.55
G5140401	05 ODP Grant - CCTV	May-10	\$21.68
G4140412	04ODP - RollUp Doors - Depots	Jun-10	\$3.50
G5090125	MNR MODs andTractionPower Relo	Jun-10	\$16.60
G5140103	B&T Bronx Whitestone Hardening	Jul-10	\$44.60
G4120109	FSTC 4A- Foundation	Aug-10	\$98.95
G4120204	SoFe Landscaping	Aug-10	\$25.40
G4140204	East River Tunnels - Security	Aug-10	\$47.50
G4140201	LIRR Security Projs:Infra&Facs	Sep-10	\$13.37
G5090128	Madison Yard Demolition	Sep-10	\$40.93
G5140404	2006 BZPP Grant - 63rd Street	Sep-10	\$1.00
G4140101	B&T Security Projs:Infra&Facs	Dec-10	\$16.77
G5090119	Harold & Point CIL	Dec-10	\$38.17
G4140501	MTA Security Program	Dec-10	\$59.72
G4140401	NYCT Security Projs:Infra&Facs	Dec-10	\$201.68
G5140104	B&T Triborough Hardening	Dec-10	\$55.72
G5090127	F Interlocking CIL	Feb-11	\$8.18
G5090145	Adv Procurement-Mtls 3rd Party	Mar-11	\$31.58
G5140303	07TSG GCT Emergency Generators	May-11	\$17.32
G4090126	Harold Structures (Part 2A)	May-11	\$27.07
G4140206	ARRA TSGP-Penn Stn Perim Prot	Jun-11	\$11.81
G4140301	MNR Security Projs:Infra&Facs	Jul-11	\$59.58
G5100103	Cntract 5A 86 St Stn Structure	Aug-11	\$46.00
G5140405	07TSG Access Cntrl/Detect Sys	Aug-11	\$15.48
G4120115	FSTC 4E-Dey St Conc Finishes	Sep-11	\$26.73
G4120116	Cortlandt St BWY-BMT Southbound Platform (MTA)	Sep-11	\$5.92
G4160103	Cortlandt St BWY-BMT Southbound Platform (PANY)	Sep-11	\$9.98
G5140407	08TS 34th St Herald Sq AccCntrl	Sep-11	\$33.50
G5140408	08TSG 47-50 RockCtrAccessCntrl	Sep-11	\$5.23
G4090143	44th St. & 245 Park Ave. Entr	Sep-11	\$42.80
G5090148	Northern Blvd Crossing	Oct-11	\$89.24
G4100106	SAS Tunnels 92 St-62 St	Jan-12	\$397.06
G5090117	Harold Structures (Part 1)	Jan-12	\$179.71
G5140406	07TSG Chambers St IESS	Mar-12	\$15.78
G4140203	Penn Stn LIRR/NYCT Sec/Harden	Mar-12	\$52.85
G5140107	08TSG RFK Bridge Hardening	Apr-12	\$5.54
G5110110	Construction (Site K)	May-12	\$92.34
G5090115	50th St. Vent Plant Facility	Jun-12	\$99.07
G4140417	CCTV Installation on Buses	Jun-12	\$5.00
G4140102	Verazzano Br Security / Harden	Jun-12	\$105.79
G4140302	Grnd Cntrl Security/Hardening	Jun-12	\$64.16
G4140403	63 St Tun Security & Hardening	Jun-12	\$81.11
G4140404	Times Square - Security	Jun-12	\$23.28
G5140206	07UASI Jamaic Sta PerimProtect	Jun-12	\$4.21
G4120114	FSTC 4C/D-4/5 Rehb Dey Headhse	Jul-12	\$84.78
G5110107	Construction (Site L)	Aug-12	\$65.50
G5110104	Running Tunnel	Sep-12	\$1,226.30
G4090119	MH Tunnel Excavation	Sep-12	\$455.00
G5090114	GCT Concrse Civil&Structural	Sep-12	\$781.02
G5090122	Queens Bored Infrastructure	Sep-12	\$756.76
G4120108	FSTC 4G-Corbin Bldg Restoratr	Dec-12	\$86.03

**MTA Capital Construction Company**  
**2010-2014 Completions**  
**\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
G5110108	Construction (Site J)	Dec-12	\$170.97
G6140104	Procure Loop & Hardy CILs	Jan-13	\$4.61
G4120106	FSTC 4B- A/C Mezzanine, J/M/Z	Mar-13	\$188.18
G6090112	55th St Vent Facility	Apr-13	\$71.55
G5110101	Future Construction	Jul-13	\$351.70
G5100101	Contract 2A 96 St Stn Structure	Aug-13	\$363.30
G5100102	Contract 4A&B 72 St Stn Structure	Aug-13	\$661.10
G5090118	Harold Interlocking Stage 1	Sep-13	\$164.19
G6090120	Plaza Substation & Structure	Nov-13	\$242.34
G5100107	Cnt 5B 86St Stn Mining&Lining	Jan-14	\$105.90
G5100108	Contract 3: 63rd St Stn Rehab	Jan-14	\$152.50
G6090118	Harold Interlocking Stage 3 (FHA-03)	Apr-14	\$27.65
G6090123	Harold Structures (Part 3)	Apr-14	\$233.75
G4120103	FSTC Real Estate	Jun-14	\$174.05
G4120107	FSTC 4F-Transit Center Encl	Jun-14	\$291.68
G6090108	Facility Power & Tunnel Vent	Jun-14	\$202.72
G5090129	Systemwide Trackwork	Jul-14	\$12.69
G6090106	Systemwide Trackwork	Jul-14	\$128.90
G6090110	Signals	Jul-14	\$109.66
G5090150	Manhattan Structures Part 2	Oct-14	\$19.88
G6090117	Manhattan Structures Part 2	Oct-14	\$396.40
G6090109	Traction Power	Oct-14	\$56.92

**MTA Bus Company**  
**2010-2014 Completions**  
**\$ millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
U40302/08	New Buses:105 Standard Hybrid Buses	Mar-10	\$63.27
U50302/03	Depot Rehabilitation:Roof/Ventilation: Laguardia Depot	Feb-11	\$8.75
U50302/11	Depot Rehabilitation:Roof/Ventilation: Far Rockaway Depot	Apr-11	\$6.93
U50302/21	Misc: Bus Projects:2008 Project Administration	Apr-11	\$1.23
U50302/04	Depot Rehabilitation:Power Upgrade-LaGuardia Depot	May-11	\$2.08
U50302/13	Depot Rehabilitation:Roof/Ventilation: Eastchester Maintenance Facility	May-11	\$3.09
U50302/20	Depot Equipment And Machinery:Depot Equipment	May-11	\$0.79
U50302/09	Misc: Bus Projects:Upgrade Parking: Baisley Pk & JFK Depot	Aug-11	\$9.76
U50302/12	Depot Rehabilitation:Roof/Ventilation: Baisley Park Depot	Oct-11	\$8.50
U50302/10	Misc: Bus Projects:Security Upgrade: College Point, Eastchester, Yonkers	Dec-11	\$2.83
U60302/15	New Buses:83 Standard Buses	Dec-11	\$50.90
U50302/14	Depot Rehabilitation:Roof/Ventilation: JFK Depot	Mar-12	\$8.00
U50302/17	Misc: Bus Projects:Fire Protection: JFK, LaGuardia, Baisley Park, Eastchester	Apr-12	\$10.00
U50302/04	Depot Rehabilitation:Electr Upgrd/Emerg Generators 6 Depots	May-12	\$11.78
U50302/15	Misc: Bus Projects:New Fueling Lane & Bus Washer: LaGuardia	Jun-12	\$8.00
U50302/16	Misc: Bus Projects:Additional Fueling Capacity: Baisley Park, JFK, LaGuardia	Jun-12	\$3.00
U60302/16	New Buses:64 Standard Buses	Dec-12	\$46.30
U50302/05	Depot Rehabilitation:Reloc Fuel Tanks/Bus Washers-Eastchester	Jan-13	\$10.00
U50302/19	Autos, Trucks & Service Vehicles: DOB:Service Vehicles	Mar-13	\$4.17
U50302/99	Capital Program Management:Misc Consultant Construction Mgmt Svces	Aug-13	\$5.00
U60302/01	Misc: Bus Projects:Project Administration & Engineering - 2011	Dec-13	\$4.10
U60302/04	Misc: Bus Projects:MTA-Bus Security Improvements - 2011	Dec-13	\$6.10
U60302/05	Depot Equipment And Machinery:MTA-Bus Depot Equipment - 2011	Dec-13	\$3.30
U60302/08	Depot Rehabilitation:New Apron - JFK Depot	Dec-13	\$6.50
U60302/17	New Buses:34 Standard Buses	Dec-13	\$25.90
U60302/19	New Buses:72 Articulated Buses	Dec-13	\$65.52
U60302/20	Misc: Bus Projects:Real Time Customer Information, MTA Bus	Dec-13	\$8.00
U60302/21	Misc: Bus Projects:Design Management Services - 2011	Dec-13	\$2.05
U60302/22	Misc: Bus Projects:Construction Managmeent Services - 2011	Dec-13	\$2.05
U60302/01	Misc: Bus Projects:Project Administration & Engineering Support - 2012	Dec-14	\$4.26
U60302/05	Depot Equipment And Machinery:MTA-Bus Depot Equipment - 2012	Dec-14	\$5.00
U60302/13	Depot Rehabilitation:Depot Modifications for Articulated Buses: Baisley Park, JFK	Dec-14	\$6.10
U60302/18	New Buses:32 Express Buses	Dec-14	\$23.60
U60302/21	Misc: Bus Projects:Design Management Services - 2012	Dec-14	\$2.13
U60302/22	Misc: Bus Projects:Construction Management Services - 2012	Dec-14	\$2.13

**MTA Police Department  
2010-2014 Completions  
\$ in millions**

<b>Project ID</b>	<b>Project Description</b>	<b>Completion</b>	<b>Project Allocation</b>
N510-01-01	MTAPD Suffolk County District Office	Dec-10	\$11.47
N510-01-16	MTAPD Public Safety Radio Alternatives Analysis	May-11	\$0.25
N510-01-15	MTAPD Merrick Facility	Dec-11	\$1.49
N510-01-10	MTAPD Communication Center Backup	Jun-12	\$2.22
N510-01-04	MTAPD K9 Facility	Dec-13	\$7.46
E610-01-02	MTAPD Staten Island District Office	Dec-14	\$12.00
E610-01-03	MTAPD Nassau County District Office	Dec-14	\$13.00



**OPERATING IMPACTS EXCEEDING \$1 MILLION  
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2010-2014**

**NEW YORK CITY TRANSIT CAPITAL PROJECTS**

**Project:** Mother Clara Hale Depot Reconstruction (*newly added*)

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 will begin in 2011 (\$1.5 million), with full impacts in late 2013 (\$2.7 million).

**Project:** Enterprise Security Network Infrastructure (*newly added*)

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), PACIS (Public address and Customer Information System) which are planned to be migrated to new network. Full impacts will start in 2014 (\$2.7 million).

**Project:** 7 West Extension (*newly added*)

This project will extend the Flushing Line (7) southwest from 42 St & 8<sup>th</sup> Ave to a new station at 34 St & 11<sup>th</sup> 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. The extension is currently scheduled to begin revenue service in 3Q2013. Full impacts have not been calculated but are expected to be greater than \$1 million per year.

**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, and the design for a new entry pavilion at Fulton and Broadway is still being determined. The complex is being renewed in phases. The renewed complex will be larger and have new escalators and elevators. Full impacts begin in 2013 (\$12.5 million).

**Project:** R160 Option 2 Subway Car Purchase

This is the second option of the purchase of R160 subway cars. The option was exercised in November 2008. This purchase of 382 cars has 292 cars that replace older ones and 90 that are expanding the fleet, which were ordered as a result of previous service decisions. Additional new cars to the fleet have additional maintenance, energy, and personnel costs. Deliveries will start in August 2009 through completion in June 2010, with arrival of the growth cars starting in approximately March 2010. Full impacts begin in June 2010 (\$4.3 million).

**Project:** Charleston Depot Annex

This is a new bus depot. 72 positions are added, reflecting the fixed overhead of operating a depot. Beginning in 2009, 10 of the positions include security guards, who will provide 24x7 coverage. Initial operating impacts begin in 2008 (\$1.2 million), but full impacts begin with completion of the project in August 2010, totaling about \$6.4 million annually.

**OPERATING IMPACTS EXCEEDING \$1 MILLION  
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2010-2014**

**Project:** Paratransit AVL

Maintain assets associated with Paratransit AVL, includes contract maintenance as well as in-house support. Impacts begin in 2008, with costs reaching \$1.2 million in 2010.

**Project:** Public Address/Customer Information Screens – 156 IRT Stations

Total impacts begin in 2009, reflecting 20 positions (\$2.6 million). Impacts appear in two areas. The TIS area includes vendor software maintenance and resources to support the active directory of the PA/CIS application (\$1.2 million). The Electronics Maintenance Division (EMD) includes \$1.4 million to maintain assets associated with the enhanced public address system.

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**LONG ISLAND RAIL ROAD CAPITAL PROJECTS**

There are no capital projects entering beneficial use in 2010-2014 that have an impact on LIRR's operating budget over \$1 million.

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**METRO-NORTH RAILROAD CAPITAL PROJECTS**

**Project:** GCT Facilities Rehabilitation

This project renovates the existing Tennis Court Facilities on the 3rd floor including two mezzanines in GCT into a suitable, environmentally-friendly locker/rest facility for Train & Engine (T&E) crews, Bldg Services/Customer Service Reps, and Fire Brigade personnel. Also included is the construction of two structural floors at the 4th and 5th floor as an option to add at a later. There is a one time approx. impacts in 2011 (\$0.98 million) includes purchase of furniture, and possible increase in positions to manage services. Future impacts in 2012 and on will be minimal.

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**MTA CAPITAL CONSTRUCTION COMPANY CAPITAL PROJECTS**

There are no capital projects entering beneficial use in 2010-2014 that have an impact on the MTACC's operating budget over \$1 million.

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**MTA BUS COMPANY CAPITAL PROJECTS**

There are no capital projects entering beneficial use in 2010-2014 that have an impact on the MTA BUS's operating budget over \$1 million.

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**OPERATING IMPACTS EXCEEDING \$1 MILLION  
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2010-2014**

**BRIDGES AND TUNNELS CAPITAL PROJECTS**

**Project:** Anchorage and Tower Improvements at the Throgs Neck Bridge

Best Value Analysis of the 2010-2014 Capital Program resulted in the incorporation of the Major Maintenance Project TNM-338, miscellaneous steel repairs to the tower bases and removal and replacement of concrete encasements, into this Capital Project. The work being capitalized is similar to the work being performed under the capital project, economies of scale are achieved by performing this work under one contract and the work complies with capital eligibility requirements. The major work of this project is structural steel work water for anchorage and tower protection. Impacts reflecting reductions to the major maintenance costs are reflected in 2010 and 2011 (\$3.9 million and \$2.3 million respectively). These reductions have already been incorporated into the July 2010 Financial Plan.

**Project:** QMT Maintenance Facility

Best Value Analysis of the 2010-2014 Capital Program resulted in the incorporation of the Major Maintenance Project QMM-332, Borden Avenue Environmental Remediation, into this Capital Project. The work being capitalized complies with capital eligibility requirements and is a GASB #49 reportable remediation. In addition, economies of scale are achieved by performing this work under one contract. Impacts reflecting reductions to the major maintenance costs are reflected in 2010 and 2011 (\$0.1 million and \$1.1 million respectively). These reductions have already been incorporated into the July 2010 Financial Plan.

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**MTA POLICE DEPARTMENT CAPITAL PROJECTS**

There are no capital projects entering beneficial use in 2010-2014 that have an impact on the MTAPD's operating budget over \$1 million.

## **VI. Agency Financial Plans and 12-Month Allocations**

# **Bridges and Tunnels**

**MTA BRIDGES AND TUNNELS  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA Bridges and Tunnels 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. The Adopted Budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2010.

These adjustments, along with technical adjustments now included in the February Financial Plan, are presented on the attached reconciliations from the November Financial Plan and are described below:

- The toll increase, which was implemented on December 30, 2010, generates additional revenue of \$106.7 million in 2011, \$107.4 million in 2012, \$107.6 million in 2013, and \$107.9 million in 2014;
- New MTA Efficiencies generate savings of \$0.3 million annually from 2011 on and include B&T's participation in the media consolidation effort, which reduces headcount by two positions (\$0.2 million) and IT project eliminations (\$0.1 million);
- Other efficiencies have been achieved through IT project deferrals which reduce expenses for capitalized assets and increase total support to mass transit by \$1.7 million in 2011 with a comparable offset in 2012;
- The Net-Zero Labor Initiative adds cost savings of \$1.8 million in 2012, \$4.8 million in 2013 and \$6.1 million in 2014;
- Freezing non-represented wages in 2010 provides additional savings of \$0.7 million annually in all years of the plan period;
- A technical adjustment to fund additional credit card fees from higher E-ZPass tolls associated with the toll increase raises expenses by \$1.1 million per year, and increases in pension contributions necessitates higher labor costs of \$1.5 million in 2011, \$3.3 million in 2012, \$3.6 million in 2013 and \$3.9 million in 2014.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2011 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>1,643</b>	<b>\$1,027.104</b>	<b>1,602</b>	<b>\$1,038.905</b>	<b>1,575</b>	<b>\$1,036.341</b>	<b>1,575</b>	<b>\$1,017.911</b>	<b>1,575</b>	<b>\$1,001.172</b>
<b>Technical Adjustments:</b>										
Expenses associated with toll Increase				(\$1.052)		(\$1.077)		(\$1.103)		(\$1.129)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>(\$1.052)</b>	<b>0</b>	<b>(\$1.077)</b>	<b>0</b>	<b>(\$1.103)</b>	<b>0</b>	<b>(\$1.129)</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 12/30/10: 7.5%				\$106.731		\$107.397		\$107.574		\$107.862
New MTA Efficiencies			(2)	0.334	(2)	0.339	(2)	0.343	(2)	0.348
Net-Zero Labor Initiative						1.809		4.830		6.094
Non-Represented Wage Freeze		0.782		0.704		0.700		0.714		0.727
Pension Rate of Return				(1.487)		(3.261)		(3.581)		(3.927)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.782</b>	<b>(2)</b>	<b>\$106.282</b>	<b>(2)</b>	<b>\$106.984</b>	<b>(2)</b>	<b>\$109.880</b>	<b>(2)</b>	<b>\$111.104</b>
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>1,643</b>	<b>\$1,027.886</b>	<b>1,600</b>	<b>\$1,144.135</b>	<b>1,573</b>	<b>\$1,142.248</b>	<b>1,573</b>	<b>\$1,126.688</b>	<b>1,573</b>	<b>\$1,111.148</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>45</b>	<b>\$0.000</b>	<b>53</b>	<b>\$0.000</b>	<b>53</b>	<b>\$0.000</b>	<b>53</b>	<b>\$0.000</b>	<b>53</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<i>MTA Plan Adjustments:</i>										
Fare/Toll Yields on 1/1/11: 7.5%										
New MTA Efficiencies										
Net-Zero Labor Initiative										
Non-Represented Wage Freeze										
Pension Rate of Return										
Sub-Total MTA Plan Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>45</b>	<b>\$0.000</b>	<b>53</b>	<b>\$0.000</b>	<b>53</b>	<b>\$0.000</b>	<b>53</b>	<b>\$0.000</b>	<b>53</b>	<b>\$0.000</b>



**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**NON-REIMBURSABLE**

	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Operating Revenue</b>					
Vehicle Toll Revenue	\$1,417.201	\$1,529.813	\$1,540.342	\$1,542.047	\$1,546.436
Other Operating Revenue	13.992	12.759	12.905	13.067	13.238
Capital and Other Reimbursements	0.000	(0.000)	0.000	(0.000)	(0.000)
Investment Income	0.114	0.301	1.885	2.733	3.224
<b>Total Revenue</b>	<b>\$1,431.307</b>	<b>\$1,542.873</b>	<b>\$1,555.132</b>	<b>\$1,557.846</b>	<b>\$1,562.898</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$125.227	\$123.947	\$127.305	\$128.850	\$131.331
Overtime	20.519	21.294	21.494	21.512	21.755
Health and Welfare	19.888	21.821	23.226	25.037	26.863
OPEB Current Payment	12.103	13.983	14.959	16.003	17.120
Pensions	24.477	28.067	32.203	35.088	38.326
Other Fringe Benefits	16.231	15.598	15.363	15.714	16.198
Reimbursable Overhead	(5.793)	(5.664)	(5.796)	(5.498)	(5.619)
<b>Total Labor Expenses</b>	<b>\$212.651</b>	<b>\$219.047</b>	<b>\$228.755</b>	<b>\$236.706</b>	<b>\$245.975</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	7.463	7.631	8.254	8.936	9.686
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	131.985	118.131	122.184	129.183	146.063
Professional Service Contracts	15.945	19.325	20.414	20.781	21.195
Materials & Supplies	32.975	31.565	30.125	32.346	25.567
Other Business Expenses	2.401	3.039	3.151	3.206	3.264
<b>Total Non-Labor Expenses</b>	<b>\$190.770</b>	<b>\$179.692</b>	<b>\$184.129</b>	<b>\$194.453</b>	<b>\$205.775</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$403.421</b>	<b>\$398.739</b>	<b>\$412.884</b>	<b>\$431.159</b>	<b>\$451.750</b>
Add: Depreciation	\$81.500	\$85.618	\$89.928	\$94.429	\$104.389
Add: OPEB Obligation	55.000	57.310	59.475	62.579	60.125
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$539.921</b>	<b>\$541.667</b>	<b>\$562.287</b>	<b>\$588.167</b>	<b>\$616.264</b>
Less: Depreciation	81.500	85.618	89.928	94.429	104.389
Less: OPEB Obligation	55.000	57.310	59.475	62.579	60.125
<b>Total Expenses</b>	<b>\$403.421</b>	<b>\$398.739</b>	<b>\$412.884</b>	<b>\$431.159</b>	<b>\$451.750</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,027.886</b>	<b>\$1,144.135</b>	<b>\$1,142.248</b>	<b>\$1,126.688</b>	<b>\$1,111.148</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>
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	2010 Final <u>Estimate</u>	2011 Adopted <u>Budget</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b>Revenue</b>					
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 Reimbursements	14.990	17.855	17.529	17.036	17.537
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$14.990</b>	<b>\$17.855</b>	<b>\$17.529</b>	<b>\$17.036</b>	<b>\$17.537</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$5.238	\$7.141	\$7.278	\$7.048	\$7.175
Overtime	0.950	0.890	0.100	0.100	0.100
Health and Welfare	1.405	2.062	2.225	2.287	2.477
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.978	1.254	1.273	1.267	1.308
Other Fringe Benefits	0.626	0.844	0.857	0.836	0.858
Reimbursable Overhead	5.793	5.664	5.796	5.498	5.619
<b>Total Labor Expenses</b>	<b>\$14.990</b>	<b>\$17.855</b>	<b>\$17.529</b>	<b>\$17.036</b>	<b>\$17.537</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$14.990</b>	<b>\$17.855</b>	<b>\$17.529</b>	<b>\$17.036</b>	<b>\$17.537</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$14.990</b>	<b>\$17.855</b>	<b>\$17.529</b>	<b>\$17.036</b>	<b>\$17.537</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$14.990</b>	<b>\$17.855</b>	<b>\$17.529</b>	<b>\$17.036</b>	<b>\$17.537</b>
<b>Baseline Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**NON-REIMBURSABLE / REIMBURSABLE**  
Page 1 of 2

	2010 Final <u>Estimate</u>	2011 Adopted <u>Budget</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b>Revenue</b>					
Vehicle Toll Revenue	\$1,417.201	\$1,529.813	\$1,540.342	\$1,542.047	\$1,546.436
Other Operating Revenue	13.992	12.759	12.905	13.067	13.238
Capital and Other Reimbursements	14.990	17.855	17.529	17.036	17.537
Investment Income	0.114	0.301	1.885	2.733	3.224
<b>Total Revenue</b>	<b>\$1,446.297</b>	<b>\$1,560.728</b>	<b>\$1,572.661</b>	<b>\$1,574.882</b>	<b>\$1,580.435</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$130.465	\$131.088	\$134.583	\$135.898	\$138.506
Overtime	21.469	22.184	21.594	21.612	21.855
Health and Welfare	21.293	23.883	25.451	27.324	29.340
OPEB Current Payment	12.103	13.983	14.959	16.003	17.120
Pensions	25.455	29.321	33.476	36.355	39.634
Other Fringe Benefits	16.857	16.442	16.220	16.550	17.056
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$227.641</b>	<b>\$236.902</b>	<b>\$246.284</b>	<b>\$253.742</b>	<b>\$263.512</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	7.463	7.631	8.254	8.936	9.686
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	131.985	118.131	122.184	129.183	146.063
Professional Service Contracts	15.945	19.325	20.414	20.781	21.195
Materials & Supplies	32.975	31.565	30.125	32.346	25.567
Other Business Expenses	2.401	3.039	3.151	3.206	3.264
<b>Total Non-Labor Expenses</b>	<b>\$190.770</b>	<b>\$179.692</b>	<b>\$184.129</b>	<b>\$194.453</b>	<b>\$205.775</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$418.411</b>	<b>\$416.594</b>	<b>\$430.413</b>	<b>\$448.195</b>	<b>\$469.287</b>
Add: Depreciation	\$81.500	\$85.618	\$89.928	\$94.429	\$104.389
Add: OPEB Obligation	55.000	57.310	59.475	62.579	60.125
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$554.911</b>	<b>\$559.522</b>	<b>\$579.816</b>	<b>\$605.203</b>	<b>\$633.801</b>
Less: Depreciation	\$81.500	\$85.618	\$89.928	\$94.429	\$104.389
Less: OPEB Obligation	55.000	57.310	59.475	62.579	60.125
<b>Total Expenses</b>	<b>\$418.411</b>	<b>\$416.594</b>	<b>\$430.413</b>	<b>\$448.195</b>	<b>\$469.287</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,027.886</b>	<b>\$1,144.135</b>	<b>\$1,142.248</b>	<b>\$1,126.688</b>	<b>\$1,111.148</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE  
Page 2 of 2

	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Baseline Income/(Deficit)</b>	<b>\$1,027.886</b>	<b>\$1,144.135</b>	<b>\$1,142.248</b>	<b>\$1,126.688</b>	<b>\$1,111.148</b>
<b><u>Deductions from Income:</u></b>					
Less: Capitalized Assets	\$9.448	\$16.559	\$20.222	\$18.451	\$18.413
Reserves	14.162	14.353	14.548	14.762	15.003
GASB 45 Reserves	2.322	2.365	2.492	2.562	2.625
<b>Adjusted Baseline Income/(Deficit)</b>	<b>\$1,001.955</b>	<b>\$1,110.857</b>	<b>\$1,104.986</b>	<b>\$1,090.913</b>	<b>\$1,075.106</b>
Less: Debt Service <sup>1</sup>	592.199	618.462	628.338	650.770	680.761
<b>Income Available for Distribution</b>	<b>\$409.756</b>	<b>\$492.395</b>	<b>\$476.648</b>	<b>\$440.143</b>	<b>\$394.345</b>
<b><u>Distributable To:</u></b>					
MTA - Investment Income	\$0.114	\$0.301	\$1.885	\$2.733	\$3.224
MTA - Distributable Income <sup>1</sup>	267.553	308.288	299.893	281.442	258.347
NYCT - Distributable Income <sup>1</sup>	142.089	183.806	174.871	155.968	132.774
<b>Total Distributable Income:</b>	<b>\$409.756</b>	<b>\$492.395</b>	<b>\$476.648</b>	<b>\$440.143</b>	<b>\$394.345</b>
<b><u>Actual Cash Transfers:</u></b>					
MTA - Investment Income	\$0.256	\$0.114	\$0.301	\$1.885	\$2.733
MTA - Transfers <sup>1</sup>	266.935	304.214	300.732	283.287	260.656
NYCT - Transfers <sup>1</sup>	132.020	179.634	175.764	157.858	135.094
<b>Total Cash Transfers:</b>	<b>\$399.211</b>	<b>\$483.963</b>	<b>\$476.797</b>	<b>\$443.030</b>	<b>\$398.483</b>
<b><u>SUPPORT TO MASS TRANSIT:</u></b>					
Total Revenues	\$1,446.297	\$1,560.728	\$1,572.661	\$1,574.882	\$1,580.435
Less: Net Operating Expenses	418.411	416.594	430.413	448.195	469.287
<b>Net Operating Income:</b>	<b>\$1,027.886</b>	<b>\$1,144.135</b>	<b>\$1,142.248</b>	<b>\$1,126.688</b>	<b>\$1,111.148</b>
<b><u>Deductions from Operating Income:</u></b>					
B&T Debt Service	\$199.247	\$215.765	\$224.176	\$245.303	\$275.075
Capitalized Assets	9.448	16.559	20.222	18.451	18.413
Reserves	14.162	14.353	14.548	14.762	15.003
GASB Reserves	2.322	2.365	2.492	2.562	2.625
<b>Total Deductions from Operating Income:</b>	<b>\$225.179</b>	<b>\$249.043</b>	<b>\$261.439</b>	<b>\$281.078</b>	<b>\$311.117</b>
<b>Total Support to Mass Transit:</b>	<b>\$802.708</b>	<b>\$895.092</b>	<b>\$880.810</b>	<b>\$845.610</b>	<b>\$800.031</b>

<sup>1</sup> Debt Service information adjusted for the BAB Subsidy was received after the close of December 2010 financials; therefore, the adjustment for the BAB subsidy is not reflected in the 2010 numbers above, resulting in a discrepancy between MTA's forecasts of Distributable Income for 2010 and Cash Transfers for both 2010 and 2011.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2011-2014**  
**Traffic Volume/ (Utilization)**  
(in millions)

<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
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**TRAFFIC VOLUME**

**Baseline Total Traffic Volume**

<b>291.454</b>	<b>286.764</b>	<b>289.296</b>	<b>290.105</b>	<b>291.452</b>
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**TOLL REVENUE**

**Baseline Total Toll Revenue**

<b>\$1,417.201</b>	<b>\$1,529.813</b>	<b>\$1,540.342</b>	<b>\$1,542.047</b>	<b>\$1,546.436</b>
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**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2011-2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Executive	2	2	2	2	2
Law	7	7	7	7	7
CFO <sup>(1)</sup>	34	27	18	18	18
Labor Relations	5	5	5	5	5
Procurement & Materials	26	0	0	0	0
Staff Services <sup>(2)</sup>	33	31	17	17	17
EEO	1	1	1	1	1
<b>Total Administration</b>	<b>108</b>	<b>73</b>	<b>50</b>	<b>50</b>	<b>50</b>
<b>Operations</b>					
Revenue Management	41	41	41	41	41
Operations (Non-Security)	734	734	734	734	734
<b>Total Operations</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>
<b>Maintenance</b>					
Maintenance	161	161	161	161	161
Operations - Maintainers	162	162	162	162	162
Technology	56	56	52	52	52
Internal Security - Tech Svcs	8	8	8	8	8
<b>Total Maintenance</b>	<b>387</b>	<b>387</b>	<b>383</b>	<b>383</b>	<b>383</b>
<b>Engineering/Capital</b>					
Engineering & Construction	127	127	127	127	127
Health & Safety	8	8	8	8	8
Planning & Budget Capital	12	12	12	12	12
<b>Total Engineering/Capital</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>
<b>Public Safety</b>					
Operations (Security)	232	232	232	232	232
Internal Security - Operations	39	39	39	39	39
<b>Total Public Safety</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>
<b>Total Baseline Positions</b>	<b>1,688</b>	<b>1,653</b>	<b>1,626</b>	<b>1,626</b>	<b>1,626</b>
<i>Non-Reimbursable</i>	1,643	1,600	1,573	1,573	1,573
<i>Reimbursable</i>	45	53	53	53	53
<i>Total Full-Time</i>	1,688	1,653	1,626	1,626	1,626
<i>Total Full-Time Equivalents</i>	0	0	0	0	0

<sup>(1)</sup> includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

<sup>(2)</sup> includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2011-2014**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Managers/Supervisors	41	29	22	22	22
Professional, Technical, Clerical	67	44	28	28	28
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>108</b>	<b>73</b>	<b>50</b>	<b>50</b>	<b>50</b>
<b>Operations</b>					
Managers/Supervisors	50	50	50	50	50
Professional, Technical, Clerical	44	44	44	44	44
Operational Hourlies <sup>(1)</sup>	681	681	681	681	681
<b>Total Operations</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>
<b>Maintenance</b>					
Managers/Supervisors	33	33	32	32	32
Professional, Technical, Clerical	51	51	48	48	48
Operational Hourlies <sup>(2)</sup>	303	303	303	303	303
<b>Total Maintenance</b>	<b>387</b>	<b>387</b>	<b>383</b>	<b>383</b>	<b>383</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	30	30	30	30	30
Professional, Technical, Clerical	117	117	117	117	117
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>
<b>Public Safety</b>					
Managers/Supervisors	10	10	10	10	10
Professional, Technical, Clerical	29	29	29	29	29
Operational Hourlies <sup>(3)</sup>	232	232	232	232	232
<b>Total Public Safety</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>
<b>Total Positions</b>					
Managers/Supervisors	164	152	144	144	144
Professional, Technical, Clerical	308	285	266	266	266
Operational Hourlies	1,216	1,216	1,216	1,216	1,216
<b>Total Positions</b>	<b>1,688</b>	<b>1,653</b>	<b>1,626</b>	<b>1,626</b>	<b>1,626</b>

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

<sup>(2)</sup> Represents maintenance personnel. These positions are paid annually, not hourly.

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

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	112.104	108.928	127.822	127.460	136.015	135.108	136.099	137.173	128.680	132.998	124.909	122.517	1,529.813
Other Operating Revenue	1.013	0.973	1.121	1.005	1.135	1.015	1.086	1.094	1.094	1.104	1.069	1.051	12.759
Capital and Other Reimbursements	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
Investment Income	0.012	0.015	0.010	0.017	0.022	0.021	0.028	0.032	0.035	0.036	0.036	0.036	0.301
<b>Total Revenue</b>	<b>\$113.130</b>	<b>\$109.917</b>	<b>\$128.953</b>	<b>\$128.482</b>	<b>\$137.172</b>	<b>\$136.145</b>	<b>\$137.213</b>	<b>\$138.298</b>	<b>\$129.809</b>	<b>\$134.138</b>	<b>\$126.013</b>	<b>\$123.604</b>	<b>\$1,542.873</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$10.276	\$9.170	\$10.144	\$9.822	\$10.144	\$9.932	\$10.443	\$10.262	\$9.845	\$10.181	\$9.857	\$13.871	\$123.947
Overtime	1.896	1.920	1.755	1.610	1.643	1.548	1.658	1.710	1.933	1.889	1.808	1.923	21.294
Health and Welfare	2.038	1.856	2.038	1.978	2.038	1.978	2.038	2.038	1.978	2.038	1.978	(0.174)	21.821
OPEB Current Payment	1.199	1.027	1.199	1.141	1.199	1.141	1.199	1.199	1.141	1.199	1.141	1.199	13.983
Pensions	2.294	2.294	2.294	2.294	2.294	2.294	2.384	2.384	2.384	2.384	2.384	2.384	28.067
Other Fringe Benefits	2.359	1.145	1.216	1.192	1.216	1.200	1.236	1.219	1.182	1.196	1.159	1.278	15.598
Reimbursable Overhead	(0.472)	(0.472)	(0.472)	(0.472)	(0.472)	(0.472)	(0.472)	(0.472)	(0.472)	(0.472)	(0.472)	(0.472)	(5.664)
<b>Total Labor Expenses</b>	<b>\$19.590</b>	<b>\$16.940</b>	<b>\$18.174</b>	<b>\$17.565</b>	<b>\$18.062</b>	<b>\$17.621</b>	<b>\$18.486</b>	<b>\$18.339</b>	<b>\$17.991</b>	<b>\$18.415</b>	<b>\$17.855</b>	<b>\$20.009</b>	<b>\$219.047</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.592	0.592	0.592	0.592	0.592	0.592	0.592	0.592	0.592	0.592	0.592	1.124	7.631
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.888	7.283	10.722	7.537	7.778	11.636	8.859	10.021	12.104	8.975	9.170	17.158	118.131
Professional Service Contracts	1.371	1.456	1.772	1.420	1.438	1.819	1.562	1.452	1.950	1.440	1.569	2.075	19.325
Materials & Supplies	2.977	2.625	2.646	2.626	2.512	2.512	3.047	2.644	2.452	2.439	2.542	2.542	31.565
Other Business Expenses	0.206	0.111	0.115	0.111	0.115	0.137	0.219	0.111	0.110	0.111	0.131	1.562	3.039
<b>Total Non-Labor Expenses</b>	<b>\$12.034</b>	<b>\$12.066</b>	<b>\$15.847</b>	<b>\$12.286</b>	<b>\$12.434</b>	<b>\$16.694</b>	<b>\$14.279</b>	<b>\$14.820</b>	<b>\$17.208</b>	<b>\$13.557</b>	<b>\$14.005</b>	<b>\$24.461</b>	<b>\$179.692</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adjs.</b>	<b>\$31.623</b>	<b>\$29.007</b>	<b>\$34.021</b>	<b>\$29.851</b>	<b>\$30.496</b>	<b>\$34.316</b>	<b>\$32.765</b>	<b>\$33.160</b>	<b>\$35.199</b>	<b>\$31.972</b>	<b>\$31.860</b>	<b>\$44.470</b>	<b>\$398.739</b>
Add: Depreciation	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$85.618
Add: OPEB Obligation	0.000	0.000	14.328	0.000	0.000	14.328	0.000	0.000	14.328	0.000	0.000	14.328	57.310
<b>Total Expenses/Expenditures</b>	<b>\$38.758</b>	<b>\$36.141</b>	<b>\$55.483</b>	<b>\$36.986</b>	<b>\$37.631</b>	<b>\$55.778</b>	<b>\$39.899</b>	<b>\$40.294</b>	<b>\$56.662</b>	<b>\$39.107</b>	<b>\$38.995</b>	<b>\$65.932</b>	<b>\$541.667</b>
Less: Depreciation	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$85.618)
Less: OPEB Obligation	0.000	0.000	(14.328)	0.000	0.000	(14.328)	0.000	0.000	(14.328)	0.000	0.000	(14.328)	(57.310)
<b>Total Expenses</b>	<b>\$31.623</b>	<b>\$29.007</b>	<b>\$34.021</b>	<b>\$29.851</b>	<b>\$30.496</b>	<b>\$34.316</b>	<b>\$32.765</b>	<b>\$33.160</b>	<b>\$35.199</b>	<b>\$31.972</b>	<b>\$31.860</b>	<b>\$44.470</b>	<b>\$398.739</b>
<b>Net Income/(Deficit)</b>	<b>\$81.506</b>	<b>\$80.910</b>	<b>\$94.932</b>	<b>\$98.631</b>	<b>\$106.676</b>	<b>\$101.829</b>	<b>\$104.449</b>	<b>\$105.139</b>	<b>\$94.610</b>	<b>\$102.165</b>	<b>\$94.153</b>	<b>\$79.134</b>	<b>\$1,144.135</b>





**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	112.104	108.928	127.822	127.460	136.015	135.108	136.099	137.173	128.680	132.998	124.909	122.517	1,529.813
Other Operating Revenue	1.013	0.973	1.121	1.005	1.135	1.015	1.086	1.094	1.094	1.104	1.069	1.051	12.759
Capital and Other Reimbursements	1.488	1.488	1.488	1.488	1.488	1.488	1.488	1.488	1.488	1.488	1.488	1.488	17.855
Investment Income	0.012	0.015	0.010	0.017	0.022	0.021	0.028	0.032	0.035	0.036	0.036	0.036	0.301
<b>Total Revenue</b>	<b>\$114.618</b>	<b>\$111.405</b>	<b>\$130.440</b>	<b>\$129.970</b>	<b>\$138.660</b>	<b>\$137.632</b>	<b>\$138.701</b>	<b>\$139.786</b>	<b>\$131.297</b>	<b>\$135.626</b>	<b>\$127.501</b>	<b>\$125.092</b>	<b>\$1,560.728</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$10.871	\$9.765	\$10.739	\$10.417	\$10.739	\$10.527	\$11.038	\$10.857	\$10.440	\$10.776	\$10.452	\$14.466	\$131.088
Overtime	1.970	1.994	1.830	1.684	1.717	1.623	1.733	1.784	2.008	1.963	1.882	1.998	22.184
Health and Welfare	2.210	2.028	2.210	2.149	2.210	2.149	2.210	2.210	2.149	2.210	2.149	(0.003)	23.883
OPEB Current Payment	1.199	1.027	1.199	1.141	1.199	1.141	1.199	1.199	1.141	1.199	1.141	1.199	13.983
Pensions	2.399	2.399	2.399	2.399	2.399	2.399	2.488	2.488	2.488	2.488	2.488	2.488	29.321
Other Fringe Benefits	2.429	1.215	1.286	1.263	1.286	1.271	1.306	1.289	1.253	1.267	1.229	1.349	16.442
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$21.078</b>	<b>\$18.428</b>	<b>\$19.662</b>	<b>\$19.053</b>	<b>\$19.549</b>	<b>\$19.109</b>	<b>\$19.974</b>	<b>\$19.827</b>	<b>\$19.479</b>	<b>\$19.903</b>	<b>\$19.343</b>	<b>\$21.497</b>	<b>\$236.902</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.592	0.592	0.592	0.592	0.592	0.592	0.592	0.592	0.592	0.592	0.592	1.124	7.631
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.888	7.283	10.722	7.537	7.778	11.636	8.859	10.021	12.104	8.975	9.170	17.158	118.131
Professional Service Contracts	1.371	1.456	1.772	1.420	1.438	1.819	1.562	1.452	1.950	1.440	1.569	2.075	19.325
Materials & Supplies	2.977	2.625	2.646	2.626	2.512	2.512	3.047	2.644	2.452	2.439	2.542	2.542	31.565
Other Business Expenses	0.206	0.111	0.115	0.111	0.115	0.137	0.219	0.111	0.110	0.111	0.131	1.562	3.039
<b>Total Non-Labor Expenses</b>	<b>\$12.034</b>	<b>\$12.066</b>	<b>\$15.847</b>	<b>\$12.286</b>	<b>\$12.434</b>	<b>\$16.694</b>	<b>\$14.279</b>	<b>\$14.820</b>	<b>\$17.208</b>	<b>\$13.557</b>	<b>\$14.005</b>	<b>\$24.461</b>	<b>\$179.692</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$33.111</b>	<b>\$30.495</b>	<b>\$35.509</b>	<b>\$31.339</b>	<b>\$31.984</b>	<b>\$35.804</b>	<b>\$34.252</b>	<b>\$34.647</b>	<b>\$36.687</b>	<b>\$33.460</b>	<b>\$33.348</b>	<b>\$45.958</b>	<b>\$416.594</b>
Add: Depreciation	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$7.135	\$85.618
Add: OPEB Obligation	0.000	0.000	14.328	0.000	0.000	14.328	0.000	0.000	14.328	0.000	0.000	14.328	57.310
<b>Total Expenses</b>	<b>\$40.246</b>	<b>\$37.629</b>	<b>\$56.971</b>	<b>\$38.474</b>	<b>\$39.119</b>	<b>\$57.266</b>	<b>\$41.387</b>	<b>\$41.782</b>	<b>\$58.150</b>	<b>\$40.595</b>	<b>\$40.483</b>	<b>\$67.420</b>	<b>\$559.522</b>
Less: Depreciation	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$7.135)	(\$85.618)
Less: OPEB Obligation	0.000	0.000	(14.328)	0.000	0.000	(14.328)	0.000	0.000	(14.328)	0.000	0.000	(14.328)	(57.310)
<b>Total Expenses</b>	<b>\$33.111</b>	<b>\$30.495</b>	<b>\$35.509</b>	<b>\$31.339</b>	<b>\$31.984</b>	<b>\$35.804</b>	<b>\$34.252</b>	<b>\$34.647</b>	<b>\$36.687</b>	<b>\$33.460</b>	<b>\$33.348</b>	<b>\$45.958</b>	<b>\$416.594</b>
<b>Net Income/(Deficit)</b>	<b>\$81.506</b>	<b>\$80.910</b>	<b>\$94.932</b>	<b>\$98.631</b>	<b>\$106.676</b>	<b>\$101.829</b>	<b>\$104.449</b>	<b>\$105.139</b>	<b>\$94.610</b>	<b>\$102.165</b>	<b>\$94.153</b>	<b>\$79.134</b>	<b>\$1,144.135</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Baseline Net Income/(Deficit)</b>	<b>\$81.506</b>	<b>\$80.910</b>	<b>\$94.932</b>	<b>\$98.631</b>	<b>\$106.676</b>	<b>\$101.829</b>	<b>\$104.449</b>	<b>\$105.139</b>	<b>\$94.610</b>	<b>\$102.165</b>	<b>\$94.153</b>	<b>\$79.134</b>	<b>\$1,144.135</b>
<u>Deductions from Income:</u>													
Less: Capitalized Assets	\$1.380	\$1.380	\$1.380	\$1.380	\$1.380	\$1.380	\$1.380	\$1.380	\$1.380	\$1.380	\$1.380	\$1.380	\$16.559
Reserves	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	14.353
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.365	2.365
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$78.930</b>	<b>\$78.334</b>	<b>\$92.356</b>	<b>\$96.055</b>	<b>\$104.100</b>	<b>\$99.253</b>	<b>\$101.873</b>	<b>\$102.563</b>	<b>\$92.033</b>	<b>\$99.589</b>	<b>\$91.577</b>	<b>\$74.193</b>	<b>\$1,110.857</b>
Less: Debt Service	\$51.538	\$51.538	\$51.538	\$51.538	\$51.538	\$51.538	\$51.538	\$51.538	\$51.538	\$51.538	\$51.538	\$51.538	\$618.462
Less: Gain on Escrow	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Income Available for Distribution</b>	<b>\$27.392</b>	<b>\$26.796</b>	<b>\$40.817</b>	<b>\$44.517</b>	<b>\$52.561</b>	<b>\$47.714</b>	<b>\$50.334</b>	<b>\$51.024</b>	<b>\$40.495</b>	<b>\$48.051</b>	<b>\$40.039</b>	<b>\$22.655</b>	<b>\$492.395</b>
<b>Distributable To:</b>													
MTA - Investment Income	\$0.012	\$0.015	\$0.010	\$0.017	\$0.022	\$0.021	\$0.028	\$0.032	\$0.035	\$0.036	\$0.036	\$0.036	\$0.301
MTA - Distributable Income	18.877	18.577	25.590	27.436	31.456	29.033	30.340	30.683	25.417	29.194	25.188	16.496	308.288
NYCT - Distributable Income	8.503	8.204	15.217	17.063	21.083	18.660	19.966	20.310	15.043	18.821	14.815	6.123	183.806
<b>Total Distributable Income:</b>	<b>\$27.392</b>	<b>\$26.796</b>	<b>\$40.817</b>	<b>\$44.517</b>	<b>\$52.561</b>	<b>\$47.714</b>	<b>\$50.334</b>	<b>\$51.024</b>	<b>\$40.495</b>	<b>\$48.051</b>	<b>\$40.039</b>	<b>\$22.655</b>	<b>\$492.395</b>
<b>Cash Transfers:</b>													
MTA - Investment Income	\$0.000	\$0.114	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.114
MTA - Transfers	0.000	43.744	16.719	23.031	24.693	28.311	26.130	27.306	27.615	22.875	26.275	37.516	304.214
NYCT - Transfers	0.000	21.862	7.383	13.695	15.357	18.975	16.794	17.970	18.279	13.539	16.939	18.843	179.634
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$65.720</b>	<b>\$24.103</b>	<b>\$36.727</b>	<b>\$40.049</b>	<b>\$47.286</b>	<b>\$42.924</b>	<b>\$45.275</b>	<b>\$45.893</b>	<b>\$36.414</b>	<b>\$43.213</b>	<b>\$56.359</b>	<b>\$483.963</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenues	\$114.618	\$111.405	\$130.440	\$129.970	\$138.660	\$137.632	\$138.701	\$139.786	\$131.297	\$135.626	\$127.501	\$125.092	\$1,560.728
Less: Net Operating Expenses	33.111	30.495	35.509	31.339	31.984	35.804	34.252	34.647	36.687	33.460	33.348	45.958	416.594
<b>Net Operating Income:</b>	<b>\$81.506</b>	<b>\$80.910</b>	<b>\$94.932</b>	<b>\$98.631</b>	<b>\$106.676</b>	<b>\$101.829</b>	<b>\$104.449</b>	<b>\$105.139</b>	<b>\$94.610</b>	<b>\$102.165</b>	<b>\$94.153</b>	<b>\$79.134</b>	<b>\$1,144.135</b>
<b>Deductions from Operating Income:</b>													
B&T Debt Service	\$17.980	\$17.980	\$17.980	\$17.980	\$17.980	\$17.980	\$17.980	\$17.980	\$17.980	\$17.980	\$17.980	\$17.980	\$215.765
Capitalized Assets	1.380	1.380	1.380	1.380	1.380	1.380	1.380	1.380	1.380	1.380	1.380	1.380	16.559
Reserves	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	1.196	14.353
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.365	2.365
<b>Total Deductions from Operating Income</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$20.556</b>	<b>\$22.921</b>	<b>\$249.043</b>
<b>Total Support to Mass Transit:</b>	<b>\$60.950</b>	<b>\$60.354</b>	<b>\$74.375</b>	<b>\$78.075</b>	<b>\$86.119</b>	<b>\$81.272</b>	<b>\$83.892</b>	<b>\$84.582</b>	<b>\$74.053</b>	<b>\$81.609</b>	<b>\$73.597</b>	<b>\$56.213</b>	<b>\$895.092</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2011 Adopted Budget**  
**Traffic/(Utilization)**  
(in millions)

	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b><u>Traffic Volume</u></b>													
Total Traffic Volume	21.070	20.424	23.891	23.836	25.543	25.393	25.421	25.648	24.102	24.903	23.492	23.039	286.764
<b><u>Toll Revenue</u></b>													
Total Toll Revenue	\$ 112.104	\$ 108.928	\$ 127.822	\$ 127.460	\$ 136.015	\$ 135.108	\$ 136.099	\$ 137.173	\$ 128.680	\$ 132.998	\$ 124.909	\$ 122.517	\$ 1,529.813

**MTA BRIDGES & TUNNELS**  
**February Financial Plan - 2011 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Executive	2	2	2	2	2	2	2	2	2	2	2	2
Law	7	7	7	7	7	7	7	7	7	7	7	7
CFO <sup>(1)</sup>	27	27	27	27	27	27	27	27	27	27	27	27
Labor Relations	5	5	5	5	5	5	5	5	5	5	5	5
Procurement & Materials	0	0	0	0	0	0	0	0	0	0	0	0
Staff Services <sup>(2)</sup>	31	31	31	31	31	31	31	31	31	31	31	31
EEO	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total Administration</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>
<b>Operations</b>												
Revenue Management	41	41	41	41	41	41	41	41	41	41	41	41
Operations (Non-Security)	734	734	734	734	734	734	734	734	734	734	734	734
<b>Total Operations</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>	<b>775</b>
<b>Maintenance</b>												
Maintenance	161	161	161	161	161	161	161	161	161	161	161	161
Operations - Maintainers	162	162	162	162	162	162	162	162	162	162	162	162
Technology	56	56	56	56	56	56	56	56	56	56	56	56
Internal Security - Tech Svcs	8	8	8	8	8	8	8	8	8	8	8	8
<b>Total Maintenance</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>
<b>Engineering/Capital</b>												
Engineering & Construction	127	127	127	127	127	127	127	127	127	127	127	127
Health & Safety	8	8	8	8	8	8	8	8	8	8	8	8
Planning & Budget Capital	12	12	12	12	12	12	12	12	12	12	12	12
<b>Total Engineering/Capital</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>
<b>Public Safety</b>												
Operations (Security)	232	232	232	232	232	232	232	232	232	232	232	232
Internal Security - Operations	39	39	39	39	39	39	39	39	39	39	39	39
<b>Total Public Safety</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>
<b>Total Positions</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>	<b>1,653</b>
<i>Non-Reimbursable</i>	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600
<i>Reimbursable</i>	53	53	53	53	53	53	53	53	53	53	53	53
<i>Total Full-Time</i>	1,653	1,653	1,653	1,653	1,653	1,653	1,653	1,653	1,653	1,653	1,653	1,653
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

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

(2) Includes Human Resources and Administration staff.



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# **Capital Construction Company**



**MTA CAPITAL CONSTRUCTION  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA Capital Construction's 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. The adopted budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2010.

These adjustments, along with technical adjustments now included in the February Financial Plan, are presented on the attached reconciliations from the November Financial Plan and are described below.

MTACC projects 2011 costs of \$34.437 million, \$.088 lower than the November Financial Plan due to administrative reductions in payroll. From 2012 through 2014 expenditures are projected at \$35.260 million, \$36.031 million and \$35.638 million, respectively, resulting in a variance of approximately \$.090 million per year from the November Financial Plan. MTACC's headcount is projected at 150 in 2010 and drops to 147 from 2011 through 2014, due to MTA Business Service Center reductions.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2011 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2010		2011		2012		2013		2014	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2010 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	150	\$0.000	147	\$0.000	147	\$0.000	147	\$0.000	147	\$0.000
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**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

Fare/Toll Yields on 1/1/11: 7.5%  
 New MTA Efficiencies  
 Net-Zero Labor Initiative  
 Non-Represented Wage Freeze  
 Pension Rate of Return

	0	\$.152	0	\$.088	0	\$.090	0	\$.092	0	\$.093
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Sub-Total MTA Plan Adjustments	0	\$.152	0	\$.088	0	\$.090	0	\$.092	0	\$.093
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Reimbursable Adjustment to Expense Changes		(\$0.152)		(\$0.088)		(\$0.090)		(\$0.092)		(\$0.093)
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<b>2011 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	150	\$0.000	147	\$0.000	147	\$0.000	147	\$0.000	147	\$0.000
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**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>150</b>	<b>\$0.000</b>	<b>147</b>	<b>\$0.000</b>	<b>147</b>	<b>\$0.000</b>	<b>147</b>	<b>\$0.000</b>	<b>147</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<i>MTA Plan Adjustments:</i>										
Fare/Toll Yields on 1/1/11: 7.5%										
New MTA Efficiencies										
Net-Zero Labor Initiative										
Non-Represented Wage Freeze	0	\$.152	0	\$.088	0	\$.090	0	\$.092	0	\$.093
Pension Rate of Return										
Sub-Total MTA Plan Adjustments	0	\$.152	0	\$.088	0	\$.090	0	\$.092	0	\$.093
Reimbursable Adjustment to Expense Changes		(\$.152)		(\$.088)		(\$.090)		(\$.092)		(\$.093)
<b>2011 February Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>150</b>	<b>\$0.000</b>	<b>147</b>	<b>\$0.000</b>	<b>147</b>	<b>\$0.000</b>	<b>147</b>	<b>\$0.000</b>	<b>147</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	32.495	34.437	35.260	36.031	35.638
<b>Total Revenue</b>	<b>\$32.495</b>	<b>\$34.437</b>	<b>\$35.260</b>	<b>\$36.031</b>	<b>\$35.638</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$15.702	\$16.684	\$17.048	\$17.395	\$17.726
Overtime					
Health and Welfare	2.254	2.798	2.975	3.168	3.363
OPEB Current Payment					
Pensions	2.311	2.328	2.398	2.471	2.541
Other Fringe Benefits	5.610	5.752	5.942	6.040	6.175
Reimbursable Overhead					
<b>Total Labor Expenses</b>	<b>\$25.877</b>	<b>\$27.563</b>	<b>\$28.363</b>	<b>\$29.074</b>	<b>\$29.805</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance	0.104	0.115	0.126	0.139	0.153
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts	5.060	5.178	5.181	5.218	4.072
Materials & Supplies	0.045	0.045	0.046	0.047	0.048
Other Business Expenses	1.409	1.536	1.544	1.553	1.561
<b>Total Non-Labor Expenses</b>	<b>\$6.618</b>	<b>\$6.874</b>	<b>\$6.897</b>	<b>\$6.957</b>	<b>\$5.833</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$32.495</b>	<b>\$34.437</b>	<b>\$35.260</b>	<b>\$36.031</b>	<b>\$35.638</b>
Depreciation					
<b>Total Expenses</b>	<b>\$32.495</b>	<b>\$34.437</b>	<b>\$35.260</b>	<b>\$36.031</b>	<b>\$35.638</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2011 - 2014**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	32.495	34.437	35.260	36.031	35.638
<b>Total Receipts</b>	<b>\$32.495</b>	<b>\$34.437</b>	<b>\$35.260</b>	<b>\$36.031</b>	<b>\$35.638</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$15.702	\$16.684	\$17.048	\$17.395	\$17.726
Overtime					
Health and Welfare	\$2.254	\$2.798	\$2.975	\$3.168	\$3.363
OPEB Current Payment					
Pensions	\$2.311	\$2.328	\$2.398	\$2.471	\$2.541
Other Fringe Benefits	\$5.610	\$5.752	\$5.942	\$6.040	\$6.175
Reimbursable Overhead					
<b>Total Labor Expenditures</b>	<b>\$25.877</b>	<b>\$27.563</b>	<b>\$28.363</b>	<b>\$29.074</b>	<b>\$29.805</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power					
Fuel for Buses and Trains					
Insurance	0.104	0.115	0.126	0.139	0.153
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts	5.060	5.178	5.181	5.218	4.072
Materials & Supplies	0.045	0.045	0.046	0.047	0.048
Other Business Expenses	1.409	1.536	1.544	1.553	1.561
<b>Total Non-Labor Expenditures</b>	<b>\$6.618</b>	<b>\$6.874</b>	<b>\$6.897</b>	<b>\$6.957</b>	<b>\$5.833</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other - Restricted Cash Adjustment					
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$32.495</b>	<b>\$34.437</b>	<b>\$35.260</b>	<b>\$36.031</b>	<b>\$35.638</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2011 - 2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Depreciation Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
MTACC	28	28	28	28	28
<b>Engineering/Capital</b>					
MTACC	32	32	32	32	32
East Side Access	27	26	26	26	26
Security	14	14	14	14	14
Second Avenue Subway	20	20	20	20	20
7 Line Extension	10	9	9	9	9
Lower Manhattan Project	19	18	18	18	18
<b>Total Engineering/Capital</b>	<b>122</b>	<b>119</b>	<b>119</b>	<b>119</b>	<b>119</b>
<b>Total Baseline Positions</b>	<b>150</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>
<i>Non-Reimbursable</i>	-	-	-	-	-
<i>Reimbursable</i>	150	147	147	147	147
<i>Total Full-Time</i>	150	147	147	147	147
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	28	28	28	28	28
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	28	28	28	28	28
<b>Operations</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies <sup>(1)</sup>					
<b>Total Operations</b>	-	-	-	-	-
<b>Maintenance</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies <sup>(1)</sup>					
<b>Total Maintenance</b>	-	-	-	-	-
<b>Engineering/Capital</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	122	119	119	119	119
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	122	119	119	119	119
<b>Public Safety</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies <sup>(1)</sup>					
<b>Total Public Safety</b>	-	-	-	-	-
<b>Total Baseline Positions</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	150	147	147	147	147
Operational Hourlies	-	-	-	-	-
<b>Total Baseline Positions</b>	150	147	147	147	147



**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	2.663	2.661	2.672	3.724	2.675	2.684	2.688	2.692	3.880	2.697	2.700	2.702	34.437
<b>Total Revenue</b>	<b>\$2.663</b>	<b>\$2.661</b>	<b>\$2.672</b>	<b>\$3.724</b>	<b>\$2.675</b>	<b>\$2.684</b>	<b>\$2.688</b>	<b>\$2.692</b>	<b>\$3.880</b>	<b>\$2.697</b>	<b>\$2.700</b>	<b>\$2.702</b>	<b>\$34.437</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$1.270	\$1.272	\$1.274	\$1.916	\$1.277	\$1.283	\$1.285	\$1.288	\$1.940	\$1.292	\$1.293	\$1.294	\$16.684
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.213	0.213	0.214	0.321	0.214	0.215	0.216	0.216	0.325	0.217	0.217	0.217	2.798
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.177	0.178	0.178	0.267	0.178	0.179	0.179	0.180	0.270	0.180	0.180	0.181	2.328
Other Fringe Benefits	0.438	0.439	0.440	0.661	0.441	0.443	0.444	0.444	0.667	0.445	0.445	0.446	5.752
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$2.099</b>	<b>\$2.102</b>	<b>\$2.105</b>	<b>\$3.165</b>	<b>\$2.111</b>	<b>\$2.120</b>	<b>\$2.124</b>	<b>\$2.128</b>	<b>\$3.201</b>	<b>\$2.133</b>	<b>\$2.136</b>	<b>\$2.138</b>	<b>\$27.563</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	0.115	-	-	-	0.115
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	0.432	0.427	0.436	0.427	0.433	0.432	0.432	0.432	0.432	0.432	0.432	0.432	5.178
Materials & Supplies	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.045
Other Business Expenses	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	1.536
<b>Total Non-Labor Expenses</b>	<b>\$0.564</b>	<b>\$0.559</b>	<b>\$0.567</b>	<b>\$0.558</b>	<b>\$0.565</b>	<b>\$0.564</b>	<b>\$0.564</b>	<b>\$0.564</b>	<b>\$0.678</b>	<b>\$0.564</b>	<b>\$0.564</b>	<b>\$0.564</b>	<b>\$6.874</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$2.663</b>	<b>\$2.661</b>	<b>\$2.672</b>	<b>\$3.724</b>	<b>\$2.675</b>	<b>\$2.684</b>	<b>\$2.688</b>	<b>\$2.692</b>	<b>\$3.880</b>	<b>\$2.697</b>	<b>\$2.700</b>	<b>\$2.702</b>	<b>\$34.437</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$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	2.663	2.661	2.672	3.724	2.675	2.684	2.688	2.692	3.880	2.697	2.700	2.702	34.437
<b>Total Receipts</b>	<b>\$2.663</b>	<b>\$2.661</b>	<b>\$2.672</b>	<b>\$3.724</b>	<b>\$2.675</b>	<b>\$2.684</b>	<b>\$2.688</b>	<b>\$2.692</b>	<b>\$3.880</b>	<b>\$2.697</b>	<b>\$2.700</b>	<b>\$2.702</b>	<b>\$34.437</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$1.270	\$1.272	\$1.274	\$1.916	\$1.277	\$1.283	\$1.285	\$1.288	\$1.940	\$1.292	\$1.293	\$1.294	\$16.684
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.213	0.213	0.214	0.321	0.214	0.215	0.216	0.216	0.325	0.217	0.217	0.217	2.798
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.177	0.178	0.178	0.267	0.178	0.179	0.179	0.180	0.270	0.180	0.180	0.181	2.328
Other Fringe Benefits	0.438	0.439	0.440	0.661	0.441	0.443	0.444	0.444	0.667	0.445	0.445	0.446	5.752
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$2.099</b>	<b>\$2.102</b>	<b>\$2.105</b>	<b>\$3.165</b>	<b>\$2.111</b>	<b>\$2.120</b>	<b>\$2.124</b>	<b>\$2.128</b>	<b>\$3.201</b>	<b>\$2.133</b>	<b>\$2.136</b>	<b>\$2.138</b>	<b>\$27.563</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	0.115	-	-	-	0.115
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	0.432	0.427	0.436	0.427	0.433	0.432	0.432	0.432	0.432	0.432	0.432	0.432	5.178
Materials & Supplies	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.045
Other Business Expenses	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	1.536
<b>Total Non-Labor Expenditures</b>	<b>\$0.564</b>	<b>\$0.559</b>	<b>\$0.567</b>	<b>\$0.558</b>	<b>\$0.565</b>	<b>\$0.564</b>	<b>\$0.564</b>	<b>\$0.564</b>	<b>\$0.678</b>	<b>\$0.564</b>	<b>\$0.564</b>	<b>\$0.564</b>	<b>\$6.874</b>
<b>Other Expenditure Adjustments:</b>													
Other - Restricted Cash Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$2.663</b>	<b>\$2.661</b>	<b>\$2.672</b>	<b>\$3.724</b>	<b>\$2.675</b>	<b>\$2.684</b>	<b>\$2.688</b>	<b>\$2.692</b>	<b>\$3.880</b>	<b>\$2.697</b>	<b>\$2.700</b>	<b>\$2.702</b>	<b>\$34.437</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>







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# **Long Island Bus**

**MTA LONG ISLAND BUS  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA Long Island Bus' 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. The adopted budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2010.

These adjustments, along with some technical adjustments now included in the February Financial Plan, are presented on the attached reconciliation from the November Financial Plan and described below:

- Professional Service Contracts have been reduced by \$.078M annually in the years 2011-2014 for IT connection fees for the IBM data center. LIB will be using an NYCT connection.
- The 2011 Fare increase (7.5% yield) effective 12/30/10 of \$3.2M in 2011, \$3.2M in 2012, \$3.2M in 2013, and \$3.3M in 2014.
- The removal of budgeted non-represented wage increase is expected to reduce labor cost by \$0.4M annually in the years 2010–2014.
- Net Zero labor reduction initiative effective upon the expiration of the current contract agreement which represent two years of no wage growth for represented employees of \$0.9M in 2012, \$2.2M in 2013, and \$2.6M in 2014.
- An offsetting reclassification adjustment between payroll and overtime of \$5.0 million in 2010 and \$5.6 million in each year 2011 through 2014 was recorded to establish a more consistent basis of reporting with other MTA agencies.

The attached includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2011 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.



**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>1,089</b>	<b>(\$97.862)</b>	<b>1,090</b>	<b>(\$97.796)</b>	<b>1,090</b>	<b>(\$104.899)</b>	<b>1,090</b>	<b>(\$107.349)</b>	<b>1,090</b>	<b>(\$111.154)</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Fare/Toll Yields on 1/1/11: 7.5%				\$3.173		\$3.204		\$3.230		\$3.253
New MTA Efficiencies				\$.078		\$.078		\$.078		\$.078
Net-Zero Labor Initiative						\$.929		\$2.186		\$2.609
Non-Represented Wage Freeze		\$0.371		\$0.359		\$0.376		\$0.384		\$0.393
Sub-Total MTA Plan Adjustments	0	\$0.371	0	\$3.610	0	\$4.587	0	\$5.878	0	\$6.332
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>1,089</b>	<b>(\$97.491)</b>	<b>1,090</b>	<b>(\$94.186)</b>	<b>1,090</b>	<b>(\$100.311)</b>	<b>1,090</b>	<b>(\$101.471)</b>	<b>1,090</b>	<b>(\$104.822)</b>

\*An offsetting reclassification adjustment between payroll and overtime of \$5.0 million in 2010 and \$5.6 million in each year 2011 through 2014 was recorded to establish a more consistent basis of reporting with other MTA agencies.

**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

2010		Favorable/(Unfavorable)				2013		2014	
		2011		2012					
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	15	\$0.000	15	\$0.000	15	\$0.000	15	\$0.000	15	\$0.000

**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

Fare/Toll Yields on 1/1/11: 7.5%  
 New MTA Efficiencies  
 Net-Zero Labor Initiative  
 Non-Represented Wage Freeze

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	15	\$0.000	15	\$0.000	15	\$0.000	15	\$0.000	15	\$0.000

**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

		Favorable/(Unfavorable)									
2010		2011		2012		2013		2014			
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2010 November Financial Plan: Baseline Cash</b>											
<b>Surplus/(Deficit)</b>	1,104	(\$91.977)	1,105	(\$88.270)	1,105	(\$95.374)	1,105	(\$97.739)	1,105	(\$101.502)	

**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

Fare/Toll Yields on 1/1/11: 7.5%			\$3.173		\$3.204		\$3.230		\$3.253
New MTA Efficiencies			\$.078		\$.078		\$.078		\$.078
Net-Zero Labor Initiative					\$.929		\$2.186		\$2.609
Non-Represented Wage Freeze	\$0.371		\$0.359		\$0.376		\$0.384		\$0.393

Sub-Total MTA Plan Adjustments	0	\$0.371	0	\$3.610	0	\$4.587	0	\$5.878	0	\$6.332
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<b>2011 February Financial Plan: Baseline Cash</b>											
<b>Surplus/(Deficit)</b>	1,104	(\$91.606)	1,105	(\$84.659)	1,105	(\$90.786)	1,105	(\$91.861)	1,105	(\$95.170)	

\*An offsetting reclassification adjustment between payroll and overtime of \$5.0 million in 2010 and \$5.6 million in each year 2011 through 2014 was recorded to establish a more consistent basis of reporting with other MTA agencies.

**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

<b>NON-REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$43.125	\$46.644	\$47.111	\$47.485	\$47.819
Toll Revenue	-	-	-	-	-
Other Operating Revenue	2.055	1.716	1.745	1.804	1.863
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$45.180</b>	<b>\$48.360</b>	<b>\$48.856</b>	<b>\$49.289</b>	<b>\$49.682</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$61.420	\$63.758	\$63.870	\$63.088	\$63.999
Overtime	11.084	9.622	9.710	9.754	9.859
Health and Welfare	12.914	15.187	16.131	17.170	18.286
OPEB Current Payment	0.819	0.929	0.995	1.065	1.141
Pensions	6.524	7.456	10.894	11.063	11.308
Other Fringe Benefits	7.670	7.129	7.509	7.312	7.661
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$100.431</b>	<b>\$104.081</b>	<b>\$109.108</b>	<b>\$109.453</b>	<b>\$112.254</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	9.387	8.709	9.486	9.970	10.240
Insurance	0.598	0.610	0.656	0.708	0.754
Claims	5.919	3.733	3.816	3.900	3.979
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	10.337	10.568	11.004	11.357	11.628
Professional Service Contracts	2.489	1.890	1.938	1.984	2.027
Materials & Supplies	3.630	3.808	3.954	4.127	4.302
Other Business Expenses	0.974	0.187	0.191	0.194	0.198
<b>Total Non-Labor Expenses</b>	<b>\$33.334</b>	<b>\$29.505</b>	<b>\$31.045</b>	<b>\$32.239</b>	<b>\$33.128</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$133.765</b>	<b>\$133.586</b>	<b>\$140.153</b>	<b>\$141.692</b>	<b>\$145.382</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	8.906	8.960	9.014	9.068	9.122
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$142.671</b>	<b>\$142.546</b>	<b>\$149.167</b>	<b>\$150.760</b>	<b>\$154.504</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$97.491)</b>	<b>(\$94.186)</b>	<b>(\$100.311)</b>	<b>(\$101.471)</b>	<b>(\$104.822)</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	6.916	7.033	7.187	7.142	7.308
<b>Total Revenue</b>	<b>\$6.916</b>	<b>\$7.033</b>	<b>\$7.187</b>	<b>\$7.142</b>	<b>\$7.308</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$1.008	\$1.030	\$1.054	\$1.085	\$1.118
Overtime	-	-	-	-	-
Health and Welfare	0.375	0.402	0.431	0.462	0.495
OPEB Current Payment	1.218	1.286	1.381	1.266	1.359
Pensions	0.119	0.116	0.117	0.119	0.120
Other Fringe Benefits	0.196	0.199	0.204	0.210	0.216
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$2.916</b>	<b>\$3.033</b>	<b>\$3.187</b>	<b>\$3.142</b>	<b>\$3.308</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	4.000	4.000	4.000	4.000	4.000
Other Business Expenses	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$4.000</b>	<b>\$4.000</b>	<b>\$4.000</b>	<b>\$4.000</b>	<b>\$4.000</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$6.916</b>	<b>\$7.033</b>	<b>\$7.187</b>	<b>\$7.142</b>	<b>\$7.308</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$6.916</b>	<b>\$7.033</b>	<b>\$7.187</b>	<b>\$7.142</b>	<b>\$7.308</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$43.125	\$46.644	\$47.111	\$47.485	\$47.819
Toll Revenue	-	-	-	-	-
Other Operating Revenue	2.055	1.716	1.745	1.804	1.863
Capital and Other Reimbursements	6.916	7.033	7.187	7.142	7.308
<b>Total Revenue</b>	<b>\$52.096</b>	<b>\$55.393</b>	<b>\$56.043</b>	<b>\$56.431</b>	<b>\$56.990</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$62.428	\$64.788	\$64.924	\$64.173	\$65.117
Overtime	11.084	9.622	9.710	9.754	9.859
Health and Welfare	13.289	15.589	16.562	17.632	18.781
OPEB Current Payment	2.037	2.215	2.376	2.331	2.500
Pensions	6.643	7.572	11.011	11.182	11.428
Other Fringe Benefits	7.866	7.328	7.713	7.522	7.877
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$103.347</b>	<b>\$107.114</b>	<b>\$112.295</b>	<b>\$112.595</b>	<b>\$115.562</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	9.387	8.709	9.486	9.970	10.240
Insurance	0.598	0.610	0.656	0.708	0.754
Claims	5.919	3.733	3.816	3.900	3.979
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	10.337	10.568	11.004	11.357	11.628
Professional Service Contracts	2.489	1.890	1.938	1.984	2.027
Materials & Supplies	7.630	7.808	7.954	8.127	8.302
Other Business Expenses	0.974	0.187	0.191	0.194	0.198
<b>Total Non-Labor Expenses</b>	<b>\$37.334</b>	<b>\$33.505</b>	<b>\$35.045</b>	<b>\$36.239</b>	<b>\$37.128</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$140.681</b>	<b>\$140.619</b>	<b>\$147.340</b>	<b>\$148.834</b>	<b>\$152.690</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	8.906	8.960	9.014	9.068	9.122
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$149.587</b>	<b>\$149.579</b>	<b>\$156.354</b>	<b>\$157.902</b>	<b>\$161.812</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$97.491)</b>	<b>(\$94.186)</b>	<b>(\$100.311)</b>	<b>(\$101.471)</b>	<b>(\$104.822)</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$43.015	\$46.533	\$46.999	\$47.373	\$47.706
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	2.005	1.666	1.695	1.754	1.813
Capital and Other Reimbursements	8.456	6.621	6.732	6.638	6.752
<b>Total Receipts</b>	<b>\$53.476</b>	<b>\$54.820</b>	<b>\$55.426</b>	<b>\$55.765</b>	<b>\$56.271</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$63.145	\$64.441	\$64.572	\$63.815	\$64.751
Overtime	11.048	9.584	9.670	9.712	9.815
Health and Welfare	13.228	15.523	16.490	17.553	18.695
OPEB Current Payment	2.037	2.215	2.376	2.331	2.500
Pensions	4.364	7.389	10.821	10.986	11.225
Other Fringe Benefits	8.462	7.284	7.667	7.474	7.827
GASB Account	0.327	0.338	0.345	0.352	0.359
Reimbursable Overhead					
<b>Total Labor Expenditures</b>	<b>\$102.611</b>	<b>\$106.774</b>	<b>\$111.940</b>	<b>\$112.224</b>	<b>\$115.172</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	9.093	8.408	9.180	9.658	9.922
Insurance	0.714	0.585	0.673	0.679	0.722
Claims	8.205	3.673	3.755	3.838	3.914
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	13.434	10.384	10.816	11.164	11.431
Professional Service Contracts	2.403	1.796	1.842	1.886	1.927
Materials & Supplies	7.772	7.699	7.843	8.014	8.186
Other Business Expenses	0.849	0.159	0.162	0.164	0.167
<b>Total Non-Labor Expenditures</b>	<b>\$42.470</b>	<b>\$32.704</b>	<b>\$34.272</b>	<b>\$35.402</b>	<b>\$36.269</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other					
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$145.082</b>	<b>\$139.479</b>	<b>\$146.212</b>	<b>\$147.626</b>	<b>\$151.441</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$91.606)</b>	<b>(\$84.659)</b>	<b>(\$90.786)</b>	<b>(\$91.861)</b>	<b>(\$95.170)</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	(\$0.110)	(\$0.111)	(\$0.112)	(\$0.112)	(\$0.113)
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	(0.050)	(0.050)	(0.050)	(0.050)	(0.050)
Capital and Other Reimbursements	1.540	(0.412)	(0.455)	(0.504)	(0.556)
<b>Total Receipts</b>	<b>\$1.380</b>	<b>(\$0.573)</b>	<b>(\$0.617)</b>	<b>(\$0.666)</b>	<b>(\$0.719)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$0.717)	\$0.347	\$0.352	\$0.358	\$0.366
Overtime	0.036	0.038	0.040	0.042	0.044
Health and Welfare	0.061	0.066	0.072	0.079	0.086
OPEB Current Payment	-	-	-	-	-
Pensions	2.279	0.183	0.190	0.196	0.203
Other Fringe Benefits	(0.596)	0.044	0.046	0.048	0.050
GASB Account	(0.327)	(0.338)	(0.345)	(0.352)	(0.359)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.736</b>	<b>\$0.340</b>	<b>\$0.355</b>	<b>\$0.371</b>	<b>\$0.390</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.294	0.301	0.306	0.312	0.318
Insurance	(0.116)	0.024	(0.018)	0.029	0.032
Claims	(2.286)	0.060	0.061	0.062	0.065
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.097)	0.184	0.188	0.193	0.197
Professional Service Contracts	0.086	0.094	0.096	0.098	0.100
Materials & Supplies	(0.142)	0.109	0.111	0.113	0.116
Other Business Expenditures	0.125	0.028	0.029	0.030	0.031
<b>Total Non-Labor Expenditures</b>	<b>(\$5.136)</b>	<b>\$0.800</b>	<b>\$0.773</b>	<b>\$0.837</b>	<b>\$0.859</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$3.021)</b>	<b>\$0.567</b>	<b>\$0.511</b>	<b>\$0.542</b>	<b>\$0.530</b>
Depreciation Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	8.906	8.960	9.014	9.068	9.122
Environmental Remediation	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$5.885</b>	<b>\$9.527</b>	<b>\$9.525</b>	<b>\$9.610</b>	<b>\$9.652</b>



**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Ridership/(Utilization)**  
(in millions)

<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
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**RIDERSHIP**

Fixed Route	30.721	30.581	30.886	31.133	31.351
Paratransit	0.313	0.316	0.319	0.321	0.323
<b>Baseline Total Ridership</b>	<b>31.034</b>	<b>30.897</b>	<b>31.205</b>	<b>31.454</b>	<b>31.674</b>
<b>Total Ridership</b>	<b>31.034</b>	<b>30.897</b>	<b>31.205</b>	<b>31.454</b>	<b>31.674</b>

**FAREBOX REVENUE**

Fixed Route	\$41.966	\$45.475	\$45.929	\$46.297	\$46.621
Paratransit	1.159	1.169	1.182	1.188	1.198
<b>Total Revenue</b>	<b>\$43.125</b>	<b>\$46.644</b>	<b>\$47.111</b>	<b>\$47.485</b>	<b>\$47.819</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration <sup>1</sup></b>					
Human Resources	7	3	3	3	3
Office of Management and Budget	5	5	5	5	5
Technology & Information Services	21	20	20	20	20
Material	12	12	12	12	12
Controller	15	10	10	10	10
Office of the President	2	2	2	2	2
System Safety Administration	3	3	3	3	3
Law	9	9	9	9	9
Corporate Communications	3	3	3	3	3
Labor Relations	1	1	1	1	1
Non-Departmental	4	13	13	13	13
<b>Total Administration</b>	<b>82</b>	<b>81</b>	<b>81</b>	<b>81</b>	<b>81</b>
<b>Operations <sup>1</sup></b>					
Buses (Fixed Route)	555	554	554	554	554
Buses (Paratransit)	155	157	157	157	157
Office of the Executive VP, Regional	4	-	-	-	-
Safety & Training	6	5	5	5	5
Road Operations	19	19	19	19	19
Transportation Support	13	14	14	14	14
Operations Planning	6	6	6	6	6
Revenue Control	6	6	6	6	6
<b>Total Operations</b>	<b>764</b>	<b>761</b>	<b>761</b>	<b>761</b>	<b>761</b>
<b>Maintenance</b>					
Buses (Fixed Route)	184	188	188	188	188
Buses (Paratransit)	14	12	12	12	12
Maintenance Support/CMF	22	24	24	24	24
Facilities	15	15	15	15	15
Supply Logistics	18	18	18	18	18
<b>Total Maintenance</b>	<b>253</b>	<b>257</b>	<b>257</b>	<b>257</b>	<b>257</b>
<b>Engineering/Capital</b>					
Capital Program Management	3	3	3	3	3
<b>Total Engineering/Capital</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Public Safety</b>					
Security	2	3	3	3	3
<b>Total Baseline Positions</b>	<b>1,104</b>	<b>1,105</b>	<b>1,105</b>	<b>1,105</b>	<b>1,105</b>
<i>Non-Reimbursable</i>	1,089	1,090	1,090	1,090	1,090
<i>Reimbursable</i>	15	15	15	15	15
<i>Total Full-Time</i>	1,005	1,006	1,006	1,006	1,006
<i>Total Full-Time Equivalents</i>	99	99	99	99	99

<sup>1</sup> November 2011 Forecasted Submission vs. February 2011: Two (2) hourly positions reallocated From Administration to Operations.

**MTA LONG ISLAND BUS**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Managers/Supervisors	40	34	34	34	34
Professional, Technical, Clerical	42	36	36	36	36
Operational Hourlies	-	11	11	11	11
<b>Total Administration</b>	82	81	81	81	81
<b>Operations</b>					
Managers/Supervisors	66	69	69	69	69
Professional, Technical, Clerical	41	41	41	41	41
Operational Hourlies	657	651	651	651	651
<b>Total Operations</b>	764	761	761	761	761
<b>Maintenance</b>					
Managers/Supervisors	46	43	43	43	43
Professional, Technical, Clerical	2	2	2	2	2
Operational Hourlies	205	212	212	212	212
<b>Total Maintenance</b>	253	257	257	257	257
<b>Engineering/Capital</b>					
Managers/Supervisors	-	2	2	2	2
Professional, Technical, Clerical	3	1	1	1	1
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	3	3	3	3	3
<b>Public Safety</b>					
Managers/Supervisors	-	1	1	1	1
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	2	2	2	2	2
<b>Total Public Safety</b>	2	3	3	3	3
<b>Total Baseline Positions</b>					
Managers/Supervisors	152	149	149	149	149
Professional, Technical, Clerical	88	80	80	80	80
Operational Hourlies	864	876	876	876	876
<b>Total Baseline Positions</b>	1,104	1,105	1,105	1,105	1,105

**MTA LONG ISLAND BUS**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$3.403	\$3.158	\$4.170	\$3.942	\$3.974	\$4.114	\$3.943	\$4.171	\$4.035	\$4.039	\$4.052	\$3.643	\$46.644
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	1.716
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$3.546</b>	<b>\$3.301</b>	<b>\$4.313</b>	<b>\$4.085</b>	<b>\$4.117</b>	<b>\$4.257</b>	<b>\$4.086</b>	<b>\$4.314</b>	<b>\$4.178</b>	<b>\$4.182</b>	<b>\$4.195</b>	<b>\$3.786</b>	<b>\$48.360</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$5.020	\$4.769	\$5.773	\$5.271	\$5.271	\$5.522	\$5.020	\$5.773	\$5.271	\$5.271	\$5.271	\$5.522	\$63.758
Overtime	0.761	0.722	0.866	0.798	0.794	0.831	0.765	0.864	0.797	0.797	0.794	0.833	9.622
Health and Welfare	1.196	1.136	1.375	1.256	1.256	1.315	1.196	1.375	1.256	1.256	1.256	1.315	15.187
OPEB Current Payment	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.929
Pensions	0.589	0.559	0.677	0.618	0.618	0.648	0.589	0.677	0.618	0.618	0.618	0.626	7.456
Other Fringe Benefits	0.563	0.535	0.647	0.591	0.591	0.619	0.563	0.647	0.591	0.591	0.591	0.599	7.129
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$8.207</b>	<b>\$7.799</b>	<b>\$9.417</b>	<b>\$8.611</b>	<b>\$8.608</b>	<b>\$9.014</b>	<b>\$8.210</b>	<b>\$9.415</b>	<b>\$8.610</b>	<b>\$8.611</b>	<b>\$8.608</b>	<b>\$8.973</b>	<b>\$104.081</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.709	0.657	0.768	0.723	0.723	0.738	0.709	0.768	0.716	0.731	0.716	0.753	8.709
Insurance	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.610
Claims	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	3.733
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.997	1.101	0.994	0.790	0.770	0.808	0.868	0.781	0.802	0.841	0.766	1.049	10.568
Professional Service Contracts	0.157	0.170	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.153	1.890
Materials & Supplies	0.337	0.296	0.316	0.304	0.337	0.304	0.333	0.318	0.305	0.335	0.305	0.318	3.808
Other Business Expenses	0.016	0.016	0.016	0.016	0.015	0.016	0.016	0.016	0.016	0.016	0.015	0.017	0.187
<b>Total Non-Labor Expenses</b>	<b>\$2.576</b>	<b>\$2.602</b>	<b>\$2.612</b>	<b>\$2.352</b>	<b>\$2.364</b>	<b>\$2.384</b>	<b>\$2.445</b>	<b>\$2.401</b>	<b>\$2.357</b>	<b>\$2.441</b>	<b>\$2.321</b>	<b>\$2.652</b>	<b>\$29.505</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>													
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	8.960
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$11.530</b>	<b>\$11.147</b>	<b>\$12.775</b>	<b>\$11.709</b>	<b>\$11.718</b>	<b>\$12.144</b>	<b>\$11.401</b>	<b>\$12.562</b>	<b>\$11.714</b>	<b>\$11.798</b>	<b>\$11.675</b>	<b>\$12.371</b>	<b>\$142.546</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$7.984)</b>	<b>(\$7.847)</b>	<b>(\$8.462)</b>	<b>(\$7.624)</b>	<b>(\$7.601)</b>	<b>(\$7.887)</b>	<b>(\$7.315)</b>	<b>(\$8.248)</b>	<b>(\$7.536)</b>	<b>(\$7.617)</b>	<b>(\$7.480)</b>	<b>(\$8.585)</b>	<b>(\$94.186)</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.578	0.571	0.599	0.585	0.585	0.592	0.578	0.599	0.585	0.585	0.585	0.592	7.033
<b>Total Revenue</b>	<b>\$0.578</b>	<b>\$0.571</b>	<b>\$0.599</b>	<b>\$0.585</b>	<b>\$0.585</b>	<b>\$0.592</b>	<b>\$0.578</b>	<b>\$0.599</b>	<b>\$0.585</b>	<b>\$0.585</b>	<b>\$0.585</b>	<b>\$0.592</b>	<b>\$7.033</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$0.081	\$0.077	\$0.093	\$0.085	\$0.085	\$0.089	\$0.081	\$0.093	\$0.085	\$0.085	\$0.085	\$0.089	\$1.030
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.032	0.030	0.036	0.033	0.033	0.035	0.032	0.036	0.033	0.033	0.033	0.035	0.402
OPEB Current Payment	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	1.286
Pensions	0.009	0.009	0.011	0.010	0.010	0.010	0.009	0.011	0.010	0.010	0.010	0.010	0.116
Other Fringe Benefits	0.016	0.015	0.018	0.016	0.016	0.017	0.016	0.018	0.016	0.016	0.016	0.017	0.199
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$0.245</b>	<b>\$0.238</b>	<b>\$0.265</b>	<b>\$0.252</b>	<b>\$0.252</b>	<b>\$0.258</b>	<b>\$0.245</b>	<b>\$0.265</b>	<b>\$0.252</b>	<b>\$0.252</b>	<b>\$0.252</b>	<b>\$0.258</b>	<b>\$3.033</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	4.000
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$0.333</b>	<b>\$4.000</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$0.578</b>	<b>\$0.571</b>	<b>\$0.599</b>	<b>\$0.585</b>	<b>\$0.585</b>	<b>\$0.592</b>	<b>\$0.578</b>	<b>\$0.599</b>	<b>\$0.585</b>	<b>\$0.585</b>	<b>\$0.585</b>	<b>\$0.592</b>	<b>\$7.033</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$0.578</b>	<b>\$0.571</b>	<b>\$0.599</b>	<b>\$0.585</b>	<b>\$0.585</b>	<b>\$0.592</b>	<b>\$0.578</b>	<b>\$0.599</b>	<b>\$0.585</b>	<b>\$0.585</b>	<b>\$0.585</b>	<b>\$0.592</b>	<b>\$7.033</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$3.403	\$3.158	\$4.170	\$3.942	\$3.974	\$4.114	\$3.943	\$4.171	\$4.035	\$4.039	\$4.052	\$3.643	\$46.644
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	1.716
Capital and Other Reimbursements	0.578	0.571	0.599	0.585	0.585	0.592	0.578	0.599	0.585	0.585	0.585	0.592	7.033
<b>Total Revenue</b>	<b>\$4.124</b>	<b>\$3.872</b>	<b>\$4.911</b>	<b>\$4.670</b>	<b>\$4.702</b>	<b>\$4.849</b>	<b>\$4.665</b>	<b>\$4.913</b>	<b>\$4.763</b>	<b>\$4.767</b>	<b>\$4.780</b>	<b>\$4.378</b>	<b>\$55.393</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$5.101	\$4.846	\$5.867	\$5.356	\$5.356	\$5.612	\$5.101	\$5.867	\$5.356	\$5.356	\$5.356	\$5.612	\$64.788
Overtime	0.761	0.722	0.866	0.798	0.794	0.831	0.765	0.864	0.797	0.797	0.794	0.833	9.622
Health and Welfare	1.227	1.166	1.412	1.289	1.289	1.350	1.227	1.412	1.289	1.289	1.289	1.350	15.589
OPEB Current Payment	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	2.215
Pensions	0.598	0.568	0.688	0.628	0.628	0.658	0.598	0.688	0.628	0.628	0.628	0.636	7.572
Other Fringe Benefits	0.579	0.550	0.665	0.608	0.608	0.636	0.579	0.665	0.608	0.608	0.608	0.616	7.328
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$8.451</b>	<b>\$8.037</b>	<b>\$9.682</b>	<b>\$8.863</b>	<b>\$8.859</b>	<b>\$9.272</b>	<b>\$8.455</b>	<b>\$9.680</b>	<b>\$8.862</b>	<b>\$8.862</b>	<b>\$8.859</b>	<b>\$9.232</b>	<b>\$107.114</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.709	0.657	0.768	0.723	0.723	0.738	0.709	0.768	0.716	0.731	0.716	0.753	8.709
Insurance	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.610
Claims	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	0.311	3.733
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.997	1.101	0.994	0.790	0.770	0.808	0.868	0.781	0.802	0.841	0.766	1.049	10.568
Professional Service Contracts	0.157	0.170	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.153	1.890
Materials & Supplies	0.670	0.630	0.649	0.637	0.670	0.637	0.667	0.651	0.639	0.668	0.638	0.651	7.808
Other Business Expenses	0.016	0.016	0.016	0.016	0.015	0.016	0.016	0.016	0.016	0.016	0.015	0.017	0.187
<b>Total Non-Labor Expenses</b>	<b>\$2.910</b>	<b>\$2.935</b>	<b>\$2.945</b>	<b>\$2.685</b>	<b>\$2.697</b>	<b>\$2.717</b>	<b>\$2.778</b>	<b>\$2.734</b>	<b>\$2.691</b>	<b>\$2.774</b>	<b>\$2.654</b>	<b>\$2.985</b>	<b>\$33.505</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs</b>	<b>\$11.361</b>	<b>\$10.972</b>	<b>\$12.627</b>	<b>\$11.548</b>	<b>\$11.556</b>	<b>\$11.989</b>	<b>\$11.232</b>	<b>\$12.414</b>	<b>\$11.552</b>	<b>\$11.637</b>	<b>\$11.513</b>	<b>\$12.216</b>	<b>\$140.619</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	8.960
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$12.108</b>	<b>\$11.718</b>	<b>\$13.374</b>	<b>\$12.294</b>	<b>\$12.303</b>	<b>\$12.736</b>	<b>\$11.979</b>	<b>\$13.161</b>	<b>\$12.299</b>	<b>\$12.383</b>	<b>\$12.260</b>	<b>\$12.963</b>	<b>\$149.579</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$7.984)</b>	<b>(\$7.847)</b>	<b>(\$8.462)</b>	<b>(\$7.624)</b>	<b>(\$7.601)</b>	<b>(\$7.887)</b>	<b>(\$7.315)</b>	<b>(\$8.248)</b>	<b>(\$7.536)</b>	<b>(\$7.617)</b>	<b>(\$7.480)</b>	<b>(\$8.585)</b>	<b>(\$94.186)</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

**CASH RECEIPTS AND EXPENDITURES**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$3.393	\$3.148	\$4.161	\$3.933	\$3.965	\$4.105	\$3.934	\$4.162	\$4.026	\$4.030	\$4.043	\$3.634	\$46.533
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.139	0.139	0.139	0.139	0.139	0.139	0.139	0.139	0.139	0.139	0.139	0.139	1.666
Capital and Other Reimbursements	-	-	0.655	-	2.000	0.655	-	-	0.655	2.000	-	0.655	6.621
<b>Total Receipts</b>	<b>\$3.532</b>	<b>\$3.287</b>	<b>\$4.955</b>	<b>\$4.072</b>	<b>\$6.104</b>	<b>\$4.899</b>	<b>\$4.073</b>	<b>\$4.301</b>	<b>\$4.820</b>	<b>\$6.168</b>	<b>\$4.181</b>	<b>\$4.428</b>	<b>\$54.820</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$4.957	\$4.957	\$4.957	\$4.957	\$4.957	\$7.436	\$4.957	\$4.957	\$4.957	\$4.957	\$7.436	\$4.957	\$64.442
Overtime	0.737	0.737	0.737	0.737	0.737	1.106	0.737	0.737	0.737	0.737	1.106	0.737	9.584
Health and Welfare	1.294	1.294	1.294	1.294	1.294	1.294	1.294	1.294	1.294	1.294	1.294	1.294	15.523
OPEB Current Payment	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	0.185	2.215
Pensions	7.389	-	-	-	-	-	-	-	-	-	-	-	7.389
Other Fringe Benefits	0.571	0.571	0.571	0.571	0.571	0.789	0.571	0.571	0.571	0.571	0.789	0.571	7.284
GASB Account	-	-	-	-	-	-	-	-	-	-	-	0.338	0.338
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$15.132</b>	<b>\$7.743</b>	<b>\$7.743</b>	<b>\$7.743</b>	<b>\$7.743</b>	<b>\$10.808</b>	<b>\$7.743</b>	<b>\$7.743</b>	<b>\$7.743</b>	<b>\$7.743</b>	<b>\$10.808</b>	<b>\$8.081</b>	<b>\$106.775</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.684	0.632	0.743	0.698	0.698	0.713	0.684	0.743	0.691	0.706	0.691	0.727	8.409
Insurance	-	-	0.200	-	-	-	0.200	-	-	-	0.185	-	0.585
Claims	0.306	0.306	0.306	0.306	0.306	0.306	0.306	0.306	0.306	0.306	0.306	0.307	3.673
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.982	1.085	0.979	0.775	0.754	0.793	0.853	0.766	0.787	0.826	0.751	1.034	10.384
Professional Service Contracts	0.149	0.162	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.146	1.796
Materials & Supplies	0.661	0.621	0.640	0.628	0.661	0.628	0.658	0.642	0.629	0.659	0.629	0.642	7.699
Other Business Expenses	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.014	0.159
<b>Total Non-Labor Expenditures</b>	<b>\$2.794</b>	<b>\$2.820</b>	<b>\$3.030</b>	<b>\$2.569</b>	<b>\$2.581</b>	<b>\$2.602</b>	<b>\$2.862</b>	<b>\$2.619</b>	<b>\$2.575</b>	<b>\$2.659</b>	<b>\$2.724</b>	<b>\$2.870</b>	<b>\$32.705</b>
<b><u>Other Expenditure Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$17.926</b>	<b>\$10.563</b>	<b>\$10.773</b>	<b>\$10.313</b>	<b>\$10.325</b>	<b>\$13.410</b>	<b>\$10.606</b>	<b>\$10.362</b>	<b>\$10.318</b>	<b>\$10.402</b>	<b>\$13.532</b>	<b>\$10.951</b>	<b>\$139.479</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$14.394)</b>	<b>(\$7.276)</b>	<b>(\$5.818)</b>	<b>(\$6.241)</b>	<b>(\$4.221)</b>	<b>(\$8.511)</b>	<b>(\$6.533)</b>	<b>(\$6.061)</b>	<b>(\$5.498)</b>	<b>(\$4.233)</b>	<b>(\$9.351)</b>	<b>(\$6.522)</b>	<b>(\$84.659)</b>

**MTA LONG ISLAND BUS**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Farebox Revenue	(\$0.009)	(\$0.010)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.111)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.050)
Capital and Other Reimbursements	(0.578)	(0.571)	0.057	(0.585)	1.415	0.063	(0.578)	(0.599)	0.070	1.415	(0.585)	0.064	(0.412)
<b>Total Receipts</b>	<b>(\$0.591)</b>	<b>(\$0.585)</b>	<b>\$0.043</b>	<b>(\$0.598)</b>	<b>\$1.402</b>	<b>\$0.050</b>	<b>(\$0.591)</b>	<b>(\$0.612)</b>	<b>\$0.057</b>	<b>\$1.402</b>	<b>(\$0.598)</b>	<b>\$0.050</b>	<b>(\$0.573)</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$0.144	(\$0.111)	\$0.910	\$0.399	\$0.399	(\$1.824)	\$0.144	\$0.910	\$0.399	\$0.399	(\$2.079)	\$0.655	\$0.346
Overtime	0.024	(0.015)	0.129	0.060	0.057	(0.274)	0.027	0.127	0.059	0.060	(0.312)	0.096	0.038
Health and Welfare	(0.066)	(0.127)	0.118	(0.005)	(0.005)	0.057	(0.066)	0.118	(0.005)	(0.005)	(0.005)	0.057	0.066
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	(6.791)	0.568	0.688	0.628	0.628	0.658	0.598	0.688	0.628	0.628	0.628	0.636	0.183
Other Fringe Benefits	0.008	(0.021)	0.095	0.037	0.037	(0.152)	0.008	0.095	0.037	0.037	(0.181)	0.046	0.044
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(0.338)	(0.338)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$6.681)</b>	<b>\$0.294</b>	<b>\$1.939</b>	<b>\$1.120</b>	<b>\$1.116</b>	<b>(\$1.536)</b>	<b>\$0.711</b>	<b>\$1.937</b>	<b>\$1.119</b>	<b>\$1.119</b>	<b>(\$1.949)</b>	<b>\$1.151</b>	<b>\$0.340</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.025	0.300
Insurance	0.051	0.051	(0.149)	0.051	0.051	0.051	(0.149)	0.051	0.051	0.051	(0.134)	0.051	0.025
Claims	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.004	0.060
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.184
Professional Service Contracts	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.094
Materials & Supplies	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.109
Other Business Expenditures	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.028
<b>Total Non-Labor Expenditures</b>	<b>\$0.115</b>	<b>\$0.116</b>	<b>(\$0.085)</b>	<b>\$0.115</b>	<b>\$0.115</b>	<b>\$0.115</b>	<b>(\$0.085)</b>	<b>\$0.115</b>	<b>\$0.115</b>	<b>\$0.116</b>	<b>(\$0.070)</b>	<b>\$0.115</b>	<b>\$0.800</b>
<b><u>Other Expenditures Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>before Non-Cash Liability Adjs.</b>	<b>(\$7.157)</b>	<b>(\$0.176)</b>	<b>\$1.897</b>	<b>\$0.637</b>	<b>\$2.633</b>	<b>(\$1.371)</b>	<b>\$0.035</b>	<b>\$1.440</b>	<b>\$1.291</b>	<b>\$2.636</b>	<b>(\$2.617)</b>	<b>\$1.316</b>	<b>\$0.567</b>
Depreciation Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	8.960
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>(\$6.410)</b>	<b>\$0.571</b>	<b>\$2.644</b>	<b>\$1.383</b>	<b>\$3.380</b>	<b>(\$0.624)</b>	<b>\$0.782</b>	<b>\$2.187</b>	<b>\$2.038</b>	<b>\$3.383</b>	<b>(\$1.870)</b>	<b>\$2.063</b>	<b>\$9.527</b>



MTA LONG ISLAND BUS  
February Financial Plan - 2011 Adopted Budget  
Ridership/(Utilization)  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Fixed Route	2.224	2.066	2.722	2.576	2.605	2.701	2.591	2.743	2.653	2.650	2.659	2.391	30.581
Paratransit	0.026	0.023	0.033	0.030	0.027	0.026	0.025	0.025	0.024	0.026	0.027	0.024	0.316
<b>Baseline Total Ridership</b>	<b>2.250</b>	<b>2.089</b>	<b>2.755</b>	<b>2.606</b>	<b>2.632</b>	<b>2.727</b>	<b>2.616</b>	<b>2.768</b>	<b>2.677</b>	<b>2.676</b>	<b>2.686</b>	<b>2.415</b>	<b>30.897</b>
<b><u>FAREBOX REVENUE</u></b>													
Fixed Route	3.307	3.072	4.047	3.831	3.873	4.016	3.853	4.080	3.945	3.942	3.954	3.555	45.475
Paratransit	0.095	0.085	0.123	0.111	0.101	0.098	0.091	0.092	0.090	0.097	0.098	0.088	1.169
<b>Baseline Total Revenue</b>	<b>\$3.402</b>	<b>\$3.157</b>	<b>\$4.170</b>	<b>\$3.942</b>	<b>\$3.974</b>	<b>\$4.114</b>	<b>\$3.944</b>	<b>\$4.172</b>	<b>\$4.035</b>	<b>\$4.039</b>	<b>\$4.052</b>	<b>\$3.643</b>	<b>\$46.644</b>





# **Long Island Rail Road**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA Long Island Rail Road's 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. The Adopted Budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2010.

These adjustments, along with technical adjustments now included in the February Financial Plan, are presented on the attached reconciliations from the November Financial Plan and are described below:

- Incorporation of a 7.5% increase in farebox revenue yields effective December 30, 2010 with Monthly and Weekly tickets effective January 1, 2011. Revenue is expected to increase by \$40.1 million in 2011, \$40.7 million in 2012, \$41.1 million in 2013 and \$41.5 million in 2014.
- Elimination of a 2010 forecasted non-represented wage assumption that resulted in annual non-reimbursable savings of approximately \$0.8 million.
- Net-Zero Labor Initiative with the assumption that each new labor contract will not impose any additional financial burden on the LIRR for two consecutive years. Non-reimbursable savings in 2011 are projected to be \$16.0 million growing to \$21.2 million in 2014.
- New MTA Efficiencies include the deferment/elimination of IT projects totaling \$0.3 million, and Inventory savings in 2011 of \$7.0 million associated with a thorough examination of the material acquisition requirements to support the 2011 Reliability Centered Maintenance Program for rolling stock.
- Other efficiencies include the consolidation of Media Relations with a savings of \$0.4 million annually.
- Pension Rate of Return re-estimates resulting in a higher annual required contribution with Pension costs increasing in 2012 by \$23.4 million and increasing to \$24.6 million by 2014.
- Technical adjustments primarily consist of changes to Railroad Retirement Tax and Railroad Unemployment rates based on the latest information provided by the Railroad Retirement Board.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2011 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>6,045</b>	<b>(\$983.031)</b>	<b>5,856</b>	<b>(\$1,019.970)</b>	<b>5,889</b>	<b>(\$1,066.161)</b>	<b>6,048</b>	<b>(\$1,108.558)</b>	<b>6,197</b>	<b>(\$1,154.592)</b>
<b>Technical Adjustments:</b>										
Railroad Retirement Maximum caps remained flat from 2010.	-	-	-	\$2.086	-	\$2.045	-	\$1.789	-	\$1.579
Corrected 2014 labor rate	-	-	-	-	-	-	-	-	-	0.283
Railroad Unemployment Insurance rate increase	-	-	-	(0.970)	-	(0.974)	-	(0.955)	-	(0.938)
Pension Overhead associated with adding Reimbursable BSC Positions.	-	-	-	0.672	-	0.645	-	0.675	-	0.662
Other Misc. rate changes.	-	0.001	-	0.024	-	0.004	-	0.002	-	0.011
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.001</b>	<b>0</b>	<b>\$1.812</b>	<b>0</b>	<b>\$1.720</b>	<b>0</b>	<b>\$1.511</b>	<b>0</b>	<b>\$1.598</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%	-	-	-	\$40.098	-	\$40.703	-	\$41.149	-	\$41.545
New MTA Efficiencies - Information Technology	-	-	-	0.331	-	-	-	-	-	-
New MTA Efficiencies - Media Consolidation	2	0.071	3	0.429	3	0.442	3	0.453	3	0.466
Net-Zero Labor Initiative	-	4.008	-	15.952	-	20.659	-	20.692	-	21.242
Non-Represented Wage Freeze	-	1.098	-	0.806	-	0.737	-	0.749	-	0.774
Pension Rate of Return	-	-	-	-	-	(23.427)	-	(24.023)	-	(24.641)
<b>Sub-Total MTA Plan Adjustments</b>	<b>2</b>	<b>\$5.178</b>	<b>3</b>	<b>\$57.616</b>	<b>3</b>	<b>\$39.114</b>	<b>3</b>	<b>\$39.020</b>	<b>3</b>	<b>\$39.386</b>
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>6,043</b>	<b>(\$977.852)</b>	<b>5,853</b>	<b>(\$960.542)</b>	<b>5,886</b>	<b>(\$1,025.327)</b>	<b>6,045</b>	<b>(\$1,068.027)</b>	<b>6,194</b>	<b>(\$1,113.609)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>471</b>	<b>\$0.000</b>	<b>635</b>	<b>\$0.000</b>	<b>664</b>	<b>\$0.000</b>	<b>664</b>	<b>\$0.000</b>	<b>664</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
Capital Material and Other Contracts and Operating Funded Capital Non-Labor (Based on BSC Accounting Methodology)	-	-	-	(\$45.259)	-	(\$40.752)	-	(\$40.035)	-	(\$40.405)
BSC positions remaining on LIRR payroll and being charged back to BSC	-	-	-	(3.927)	-	(3.975)	-	(4.123)	-	(4.202)
Force Account Insurance (reduced from 16% to 15%)	-	-	-	0.118	-	-	-	-	-	-
Corrected 2014 labor rate	-	-	-	-	-	-	-	-	-	0.117
Other Misc Rate Changes	-	-	-	(0.020)	-	-	-	-	-	-
Sub-Total Technical Adjustments	0	\$0.000	0	(\$49.088)	0	(\$44.727)	0	(\$44.158)	0	(\$44.490)
<b>MTA Plan Adjustments:</b>										
Net-Zero Labor Initiative	-	0.919	-	4.718	-	6.230	-	6.303	-	6.386
Non-Represented Wage Freeze	-	0.370	-	1.139	-	1.334	-	1.372	-	1.398
Sub-Total MTA Plan Adjustments	0	\$1.289	0	\$5.856	0	\$7.565	0	\$7.675	0	\$7.784
Total MTA Plan Adjustments	0	\$1.289	0	(\$43.232)	0	(\$37.162)	0	(\$36.483)	0	(\$36.706)
Total Revenue offset		(\$1.289)		\$43.232		\$37.162		\$36.483		\$36.706
<b>2011 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>471</b>	<b>\$0.000</b>	<b>635</b>	<b>\$0.000</b>	<b>664</b>	<b>\$0.000</b>	<b>664</b>	<b>\$0.000</b>	<b>664</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>6,516</b>	<b>(\$593.602)</b>	<b>6,491</b>	<b>(\$622.673)</b>	<b>6,553</b>	<b>(\$664.420)</b>	<b>6,712</b>	<b>(\$710.889)</b>	<b>6,861</b>	<b>(\$780.415)</b>
<b>Technical Adjustments:</b>										
Railroad Retirement Maximum caps remained flat from 2010.	-	-	-	\$2.086	-	\$2.045	-	\$1.789	-	\$1.579
Corrected 2014 labor rate	-	-	-	-	-	-	-	-	-	0.283
Railroad Unemployment Insurance rate increase	-	-	-	(0.970)	-	(0.974)	-	(0.955)	-	(0.938)
Pension Overhead associated with adding Reimbursable BSC Positions.	-	-	-	0.672	-	0.645	-	0.675	-	0.662
Misc Cash Adjustments	-	(0.009)	-	0.010	-	0.004	-	0.002	-	0.012
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>(\$0.009)</b>	<b>0</b>	<b>\$1.798</b>	<b>0</b>	<b>\$1.720</b>	<b>0</b>	<b>\$1.511</b>	<b>0</b>	<b>\$1.598</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%	-	-	-	\$40.098	-	\$40.703	-	\$41.149	-	\$41.545
New MTA Efficiencies - Information Technology	-	-	-	0.331	-	-	-	-	-	-
New MTA Efficiencies - Media Consolidation	2	0.071	3	0.429	3	0.442	3	0.453	3	0.466
New MTA Efficiencies - Inventory Savings	-	-	-	7.000	-	-	-	-	-	-
Net-Zero Labor Initiative	-	4.008	-	15.952	-	20.659	-	20.692	-	21.242
Non-Represented Wage Freeze	-	1.098	-	0.806	-	0.737	-	0.749	-	0.774
Pension Rate of Return	-	-	-	-	-	(23.427)	-	(24.023)	-	(24.641)
<b>Sub-Total MTA Plan Adjustments</b>	<b>2</b>	<b>\$5.178</b>	<b>3</b>	<b>\$64.616</b>	<b>3</b>	<b>\$39.114</b>	<b>3</b>	<b>\$39.020</b>	<b>3</b>	<b>\$39.386</b>
<b>2011 February Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>6,514</b>	<b>\$ (588.433)</b>	<b>6,488</b>	<b>\$ (556.259)</b>	<b>6,550</b>	<b>\$ (623.586)</b>	<b>6,709</b>	<b>\$ (670.358)</b>	<b>6,858</b>	<b>\$ (739.431)</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>Non-Reimbursable</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$525.923	\$574.736	\$583.409	\$589.804	\$595.480
Toll Revenue	-	-	-	-	-
Other Operating Revenue	32.015	37.580	35.846	36.523	37.859
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$557.937</b>	<b>\$612.316</b>	<b>\$619.255</b>	<b>\$626.326</b>	<b>\$633.339</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$420.785	\$404.308	\$412.777	\$433.163	\$452.755
Overtime	78.020	69.837	68.538	68.103	69.390
Health and Welfare	75.385	84.557	90.404	99.500	109.575
OPEB Current Payment	51.781	58.797	62.934	67.339	72.053
Pensions	139.381	153.695	190.755	194.454	199.509
Other Fringe Benefits	89.146	88.840	90.463	95.175	100.250
Reimbursable Overhead	(27.434)	(31.964)	(34.055)	(34.842)	(34.034)
<b>Total Labor Expenses</b>	<b>\$827.064</b>	<b>\$828.070</b>	<b>\$881.816</b>	<b>\$922.891</b>	<b>\$969.499</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$83.634	\$88.729	\$95.248	\$104.415	\$109.214
Fuel for Buses and Trains	17.167	17.726	18.619	19.284	19.875
Insurance	14.786	16.320	17.640	19.084	20.661
Claims	13.846	15.813	16.110	16.116	16.472
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	66.896	78.964	75.611	76.273	78.372
Professional Service Contracts	19.115	20.376	19.543	19.715	20.210
Materials & Supplies	97.828	100.241	111.705	113.605	118.074
Other Business Expenses	10.088	11.628	11.980	12.124	12.330
<b>Total Non-Labor Expenses</b>	<b>\$323.360</b>	<b>\$349.797</b>	<b>\$366.456</b>	<b>\$380.615</b>	<b>\$395.210</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,150.424</b>	<b>\$1,177.867</b>	<b>\$1,248.272</b>	<b>\$1,303.506</b>	<b>\$1,364.709</b>
Depreciation	315.911	317.991	317.060	309.279	298.284
OPEB Obligation	66.951	75.000	77.250	79.568	81.955
Environmental Remediation	2.503	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,535.789</b>	<b>\$1,572.858</b>	<b>\$1,644.582</b>	<b>\$1,694.353</b>	<b>\$1,746.948</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$977.852)</b>	<b>(\$960.542)</b>	<b>(\$1,025.327)</b>	<b>(\$1,068.027)</b>	<b>(\$1,113.609)</b>
<b><u>Cash Conversion Adjustments</u></b>					
Depreciation	\$315.911	\$317.991	\$317.060	\$309.279	\$298.284
Operating/Capital	(8.869)	(9.592)	(10.258)	(9.455)	(9.735)
Other Cash Adjustment	82.377	95.884	94.939	97.845	85.629
<b>Total Cash Conversion Adjustments</b>	<b>\$389.419</b>	<b>\$404.283</b>	<b>\$401.741</b>	<b>\$397.669</b>	<b>\$374.178</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$588.433)</b>	<b>(\$556.259)</b>	<b>(\$623.586)</b>	<b>(\$670.358)</b>	<b>(\$739.431)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	181.408	235.975	243.983	247.556	250.835
<b>Total Revenue</b>	<b>\$181.408</b>	<b>\$235.975</b>	<b>\$243.983</b>	<b>\$247.556</b>	<b>\$250.835</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$71.624	\$76.271	\$82.123	\$84.161	\$85.777
Overtime	11.484	10.720	10.830	11.057	11.272
Health and Welfare	12.221	12.504	14.157	14.668	14.951
OPEB Current Payment	-	-	-	-	-
Pensions	20.972	20.273	20.471	20.354	20.747
Other Fringe Benefits	14.795	15.059	17.050	17.665	18.006
Reimbursable Overhead	27.434	31.964	34.055	34.842	34.034
<b>Total Labor Expenses</b>	<b>\$158.530</b>	<b>\$166.791</b>	<b>\$178.686</b>	<b>\$182.747</b>	<b>\$184.787</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.110	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	1.051	6.339	6.924	7.068	7.204
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	8.099	12.381	10.811	10.900	11.076
Professional Service Contracts	0.937	2.812	0.988	1.006	1.016
Materials & Supplies	12.575	47.572	46.484	45.741	46.657
Other Business Expenses	0.106	0.080	0.090	0.094	0.095
<b>Total Non-Labor Expenses</b>	<b>\$22.878</b>	<b>\$69.184</b>	<b>\$65.297</b>	<b>\$64.809</b>	<b>\$66.048</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$181.408</b>	<b>\$235.975</b>	<b>\$243.983</b>	<b>\$247.556</b>	<b>\$250.835</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$181.408</b>	<b>\$235.975</b>	<b>\$243.983</b>	<b>\$247.556</b>	<b>\$250.835</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Cash Conversion Adjustments</u></b>					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital					
Other Cash Adjustment					
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$525.923	\$574.736	\$583.409	\$589.804	\$595.480
Toll Revenue	-	-	-	-	-
Other Operating Revenue	32.015	37.580	35.846	36.523	37.859
Capital and Other Reimbursements	181.408	235.975	243.983	247.556	250.835
<b>Total Revenue</b>	<b>\$739.345</b>	<b>\$848.291</b>	<b>\$863.238</b>	<b>\$873.882</b>	<b>\$884.174</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$492.409	\$480.579	\$494.900	\$517.324	\$538.532
Overtime	89.504	80.557	79.368	79.160	80.662
Health and Welfare	87.606	97.061	104.561	114.168	124.526
OPEB Current Payment	51.781	58.797	62.934	67.339	72.053
Pensions	160.353	173.968	211.226	214.808	220.256
Other Fringe Benefits	103.941	103.899	107.513	112.840	118.256
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$985.594</b>	<b>\$994.861</b>	<b>\$1,060.502</b>	<b>\$1,105.638</b>	<b>\$1,154.286</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$83.744	\$88.729	\$95.248	\$104.415	\$109.214
Fuel for Buses and Trains	17.167	17.726	18.619	19.284	19.875
Insurance	15.837	22.659	24.564	26.152	27.865
Claims	13.846	15.813	16.110	16.116	16.472
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	74.995	91.345	86.422	87.173	89.448
Professional Service Contracts	20.052	23.188	20.531	20.721	21.226
Materials & Supplies	110.403	147.813	158.189	159.346	164.731
Other Business Expenses	10.194	11.708	12.070	12.218	12.425
<b>Total Non-Labor Expenses</b>	<b>\$346.238</b>	<b>\$418.981</b>	<b>\$431.753</b>	<b>\$445.424</b>	<b>\$461.258</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,331.832</b>	<b>\$1,413.842</b>	<b>\$1,492.255</b>	<b>\$1,551.062</b>	<b>\$1,615.544</b>
Depreciation	\$315.911	\$317.991	\$317.060	\$309.279	\$298.284
OPEB Obligation	66.951	75.000	77.250	79.568	81.955
Environmental Remediation	2.503	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,717.197</b>	<b>\$1,808.833</b>	<b>\$1,888.565</b>	<b>\$1,941.909</b>	<b>\$1,997.783</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$977.852)</b>	<b>(\$960.542)</b>	<b>(\$1,025.327)</b>	<b>(\$1,068.027)</b>	<b>(\$1,113.609)</b>
<b><u>Cash Conversion Adjustments</u></b>					
Depreciation	\$315.911	\$317.991	\$317.060	\$309.279	\$298.284
Operating/Capital	(8.869)	(9.592)	(10.258)	(9.455)	(9.735)
Other Cash Adjustment	82.377	95.884	94.939	97.845	85.629
<b>Total Cash Conversion Adjustments</b>	<b>\$389.419</b>	<b>\$404.283</b>	<b>\$401.741</b>	<b>\$397.669</b>	<b>\$374.178</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$588.433)</b>	<b>(\$556.259)</b>	<b>(\$623.586)</b>	<b>(\$670.358)</b>	<b>(\$739.431)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011-2014**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$555.723	\$606.736	\$615.409	\$621.804	\$627.480
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	69.795	50.592	47.781	48.753	50.108
Capital and Other Reimbursements	220.621	220.873	228.329	232.715	235.687
<b>Total Receipts</b>	<b>\$846.139</b>	<b>\$878.201</b>	<b>\$891.519</b>	<b>\$903.272</b>	<b>\$913.275</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$492.887	\$478.341	\$492.639	\$515.040	\$536.180
Overtime	89.504	80.557	79.368	79.160	80.662
Health and Welfare	87.606	97.061	104.561	114.168	124.526
OPEB Current Payment	51.781	58.797	62.934	67.339	72.053
Pensions	177.408	173.968	211.226	214.808	220.256
Other Fringe Benefits	104.912	103.899	107.513	112.840	118.256
GASB Account	7.358	7.948	8.552	9.074	9.719
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$1,011.456</b>	<b>\$1,000.571</b>	<b>\$1,066.793</b>	<b>\$1,112.429</b>	<b>\$1,161.652</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$108.980	\$91.465	\$97.856	\$107.198	\$112.183
Fuel for Buses and Trains	17.167	17.726	18.619	19.284	19.875
Insurance	20.502	20.966	21.484	23.115	25.847
Claims	8.934	13.978	14.259	14.264	14.601
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	82.092	91.645	86.722	87.473	89.748
Professional Service Contracts	22.650	20.688	17.531	17.721	18.076
Materials & Supplies	119.626	134.113	148.189	148.346	166.731
Other Business Expenses	9.935	11.308	11.652	11.800	11.993
<b>Total Non-Labor Expenditures</b>	<b>\$389.886</b>	<b>\$401.889</b>	<b>\$416.312</b>	<b>\$429.201</b>	<b>\$459.054</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	29.800	32.000	32.000	32.000	32.000
<b>Total Other Expenditure Adjustments</b>	<b>\$29.800</b>	<b>\$32.000</b>	<b>\$32.000</b>	<b>\$32.000</b>	<b>\$32.000</b>
<b>Total Expenditures</b>	<b>\$1,431.142</b>	<b>\$1,434.460</b>	<b>\$1,515.105</b>	<b>\$1,573.630</b>	<b>\$1,652.706</b>
Cash Timing and Availability Adjustment	(3.430)	0.000	0.000	0.000	0.000
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$588.433)</b>	<b>(\$556.259)</b>	<b>(\$623.586)</b>	<b>(\$670.358)</b>	<b>(\$739.431)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011-2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$29.800	\$32.000	\$32.000	\$32.000	\$32.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	37.780	13.012	11.935	12.230	12.249
Capital and Other Reimbursements	39.213	(15.102)	(15.654)	(14.841)	(15.148)
<b>Total Receipts</b>	<b>\$106.794</b>	<b>\$29.910</b>	<b>\$28.281</b>	<b>\$29.390</b>	<b>\$29.101</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$0.478)	\$2.238	\$2.261	\$2.284	\$2.352
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	(0.000)	0.000
OPEB Current Payment	-	-	-	-	-
Pensions	(17.055)	-	-	(0.000)	(0.000)
Other Fringe Benefits	(0.971)	-	-	(0.000)	0.000
GASB Account	(7.358)	(7.948)	(8.552)	(9.074)	(9.719)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$25.862)</b>	<b>(\$5.710)</b>	<b>(\$6.291)</b>	<b>(\$6.791)</b>	<b>(\$7.366)</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	(\$25.236)	(\$2.736)	(\$2.608)	(\$2.783)	(\$2.969)
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(4.665)	1.693	3.080	3.037	2.018
Claims	4.912	1.835	1.851	1.852	1.871
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(7.097)	(0.300)	(0.300)	(0.300)	(0.300)
Professional Service Contracts	(2.598)	2.500	3.000	3.000	3.150
Materials & Supplies	(9.223)	13.700	10.000	11.000	(2.000)
Other Business Expenditures	0.259	0.400	0.418	0.418	0.432
<b>Total Non-Labor Expenditures</b>	<b>(\$43.648)</b>	<b>\$17.092</b>	<b>\$15.441</b>	<b>\$16.223</b>	<b>\$2.204</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	(29.800)	(32.000)	(32.000)	(32.000)	(32.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$29.800)</b>	<b>(\$32.000)</b>	<b>(\$32.000)</b>	<b>(\$32.000)</b>	<b>(\$32.000)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>					
	<b>\$7.484</b>	<b>\$9.292</b>	<b>\$5.431</b>	<b>\$6.822</b>	<b>(\$8.061)</b>
Depreciation Adjustment	315.911	317.991	317.060	309.279	298.284
OPEB Obligation	66.951	75.000	77.250	79.568	81.955
Environmental Remediation	2.503	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(3.430)	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$389.419</b>	<b>\$404.283</b>	<b>\$401.741</b>	<b>\$397.669</b>	<b>\$374.178</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011-2014**  
**Ridership/(Utilization)**  
(in millions)

	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b><u>RIDERSHIP</u></b>					
Monthly	45.623	46.088	46.943	47.428	47.889
Weekly	1.831	1.851	1.878	1.899	1.917
<b>Total Commutation</b>	<b>47.454</b>	<b>47.939</b>	<b>48.821</b>	<b>49.327</b>	<b>49.806</b>
One-Way Full Fare	7.388	7.306	7.413	7.495	7.566
One-Way Off Peak	17.469	17.275	17.530	17.722	17.892
All Other	9.548	9.406	9.543	9.648	9.741
<b>Total Commutation</b>	<b>34.404</b>	<b>33.987</b>	<b>34.487</b>	<b>34.864</b>	<b>35.199</b>
<b>Total Ridership</b>	<b>81.859</b>	<b>81.926</b>	<b>83.308</b>	<b>84.191</b>	<b>85.006</b>
<b><u>FAREBOX REVENUE</u></b>					
Passenger Revenue	\$525.923	\$574.736	\$583.409	\$589.804	\$595.480
<b>Total Revenue</b>	<b>\$525.923</b>	<b>\$574.736</b>	<b>\$583.409</b>	<b>\$589.804</b>	<b>\$595.480</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011-2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Executive VP	2	2	2	2	2
Labor Relations	9	9	9	9	9
Procurement & Logistics (excl. Stores)	84	84	84	84	86
Human Resources	84	75	75	81	89
Sr VP Administration	2	2	2	2	2
Strategic Investments	39	39	39	39	39
President	4	4	4	4	4
VP & CFO/Pensions	9	9	4	4	4
Information Technology	160	160	160	160	160
Controller	64	42	42	42	42
Management and Budget	17	17	17	17	17
Process Re-Engineering	6	6	6	6	6
VP - East Side Access & Special Projects	26	26	26	26	26
Market Dev. & Public Affairs	55	54	54	54	54
Gen. Counsel & Secretary	31	31	31	31	31
Diversity Management	2	2	2	2	2
System Safety	19	19	19	19	19
Security	5	5	5	5	5
Sr VP Operations/Oper. S/A & Serv. Planning	39	39	39	39	39
	<b>657</b>	<b>625</b>	<b>620</b>	<b>626</b>	<b>636</b>
<b>Operations</b>					
Transportation Services - Train Operations	1,803	1,788	1,818	1,977	2,070
Transportation Services - Station Operations	298	291	291	291	291
<b>Total Operations</b>	<b>2,101</b>	<b>2,079</b>	<b>2,109</b>	<b>2,268</b>	<b>2,361</b>
<b>Maintenance</b>					
Engineering	1,627	1,625	1,619	1,613	1,631
Equipment	1,918	1,948	1,958	1,958	1,986
Procurement (Stores)	94	94	94	94	94
<b>Total Maintenance</b>	<b>3,639</b>	<b>3,667</b>	<b>3,671</b>	<b>3,665</b>	<b>3,711</b>
<b>Engineering/Capital</b>					
Department of Project Management	117	117	150	150	150
<b>Total Engineering/Capital</b>	<b>117</b>	<b>117</b>	<b>150</b>	<b>150</b>	<b>150</b>
<b>Total Baseline Positions</b>	<b>6,514</b>	<b>6,488</b>	<b>6,550</b>	<b>6,709</b>	<b>6,858</b>
<i>Non-Reimbursable</i>	6,043	5,853	5,886	6,045	6,194
<i>Reimbursable</i>	471	635	664	664	664
<i>Total Full-Time</i>	6,514	6,488	6,550	6,709	6,858
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

Notes:

(1) VP& Chief Financial Officer has been split into VP&CFO/Pension, Controller, Management & Budget and Process Re-Engineering.

(2) Passenger Services has been restated and split between Transportation Services - Station Operations (Ticket Clerks, Ticket Agents and Station Appearance Maintainers) and Transportation Services - Train Operations. All Passenger Services functions are now captured under Operations.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2011-2014**  
**Total Positions by Function and Occupation**

	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Managers/Supervisors	322	319	319	321	325
Professional, Technical, Clerical	335	306	301	305	311
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>657</b>	<b>625</b>	<b>620</b>	<b>626</b>	<b>636</b>
<b>Operations</b>					
Managers/Supervisors	293	289	289	289	290
Professional, Technical, Clerical	162	155	155	155	155
Operational Hourlies	1,646	1,635	1,665	1,824	1,916
<b>Total Operations</b>	<b>2,101</b>	<b>2,079</b>	<b>2,109</b>	<b>2,268</b>	<b>2,361</b>
<b>Maintenance</b>					
Managers/Supervisors	683	698	698	702	709
Professional, Technical, Clerical	247	249	249	250	250
Operational Hourlies	2,709	2,720	2,724	2,713	2,752
<b>Total Maintenance</b>	<b>3,639</b>	<b>3,667</b>	<b>3,671</b>	<b>3,665</b>	<b>3,711</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	99	98	122	122	122
Professional, Technical, Clerical	18	19	28	28	28
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>117</b>	<b>117</b>	<b>150</b>	<b>150</b>	<b>150</b>
<b>Public Safety</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Baseline Positions</b>					
Managers/Supervisors	1,397	1,404	1,428	1,434	1,446
Professional, Technical, Clerical	762	729	733	738	744
Operational Hourlies	4,355	4,355	4,389	4,537	4,668
<b>Total Baseline Positions</b>	<b>6,514</b>	<b>6,488</b>	<b>6,550</b>	<b>6,709</b>	<b>6,858</b>

Note:

Passenger Services has been restated and split between Transportation Services - Station Operations (Ticket Clerks, Ticket Agents and Station Appearance Maintainers) and Transportation Services - Train Operations. All Passenger Services functions are now captured under Operations.



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$44.753	\$43.536	\$46.734	\$46.479	\$48.051	\$50.231	\$51.302	\$49.828	\$49.085	\$47.914	\$48.208	\$48.615	\$574.736
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.689	2.639	3.579	2.846	3.798	3.027	2.522	2.826	2.530	2.592	2.893	5.639	37.580
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$47.442</b>	<b>\$46.175</b>	<b>\$50.313</b>	<b>\$49.325</b>	<b>\$51.849</b>	<b>\$53.258</b>	<b>\$53.824</b>	<b>\$52.653</b>	<b>\$51.614</b>	<b>\$50.506</b>	<b>\$51.102</b>	<b>\$54.255</b>	<b>\$612.316</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$35.158	\$31.587	\$32.884	\$32.706	\$35.171	\$31.365	\$33.995	\$36.646	\$32.106	\$34.104	\$35.001	\$33.585	\$404.308
Overtime	5.373	6.076	5.420	5.557	4.699	6.469	6.270	5.338	6.053	5.656	5.630	7.297	69.837
Health and Welfare	7.357	7.258	6.827	7.043	7.020	6.868	7.067	7.061	6.862	7.080	7.091	7.021	84.557
OPEB Current Payment	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	58.797
Pensions	13.334	13.166	12.413	12.761	12.703	12.420	12.795	12.788	12.548	12.913	12.981	12.872	153.695
Other Fringe Benefits	7.378	7.841	8.649	7.742	7.768	8.868	8.095	7.734	7.954	6.096	5.538	5.177	88.840
Reimbursable Overhead	(1.834)	(2.098)	(3.286)	(2.737)	(2.829)	(3.276)	(2.684)	(2.696)	(3.073)	(2.498)	(2.390)	(2.563)	(31.964)
<b>Total Labor Expenses</b>	<b>\$71.665</b>	<b>\$68.730</b>	<b>\$67.807</b>	<b>\$67.971</b>	<b>\$69.432</b>	<b>\$67.614</b>	<b>\$70.437</b>	<b>\$71.771</b>	<b>\$67.351</b>	<b>\$68.251</b>	<b>\$68.752</b>	<b>\$68.289</b>	<b>\$828.069</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$7.709	\$7.243	\$7.512	\$6.485	\$6.778	\$7.869	\$8.099	\$7.750	\$7.817	\$7.181	\$6.573	\$7.712	\$88.729
Fuel for Buses and Trains	1.409	1.255	1.416	1.393	1.540	1.561	1.583	1.639	1.537	1.539	1.474	1.381	17.726
Insurance	1.360	1.360	1.360	1.360	1.360	1.360	1.360	1.360	1.360	1.360	1.360	1.360	16.320
Claims	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	15.813
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.359	7.577	6.706	6.901	6.259	5.976	6.147	6.152	6.168	6.417	6.529	6.772	78.964
Professional Service Contracts	1.595	1.619	1.837	1.692	1.607	1.710	1.616	1.641	1.743	1.655	1.653	2.009	20.376
Materials & Supplies	7.417	7.911	9.591	7.838	7.660	9.497	7.755	7.842	9.427	7.680	7.895	9.728	100.241
Other Business Expenses	0.893	0.856	0.938	0.907	0.918	1.059	1.033	1.053	1.006	0.970	0.967	1.027	11.628
<b>Total Non-Labor Expenses</b>	<b>\$29.061</b>	<b>\$29.139</b>	<b>\$30.678</b>	<b>\$27.894</b>	<b>\$27.441</b>	<b>\$30.349</b>	<b>\$28.912</b>	<b>\$28.755</b>	<b>\$30.376</b>	<b>\$28.120</b>	<b>\$27.768</b>	<b>\$31.307</b>	<b>\$349.798</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$100.725</b>	<b>\$97.868</b>	<b>\$98.484</b>	<b>\$95.865</b>	<b>\$96.872</b>	<b>\$97.963</b>	<b>\$99.349</b>	<b>\$100.526</b>	<b>\$97.727</b>	<b>\$96.371</b>	<b>\$96.520</b>	<b>\$99.596</b>	<b>\$1,177.868</b>
Depreciation	\$26.327	\$26.327	\$27.327	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$317.991
OPEB Obligation	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	75.000
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
<b>Total Expenses</b>	<b>\$133.468</b>	<b>\$130.612</b>	<b>\$132.227</b>	<b>\$128.727</b>	<b>\$129.735</b>	<b>\$130.825</b>	<b>\$132.212</b>	<b>\$133.388</b>	<b>\$130.589</b>	<b>\$129.233</b>	<b>\$129.383</b>	<b>\$132.458</b>	<b>\$1,572.859</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$86.026)</b>	<b>(\$84.436)</b>	<b>(\$81.915)</b>	<b>(\$79.403)</b>	<b>(\$77.886)</b>	<b>(\$77.568)</b>	<b>(\$78.387)</b>	<b>(\$80.735)</b>	<b>(\$78.975)</b>	<b>(\$78.728)</b>	<b>(\$78.281)</b>	<b>(\$78.203)</b>	<b>(\$960.542)</b>
<b>Cash Conversion Adjustments</b>													
Depreciation	\$26.327	\$26.327	\$27.327	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$317.991
Operating/Capital	(0.702)	(0.710)	(0.714)	(0.708)	(0.873)	(0.742)	(0.920)	(0.886)	(0.742)	(0.928)	(0.730)	(0.936)	(9.592)
Other Cash Adjustment	3.705	6.719	4.532	(4.572)	7.562	7.584	4.500	18.677	3.007	14.089	18.692	11.388	95.884
Total Cash Conversion Adjustments	<b>\$29.329</b>	<b>\$32.336</b>	<b>\$31.145</b>	<b>\$21.166</b>	<b>\$33.135</b>	<b>\$33.288</b>	<b>\$30.025</b>	<b>\$44.237</b>	<b>\$28.711</b>	<b>\$39.607</b>	<b>\$44.407</b>	<b>\$36.898</b>	<b>\$404.283</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$56.697)</b>	<b>(\$52.100)</b>	<b>(\$50.770)</b>	<b>(\$58.237)</b>	<b>(\$44.751)</b>	<b>(\$44.280)</b>	<b>(\$48.362)</b>	<b>(\$36.498)</b>	<b>(\$50.264)</b>	<b>(\$39.121)</b>	<b>(\$33.874)</b>	<b>(\$41.305)</b>	<b>(\$556.259)</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
Farebox Revenue	\$44.753	\$43.536	\$46.734	\$46.479	\$48.051	\$50.231	\$51.302	\$49.828	\$49.085	\$47.914	\$48.208	\$48.615	\$574.736
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.689	2.639	3.579	2.846	3.798	3.027	2.522	2.826	2.530	2.592	2.893	5.639	37.580
Capital and Other Reimbursements	14.214	15.557	23.477	20.448	21.201	23.365	20.335	20.414	22.021	18.888	17.968	18.088	235.976
<b>Total Revenue</b>	<b>\$61.657</b>	<b>\$61.732</b>	<b>\$73.790</b>	<b>\$69.772</b>	<b>\$73.050</b>	<b>\$76.622</b>	<b>\$74.160</b>	<b>\$73.068</b>	<b>\$73.635</b>	<b>\$69.393</b>	<b>\$69.070</b>	<b>\$72.343</b>	<b>\$848.292</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$39.661	\$36.821	\$40.708	\$39.009	\$41.603	\$39.126	\$40.264	\$42.998	\$39.504	\$40.051	\$40.836	\$39.998	\$480.579
Overtime	5.833	6.487	6.513	6.783	6.073	7.622	7.341	6.341	6.989	6.512	6.244	7.821	80.558
Health and Welfare	8.076	8.080	8.113	8.114	8.127	8.148	8.116	8.115	8.063	8.056	8.026	8.027	97.061
OPEB Current Payment	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	58.797
Pensions	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.497	173.988
Other Fringe Benefits	8.243	8.832	10.197	9.031	9.100	10.409	9.358	9.004	9.400	7.272	6.664	6.388	103.899
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$81.211</b>	<b>\$79.617</b>	<b>\$84.929</b>	<b>\$82.335</b>	<b>\$84.300</b>	<b>\$84.702</b>	<b>\$84.475</b>	<b>\$85.855</b>	<b>\$83.353</b>	<b>\$81.288</b>	<b>\$81.166</b>	<b>\$81.632</b>	<b>\$994.862</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$7.709	\$7.243	\$7.512	\$6.485	\$6.778	\$7.869	\$8.099	\$7.750	\$7.817	\$7.181	\$6.573	\$7.712	\$88.729
Fuel for Buses and Trains	1.409	1.255	1.416	1.393	1.540	1.561	1.583	1.639	1.537	1.539	1.474	1.381	17.726
Insurance	1.681	1.715	2.034	1.931	1.949	2.030	1.919	1.926	1.984	1.862	1.833	1.795	22.659
Claims	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	1.318	15.813
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.114	8.350	7.906	7.987	7.383	7.176	7.256	7.405	7.289	7.402	7.481	7.598	91.345
Professional Service Contracts	1.757	1.787	2.035	1.883	1.800	1.907	2.005	1.833	1.935	2.036	1.834	2.376	23.188
Materials & Supplies	10.844	11.279	13.865	12.067	12.080	13.698	11.989	12.155	13.501	11.657	11.838	12.839	147.813
Other Business Expenses	0.898	0.861	0.946	0.914	0.925	1.067	1.040	1.060	1.014	0.976	0.972	1.033	11.707
<b>Total Non-Labor Expenses</b>	<b>\$33.729</b>	<b>\$33.809</b>	<b>\$37.032</b>	<b>\$33.978</b>	<b>\$33.773</b>	<b>\$36.626</b>	<b>\$35.209</b>	<b>\$35.085</b>	<b>\$36.395</b>	<b>\$33.970</b>	<b>\$33.323</b>	<b>\$36.052</b>	<b>\$418.982</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$114.940</b>	<b>\$113.425</b>	<b>\$121.961</b>	<b>\$116.313</b>	<b>\$118.073</b>	<b>\$121.328</b>	<b>\$119.685</b>	<b>\$120.940</b>	<b>\$119.748</b>	<b>\$115.259</b>	<b>\$114.489</b>	<b>\$117.684</b>	<b>\$1,413.844</b>
Depreciation	\$26.327	\$26.327	\$27.327	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$317.991
OPEB Obligation	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	75.000
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
<b>Total Expenses</b>	<b>\$147.683</b>	<b>\$146.169</b>	<b>\$155.704</b>	<b>\$149.175</b>	<b>\$150.936</b>	<b>\$154.190</b>	<b>\$152.547</b>	<b>\$153.802</b>	<b>\$152.610</b>	<b>\$148.121</b>	<b>\$147.351</b>	<b>\$150.546</b>	<b>\$1,808.835</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$86.026)</b>	<b>(\$84.436)</b>	<b>(\$81.915)</b>	<b>(\$79.403)</b>	<b>(\$77.886)</b>	<b>(\$77.568)</b>	<b>(\$78.387)</b>	<b>(\$80.735)</b>	<b>(\$78.975)</b>	<b>(\$78.728)</b>	<b>(\$78.281)</b>	<b>(\$78.203)</b>	<b>(\$960.542)</b>
<b>Cash Conversion Adjustments</b>													
Depreciation	\$26.327	\$26.327	\$27.327	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$317.991
Operating/Capital	(0.702)	(0.710)	(0.714)	(0.708)	(0.873)	(0.742)	(0.920)	(0.886)	(0.742)	(0.928)	(0.730)	(0.936)	(9.592)
Other Cash Adjustment	3.705	6.719	4.532	(4.572)	7.562	7.584	4.500	18.677	3.007	14.089	18.692	11.388	95.884
<b>Total Cash Conversion Adjustments</b>	<b>\$29.329</b>	<b>\$32.336</b>	<b>\$31.145</b>	<b>\$21.166</b>	<b>\$33.135</b>	<b>\$33.288</b>	<b>\$30.025</b>	<b>\$44.237</b>	<b>\$28.711</b>	<b>\$39.607</b>	<b>\$44.407</b>	<b>\$36.898</b>	<b>\$404.283</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$56.697)</b>	<b>(\$52.100)</b>	<b>(\$50.770)</b>	<b>(\$58.237)</b>	<b>(\$44.751)</b>	<b>(\$44.280)</b>	<b>(\$48.362)</b>	<b>(\$36.498)</b>	<b>(\$50.264)</b>	<b>(\$39.121)</b>	<b>(\$33.874)</b>	<b>(\$41.305)</b>	<b>(\$556.259)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$47.420	\$46.203	\$49.400	\$49.146	\$50.718	\$52.897	\$53.969	\$52.494	\$51.751	\$50.581	\$50.875	\$51.282	\$606.736
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	3.595	3.601	4.634	3.807	4.760	4.080	3.722	3.779	3.574	3.543	3.841	7.656	50.592
Capital and Other Reimbursements	10.517	12.799	15.588	11.119	15.397	23.211	20.284	21.871	18.073	22.196	20.080	29.738	220.873
<b>Total Receipts</b>	<b>\$61.532</b>	<b>\$62.603</b>	<b>\$69.622</b>	<b>\$64.072</b>	<b>\$70.875</b>	<b>\$80.188</b>	<b>\$77.975</b>	<b>\$78.144</b>	<b>\$73.398</b>	<b>\$76.320</b>	<b>\$74.796</b>	<b>\$88.676</b>	<b>\$878.201</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$36.458	\$36.634	\$41.893	\$39.869	\$36.895	\$42.397	\$40.708	\$37.438	\$45.640	\$36.988	\$37.012	\$46.409	\$478.341
Overtime	6.671	6.487	6.513	6.783	6.073	7.622	7.341	6.341	6.989	6.512	6.244	6.981	80.557
Health and Welfare	8.076	8.080	8.113	8.114	8.127	8.148	8.116	8.115	8.063	8.056	8.026	8.027	97.061
OPEB Current Payment	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.897	58.797
Pensions	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.497	14.501	173.968
Other Fringe Benefits	8.991	8.559	8.323	10.977	9.025	8.533	11.304	8.930	8.927	8.020	6.392	5.918	103.899
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.948	7.948
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$79.593</b>	<b>\$79.157</b>	<b>\$84.239</b>	<b>\$85.140</b>	<b>\$79.517</b>	<b>\$86.097</b>	<b>\$86.866</b>	<b>\$80.221</b>	<b>\$89.016</b>	<b>\$78.973</b>	<b>\$77.071</b>	<b>\$94.681</b>	<b>\$1,000.571</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$7.937	\$7.471	\$7.740	\$6.713	\$7.006	\$8.097	\$8.327	\$7.978	\$8.045	\$7.409	\$6.801	\$7.941	\$91.465
Fuel for Buses and Trains	1.409	1.255	1.416	1.393	1.540	1.561	1.583	1.639	1.537	1.539	1.474	1.380	17.726
Insurance	2.716	2.954	0.954	3.026	0.549	1.777	3.509	0.158	1.285	3.054	0.236	0.748	20.966
Claims	1.164	1.164	1.164	1.164	1.164	1.164	1.164	1.164	1.164	1.164	1.164	1.174	13.978
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.139	8.375	7.931	8.012	7.408	7.201	7.281	7.430	7.312	7.426	7.506	7.624	91.645
Professional Service Contracts	2.288	1.209	1.457	2.414	1.222	1.329	2.536	1.255	1.357	2.567	1.256	1.798	20.688
Materials & Supplies	11.124	9.769	12.071	11.054	13.360	13.699	11.558	10.794	10.456	9.369	9.715	11.144	134.113
Other Business Expenses	1.192	0.682	0.753	0.726	1.193	0.876	0.846	1.336	0.823	1.273	0.780	0.828	11.308
<b>Total Non-Labor Expenditures</b>	<b>\$35.969</b>	<b>\$32.879</b>	<b>\$33.486</b>	<b>\$34.502</b>	<b>\$33.442</b>	<b>\$35.704</b>	<b>\$36.804</b>	<b>\$31.754</b>	<b>\$31.979</b>	<b>\$33.801</b>	<b>\$28.932</b>	<b>\$32.637</b>	<b>\$401.889</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$2.667	\$2.667	\$2.667	\$2.667	\$2.667	\$2.667	\$2.667	\$2.667	\$2.667	\$2.667	\$2.667	\$2.663	\$32.000
<b>Total Other Expenditure Adjustments</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.667</b>	<b>\$2.663</b>	<b>\$32.000</b>
<b>Total Expenditures</b>	<b>\$118.229</b>	<b>\$114.703</b>	<b>\$120.392</b>	<b>\$122.309</b>	<b>\$115.626</b>	<b>\$124.468</b>	<b>\$126.337</b>	<b>\$114.642</b>	<b>\$123.662</b>	<b>\$115.441</b>	<b>\$108.670</b>	<b>\$129.981</b>	<b>\$1,434.460</b>
Cash Timing and Availability Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Net Cash Deficit</b>	<b>(\$56.697)</b>	<b>(\$52.100)</b>	<b>(\$50.770)</b>	<b>(\$58.237)</b>	<b>(\$44.751)</b>	<b>(\$44.280)</b>	<b>(\$48.362)</b>	<b>(\$36.498)</b>	<b>(\$50.264)</b>	<b>(\$39.121)</b>	<b>(\$33.874)</b>	<b>(\$41.305)</b>	<b>(\$556.259)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$2.667	\$2.667	\$2.666	\$2.667	\$2.667	\$2.666	\$2.667	\$2.666	\$2.666	\$2.667	\$2.667	\$2.667	\$32.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.906	0.962	1.055	0.961	0.962	1.053	1.200	0.953	1.044	0.951	0.948	2.017	13.012
Capital and Other Reimbursements	(3.697)	(2.758)	(7.889)	(9.329)	(5.804)	(0.154)	(0.051)	1.457	(3.948)	3.308	2.112	11.650	(15.103)
<b>Total Receipts</b>	<b>(\$0.125)</b>	<b>\$0.871</b>	<b>(\$4.168)</b>	<b>(\$5.700)</b>	<b>(\$2.175)</b>	<b>\$3.566</b>	<b>\$3.815</b>	<b>\$5.076</b>	<b>(\$0.237)</b>	<b>\$6.927</b>	<b>\$5.726</b>	<b>\$16.333</b>	<b>\$29.909</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$3.203	\$0.187	(\$1.185)	(\$0.860)	\$4.708	(\$3.271)	(\$0.444)	\$5.560	(\$6.136)	\$3.063	\$3.824	(\$6.411)	\$2.238
Overtime	(0.838)	(0.000)	0.000	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.000	(0.000)	0.840	0.001
Health and Welfare	(0.000)	0.000	(0.000)	0.000	(0.000)	(0.000)	0.000	0.000	0.000	0.000	(0.000)	0.000	(0.000)
OPEB Current Payment	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.003	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.004)	0.000
Other Fringe Benefits	(0.748)	0.273	1.874	(1.946)	0.075	1.876	(1.946)	0.074	0.473	(0.748)	0.272	0.470	(0.000)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(7.948)	(7.948)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1.618</b>	<b>\$0.460</b>	<b>\$0.690</b>	<b>(\$2.805)</b>	<b>\$4.783</b>	<b>(\$1.395)</b>	<b>(\$2.391)</b>	<b>\$5.634</b>	<b>(\$5.663)</b>	<b>\$2.315</b>	<b>\$4.095</b>	<b>(\$13.049)</b>	<b>(\$5.709)</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	(\$0.228)	(\$0.228)	(\$0.228)	(\$0.228)	(\$0.228)	(\$0.228)	(\$0.228)	(\$0.228)	(\$0.228)	(\$0.228)	(\$0.228)	(\$0.229)	(\$2.736)
Fuel for Buses and Trains	(0.000)	0.000	(0.000)	(0.000)	(0.000)	(0.000)	0.000	(0.000)	0.000	0.000	0.000	0.001	0.000
Insurance	(1.035)	(1.239)	1.080	(1.095)	1.400	0.253	(1.590)	1.768	0.699	(1.192)	1.597	1.047	1.693
Claims	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.144	1.835
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.025)	(0.025)	(0.025)	(0.025)	(0.025)	(0.025)	(0.025)	(0.025)	(0.023)	(0.024)	(0.025)	(0.026)	(0.300)
Professional Service Contracts	(0.531)	0.578	0.578	(0.531)	0.578	0.578	(0.531)	0.578	0.578	(0.531)	0.578	0.578	2.500
Materials & Supplies	(0.280)	1.510	1.794	1.013	(1.280)	(0.001)	0.431	1.361	3.045	2.288	2.123	1.695	13.700
Other Business Expenditures	(0.294)	0.179	0.193	0.188	(0.268)	0.191	0.194	(0.276)	0.191	(0.297)	0.192	0.205	0.399
<b>Total Non-Labor Expenditures</b>	<b>(\$2.240)</b>	<b>\$0.930</b>	<b>\$3.546</b>	<b>(\$0.524)</b>	<b>\$0.331</b>	<b>\$0.922</b>	<b>(\$1.595)</b>	<b>\$3.331</b>	<b>\$4.416</b>	<b>\$0.169</b>	<b>\$4.391</b>	<b>\$3.415</b>	<b>\$17.093</b>
<b>Other Expenditures Adjustments:</b>													
Other	(\$2.667)	(\$2.667)	(\$2.667)	(\$2.667)	(\$2.667)	(\$2.667)	(\$2.667)	(\$2.667)	(\$2.667)	(\$2.667)	(\$2.667)	(\$2.663)	(\$32.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.667)</b>	<b>(\$2.663)</b>	<b>(\$32.000)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$3.414)</b>	<b>(\$0.407)</b>	<b>(\$2.599)</b>	<b>(\$11.697)</b>	<b>\$0.272</b>	<b>\$0.425</b>	<b>(\$2.837)</b>	<b>\$11.374</b>	<b>(\$4.151)</b>	<b>\$6.744</b>	<b>\$11.545</b>	<b>\$4.036</b>	<b>\$9.292</b>
Depreciation Adjustment	\$26.327	\$26.327	\$27.327	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$26.446	\$317.991
OPEB Obligation	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	6.250	75.000
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$29.329</b>	<b>\$32.336</b>	<b>\$31.145</b>	<b>\$21.166</b>	<b>\$33.135</b>	<b>\$33.288</b>	<b>\$30.025</b>	<b>\$44.237</b>	<b>\$28.711</b>	<b>\$39.607</b>	<b>\$44.407</b>	<b>\$36.898</b>	<b>\$404.283</b>
Cash Timing and Availability Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Net Cash Conversion Adjustments</b>	<b>\$29.329</b>	<b>\$32.336</b>	<b>\$31.145</b>	<b>\$21.166</b>	<b>\$33.135</b>	<b>\$33.288</b>	<b>\$30.025</b>	<b>\$44.237</b>	<b>\$28.711</b>	<b>\$39.607</b>	<b>\$44.407</b>	<b>\$36.898</b>	<b>\$404.283</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Ridership/Utilization**  
**(in Millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Monthly	3.685	3.504	4.269	3.860	3.881	4.063	3.562	3.881	3.859	3.959	3.778	3.788	<b>46.088</b>
Weekly	0.146	0.130	0.145	0.150	0.142	0.161	0.190	0.222	0.157	0.156	0.114	0.138	<b>1.851</b>
<b>Total Commutation</b>	<b>3.831</b>	<b>3.634</b>	<b>4.414</b>	<b>4.009</b>	<b>4.023</b>	<b>4.225</b>	<b>3.752</b>	<b>4.102</b>	<b>4.016</b>	<b>4.115</b>	<b>3.892</b>	<b>3.926</b>	<b>47.939</b>
One-Way Full Fare	0.528	0.507	0.584	0.586	0.617	0.662	0.683	0.689	0.640	0.620	0.585	0.605	<b>7.306</b>
One-Way Off-Peak	1.269	1.156	1.316	1.353	1.441	1.528	1.671	1.651	1.490	1.385	1.456	1.561	<b>17.275</b>
All Other	0.664	0.674	0.735	0.769	0.777	0.851	0.864	0.861	0.797	0.772	0.790	0.852	<b>9.406</b>
<b>Total Non-Commutation</b>	<b>2.460</b>	<b>2.337</b>	<b>2.635</b>	<b>2.707</b>	<b>2.835</b>	<b>3.041</b>	<b>3.218</b>	<b>3.200</b>	<b>2.927</b>	<b>2.776</b>	<b>2.831</b>	<b>3.018</b>	<b>33.987</b>
<b>Total Ridership</b>	<b>6.291</b>	<b>5.971</b>	<b>7.049</b>	<b>6.717</b>	<b>6.857</b>	<b>7.265</b>	<b>6.970</b>	<b>7.302</b>	<b>6.943</b>	<b>6.892</b>	<b>6.723</b>	<b>6.944</b>	<b>81.926</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Total Positions by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	319	319	320	319	319	320	319	319	319	319	319	319
Professional, Technical, Clerical	306	306	306	307	306	306	306	306	306	306	306	306
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>625</b>	<b>625</b>	<b>626</b>	<b>626</b>	<b>625</b>	<b>626</b>	<b>625</b>	<b>625</b>	<b>625</b>	<b>625</b>	<b>625</b>	<b>625</b>
<b>Operations</b>												
Managers/Supervisors	294	294	294	294	294	295	290	290	289	289	289	289
Professional, Technical, Clerical	156	156	156	157	160	167	167	167	160	156	155	155
Operational Hourlies	1,635	1,635	1,635	1,635	1,637	1,641	1,641	1,641	1,637	1,635	1,635	1,635
<b>Total Operations</b>	<b>2,085</b>	<b>2,085</b>	<b>2,085</b>	<b>2,086</b>	<b>2,091</b>	<b>2,103</b>	<b>2,098</b>	<b>2,098</b>	<b>2,086</b>	<b>2,080</b>	<b>2,079</b>	<b>2,079</b>
<b>Maintenance</b>												
Managers/Supervisors	698	698	698	698	698	698	698	698	698	698	698	698
Professional, Technical, Clerical	249	249	249	249	249	249	249	249	249	249	249	249
Operational Hourlies	2,749	2,749	2,779	2,779	2,791	2,791	2,772	2,772	2,745	2,745	2,720	2,720
<b>Total Maintenance</b>	<b>3,696</b>	<b>3,696</b>	<b>3,726</b>	<b>3,726</b>	<b>3,738</b>	<b>3,738</b>	<b>3,719</b>	<b>3,719</b>	<b>3,692</b>	<b>3,692</b>	<b>3,667</b>	<b>3,667</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	96	100	96	97	97	102	102	101	96	96	96	98
Professional, Technical, Clerical	19	19	19	19	19	19	19	19	19	19	19	19
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>115</b>	<b>119</b>	<b>115</b>	<b>116</b>	<b>116</b>	<b>121</b>	<b>121</b>	<b>120</b>	<b>115</b>	<b>115</b>	<b>115</b>	<b>117</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	1,407	1,411	1,408	1,408	1,408	1,415	1,409	1,408	1,402	1,402	1,402	1,404
Professional, Technical, Clerical	730	730	730	732	734	741	741	741	734	730	729	729
Operational Hourlies	4,384	4,384	4,414	4,414	4,428	4,432	4,413	4,413	4,382	4,380	4,355	4,355
<b>Total Positions</b>	<b>6,521</b>	<b>6,525</b>	<b>6,552</b>	<b>6,554</b>	<b>6,570</b>	<b>6,588</b>	<b>6,563</b>	<b>6,562</b>	<b>6,518</b>	<b>6,512</b>	<b>6,486</b>	<b>6,488</b>



# **Metro-North Railroad**

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA Metro-North Railroad's 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. The Adopted Budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2010.

These adjustments, along with technical adjustments now included in the February Financial Plan, are presented on the attached reconciliations from the November Financial Plan and are described below:

MTA Financial Plan Adjustments Allocated to Metro-North

- Implementation of a New York State Fare increase (7.5% yield) effective December 30, 2010 results in additional 2011 passenger revenues estimated at \$25 million.
- Inclusion of \$0.6 million in additional cost efficiencies associated with the MTA review of information technology functions.
- Inclusion of \$0.3 million in additional cost efficiencies associated with the MTA consolidation of media communications staff.
- Implementation of the Net Zero Labor Initiative which reduces payroll costs in each year of the financial plan (\$10.3 million of non-reimbursable expense savings in 2011; annual value estimated at approximately \$16.4 million beginning in 2012).
- Elimination of a 2010 forecasted non-represented wage assumption that results in annual non-reimbursable expense savings of approximately \$1.7 million.
- Inclusion of additional pension costs beginning in 2012 due to lower projected rates of return on the Defined Benefit Pension fund (\$9.4 million in reimbursable and non reimbursable expenses).

Other Technical Adjustments

- A cost provision has been added for the increase in Railroad Retirement unemployment insurance tax rates (effective January 2011 at an estimated annual cost of \$1 million).
- Update to Other Post Employment Benefit accrual provision (non-cash adjustment).
- Expenditure timing refinements have been included for payroll disbursements and other miscellaneous costs.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2011 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,378</b>	<b>(\$662.344)</b>	<b>5,519</b>	<b>(\$737.216)</b>	<b>5,574</b>	<b>(\$774.331)</b>	<b>5,657</b>	<b>(\$831.601)</b>	<b>5,690</b>	<b>(\$873.204)</b>
<b>Technical Adjustments:</b>										
Change Railroad Retirement Unemployment Tax		\$0.00		(\$1.020)		(\$1.041)		(\$1.229)		(\$1.305)
OPEB Obligation Accrual Adjustment (non-cash)		9.410		10.725		11.003		12.037		12.811
Other Miscellaneous Adjustments		(0.053)		(1.282)		0.068		0.036		0.062
<b>Sub-Total Technical Adjustments</b>	<b>-</b>	<b>\$9.357</b>	<b>-</b>	<b>\$8.423</b>	<b>-</b>	<b>\$10.030</b>	<b>-</b>	<b>\$10.844</b>	<b>-</b>	<b>\$11.568</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%		\$0.00		\$25.345		\$26.239		\$26.922		\$27.558
Higher Credit Card Fees (related to higher fares)		0.000		(0.948)		(0.953)		(0.938)		(0.983)
MTA IT Efficiencies		0.000		0.627		0.644		0.659		0.675
MTA Efficiencies from the Consolidation of Media										
Communications Staff	2	0.053	2	0.252	2	0.264	2	0.276	2	0.285
Net-Zero Labor Initiative		3.527		10.324		16.399		16.693		17.153
Non-Represented Wage Freeze		1.697		1.736		1.776		1.815		1.851
Pension Rate of Return		0.000		0.000		(8.256)		(8.687)		(8.969)
<b>Sub-Total MTA Plan Adjustments</b>	<b>2</b>	<b>\$5.227</b>	<b>2</b>	<b>\$37.336</b>	<b>2</b>	<b>\$36.113</b>	<b>2</b>	<b>\$36.740</b>	<b>2</b>	<b>\$37.570</b>
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,376</b>	<b>(\$647.710)</b>	<b>5,517</b>	<b>(\$691.457)</b>	<b>5,572</b>	<b>(\$728.188)</b>	<b>5,655</b>	<b>(\$784.017)</b>	<b>5,688</b>	<b>(\$824.066)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>530</b>	<b>\$0.000</b>	<b>575</b>	<b>\$0.000</b>	<b>575</b>	<b>\$0.000</b>	<b>575</b>	<b>\$0.000</b>	<b>575</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
Project Cost Refinements - Receipts		\$0.00		(\$0.282)		(\$0.234)		(\$0.250)		(\$0.258)
Project Cost Refinements - Disbursements		0.000		0.282		.234		.250		.258
Sub-Total Technical Adjustments	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%										
New MTA Efficiencies										
Net-Zero Labor Initiative - Receipts		(\$0.422)		(\$3.291)		(\$4.229)		(\$4.245)		(\$4.313)
Net-Zero Labor Initiative - Disbursements		0.422		3.291		4.229		4.245		4.313
Non-Represented Wage Freeze - Receipts		(0.201)		(0.475)		(.615)		(.605)		(.619)
Non-Represented Wage Freeze - Disbursements		0.201		0.475		.615		.605		.619
Pension Rate of Return - Receipts		0.000		0.000		1.147		1.208		1.244
Pension Rate of Return - Disbursements		0.000		0.000		(1.147)		(1.208)		(1.244)
Sub-Total MTA Plan Adjustments	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00	-	\$0.00
<b>2011 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>530</b>	<b>\$0.000</b>	<b>575</b>	<b>\$0.000</b>	<b>575</b>	<b>\$0.000</b>	<b>575</b>	<b>\$0.000</b>	<b>575</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>5,908</b>	<b>(\$392.700)</b>	<b>6,094</b>	<b>(\$459.222)</b>	<b>6,149</b>	<b>(\$467.758)</b>	<b>6,232</b>	<b>(\$511.796)</b>	<b>6,265</b>	<b>(\$558.691)</b>
<b>Technical Adjustments:</b>										
Change Railroad Retirement Unemployment Tax		\$0.00		(\$1.020)		(\$1.041)		(\$1.229)		(\$1.305)
Cash Timing Adjustment (Payroll)		(4.550)		4.550		0.000		0.000		0.000
Other Miscellaneous Adjustments		0.892		(0.366)		0.053		0.059		0.104
<b>Sub-Total Technical Adjustments</b>	<b>-</b>	<b>(\$3.658)</b>	<b>-</b>	<b>\$3.164</b>	<b>-</b>	<b>(\$0.988)</b>	<b>-</b>	<b>(\$1.170)</b>	<b>-</b>	<b>(\$1.219)</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%		\$0.00		\$25.345		\$26.239		\$26.922		\$27.558
Higher Credit Card Fees (related to higher fares)		0.000		(0.948)		(0.953)		(0.938)		(0.983)
MTA IT Efficiencies		0.000		0.627		0.644		0.659		0.675
MTA Efficiencies From the Consolidation of Media										
Communications Staff	2	0.053	2	0.252	2	0.264	2	0.276	2	0.285
Net-Zero Labor Initiative		3.527		10.324		16.399		16.693		17.153
Non-Represented Wage Freeze		1.697		1.736		1.776		1.815		1.851
Pension Rate of Return		0.000		0.000		(8.272)		(8.705)		(8.987)
<b>Sub-Total MTA Plan Adjustments</b>	<b>2</b>	<b>\$5.277</b>	<b>2</b>	<b>\$37.336</b>	<b>2</b>	<b>\$36.097</b>	<b>2</b>	<b>\$36.722</b>	<b>2</b>	<b>\$37.552</b>
<b>2011 February Financial Plan: Cash Baseline Surplus/(Deficit)</b>	<b>5,906</b>	<b>(\$391.081)</b>	<b>6,092</b>	<b>(\$418.722)</b>	<b>6,147</b>	<b>(\$432.649)</b>	<b>6,230</b>	<b>(\$476.244)</b>	<b>6,263</b>	<b>(\$522.340)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$527.412	\$562.883	\$579.841	\$593.413	\$604.199
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	43.310	43.094	43.505	45.127	46.551
<i>Capital and Other Reimbursements:</i>					
MNR - MTA	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000
<b>Capital and Other Reimbursements</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Revenue</b>	<b>\$570.722</b>	<b>\$605.977</b>	<b>\$623.346</b>	<b>\$638.540</b>	<b>\$650.750</b>
<b>Operating Expenses</b>					
<i>Labor:</i>					
Payroll	\$386.817	\$394.896	\$405.396	\$420.311	\$431.038
Overtime	54.827	53.103	52.692	53.484	54.523
Health and Welfare	72.473	85.547	93.415	109.875	119.805
OPEB Current Payment	9.410	10.467	11.353	12.312	13.351
Pensions	46.960	46.839	56.983	58.994	60.709
Other Fringe Benefits	78.554	80.749	83.114	86.841	89.610
Reimbursable Overhead	(35.675)	(36.906)	(37.156)	(37.406)	(37.656)
<b>Total Labor Expenses</b>	<b>\$613.367</b>	<b>\$634.694</b>	<b>\$665.797</b>	<b>\$704.412</b>	<b>\$731.380</b>
<i>Non-Labor:</i>					
Traction and Propulsion Power	\$62.160	\$68.757	\$80.236	\$88.225	\$95.350
Fuel for Buses and Trains	16.888	17.292	18.427	19.548	20.235
Insurance	10.800	11.950	12.995	14.262	15.610
Claims	10.632	11.000	11.000	11.000	11.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	95.036	103.905	102.475	100.185	101.502
Professional Service Contracts	28.732	36.998	36.067	36.554	37.606
Materials & Supplies	82.612	87.308	90.211	99.463	104.802
Other Business Expenses	14.494	16.193	16.027	16.397	17.338
<b>Total Non-Labor</b>	<b>\$321.354</b>	<b>\$353.403</b>	<b>\$367.438</b>	<b>\$385.634</b>	<b>\$403.443</b>
<i>Other Expenses Adjustments:</i>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$934.721</b>	<b>\$988.097</b>	<b>\$1,033.235</b>	<b>\$1,090.045</b>	<b>\$1,134.823</b>
Depreciation	\$225.421	\$245.062	\$250.062	\$260.062	\$263.062
OPEB Obligation	49.290	56.275	59.997	63.963	68.189
Environmental Remediation	9.000	8.000	8.240	8.487	8.742
<b>Total Expenses</b>	<b>\$1,218.432</b>	<b>\$1,297.434</b>	<b>\$1,351.534</b>	<b>\$1,422.557</b>	<b>\$1,474.815</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$647.710)</b>	<b>(\$691.457)</b>	<b>(\$728.188)</b>	<b>(\$784.017)</b>	<b>(\$824.066)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$225.421	\$245.062	\$250.062	\$260.062	\$263.062
Operating Capital	(13.875)	(13.012)	(16.000)	(17.000)	(17.000)
Other Cash Adjustments	45.083	40.685	61.477	64.711	55.664
<b>Total Cash Conversion Adjustments</b>	<b>\$256.629</b>	<b>\$272.735</b>	<b>\$295.539</b>	<b>\$307.773</b>	<b>\$301.726</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$391.081)</b>	<b>(\$418.722)</b>	<b>(\$432.649)</b>	<b>(\$476.244)</b>	<b>(\$522.340)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
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
<u>Capital and Other Reimbursements:</u>					
MNR - MTA	98.872	125.317	128.142	132.803	136.967
MNR - CDOT	81.917	73.776	64.335	61.403	63.290
MNR - Other	16.019	12.331	13.401	13.786	14.138
<b>Capital and Other Reimbursements</b>	<b>196.808</b>	<b>211.424</b>	<b>205.878</b>	<b>207.992</b>	<b>214.395</b>
<b>Total Revenue</b>	<b>\$196.808</b>	<b>\$211.424</b>	<b>\$205.878</b>	<b>\$207.992</b>	<b>\$214.395</b>
<b>Expenses</b>					
<u>Labor:</u>					
Payroll	\$41.853	\$47.509	\$48.231	\$49.214	\$50.162
Overtime	13.486	19.250	19.445	19.851	20.236
Health and Welfare	9.545	13.166	14.210	16.395	17.860
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	5.528	7.041	8.475	8.680	8.902
Other Fringe Benefits	9.295	11.210	11.422	11.760	12.077
Reimbursable Overhead	34.090	39.730	40.299	41.125	41.922
<b>Total Labor</b>	<b>\$113.797</b>	<b>\$137.906</b>	<b>\$142.082</b>	<b>\$147.025</b>	<b>\$151.159</b>
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	3.618	5.104	5.190	5.296	5.398
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	50.159	26.561	19.863	20.269	20.696
Professional Service Contracts	6.994	5.263	5.310	4.475	4.671
Materials & Supplies	22.099	36.286	33.123	30.611	32.148
Other Business Expenses	0.141	0.304	0.310	0.316	0.323
<b>Total Non-Labor</b>	<b>\$83.011</b>	<b>\$73.518</b>	<b>\$63.796</b>	<b>\$60.967</b>	<b>\$63.236</b>
<u>Other Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$196.808</b>	<b>\$211.424</b>	<b>\$205.878</b>	<b>\$207.992</b>	<b>\$214.395</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$196.808</b>	<b>\$211.424</b>	<b>\$205.878</b>	<b>\$207.992</b>	<b>\$214.395</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$527.412	\$562.883	\$579.841	\$593.413	\$604.199
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	43.310	43.094	43.505	45.127	46.551
<i>Capital and Other Reimbursements:</i>					
MNR - MTA	98.872	125.317	128.142	132.803	136.967
MNR - CDOT	81.917	73.776	64.335	61.403	63.290
MNR - Other	16.019	12.331	13.401	13.786	14.138
<b>Capital and Other Reimbursements</b>	<b>196.808</b>	<b>211.424</b>	<b>205.878</b>	<b>207.992</b>	<b>214.395</b>
<b>Total Revenue</b>	<b>\$767.530</b>	<b>\$817.401</b>	<b>\$829.224</b>	<b>\$846.532</b>	<b>\$865.145</b>
<b>Expenses</b>					
<i>Labor:</i>					
Payroll	\$428.670	\$442.405	\$453.627	\$469.525	\$481.200
Overtime	68.313	72.353	72.137	73.335	74.759
Health and Welfare	82.018	98.713	107.625	126.270	137.665
OPEB Current Payment	9.410	10.467	11.353	12.312	13.351
Pensions	52.488	53.880	65.458	67.674	69.611
Other Fringe Benefits	87.849	91.959	94.536	98.601	101.687
Reimbursable Overhead	(1.585)	2.824	3.143	3.719	4.266
<b>Total Labor</b>	<b>\$727.164</b>	<b>\$772.600</b>	<b>\$807.879</b>	<b>\$851.437</b>	<b>\$882.539</b>
<i>Non-Labor:</i>					
Traction and Propulsion Power	\$62.160	\$68.757	\$80.236	\$88.225	\$95.350
Fuel for Buses and Trains	16.888	17.292	18.427	19.548	20.235
Insurance	14.418	17.054	18.185	19.558	21.008
Claims	10.632	11.000	11.000	11.000	11.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	145.195	130.466	122.338	120.454	122.198
Professional Service Contracts	35.726	42.261	41.377	41.029	42.277
Materials & Supplies	104.711	123.594	123.334	130.074	136.950
Other Business Expenses	14.635	16.497	16.337	16.713	17.661
<b>Total Non-Labor</b>	<b>\$404.365</b>	<b>\$426.921</b>	<b>\$431.234</b>	<b>\$446.601</b>	<b>\$466.679</b>
<i>Other Adjustments:</i>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,131.529</b>	<b>\$1,199.521</b>	<b>\$1,239.113</b>	<b>\$1,298.037</b>	<b>\$1,349.218</b>
Depreciation	\$225.421	\$245.062	\$250.062	\$260.062	\$263.062
OPEB Obligation	49.290	56.275	59.997	63.963	68.189
Environmental Remediation	9.000	8.000	8.240	8.487	8.742
<b>Total Expenses</b>	<b>\$1,415.240</b>	<b>\$1,508.858</b>	<b>\$1,557.412</b>	<b>\$1,630.549</b>	<b>\$1,689.210</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$647.710)</b>	<b>(\$691.457)</b>	<b>(\$728.188)</b>	<b>(\$784.017)</b>	<b>(\$824.066)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$225.421	\$245.062	\$250.062	\$260.062	\$263.062
Operating Capital	(13.875)	(13.012)	(16.000)	(17.000)	(17.000)
Other Cash Adjustments	45.083	40.685	61.477	64.711	55.664
<b>Total Cash Conversion Adjustments</b>	<b>\$256.629</b>	<b>\$272.735</b>	<b>\$295.539</b>	<b>\$307.773</b>	<b>\$301.726</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$391.081)</b>	<b>(\$418.722)</b>	<b>(\$432.649)</b>	<b>(\$476.244)</b>	<b>(\$522.340)</b>



**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$535.180	\$570.949	\$587.841	\$601.513	\$612.799
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	64.854	65.247	67.915	70.197	71.257
<b>Capital and Other Reimbursements:</b>					
MNR - MTA	100.691	113.849	128.199	129.230	133.197
MNR - CDOT	81.615	71.319	64.361	60.313	62.050
MNR - Other	14.937	15.347	13.340	13.715	14.076
<b>Capital and Other Reimbursements</b>	<b>197.243</b>	<b>200.515</b>	<b>205.900</b>	<b>203.258</b>	<b>209.323</b>
<b>Total Revenue</b>	<b>\$797.277</b>	<b>\$836.711</b>	<b>\$861.656</b>	<b>\$874.968</b>	<b>\$893.379</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$427.627	\$440.043	\$455.665	\$466.819	\$486.054
Overtime	68.851	72.058	72.818	73.033	76.513
Health and Welfare	84.895	101.468	110.564	129.099	140.826
OPEB Current Payment	9.410	10.467	11.353	12.312	13.351
Pensions	57.165	53.979	65.580	67.799	69.739
Other Fringe Benefits	88.049	91.843	95.520	98.456	103.481
GASB Account	7.216	7.984	8.746	9.607	10.512
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor</b>	<b>\$743.213</b>	<b>\$777.842</b>	<b>\$820.246</b>	<b>\$857.125</b>	<b>\$900.476</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	\$62.160	\$68.757	\$80.236	\$88.225	\$95.350
Fuel for Buses and Trains	16.888	17.292	18.427	19.548	20.235
Insurance	13.613	17.824	17.859	19.784	21.863
Claims	10.832	11.146	11.146	11.146	11.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	171.035	154.771	143.802	144.362	144.115
Professional Service Contracts	37.418	44.283	43.815	43.558	44.758
Materials & Supplies	101.603	131.025	134.108	141.672	146.210
Other Business Expenditures	31.595	32.494	24.666	25.792	31.566
<b>Total Non-Labor</b>	<b>\$445.144</b>	<b>\$477.592</b>	<b>\$474.059</b>	<b>\$494.087</b>	<b>\$515.243</b>
<b>Other Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,188.357</b>	<b>\$1,255.434</b>	<b>\$1,294.305</b>	<b>\$1,351.212</b>	<b>\$1,415.719</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$391.080)</b>	<b>(\$418.723)</b>	<b>(\$432.649)</b>	<b>(\$476.244)</b>	<b>(\$522.340)</b>
<b>Subsidies</b>					
MTA	(\$313.910)	(\$325.177)	(\$327.838)	(\$355.541)	(\$391.810)
CDOT	(77.171)	(93.546)	(104.811)	(120.703)	(130.530)
<b>Total Subsidies</b>	<b>(\$391.081)</b>	<b>(\$418.723)</b>	<b>(\$432.649)</b>	<b>(\$476.244)</b>	<b>(\$522.340)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$7.768	\$8.066	\$8.000	\$8.100	\$8.601
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	21.544	22.153	24.410	25.070	24.706
<i>Capital and Other Reimbursements:</i>					
<i>MTA</i>	1.819	(11.468)	0.057	(3.573)	(3.770)
<i>CDOT</i>	(0.302)	(2.457)	0.026	(1.090)	(1.240)
<i>Other</i>	(1.082)	3.016	(0.061)	(0.071)	(0.062)
<b>Total Capital and Other Reimbursements</b>	<b>0.435</b>	<b>(10.909)</b>	<b>0.022</b>	<b>(4.734)</b>	<b>(5.072)</b>
<b>Total Receipts</b>	<b>\$29.747</b>	<b>\$19.310</b>	<b>\$32.432</b>	<b>\$28.436</b>	<b>\$28.235</b>
<b>Expenditures</b>					
<i>Labor:</i>					
Payroll	\$1.043	\$2.362	(\$2.038)	\$2.706	(\$4.854)
Overtime	(0.538)	0.295	(0.681)	0.302	(1.754)
Health and Welfare	(2.877)	(2.755)	(2.939)	(2.829)	(3.161)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(4.677)	(0.099)	(0.122)	(0.125)	(0.128)
Other Fringe Benefits	(0.200)	0.116	(0.984)	0.145	(1.794)
GASB Account	(7.216)	(7.984)	(8.746)	(9.607)	(10.512)
Reimbursable Overhead	(1.585)	2.824	3.143	3.719	4.266
<b>Total Labor</b>	<b>(\$16.049)</b>	<b>(\$5.242)</b>	<b>(\$12.367)</b>	<b>(\$5.688)</b>	<b>(\$17.937)</b>
<i>Non-Labor:</i>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.805	(0.770)	0.326	(0.226)	(0.855)
Claims	(0.200)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(25.840)	(24.305)	(21.464)	(23.908)	(21.917)
Professional Service Contracts	(1.692)	(2.022)	(2.438)	(2.529)	(2.481)
Materials & Supplies	3.108	(7.431)	(10.774)	(11.598)	(9.260)
Other Business Expenditures	(16.960)	(15.997)	(8.329)	(9.079)	(13.905)
<b>Total Non-Labor</b>	<b>(\$40.779)</b>	<b>(\$50.671)</b>	<b>(\$42.825)</b>	<b>(\$47.486)</b>	<b>(\$48.564)</b>
<i>Other Adjustments:</i>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$27.081)</b>	<b>(\$36.603)</b>	<b>(\$22.760)</b>	<b>(\$24.739)</b>	<b>(\$38.267)</b>
Depreciation Adjustment	\$225.421	\$245.062	\$250.062	\$260.062	\$263.062
OPEB Obligation	49.290	56.275	59.997	63.963	68.189
Environmental Remediation	9.000	8.000	8.240	8.487	8.742
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$256.630</b>	<b>\$272.734</b>	<b>\$295.539</b>	<b>\$307.773</b>	<b>\$301.726</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Ridership/(Utilization) \***  
**(In Millions)**

	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b><u>RIDERSHIP</u></b>					
Harlem Line	26.258	26.421	27.238	27.895	28.470
Hudson Line	15.515	15.604	16.168	16.573	16.906
New Haven Line	37.360	37.727	38.640	39.424	39.989
<b>Total Ridership</b>	<b>79.133</b>	<b>79.752</b>	<b>82.046</b>	<b>83.892</b>	<b>85.365</b>
<b><u>FAREBOX REVENUE</u></b>					
Harlem Line	\$156.465	\$172.234	\$177.975	\$182.513	\$186.525
Hudson Line	113.418	124.731	129.659	133.157	136.124
New Haven Line	256.597	264.893	271.154	276.651	280.419
West of Hudson Mail & Ride	0.932	1.024	1.053	1.092	1.130
<b>Total Revenue</b>	<b>\$527.412</b>	<b>\$562.882</b>	<b>\$579.841</b>	<b>\$593.413</b>	<b>\$604.198</b>
* Reflects East of Hudson Service West of Hudson Ridership Not Included	1.904	1.919	1.974	2.040	2.105

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
President	3	3	3	3	3
Labor Relations	9	9	9	9	9
Safety	16	16	16	16	16
COS/ Corporate & Public Affairs	15	15	15	15	15
Customer Service (1)	38	42	42	42	42
Legal	16	16	16	16	16
Claims	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7
VP Administration	3	3	3	3	3
VP Human Resources	3	3	3	3	3
Human Resources	36	22	22	22	22
Training	27	37	38	38	38
Employee Relations & Diversity	4	4	4	4	4
VP Planning	2	2	2	2	2
Operations Planning & Analysis	16	17	17	17	17
Capital Planning & Programming	14	15	15	15	15
Business Development, Facilities & Mktg (2)	23	23	23	23	23
Long Range Planning	10	9	9	9	9
VP Finance & Info Systems	2	2	2	2	2
Controller	105	83	83	83	83
Information Technology & Project Mgmt	94	97	97	97	97
Budget	14	18	18	18	18
Procurement & Material Management (3)	43	43	43	43	43
Corporate	0	(35)	(35)	(35)	(35)
<b>Total Administration</b>	<b>514</b>	<b>465</b>	<b>466</b>	<b>466</b>	<b>466</b>
<b>Operations</b>					
Operations Administration	52	54	54	54	54
Operations Services	1,653	1,741	1,747	1,800	1,812
Customer Service (1)	234	234	234	234	234
Business Development, Facilities & Mktg (2)	38	38	38	38	38
Metro-North West	27	28	28	28	28
<b>Total Operations</b>	<b>2,004</b>	<b>2,095</b>	<b>2,101</b>	<b>2,154</b>	<b>2,166</b>
<b>Maintenance</b>					
GCT	352	358	364	364	364
Maintenance of Equipment	1,255	1,309	1,340	1,370	1,391
Maintenance of Way	1,559	1,637	1,648	1,648	1,648
Procurement & Material Management (3)	120	121	121	121	121
<b>Total Maintenance</b>	<b>3,286</b>	<b>3,425</b>	<b>3,473</b>	<b>3,503</b>	<b>3,524</b>
<b>Engineering/Capital</b>					
Construction Management	38	39	39	39	39
Engineering & Design	64	68	68	68	68
<b>Total Engineering/Capital</b>	<b>102</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>
<b>Baseline Total Positions</b>	<b>5,906</b>	<b>6,092</b>	<b>6,147</b>	<b>6,230</b>	<b>6,263</b>
<i>Non-Reimbursable</i>	5,376	5,517	5,572	5,655	5,688
<i>Reimbursable</i>	530	575	575	575	575
<i>Total Full-Time</i>	5,905	6,091	6,146	6,229	6,262
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1

**Notes**

- (1) Customer Service positions in 2011 include 42 administrative positions and 234 operations positions for Ticket Selling & Station Services functions.
- (2) Business Development, Facilities and Marketing positions include 23 administrative positions and 38 operations positions for Commissary services.
- (3) Procurement & Material Management positions in 2011 include 121 maintenance positions for material distribution/storeroom functions and 43 administrative positions for Contracts Mgmt, Purchasing, and Procurement Administration functions.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration (1)</b>					
Managers/Supervisors	49	52	52	52	52
Professional, Technical, Clerical	465	413	414	414	414
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<u>514</u>	<u>465</u>	<u>466</u>	<u>466</u>	<u>466</u>
<b>Operations (1)</b>					
Managers/Supervisors	26	28	28	28	28
Professional, Technical, Clerical	509	491	491	491	491
Operational Hourlies	1,469	1,576	1,582	1,635	1,647
<b>Total Operations</b>	<u>2,004</u>	<u>2,095</u>	<u>2,101</u>	<u>2,154</u>	<u>2,166</u>
<b>Maintenance (1)</b>					
Managers/Supervisors	39	44	44	44	44
Professional, Technical, Clerical	998	1,022	1,032	1,032	1,032
Operational Hourlies	2,249	2,359	2,397	2,427	2,448
<b>Total Maintenance</b>	<u>3,286</u>	<u>3,425</u>	<u>3,473</u>	<u>3,503</u>	<u>3,524</u>
<b>Engineering/Capital</b>					
Managers/Supervisors	30	32	32	32	32
Professional, Technical, Clerical	72	75	75	75	75
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<u>102</u>	<u>107</u>	<u>107</u>	<u>107</u>	<u>107</u>
<b>Public Safety</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Baseline Positions</b>					
Managers/Supervisors	144	156	156	156	156
Professional, Technical, Clerical	2,044	2,001	2,012	2,012	2,012
Operational Hourlies	3,718	3,935	3,979	4,062	4,095
<b>Total Baseline Positions</b>	<u>5,906</u>	<u>6,092</u>	<u>6,147</u>	<u>6,230</u>	<u>6,263</u>

**Notes**

(1) Reflects allocation of Customer Service, Business Development and Procurement & Material Management functions between Administration, Operations and Maintenance categories.

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$43.7	\$40.7	\$45.5	\$45.8	\$47.7	\$48.8	\$49.1	\$47.4	\$47.1	\$48.3	\$49.3	\$49.6	\$562.9
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.6	3.9	4.0	3.7	3.5	2.9	3.6	3.3	3.3	3.4	4.3	3.9	43.1
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$47.3</b>	<b>\$44.6</b>	<b>\$49.4</b>	<b>\$49.4</b>	<b>\$51.1</b>	<b>\$51.7</b>	<b>\$52.6</b>	<b>\$50.7</b>	<b>\$50.4</b>	<b>\$51.7</b>	<b>\$53.5</b>	<b>\$53.5</b>	<b>\$606.0</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$33.0	\$30.3	\$34.1	\$31.3	\$32.8	\$32.5	\$32.2	\$34.2	\$33.1	\$31.9	\$33.5	\$36.0	\$394.9
Overtime	4.9	4.4	4.2	4.4	4.2	3.9	4.4	4.1	4.3	3.9	4.8	5.5	53.1
Health and Welfare	7.3	6.6	7.4	6.8	7.1	7.0	7.0	7.3	7.1	6.8	7.3	7.9	85.5
OPEB Current Payment	0.9	0.8	0.9	0.8	0.9	0.9	0.9	0.9	0.9	0.8	0.9	1.0	10.5
Pensions	3.9	3.6	4.0	3.7	3.9	3.8	3.8	4.0	3.9	3.8	4.0	4.3	46.8
Other Fringe Benefits	6.8	6.3	6.9	6.4	6.7	6.6	6.6	6.9	6.7	6.5	6.9	7.5	80.7
Reimbursable Overhead	(2.3)	(2.3)	(2.9)	(3.4)	(3.4)	(3.5)	(3.1)	(3.5)	(3.3)	(3.4)	(3.0)	(2.8)	(36.9)
<b>Total Labor Expenses</b>	<b>\$54.5</b>	<b>\$49.8</b>	<b>\$54.7</b>	<b>\$50.0</b>	<b>\$52.1</b>	<b>\$51.2</b>	<b>\$51.8</b>	<b>\$53.9</b>	<b>\$52.7</b>	<b>\$50.3</b>	<b>\$54.4</b>	<b>\$59.4</b>	<b>\$634.7</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$6.2	\$6.2	\$6.2	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$6.2	\$68.8
Fuel for Buses and Trains	1.6	1.6	1.6	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.6	17.3
Insurance	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	11.9
Claims	0.9	0.8	1.1	0.8	0.8	1.1	0.8	0.8	1.1	0.8	0.8	0.9	11.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	7.5	9.2	8.4	8.5	6.3	9.6	7.9	10.0	8.2	9.5	8.9	9.9	103.9
Professional Service Contracts	2.9	3.0	3.2	3.1	3.0	3.4	3.1	3.1	3.2	3.0	3.0	3.0	37.0
Materials & Supplies	7.7	7.4	7.8	7.2	7.6	7.2	7.1	7.2	7.2	6.9	6.9	7.0	87.3
Other Business Expenses	1.2	1.8	1.5	1.3	1.2	1.3	1.2	1.2	1.5	1.3	1.2	1.3	16.2
<b>Total Non-Labor</b>	<b>\$28.9</b>	<b>\$31.0</b>	<b>\$30.7</b>	<b>\$28.8</b>	<b>\$26.9</b>	<b>\$30.5</b>	<b>\$28.1</b>	<b>\$30.2</b>	<b>\$29.0</b>	<b>\$29.5</b>	<b>\$28.8</b>	<b>\$30.9</b>	<b>\$353.4</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$83.5</b>	<b>\$80.8</b>	<b>\$85.4</b>	<b>\$78.8</b>	<b>\$79.1</b>	<b>\$81.7</b>	<b>\$79.8</b>	<b>\$84.1</b>	<b>\$81.7</b>	<b>\$79.8</b>	<b>\$83.2</b>	<b>\$90.3</b>	<b>\$988.1</b>
Depreciation	19.9	19.9	19.9	19.6	19.6	19.6	20.3	20.3	20.3	21.9	22.0	22.0	245.1
OPEB Obligation	4.6	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	56.3
Environmental Remediation	-	-	2.0	-	-	2.0	-	-	2.0	-	-	2.0	8.0
<b>Total Expenses</b>	<b>\$107.9</b>	<b>\$105.3</b>	<b>\$111.9</b>	<b>\$103.1</b>	<b>\$103.4</b>	<b>\$108.0</b>	<b>\$104.8</b>	<b>\$109.1</b>	<b>\$108.6</b>	<b>\$106.5</b>	<b>\$109.8</b>	<b>\$119.0</b>	<b>\$1,297.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$60.7)</b>	<b>(\$60.7)</b>	<b>(\$62.5)</b>	<b>(\$53.7)</b>	<b>(\$52.2)</b>	<b>(\$56.3)</b>	<b>(\$52.1)</b>	<b>(\$58.4)</b>	<b>(\$58.3)</b>	<b>(\$54.7)</b>	<b>(\$56.3)</b>	<b>(\$65.5)</b>	<b>(\$691.5)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	19.9	19.9	19.9	19.6	19.6	19.6	20.3	20.3	20.3	21.9	22.0	22.0	245.1
Operating Capital	(0.4)	(0.8)	(0.3)	(2.9)	(0.7)	(0.8)	(0.6)	(0.4)	(0.6)	(1.0)	(3.3)	(1.2)	(13.0)
Other Cash Adjustments	8.2	5.7	1.4	4.2	9.7	(9.2)	8.8	11.8	(3.5)	9.1	10.9	(16.3)	40.7
<b>Total Cash Conversion Adjustments</b>	<b>\$27.6</b>	<b>\$24.8</b>	<b>\$21.0</b>	<b>\$20.9</b>	<b>\$28.6</b>	<b>\$9.6</b>	<b>\$28.4</b>	<b>\$31.7</b>	<b>\$16.1</b>	<b>\$30.1</b>	<b>\$29.5</b>	<b>\$4.5</b>	<b>\$272.7</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$33.0)</b>	<b>(\$35.9)</b>	<b>(\$41.5)</b>	<b>(\$32.8)</b>	<b>(\$23.7)</b>	<b>(\$46.7)</b>	<b>(\$23.7)</b>	<b>(\$26.8)</b>	<b>(\$42.2)</b>	<b>(\$24.7)</b>	<b>(\$26.8)</b>	<b>(\$61.0)</b>	<b>(\$418.7)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
MNR - MTA	7.7	7.7	9.8	10.9	10.5	11.3	10.1	11.5	11.0	13.0	11.2	10.7	125.3
MNR - CDOT	6.0	3.5	5.3	7.0	7.0	8.6	4.6	5.6	8.8	5.6	4.3	7.4	73.8
MNR - Other	1.6	1.3	1.4	0.9	1.0	1.8	0.9	0.7	0.7	0.7	0.6	0.6	12.3
<b>Total Revenue</b>	<b>\$15.4</b>	<b>\$12.5</b>	<b>\$16.4</b>	<b>\$18.8</b>	<b>\$18.5</b>	<b>\$21.7</b>	<b>\$15.6</b>	<b>\$17.8</b>	<b>\$20.6</b>	<b>\$19.3</b>	<b>\$16.1</b>	<b>\$18.6</b>	<b>\$211.4</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$3.3	\$3.3	\$4.1	\$4.1	\$4.1	\$4.3	\$3.8	\$4.4	\$4.2	\$4.2	\$3.9	\$3.7	\$47.5
Overtime	1.1	1.1	1.5	1.8	1.7	1.9	1.6	1.9	1.6	1.9	1.6	1.5	19.3
Health and Welfare	0.9	0.9	1.1	1.2	1.2	1.2	1.1	1.2	1.2	1.2	1.1	1.0	13.2
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	7.0
Other Fringe Benefits	0.7	0.7	0.9	1.0	1.0	1.0	0.9	1.0	1.0	1.0	0.9	0.9	11.2
Reimbursable Overhead	2.5	2.5	3.2	3.7	3.6	3.7	3.3	3.8	3.6	3.7	3.3	3.0	39.7
<b>Total Labor</b>	<b>\$9.0</b>	<b>\$9.0</b>	<b>\$11.5</b>	<b>\$12.4</b>	<b>\$12.2</b>	<b>\$12.8</b>	<b>\$11.2</b>	<b>\$12.9</b>	<b>\$12.2</b>	<b>\$12.7</b>	<b>\$11.4</b>	<b>\$10.7</b>	<b>\$137.9</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.3	0.3	0.4	0.5	0.4	0.5	0.4	0.5	0.5	0.5	0.4	0.4	5.1
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.9	1.3	1.8	2.7	1.4	2.1	0.8	1.9	2.2	2.7	1.3	5.3	26.6
Professional Service Contracts	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.3	5.2
Materials & Supplies	2.7	1.5	2.2	2.7	3.9	5.9	2.6	2.1	5.3	2.9	2.6	2.0	36.3
Other Business Expenses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
<b>Total Non-Labor</b>	<b>\$6.3</b>	<b>\$3.5</b>	<b>\$4.9</b>	<b>\$6.4</b>	<b>\$6.3</b>	<b>\$9.0</b>	<b>\$4.4</b>	<b>\$4.9</b>	<b>\$8.4</b>	<b>\$6.5</b>	<b>\$4.8</b>	<b>\$7.9</b>	<b>\$73.5</b>
<b><u>Other Adjustments:</u></b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$15.4</b>	<b>\$12.5</b>	<b>\$16.4</b>	<b>\$18.8</b>	<b>\$18.5</b>	<b>\$21.8</b>	<b>\$15.6</b>	<b>\$17.8</b>	<b>\$20.6</b>	<b>\$19.2</b>	<b>\$16.2</b>	<b>\$18.6</b>	<b>\$211.4</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$15.4</b>	<b>\$12.5</b>	<b>\$16.4</b>	<b>\$18.8</b>	<b>\$18.5</b>	<b>\$21.8</b>	<b>\$15.6</b>	<b>\$17.8</b>	<b>\$20.6</b>	<b>\$19.2</b>	<b>\$16.2</b>	<b>\$18.6</b>	<b>\$211.4</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$43.7	\$40.7	\$45.5	\$45.8	\$47.7	\$48.8	\$49.1	\$47.4	\$47.1	\$48.3	\$49.3	\$49.6	\$562.9
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.6	3.9	4.0	3.7	3.5	2.9	3.6	3.3	3.3	3.4	4.3	3.9	43.1
Capital and Other Reimbursements													
MNR - MTA	7.7	7.7	9.8	10.9	10.5	11.3	10.1	11.5	11.0	13.0	11.2	10.7	125.3
MNR - CDOT	6.0	3.5	5.3	7.0	7.0	8.6	4.6	5.6	8.8	5.6	4.3	7.4	73.8
MNR - Other	1.6	1.3	1.4	0.9	1.0	1.8	0.9	0.7	0.7	0.7	0.6	0.6	12.3
<b>Total Revenue</b>	<b>\$62.6</b>	<b>\$57.2</b>	<b>\$65.9</b>	<b>\$68.3</b>	<b>\$69.6</b>	<b>\$73.5</b>	<b>\$68.3</b>	<b>\$68.5</b>	<b>\$71.0</b>	<b>\$71.0</b>	<b>\$69.7</b>	<b>\$72.1</b>	<b>\$817.4</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$36.3	\$33.6	\$38.2	\$35.4	\$37.0	\$36.8	\$36.0	\$38.5	\$37.3	\$36.1	\$37.4	\$39.7	\$442.4
Overtime	6.1	5.6	5.8	6.2	5.9	5.8	6.0	5.9	5.9	5.8	6.4	7.0	72.4
Health and Welfare	8.1	7.5	8.5	8.0	8.2	8.2	8.0	8.6	8.3	8.0	8.4	9.0	98.7
OPEB Current Payment	0.9	0.8	0.9	0.8	0.9	0.9	0.9	0.9	0.9	0.8	0.9	1.0	10.5
Pensions	4.4	4.1	4.6	4.3	4.5	4.5	4.4	4.7	4.5	4.4	4.6	4.9	53.9
Other Fringe Benefits	7.6	7.0	7.9	7.4	7.7	7.6	7.5	8.0	7.7	7.5	7.8	8.3	92.0
Reimbursable Overhead	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.2	2.8
<b>Total Labor</b>	<b>\$63.5</b>	<b>\$58.8</b>	<b>\$66.1</b>	<b>\$62.4</b>	<b>\$64.3</b>	<b>\$64.0</b>	<b>\$63.0</b>	<b>\$66.8</b>	<b>\$64.9</b>	<b>\$63.0</b>	<b>\$65.8</b>	<b>\$70.1</b>	<b>\$772.6</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$6.2	\$6.2	\$6.2	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$6.2	\$68.8
Fuel for Buses and Trains	1.6	1.6	1.6	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.6	17.3
Insurance	1.2	1.2	1.4	1.4	1.5	1.5	1.4	1.5	1.5	1.5	1.4	1.4	17.1
Claims	0.9	0.8	1.1	0.8	0.8	1.1	0.8	0.8	1.1	0.8	0.8	0.9	11.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	10.4	10.5	10.2	11.2	7.7	11.7	8.7	11.9	10.4	12.2	10.2	15.2	130.5
Professional Service Contracts	3.3	3.4	3.7	3.6	3.5	3.9	3.6	3.5	3.6	3.4	3.4	3.3	42.2
Materials & Supplies	10.4	8.9	9.9	10.0	11.5	13.1	9.7	9.3	12.5	9.8	9.5	8.9	123.6
Other Business Expenses	1.3	1.8	1.5	1.3	1.3	1.4	1.3	1.2	1.5	1.4	1.2	1.4	16.5
<b>Total Non-Labor</b>	<b>\$35.3</b>	<b>\$34.5</b>	<b>\$35.6</b>	<b>\$35.2</b>	<b>\$33.3</b>	<b>\$39.5</b>	<b>\$32.4</b>	<b>\$35.1</b>	<b>\$37.4</b>	<b>\$36.0</b>	<b>\$33.6</b>	<b>\$38.9</b>	<b>\$426.8</b>
<b><u>Other Adjustments:</u></b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$98.8</b>	<b>\$93.2</b>	<b>\$101.7</b>	<b>\$97.6</b>	<b>\$97.5</b>	<b>\$103.5</b>	<b>\$95.4</b>	<b>\$101.9</b>	<b>\$102.3</b>	<b>\$99.0</b>	<b>\$99.4</b>	<b>\$109.0</b>	<b>\$1,199.4</b>
Depreciation	19.9	19.9	19.9	19.6	19.6	19.6	20.3	20.3	20.3	21.9	22.0	22.0	245.1
OPEB Obligation	4.6	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	56.3
Environmental Remediation	-	-	2.0	-	-	2.0	-	-	2.0	-	-	2.0	8.0
<b>Total Expenses</b>	<b>\$123.3</b>	<b>\$117.8</b>	<b>\$128.3</b>	<b>\$121.9</b>	<b>\$121.9</b>	<b>\$129.8</b>	<b>\$120.4</b>	<b>\$126.9</b>	<b>\$129.3</b>	<b>\$125.7</b>	<b>\$126.0</b>	<b>\$137.6</b>	<b>\$1,508.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$60.7)</b>	<b>(\$60.6)</b>	<b>(\$62.4)</b>	<b>(\$53.7)</b>	<b>(\$52.2)</b>	<b>(\$56.3)</b>	<b>(\$52.1)</b>	<b>(\$58.4)</b>	<b>(\$58.3)</b>	<b>(\$54.7)</b>	<b>(\$56.3)</b>	<b>(\$65.6)</b>	<b>(\$691.4)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	19.9	19.9	19.9	19.6	19.6	19.6	20.3	20.3	20.3	21.9	22.0	22.0	245.1
Operating Capital	(0.4)	(0.8)	(0.3)	(2.9)	(0.7)	(0.8)	(0.6)	(0.4)	(0.6)	(1.0)	(3.3)	(1.2)	(13.0)
Other Cash Adjustments	8.2	5.7	1.4	4.2	9.7	(9.2)	8.8	11.8	(3.5)	9.1	10.9	(16.3)	40.7
<b>Total Cash Conversion Adjustments</b>	<b>\$27.6</b>	<b>\$24.8</b>	<b>\$21.0</b>	<b>\$20.9</b>	<b>\$28.6</b>	<b>\$9.6</b>	<b>\$28.4</b>	<b>\$31.7</b>	<b>\$16.1</b>	<b>\$30.1</b>	<b>\$29.5</b>	<b>\$4.5</b>	<b>\$272.7</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$33.0)</b>	<b>(\$35.8)</b>	<b>(\$41.5)</b>	<b>(\$32.8)</b>	<b>(\$23.7)</b>	<b>(\$46.7)</b>	<b>(\$23.7)</b>	<b>(\$26.7)</b>	<b>(\$42.2)</b>	<b>(\$24.6)</b>	<b>(\$26.8)</b>	<b>(\$61.1)</b>	<b>(\$418.7)</b>



**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Farebox Revenue	\$44.3	\$41.4	\$46.1	\$46.5	\$48.4	\$49.5	\$49.7	\$48.0	\$47.8	\$49.0	\$49.9	\$50.4	\$570.9
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	5.8	5.1	5.3	6.3	4.8	4.5	5.9	4.7	6.0	6.9	5.0	5.1	65.2
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
MNR - MTA	8.7	9.1	8.6	7.4	9.2	9.3	9.5	10.8	9.7	9.5	12.2	9.8	113.8
MNR - CDOT	5.9	3.8	5.2	6.7	7.2	7.5	4.5	5.8	7.7	5.5	4.5	7.0	71.3
MNR - Other	1.4	1.8	1.8	1.7	1.3	1.3	0.9	1.0	1.8	0.9	0.7	0.7	15.3
<b>Total Receipts</b>	<b>\$66.1</b>	<b>\$61.1</b>	<b>\$67.0</b>	<b>\$68.5</b>	<b>\$70.9</b>	<b>\$72.1</b>	<b>\$70.6</b>	<b>\$70.2</b>	<b>\$73.0</b>	<b>\$71.8</b>	<b>\$72.4</b>	<b>\$73.0</b>	<b>\$836.7</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$34.0	\$34.6	\$42.4	\$34.3	\$33.7	\$42.0	\$33.7	\$33.7	\$42.0	\$33.7	\$33.7	\$42.4	\$440.0
Overtime	6.4	5.1	6.8	5.4	5.7	6.9	5.7	5.4	7.0	5.4	5.6	6.7	72.1
Health and Welfare	8.4	8.4	8.5	8.4	8.4	8.5	8.4	8.4	8.5	8.4	8.4	8.5	101.5
OPEB Current Payment	0.9	0.8	0.9	0.8	0.9	0.9	0.9	0.9	0.9	0.8	0.9	1.0	10.5
Pensions	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	54.0
Other Fringe Benefits	8.8	7.2	9.2	8.2	7.4	9.3	8.2	7.0	8.3	6.7	5.4	6.1	91.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	8.0	8.0
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor</b>	<b>\$62.9</b>	<b>\$60.5</b>	<b>\$72.3</b>	<b>\$61.6</b>	<b>\$60.6</b>	<b>\$72.2</b>	<b>\$61.3</b>	<b>\$59.9</b>	<b>\$71.3</b>	<b>\$59.5</b>	<b>\$58.5</b>	<b>\$77.3</b>	<b>\$777.8</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$6.2	\$6.2	\$6.2	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$6.2	\$68.8
Fuel for Buses and Trains	1.6	1.6	1.6	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.6	17.3
Insurance	2.1	2.1	0.0	1.3	1.6	0.7	0.5	2.9	0.7	-	2.9	3.0	17.8
Claims	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	11.1
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	11.4	12.4	11.8	13.5	8.6	14.7	10.2	12.9	12.8	13.0	12.1	21.4	154.8
Professional Service Contracts	1.7	1.8	3.2	2.1	2.1	7.5	2.1	2.0	7.1	1.9	1.8	11.0	44.3
Materials & Supplies	10.4	8.9	10.4	12.3	11.4	13.0	9.7	9.1	12.6	10.8	12.9	9.6	131.0
Other Business Expenditures	2.0	2.4	2.3	2.7	2.6	2.8	2.7	2.7	2.7	3.4	3.2	3.2	32.5
<b>Total Non-Labor</b>	<b>\$36.4</b>	<b>\$36.3</b>	<b>\$36.3</b>	<b>\$39.6</b>	<b>\$34.0</b>	<b>\$46.5</b>	<b>\$33.0</b>	<b>\$37.2</b>	<b>\$43.8</b>	<b>\$37.0</b>	<b>\$40.7</b>	<b>\$56.8</b>	<b>\$477.6</b>
<b>Other Adjustments:</b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenditures</b>	<b>\$99.3</b>	<b>\$96.8</b>	<b>\$108.6</b>	<b>\$101.2</b>	<b>\$94.6</b>	<b>\$118.7</b>	<b>\$94.3</b>	<b>\$97.1</b>	<b>\$115.1</b>	<b>\$96.5</b>	<b>\$99.2</b>	<b>\$134.1</b>	<b>\$1,255.5</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$33.2)</b>	<b>(\$35.6)</b>	<b>(\$41.6)</b>	<b>(\$32.8)</b>	<b>(\$23.7)</b>	<b>(\$46.6)</b>	<b>(\$23.7)</b>	<b>(\$26.9)</b>	<b>(\$42.1)</b>	<b>(\$24.6)</b>	<b>(\$26.8)</b>	<b>(\$61.2)</b>	<b>(\$418.7)</b>
MTA Subsidy	(25.0)	(27.5)	(32.4)	(24.0)	(17.3)	(33.5)	(18.0)	(19.8)	(35.1)	(18.9)	(20.7)	(53.0)	(325.2)
CDOT Subsidy	(8.2)	(8.1)	(9.2)	(8.8)	(6.4)	(13.1)	(5.7)	(7.1)	(7.0)	(5.7)	(6.1)	(8.2)	(93.5)

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.6	\$0.7	\$0.6	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.8	\$8.1
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.2	1.2	1.4	2.6	1.3	1.6	2.3	1.4	2.8	3.5	0.8	1.2	22.2
Capital and Other Reimbursements													
MNR - MTA	1.0	1.4	(1.1)	(3.4)	(1.4)	(1.9)	(0.5)	(0.7)	(1.4)	(3.4)	1.0	(0.9)	(11.5)
MNR - CDOT	(0.1)	0.3	(0.1)	(0.4)	0.2	(1.1)	(0.1)	0.2	(1.1)	(0.1)	0.2	(0.4)	(2.5)
MNR - Other	(0.2)	0.4	0.4	0.7	0.4	(0.5)	0.0	0.2	1.1	0.2	0.1	0.2	3.0
<b>Total Receipts</b>	<b>\$3.5</b>	<b>\$4.0</b>	<b>\$1.1</b>	<b>\$0.2</b>	<b>\$1.3</b>	<b>(\$1.3)</b>	<b>\$2.3</b>	<b>\$1.8</b>	<b>\$2.0</b>	<b>\$0.8</b>	<b>\$2.7</b>	<b>\$0.9</b>	<b>\$19.3</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$2.3	(\$0.9)	(\$4.1)	\$1.1	\$3.3	(\$5.2)	\$2.4	\$4.8	(\$4.7)	\$2.5	\$3.7	(\$2.7)	\$2.4
Overtime	(0.3)	0.5	(1.0)	0.8	0.2	(1.1)	0.3	0.6	(1.2)	0.4	0.8	0.2	0.3
Health and Welfare	(0.3)	(0.9)	(0.1)	(0.5)	(0.2)	(0.3)	(0.4)	0.1	(0.2)	(0.4)	(0.0)	0.4	(2.8)
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	(0.1)	(0.4)	0.1	(0.1)	0.0	(0.1)	(0.1)	0.2	(0.0)	(0.1)	0.1	0.3	(0.1)
Other Fringe Benefits	(1.2)	(0.2)	(1.3)	(0.8)	0.3	(1.7)	(0.7)	0.9	(0.6)	0.8	2.4	2.2	0.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(8.0)	(8.0)
Reimbursable Overhead	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.2	2.8
<b>Total Labor</b>	<b>\$0.6</b>	<b>(\$1.8)</b>	<b>(\$6.1)</b>	<b>\$0.8</b>	<b>\$3.7</b>	<b>(\$8.2)</b>	<b>\$1.7</b>	<b>\$6.9</b>	<b>(\$6.4)</b>	<b>\$3.5</b>	<b>\$7.3</b>	<b>(\$7.2)</b>	<b>(\$5.2)</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	-	-	(0.0)	-	-	(0.0)	-	-	(0.0)	-	-	(0.0)	(0.0)
Insurance	(0.9)	(0.9)	1.3	0.2	(0.1)	0.8	0.9	(1.3)	0.8	1.5	(1.4)	(1.6)	(0.8)
Claims	(0.0)	(0.1)	0.2	(0.1)	(0.1)	0.2	(0.1)	(0.1)	0.2	(0.1)	(0.1)	0.0	(0.1)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.0)	(1.9)	(1.6)	(2.3)	(0.8)	(3.0)	(1.5)	(1.0)	(2.4)	(0.8)	(1.9)	(6.2)	(24.3)
Professional Service Contracts	1.6	1.6	0.5	1.5	1.4	(3.6)	1.5	1.5	(3.5)	1.5	1.6	(7.7)	(2.1)
Materials & Supplies	(0.0)	0.0	(0.4)	(2.3)	0.2	0.0	0.0	0.2	(0.2)	(1.0)	(3.4)	(0.6)	(7.4)
Other Business Expenditures	(0.7)	(0.5)	(0.7)	(1.4)	(1.3)	(1.4)	(1.4)	(1.4)	(1.2)	(2.0)	(2.0)	(1.9)	(16.0)
<b>Total Non-Labor</b>	<b>(\$1.1)</b>	<b>(\$1.8)</b>	<b>(\$0.7)</b>	<b>(\$4.4)</b>	<b>(\$0.8)</b>	<b>(\$7.1)</b>	<b>(\$0.6)</b>	<b>(\$2.1)</b>	<b>(\$6.4)</b>	<b>(\$0.9)</b>	<b>(\$7.1)</b>	<b>(\$17.9)</b>	<b>(\$50.8)</b>
<b>Other Adjustments:</b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expenditures Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$3.1</b>	<b>\$0.4</b>	<b>(\$5.7)</b>	<b>(\$3.4)</b>	<b>\$4.3</b>	<b>(\$16.6)</b>	<b>\$3.5</b>	<b>\$6.6</b>	<b>(\$10.8)</b>	<b>\$3.4</b>	<b>\$2.9</b>	<b>(\$24.3)</b>	<b>(\$36.7)</b>
Depreciation Adjustment	19.9	19.9	19.9	19.6	19.6	19.6	20.3	20.3	20.3	21.9	22.0	22.0	245.1
OPEB Obligation	4.6	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	56.3
Environmental Remediation	-	-	2.0	-	-	2.0	-	-	2.0	-	-	2.0	8.0
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$27.5</b>	<b>\$25.0</b>	<b>\$20.8</b>	<b>\$20.9</b>	<b>\$28.6</b>	<b>\$9.7</b>	<b>\$28.4</b>	<b>\$31.5</b>	<b>\$16.2</b>	<b>\$30.1</b>	<b>\$29.5</b>	<b>\$4.4</b>	<b>\$272.6</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Ridership/Traffic Volume (Utilization)**  
**in millions**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Ridership</u></b>													
<b><u>Baseline</u></b>													
Harlem Line	2.0	1.9	2.3	2.2	2.2	2.3	2.2	2.3	2.2	2.3	2.2	2.3	26.4
Hudson Line	1.2	1.1	1.3	1.3	1.4	1.4	1.3	1.3	1.3	1.4	1.3	1.3	15.6
New Haven Line	2.8	2.6	3.2	3.1	3.2	3.4	3.2	3.3	3.2	3.3	3.2	3.3	37.7
<b>Total Ridership</b>	<b>6.0</b>	<b>5.6</b>	<b>6.8</b>	<b>6.6</b>	<b>6.8</b>	<b>7.1</b>	<b>6.7</b>	<b>6.9</b>	<b>6.7</b>	<b>6.9</b>	<b>6.8</b>	<b>6.9</b>	<b>79.8</b>
<b><u>Farebox Revenue</u></b>													
<b><u>Baseline</u></b>													
Harlem Line	\$13.7	\$12.7	\$14.1	\$14.1	\$14.5	\$14.9	\$14.9	\$14.4	\$14.4	\$14.7	\$14.9	\$14.9	\$172.2
Hudson Line	9.7	9.0	10.1	10.2	10.8	10.8	11.0	10.5	10.3	10.8	10.8	10.7	124.7
New Haven Line	20.3	18.9	21.1	21.5	22.3	23.0	23.1	22.4	22.2	22.8	23.4	23.9	264.9
West of Hudson Mail-n-Ride	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0
<b>Total Farebox Revenue</b>	<b>\$43.7</b>	<b>\$40.7</b>	<b>\$45.5</b>	<b>\$45.8</b>	<b>\$47.7</b>	<b>\$48.8</b>	<b>\$49.1</b>	<b>\$47.4</b>	<b>\$47.1</b>	<b>\$48.3</b>	<b>\$49.3</b>	<b>\$49.6</b>	<b>\$562.9</b>



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2011 Adopted Budget**  
**Total Positions by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	52	52	52	52	52	52	52	52	52	52	52	52
Professional, Technical, Clerical	402	402	402	402	402	402	413	413	413	413	413	413
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>465</b>	<b>465</b>	<b>465</b>	<b>465</b>	<b>465</b>	<b>465</b>
<b>Operations</b>												
Managers/Supervisors	32	32	32	32	32	32	32	32	32	32	32	28
Professional, Technical, Clerical	487	487	487	487	487	487	487	487	491	491	491	491
Operational Hourlies	1,587	1,587	1,587	1,587	1,587	1,592	1,592	1,592	1,592	1,587	1,582	1,576
<b>Total Operations</b>	<b>2,106</b>	<b>2,106</b>	<b>2,106</b>	<b>2,106</b>	<b>2,106</b>	<b>2,111</b>	<b>2,111</b>	<b>2,111</b>	<b>2,115</b>	<b>2,110</b>	<b>2,105</b>	<b>2,095</b>
<b>Maintenance</b>												
Managers/Supervisors	44	44	44	44	44	44	44	44	44	44	44	44
Professional, Technical, Clerical	985	985	984	984	984	984	981	982	981	981	982	1,022
Operational Hourlies	2,387	2,385	2,378	2,369	2,367	2,422	2,416	2,413	2,421	2,405	2,404	2,359
<b>Total Maintenance</b>	<b>3,416</b>	<b>3,414</b>	<b>3,406</b>	<b>3,397</b>	<b>3,395</b>	<b>3,450</b>	<b>3,441</b>	<b>3,439</b>	<b>3,446</b>	<b>3,430</b>	<b>3,430</b>	<b>3,425</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	32	32	32	32	32	32	32	32	32	32	32	32
Professional, Technical, Clerical	75	75	75	75	75	75	75	75	75	75	75	75
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	160	160	160	160	160	160	160	160	160	160	160	156
Professional, Technical, Clerical	1,949	1,949	1,948	1,948	1,948	1,948	1,956	1,957	1,960	1,960	1,961	2,001
Operational Hourlies	3,974	3,972	3,965	3,956	3,954	4,014	4,008	4,005	4,013	3,992	3,986	3,935
<b>Total Positions</b>	<b>6,083</b>	<b>6,081</b>	<b>6,073</b>	<b>6,064</b>	<b>6,062</b>	<b>6,122</b>	<b>6,124</b>	<b>6,122</b>	<b>6,133</b>	<b>6,112</b>	<b>6,107</b>	<b>6,092</b>

# **MTA Headquarters**

**MTA HEADQUARTERS  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA Headquarters 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. The Adopted Budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2010.

These adjustments, along with technical adjustments now included in the February Financial Plan, are presented on the attached reconciliations from the November Financial Plan and are described below:

- New MTA IT Efficiencies result in MTA net savings of \$3.404 million in 2011 and include \$3.100 million of non-recurring savings in maintenance contracts at the Integrated Electronic Security System (IESS) facility.
- Additional IT operating capital savings of \$4.623 million in 2011 result from the elimination of the Pension II Upgrade project.
- MTA Headquarters headcount increases by 5 positions and expenses of \$0.769 million in 2011 due to the consolidation of MTA Press Secretary offices which is offset by reductions at the agencies providing overall savings to the MTA.
- Net savings adjustments of \$0.486 million in 2014 result from the Net Zero wage inflation impact on existing union contracts of MTA Headquarters represented labor costs
- Revised MTA Internal Subsidy amounts reflect the effects of technical adjustments and incorporation of below the line items at the Agencies.

Technical adjustments include revised departmental headcount totals and a small transfer of expenses between generic codes. However, the headcount and expense revisions do not impact the bottom line totals approved at the December board meeting.

The attached also includes modified schedules detailing the monthly allocation of financial and headcount data based on the 2011 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>1,425</b>	<b>\$ (392.929)</b>	<b>1,675</b>	<b>\$ (419.027)</b>	<b>1,718</b>	<b>\$ (433.725)</b>	<b>1,701</b>	<b>\$ (447.567)</b>	<b>1,754</b>	<b>\$ (468.008)</b>
<b>Technical Adjustments:</b>										
<i>Media Relations Consolidation</i>	(5)	(\$ .258)	(5)	(\$ .769)	(5)	(\$ .786)	(5)	(\$ .810)	(5)	(\$ .833)
<i>Revised MTA Internal Subsidy</i>		0.700		4.731		4.097		5.451		5.898
<b>Sub-Total Technical Adjustments</b>	<b>(5)</b>	<b>\$ .442</b>	<b>(5)</b>	<b>\$3.962</b>	<b>(5)</b>	<b>\$3.311</b>	<b>(5)</b>	<b>\$4.641</b>	<b>(5)</b>	<b>\$5.066</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%										
New MTA Efficiencies - IT Savings				\$3.404		\$.309		\$.316		\$.321
Net-Zero Labor Initiative										0.486
Pension Rate of Return						(3.931)		(4.120)		(3.392)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$ .000</b>	<b>0</b>	<b>\$3.404</b>	<b>0</b>	<b>(\$3.622)</b>	<b>0</b>	<b>(\$3.804)</b>	<b>0</b>	<b>(\$2.585)</b>
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>1,430</b>	<b>\$ (392.487)</b>	<b>1,680</b>	<b>\$ (411.661)</b>	<b>1,723</b>	<b>\$ (434.036)</b>	<b>1,706</b>	<b>\$ (446.730)</b>	<b>1,759</b>	<b>\$ (465.527)</b>



**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>48</b>	<b>\$0.000</b>	<b>48</b>	<b>\$0.000</b>	<b>48</b>	<b>\$0.000</b>	<b>48</b>	<b>\$0.000</b>	<b>48</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<i>MTA Plan Adjustments:</i>										
Fare/Toll Yields on 1/1/11: 7.5%										
New MTA Efficiencies										
Net-Zero Labor Initiative										
Non-Represented Wage Freeze										
Pension Rate of Return										
Sub-Total MTA Plan Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>48</b>	<b>\$ -</b>	<b>48</b>	<b>\$ -</b>	<b>48</b>	<b>\$ -</b>	<b>48</b>	<b>\$ -</b>	<b>48</b>	<b>\$ -</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>1,473</b>	<b>(\$303.139)</b>	<b>1,723</b>	<b>(\$338.954)</b>	<b>1,766</b>	<b>(\$346.004)</b>	<b>1,749</b>	<b>(\$355.645)</b>	<b>1,802</b>	<b>(\$374.327)</b>
<b>Technical Adjustments:</b>										
<i>Media Relations Consolidation</i>	(5)	(\$ .258)	(5)	(\$ .769)	(5)	(\$ .786)	(5)	(\$ .810)	(5)	(\$ .833)
<i>Revised MTA Internal Subsidy</i>	-	0.700	-	4.731	-	4.097	-	5.451	-	5.898
<b>Sub-Total Technical Adjustments</b>	<b>(5)</b>	<b>\$.442</b>	<b>(5)</b>	<b>\$3.962</b>	<b>(5)</b>	<b>\$3.311</b>	<b>(5)</b>	<b>\$4.641</b>	<b>(5)</b>	<b>\$5.066</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%										
New MTA Efficiencies - IT Savings		\$.000		\$8.028		\$.309		\$.316		\$.321
Net-Zero Labor Initiative		-		-		-		-		0.486
Pension Rate of Return				-		(3.931)		(4.120)		(3.392)
<b>Sub-Total MTA Plan Adjustments</b>	<b>-</b>	<b>\$.000</b>	<b>0</b>	<b>\$8.028</b>	<b>0</b>	<b>(\$3.622)</b>	<b>0</b>	<b>(\$3.804)</b>	<b>0</b>	<b>(\$2.584)</b>
<b>2011 February Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>1,478</b>	<b>\$ (302.697)</b>	<b>1,728</b>	<b>\$ (326.964)</b>	<b>1,771</b>	<b>\$ (346.315)</b>	<b>1,754</b>	<b>\$ (354.807)</b>	<b>1,807</b>	<b>\$ (371.845)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Operating Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
<i>Other Operating Revenue</i>					
Rental Income	52.742	53.645	54.605	55.724	56.694
Other	4.000	4.029	4.101	4.185	4.258
Total Other Operating Revenue	56.742	57.673	58.706	59.909	60.952
Capital and Other Reimbursements					
<b>Total Revenue</b>	<b>\$56.742</b>	<b>\$57.673</b>	<b>\$58.706</b>	<b>\$59.909</b>	<b>\$60.952</b>
<b>Operating Expenses</b>					
<b>Labor:</b>					
Payroll	\$135.173	\$157.112	\$162.910	\$165.495	\$172.828
Overtime	9.614	8.593	8.775	8.938	9.104
Health and Welfare	16.040	20.745	22.175	24.352	27.137
OPEB Current Payment	6.200	7.200	8.400	9.600	10.900
Pensions	21.603	25.968	36.192	37.848	39.116
Other Fringe Benefits	14.492	13.152	12.428	13.276	14.081
Reimbursable Overhead	(45.876)	(56.072)	(58.191)	(59.583)	(60.744)
<b>Total Labor Expenses</b>	<b>\$157.246</b>	<b>\$176.698</b>	<b>\$192.690</b>	<b>\$199.927</b>	<b>\$212.421</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	6.066	4.422	4.864	5.351	5.886
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	35.419	42.338	45.490	46.423	47.231
Professional Service Contracts	42.388	40.448	40.199	40.719	41.937
Materials & Supplies	6.665	6.257	4.395	4.485	4.563
<i>Other Business Expenses</i>					
MTA Internal Subsidy	55.720	55.807	57.636	57.108	59.119
Other	46.150	49.749	49.953	51.112	52.365
Total Other Business Expenses	101.870	105.556	107.589	108.220	111.483
<b>Total Non-Labor Expenses</b>	<b>\$192.407</b>	<b>\$199.021</b>	<b>\$202.538</b>	<b>\$205.198</b>	<b>\$211.100</b>
<b>Other Expenses Adjustments:</b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$349.654</b>	<b>\$375.720</b>	<b>\$395.228</b>	<b>\$405.124</b>	<b>\$423.521</b>
Depreciation	36.075	26.514	26.514	26.514	23.657
OPEB Obligation	63.500	67.100	71.000	75.000	79.300
<b>Total Expenses</b>	<b>\$449.229</b>	<b>\$469.334</b>	<b>\$492.742</b>	<b>\$506.639</b>	<b>\$526.479</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$392.487)</b>	<b>(\$411.661)</b>	<b>(\$434.036)</b>	<b>(\$446.730)</b>	<b>(\$465.527)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	58.025	79.894	87.919	89.556	90.952
<b>Total Revenue</b>	<b>\$58.025</b>	<b>\$79.894</b>	<b>\$87.919</b>	<b>\$89.556</b>	<b>\$90.952</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$2.782	\$3.585	\$3.663	\$3.736	\$3.807
Overtime	-	-	-	-	-
Health and Welfare	0.389	0.486	0.527	0.571	0.618
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.260	0.351	0.500	0.525	0.551
Other Fringe Benefits	0.210	0.282	0.293	0.305	0.316
Reimbursable Overhead	45.876	56.072	58.191	59.583	60.744
<b>Total Labor Expenses</b>	<b>\$49.518</b>	<b>\$60.775</b>	<b>\$63.175</b>	<b>\$64.720</b>	<b>\$66.036</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.030	0.115	0.115	0.118	0.120
Professional Service Contracts	8.375	18.762	24.384	24.469	24.543
Materials & Supplies	0.039	0.078	0.080	0.081	0.083
<b><u>Other Business Expenses</u></b>	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-
Other	<u>0.064</u>	<u>0.164</u>	<u>0.165</u>	<u>0.168</u>	<u>0.171</u>
Total Other Business Expenses	0.064	0.164	0.165	0.168	0.171
<b>Total Non-Labor Expenses</b>	<b>\$8.507</b>	<b>\$19.119</b>	<b>\$24.744</b>	<b>\$24.836</b>	<b>\$24.916</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$58.025</b>	<b>\$79.894</b>	<b>\$87.919</b>	<b>\$89.556</b>	<b>\$90.952</b>
<b>Depreciation</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses</b>	<b>\$58.025</b>	<b>\$79.894</b>	<b>\$87.919</b>	<b>\$89.556</b>	<b>\$90.952</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
<u>Other Operating Revenue</u>					
Rental Income	52.742	53.645	54.605	55.724	56.694
Data Center Billings	-	-	-	-	-
Other	4.000	4.029	4.101	4.185	4.258
Total Other Operating Revenue	56.742	57.673	58.706	59.909	60.952
Capital and Other Reimbursements	58.025	79.894	87.919	89.556	90.952
<b>Total Revenue</b>	<b>\$114.767</b>	<b>\$137.568</b>	<b>\$146.625</b>	<b>\$149.465</b>	<b>\$151.904</b>
<b>Expenses</b>					
<u>Labor:</u>					
Payroll	\$137.955	\$160.697	\$166.574	\$169.231	\$176.635
Overtime	9.614	8.593	8.775	8.938	9.104
Health and Welfare	16.429	21.231	22.702	24.923	27.755
OPEB Current Payment	6.200	7.200	8.400	9.600	10.900
Pensions	21.864	26.320	36.692	38.373	39.667
Other Fringe Benefits	14.703	13.433	12.721	13.581	14.397
Reimbursable Overhead	(0.000)	0.000	0.000	0.000	0.000
<b>Total Labor expenses</b>	<b>\$206.764</b>	<b>\$237.474</b>	<b>\$255.865</b>	<b>\$264.646</b>	<b>\$278.457</b>
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	6.066	4.422	4.864	5.351	5.886
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	35.449	42.453	45.605	46.540	47.350
Professional Service Contracts	50.762	59.210	64.583	65.188	66.480
Materials & Supplies	6.703	6.335	4.475	4.567	4.646
<u>Other Business Expenses</u>					
MTA Internal Subsidy	55.720	55.807	57.636	57.108	59.119
Other Business Expenses	46.214	49.913	50.118	51.280	52.536
Total Other Business Expenses	101.934	105.720	107.754	108.388	111.655
<b>Total Non-Labor expenses</b>	<b>\$200.914</b>	<b>\$218.140</b>	<b>\$227.282</b>	<b>\$230.034</b>	<b>\$236.017</b>
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$407.678</b>	<b>\$455.614</b>	<b>\$483.147</b>	<b>\$494.681</b>	<b>\$514.474</b>
Depreciation	36.075	26.514	26.514	26.514	23.657
OPEB Obligation	63.500	67.100	71.000	75.000	79.300
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$507.253</b>	<b>\$549.228</b>	<b>\$580.661</b>	<b>\$596.195</b>	<b>\$617.431</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$392.487)</b>	<b>(\$411.661)</b>	<b>(\$434.036)</b>	<b>(\$446.730)</b>	<b>(\$465.527)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
<u>Other Operating Revenue</u>					
Rental Income	52.636	53.645	54.605	55.724	56.694
Data Center Billings					
Other	4.356	4.392	4.470	4.562	4.641
Total Other Operating Revenue	56.992	58.036	59.075	60.286	61.335
Capital and Other Reimbursements	58.019	79.894	87.919	89.556	90.952
<b>Total Receipts</b>	<b>\$115.011</b>	<b>\$137.931</b>	<b>\$146.994</b>	<b>\$149.843</b>	<b>\$152.288</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$137.452	\$158.295	\$164.084	\$166.701	\$173.989
Overtime	9.614	8.593	8.775	8.938	9.104
Health and Welfare	15.354	20.231	21.674	23.851	26.637
OPEB Current Payment	6.200	7.200	8.400	9.600	10.900
Pensions	36.258	30.372	37.357	39.054	40.363
Other Fringe Benefits	12.244	13.379	12.663	13.522	14.335
GASB Account	0.991	1.000	1.029	1.073	1.118
Reimbursable Overhead					
<b>Total Labor Expenditures</b>	<b>\$218.113</b>	<b>\$239.069</b>	<b>\$253.983</b>	<b>\$262.738</b>	<b>\$276.445</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	3.745	4.201	4.621	5.083	5.592
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	34.359	41.079	44.230	45.137	45.923
Professional Service Contracts	46.524	56.217	61.287	61.862	63.089
Materials & Supplies	6.467	6.165	4.381	4.470	4.547
<u>Other Business Expenses</u>					
MTA Internal Subsidy	55.720	55.807	57.636	57.108	59.119
Other Business Expenses	42.330	46.414	46.604	47.685	48.853
Total Other Business Expenses	98.050	102.221	104.240	104.793	107.972
<b>Total Non-Labor Expenditures</b>	<b>\$189.145</b>	<b>\$209.883</b>	<b>\$218.760</b>	<b>\$221.345</b>	<b>\$227.122</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Capital	\$10.450	\$15.943	\$20.566	\$20.566	\$20.566
<b>Total Other Expenditure Adjustments</b>	<b>\$10.450</b>	<b>\$15.943</b>	<b>\$20.566</b>	<b>\$20.566</b>	<b>\$20.566</b>
<b>Total Expenditures</b>	<b>\$417.708</b>	<b>\$464.895</b>	<b>\$493.309</b>	<b>\$504.650</b>	<b>\$524.133</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$302.697)</b>	<b>(\$326.964)</b>	<b>(\$346.315)</b>	<b>(\$354.807)</b>	<b>(\$371.845)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Fare Revenue					
Rental Income	(0.106)	-	-	-	-
Other Operating Revenue	0.356	0.363	0.370	0.377	0.384
Capital and Other Reimbursements	(0.006)	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$0.245</b>	<b>\$0.363</b>	<b>\$0.370</b>	<b>\$0.377</b>	<b>\$0.384</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.502	\$2.402	\$2.490	\$2.529	\$2.646
Overtime	0.000	-	-	-	-
Health and Welfare	1.075	1.000	1.029	1.073	1.118
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(14.395)	(4.052)	(0.665)	(0.681)	(0.696)
Other Fringe Benefits	2.459	0.055	0.057	0.059	0.062
GASB Account	(0.991)	(1.000)	(1.029)	(1.073)	(1.118)
Reimbursable Overhead	(0.000)	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$11.349)</b>	<b>(\$1.595)</b>	<b>\$1.882</b>	<b>\$1.908</b>	<b>\$2.012</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	2.321	0.221	0.243	0.268	0.294
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	1.090	1.373	1.375	1.403	1.428
Professional Service Contracts	4.238	2.994	3.296	3.326	3.390
Materials & Supplies	0.236	0.170	0.094	0.097	0.099
<b><u>Other Business Expenses</u></b>					
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	3.883	3.499	3.514	3.595	3.683
Total Other Business Expenses	3.883	3.499	3.514	3.595	3.683
<b>Total Non-Labor Expenditures</b>	<b>\$11.769</b>	<b>\$8.258</b>	<b>\$8.522</b>	<b>\$8.689</b>	<b>\$8.895</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Capital	(\$10.450)	(\$15.943)	(\$20.566)	(\$20.566)	(\$20.566)
Unallocated Service Enhancement Policy Action	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>(\$10.450)</b>	<b>(\$15.943)</b>	<b>(\$20.566)</b>	<b>(\$20.566)</b>	<b>(\$20.566)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$9.785)</b>	<b>(\$8.918)</b>	<b>(\$9.793)</b>	<b>(\$9.592)</b>	<b>(\$9.275)</b>
Depreciation Adjustment	36.075	26.514	26.514	26.514	23.657
OPEB Obligation	63.500	67.100	71.000	75.000	79.300
Environmental Remediation	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$89.790</b>	<b>\$84.696</b>	<b>\$87.722</b>	<b>\$91.922</b>	<b>\$93.682</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Executive	6	6	6	6	6
Managing Director	195	180	180	180	180
Strategic Initiatives	9	9	9	9	9
Bus Customer Info	5	7	7	7	7
New Fare Systems	23	23	23	23	23
Strategic Initiatives Division	2	2	2	2	2
Sustainability	2	2	2	2	2
Environmental Policy and Compliance	1	1	1	1	1
Capital Programs	33	33	33	33	33
Audit	85	85	85	85	85
Chief Financial Officer	83	60	60	60	60
Media Relations	11	11	11	11	11
General Counsel	56	56	56	56	56
Office of Diversity	28	28	28	28	28
Chief of Staff/Senior Policy Advisor	2	2	2	2	2
Spec. Project Develop/Planning	8	8	8	8	8
Labor Relations	5	5	5	5	5
PCAC	4	4	4	4	4
Corporate Account	3	-	-	-	-
Business Service Center	139	428	441	424	424
<b>Total Administration</b>	<b>700</b>	<b>950</b>	<b>963</b>	<b>946</b>	<b>946</b>
<b>Public Safety</b>	<b>778</b>	<b>778</b>	<b>808</b>	<b>808</b>	<b>861</b>
<b>Baseline Total Positions</b>	<b>1,478</b>	<b>1,728</b>	<b>1,771</b>	<b>1,754</b>	<b>1,807</b>
<i>Non-Reimbursable</i>	1,430	1,680	1,723	1,706	1,759
<i>Reimbursable</i>	48	48	48	48	48
<i>Full-Time</i>	1,478	1,728	1,771	1,754	1,807
<i>Full-Time Equivalents</i>	-	-	-	-	-



**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Managers/Supervisors	419	441	441	441	441
Professional, Technical, Clerical	281	509	522	505	505
Operational Hourlies					
<b>Total Administration</b>	700	950	963	946	946
<b>Operations</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
<b>Total Operations</b>	-	-	-	-	-
<b>Maintenance</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
<b>Total Maintenance</b>	-	-	-	-	-
<b>Engineering/Capital</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
<b>Total Engineering/Capital</b>	-	-	-	-	-
<b>Public Safety</b>					
Managers/Supervisors	36	36	36	36	37
Professional, Technical, Clerical	74	74	74	74	75
Operational Hourlies (Uniformed)	668	668	698	698	749
<b>Total Public Safety</b>	778	778	808	808	861
<b>Total Baseline Positions</b>					
Managers/Supervisors	455	477	477	477	478
Professional, Technical, Clerical	355	583	596	579	580
Operational Hourlies	668	668	698	698	749
<b>Total Baseline Positions</b>	1,478	1,728	1,771	1,754	1,807

**MTA HEADQUARTERS**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Operating Revenue</u>													
Rental Income	4.453	4.453	4.453	4.517	4.453	4.453	4.597	4.453	4.453	4.453	4.453	4.453	53.645
Data Center Billings	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	0.220	0.230	0.252	0.303	0.313	0.370	0.415	0.378	0.389	0.400	0.389	0.372	4.029
Total Other Operating Revenue	4.673	4.683	4.705	4.820	4.767	4.823	5.012	4.831	4.842	4.853	4.842	4.825	57.673
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$4.673</b>	<b>\$4.683</b>	<b>\$4.705</b>	<b>\$4.820</b>	<b>\$4.767</b>	<b>\$4.823</b>	<b>\$5.012</b>	<b>\$4.831</b>	<b>\$4.842</b>	<b>\$4.853</b>	<b>\$4.842</b>	<b>\$4.825</b>	<b>\$57.673</b>
<b>Operating Expenses</b>													
<u>Labor:</u>													
Payroll	\$13.662	\$11.734	\$13.476	\$12.314	\$12.895	\$12.895	\$13.662	\$13.476	\$12.895	\$12.314	\$12.895	\$14.895	\$157.112
Overtime	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	8.593
Health and Welfare	1.960	1.786	1.786	1.786	1.744	1.744	1.918	1.744	1.744	1.744	1.744	1.049	20.745
OPEB Current Payment	-	-	1.800	-	-	1.800	-	-	1.800	-	-	1.800	7.200
Pensions	2.458	2.105	2.105	2.105	2.105	2.105	2.352	2.105	2.105	2.105	2.105	2.211	25.968
Other Fringe Benefits	1.239	1.103	1.103	1.102	1.100	1.098	1.228	1.074	1.058	1.025	0.992	1.029	13.152
Reimbursable Overhead	(4.371)	(4.357)	(5.290)	(4.381)	(4.357)	(5.284)	(4.371)	(4.358)	(5.287)	(4.373)	(4.362)	(5.282)	(56.072)
<b>Total Labor Expenses</b>	<b>\$15.664</b>	<b>\$13.086</b>	<b>\$15.695</b>	<b>\$13.643</b>	<b>\$14.203</b>	<b>\$15.074</b>	<b>\$15.505</b>	<b>\$14.757</b>	<b>\$15.031</b>	<b>\$13.531</b>	<b>\$14.090</b>	<b>\$16.418</b>	<b>\$176.698</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.600	0.051	1.510	0.051	0.051	0.243	0.051	0.051	0.333	0.378	0.535	0.570	4.422
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.252	3.327	3.239	4.555	3.270	3.279	3.266	3.534	3.280	3.412	3.930	3.993	42.338
Professional Service Contracts	5.035	2.468	3.424	2.689	2.554	3.758	4.967	2.602	3.553	2.810	2.610	3.979	40.448
Materials & Supplies	0.565	0.508	0.517	0.516	0.511	0.527	0.517	0.513	0.517	0.515	0.511	0.540	6.257
<u>Other Business Expenses</u>													
MTA Internal Subsidy	17.541	7.009	8.818	6.474	(6.525)	8.745	8.533	6.821	(4.507)	3.967	(0.895)	(0.172)	55.807
Other	4.203	4.058	4.086	4.105	4.071	4.580	4.139	4.076	4.081	4.067	4.106	4.177	49.749
Total Other Business Expenses	21.744	11.067	12.905	10.579	(2.454)	13.325	12.671	10.897	(0.426)	8.034	3.210	4.005	105.556
<b>Total Non-Labor Expenses</b>	<b>\$31.196</b>	<b>\$17.420</b>	<b>\$21.595</b>	<b>\$18.390</b>	<b>\$3.931</b>	<b>\$21.132</b>	<b>\$21.471</b>	<b>\$17.597</b>	<b>\$7.258</b>	<b>\$15.149</b>	<b>\$10.796</b>	<b>\$13.087</b>	<b>\$199.021</b>
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$46.860</b>	<b>\$30.506</b>	<b>\$37.290</b>	<b>\$32.033</b>	<b>\$18.134</b>	<b>\$36.205</b>	<b>\$36.976</b>	<b>\$32.354</b>	<b>\$22.290</b>	<b>\$28.680</b>	<b>\$24.886</b>	<b>\$29.505</b>	<b>\$375.719</b>
Depreciation	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	26.514
OPEB Obligation	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	67.100
<b>Total Expenses</b>	<b>\$54.662</b>	<b>\$38.307</b>	<b>\$45.092</b>	<b>\$39.834</b>	<b>\$25.935</b>	<b>\$44.007</b>	<b>\$44.777</b>	<b>\$40.155</b>	<b>\$30.091</b>	<b>\$36.481</b>	<b>\$32.687</b>	<b>\$37.306</b>	<b>\$469.334</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$49.989)</b>	<b>(\$33.625)</b>	<b>(\$40.387)</b>	<b>(\$35.014)</b>	<b>(\$21.168)</b>	<b>(\$39.184)</b>	<b>(\$39.765)</b>	<b>(\$35.324)</b>	<b>(\$25.249)</b>	<b>(\$31.629)</b>	<b>(\$27.845)</b>	<b>(\$32.481)</b>	<b>(\$411.661)</b>



**MTA HEADQUARTERS**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Operating Revenue</u>													
Rental Income	4.453	4.453	4.453	4.517	4.453	4.453	4.597	4.453	4.453	4.453	4.453	4.453	53.645
Data Center Billings	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.220	0.230	0.252	0.303	0.313	0.370	0.415	0.378	0.389	0.400	0.389	0.372	4.029
Total Other Operating Revenue	4.673	4.683	4.705	4.820	4.767	4.823	5.012	4.831	4.842	4.853	4.842	4.825	57.673
Capital and Other Reimbursements	7.622	5.686	6.662	7.637	5.686	6.662	7.622	5.686	6.662	7.622	5.686	6.662	79.894
<b>Total Revenue</b>	<b>\$12.294</b>	<b>\$10.369</b>	<b>\$11.367</b>	<b>\$12.456</b>	<b>\$10.453</b>	<b>\$11.485</b>	<b>\$12.634</b>	<b>\$10.517</b>	<b>\$11.504</b>	<b>\$12.474</b>	<b>\$10.528</b>	<b>\$11.487</b>	<b>\$137.568</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$13.960	\$12.033	\$13.774	\$12.613	\$13.194	\$13.194	\$13.960	\$13.774	\$13.194	\$12.613	\$13.194	\$15.194	\$160.697
Overtime	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	8.593
Health and Welfare	2.001	1.826	1.826	1.826	1.784	1.784	1.958	1.784	1.784	1.784	1.784	1.090	21.231
OPEB Current Payment	-	-	1.800	-	-	1.800	-	-	1.800	-	-	1.800	7.200
Pensions	2.487	2.135	2.135	2.135	2.135	2.135	2.382	2.135	2.135	2.135	2.135	2.240	26.320
Other Fringe Benefits	1.263	1.127	1.127	1.126	1.124	1.122	1.252	1.098	1.080	1.046	1.011	1.056	13.434
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor expenses</b>	<b>\$20.427</b>	<b>\$17.836</b>	<b>\$21.378</b>	<b>\$18.416</b>	<b>\$18.952</b>	<b>\$20.750</b>	<b>\$20.269</b>	<b>\$19.507</b>	<b>\$20.709</b>	<b>\$18.294</b>	<b>\$18.840</b>	<b>\$22.095</b>	<b>\$237.474</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.600	0.051	1.510	0.051	0.051	0.243	0.051	0.051	0.333	0.378	0.535	0.570	4.422
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.261	3.336	3.249	4.565	3.279	3.289	3.275	3.543	3.290	3.422	3.939	4.005	42.453
Professional Service Contracts	7.866	3.378	4.372	5.520	3.465	4.707	7.798	3.513	4.502	5.642	3.520	4.928	59.210
Materials & Supplies	0.571	0.512	0.523	0.526	0.515	0.539	0.522	0.517	0.526	0.520	0.515	0.550	6.335
<u>Other Business Expenses</u>													
MTA Internal Subsidy	17.541	7.009	8.818	6.474	(6.525)	8.745	8.533	6.821	(4.507)	3.967	(0.895)	(0.172)	55.807
<u>Other Business Expenses</u>	4.216	4.070	4.103	4.119	4.083	4.595	4.151	4.088	4.098	4.079	4.118	4.192	49.913
Total Other Business Expenses	21.757	11.079	12.921	10.593	(2.442)	13.340	12.683	10.909	(0.409)	8.046	3.223	4.019	105.720
<b>Total Non-Labor expenses</b>	<b>\$34.055</b>	<b>\$18.356</b>	<b>\$22.575</b>	<b>\$21.253</b>	<b>\$4.867</b>	<b>\$22.117</b>	<b>\$24.329</b>	<b>\$18.533</b>	<b>\$8.243</b>	<b>\$18.008</b>	<b>\$11.732</b>	<b>\$14.072</b>	<b>\$218.140</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$54.482</b>	<b>\$36.192</b>	<b>\$43.952</b>	<b>\$39.669</b>	<b>\$23.820</b>	<b>\$42.868</b>	<b>\$44.598</b>	<b>\$38.040</b>	<b>\$28.952</b>	<b>\$36.302</b>	<b>\$30.572</b>	<b>\$36.167</b>	<b>\$455.614</b>
Depreciation	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	26.514
OPEB Obligation	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	67.100
<b>Total Expenses</b>	<b>\$62.283</b>	<b>\$43.994</b>	<b>\$51.754</b>	<b>\$47.471</b>	<b>\$31.621</b>	<b>\$50.669</b>	<b>\$52.399</b>	<b>\$45.841</b>	<b>\$36.753</b>	<b>\$44.103</b>	<b>\$38.373</b>	<b>\$43.969</b>	<b>\$549.229</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$49.989)</b>	<b>(\$33.625)</b>	<b>(\$40.387)</b>	<b>(\$35.014)</b>	<b>(\$21.168)</b>	<b>(\$39.184)</b>	<b>(\$39.765)</b>	<b>(\$35.324)</b>	<b>(\$25.249)</b>	<b>(\$31.629)</b>	<b>(\$27.845)</b>	<b>(\$32.481)</b>	<b>(\$411.661)</b>

**MTA HEADQUARTERS**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Operating Revenue</u>													
Rental Income	4.453	4.453	4.453	4.517	4.453	4.453	4.597	4.453	4.453	4.453	4.453	4.453	53.645
Data Center Billings	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.250	0.260	0.282	0.333	0.344	0.400	0.446	0.408	0.419	0.430	0.419	0.402	4.392
Total Other Operating Revenue	4.703	4.713	4.735	4.850	4.797	4.853	5.042	4.861	4.872	4.883	4.872	4.856	58.036
Capital and Other Reimbursements	7.622	5.686	6.662	7.637	5.686	6.662	7.622	5.686	6.662	7.622	5.686	6.662	79.894
<b>Total Receipts</b>	<b>\$12.324</b>	<b>\$10.399</b>	<b>\$11.397</b>	<b>\$12.487</b>	<b>\$10.483</b>	<b>\$11.515</b>	<b>\$12.664</b>	<b>\$10.547</b>	<b>\$11.534</b>	<b>\$12.504</b>	<b>\$10.558</b>	<b>\$11.518</b>	<b>\$137.931</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$13.603	\$12.033	\$14.674	\$12.254	\$12.679	\$12.679	\$13.578	\$14.774	\$12.679	\$12.231	\$12.679	\$14.429	\$158.295
Overtime	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	0.716	8.593
Health and Welfare	2.001	1.826	1.826	1.826	1.784	1.784	1.958	1.784	1.784	1.784	1.784	0.090	20.231
OPEB Current Payment	-	-	1.800	-	-	1.800	-	-	1.800	-	-	1.800	7.200
Pensions	2.487	2.135	2.135	2.135	2.135	2.135	2.382	2.135	2.135	2.135	2.135	6.292	30.372
Other Fringe Benefits	1.263	1.127	1.127	1.126	1.124	1.122	1.252	1.098	1.080	1.046	1.011	1.001	13.379
GASB Account	-	-	-	-	-	-	-	-	-	-	-	1.000	1.000
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$20.070</b>	<b>\$17.836</b>	<b>\$22.278</b>	<b>\$18.057</b>	<b>\$18.438</b>	<b>\$20.236</b>	<b>\$19.886</b>	<b>\$20.507</b>	<b>\$20.195</b>	<b>\$17.912</b>	<b>\$18.326</b>	<b>\$25.328</b>	<b>\$239.069</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.575	0.041	1.500	0.026	0.026	0.218	0.026	0.026	0.322	0.353	0.525	0.565	4.201
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.461	3.436	3.349	4.665	3.079	3.089	3.075	3.343	3.090	3.222	3.839	3.431	41.079
Professional Service Contracts	7.966	3.478	4.572	5.670	3.615	4.582	7.373	2.813	3.802	5.117	2.995	4.234	56.217
Materials & Supplies	0.371	0.612	0.823	0.426	0.615	0.839	0.672	0.617	0.276	0.420	0.315	0.180	6.165
<u>Other Business Expenses</u>													
MTA Internal Subsidy	17.541	7.009	8.818	6.474	(6.525)	8.745	8.533	6.821	(4.507)	3.967	(0.895)	(0.172)	55.807
<u>Other Business Expenses</u>	3.716	4.320	5.103	2.319	4.033	5.595	2.651	4.288	4.198	3.579	3.118	3.493	46.414
Total Other Business Expenses	21.257	11.329	13.921	8.793	(2.492)	14.340	11.183	11.109	(0.309)	7.546	2.223	3.320	102.221
<b>Total Non-Labor Expenditures</b>	<b>\$33.630</b>	<b>\$18.896</b>	<b>\$24.165</b>	<b>\$19.578</b>	<b>\$4.842</b>	<b>\$23.067</b>	<b>\$22.329</b>	<b>\$17.908</b>	<b>\$7.182</b>	<b>\$16.658</b>	<b>\$9.897</b>	<b>\$11.731</b>	<b>\$209.883</b>
<b>Other Expenditure Adjustments:</b>													
Capital	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	\$15.943
<b>Total Other Expenditure Adjustments</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$1.329</b>	<b>\$15.943</b>
<b>Total Expenditures</b>	<b>\$55.028</b>	<b>\$38.061</b>	<b>\$47.771</b>	<b>\$38.964</b>	<b>\$24.609</b>	<b>\$44.632</b>	<b>\$43.544</b>	<b>\$39.744</b>	<b>\$28.705</b>	<b>\$35.898</b>	<b>\$29.551</b>	<b>\$38.388</b>	<b>\$464.895</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$42.704)</b>	<b>(\$27.662)</b>	<b>(\$36.374)</b>	<b>(\$26.477)</b>	<b>(\$14.126)</b>	<b>(\$33.117)</b>	<b>(\$30.880)</b>	<b>(\$29.196)</b>	<b>(\$17.171)</b>	<b>(\$23.394)</b>	<b>(\$18.993)</b>	<b>(\$26.870)</b>	<b>(\$326.964)</b>

**MTA HEADQUARTERS**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.030	0.363
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.030</b>	<b>\$0.363</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$0.357	\$0.000	(\$0.900)	\$0.359	\$0.514	\$0.514	\$0.382	(\$1.000)	\$0.514	\$0.382	\$0.514	\$0.764	\$2.402
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(4.052)	(4.052)
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.055	0.055
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(1.000)	(1.000)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$0.357</b>	<b>\$0.000</b>	<b>(\$0.900)</b>	<b>\$0.359</b>	<b>\$0.514</b>	<b>\$0.514</b>	<b>\$0.382</b>	<b>(\$1.000)</b>	<b>\$0.514</b>	<b>\$0.382</b>	<b>\$0.514</b>	<b>(\$3.233)</b>	<b>(\$1.595)</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.025	0.010	0.010	0.025	0.025	0.025	0.025	0.025	0.011	0.025	0.010	0.005	0.221
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.200)	(0.100)	(0.100)	(0.100)	0.200	0.200	0.200	0.200	0.200	0.200	0.100	0.573	1.373
Professional Service Contracts	(0.100)	(0.100)	(0.200)	(0.150)	(0.150)	0.125	0.425	0.700	0.700	0.525	0.525	0.694	2.994
Materials & Supplies	0.200	(0.100)	(0.300)	0.100	(0.100)	(0.300)	(0.150)	(0.100)	0.250	0.100	0.200	0.370	0.170
<b>Other Business Expenses</b>													
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.500	(0.250)	(1.000)	1.800	0.050	(1.000)	1.500	(0.200)	(0.100)	0.500	1.000	0.699	3.499
Total Other Business Expenses	0.500	(0.250)	(1.000)	1.800	0.050	(1.000)	1.500	(0.200)	(0.100)	0.500	1.000	0.699	3.499
<b>Total Non-Labor Expenditures</b>	<b>\$0.425</b>	<b>(\$0.540)</b>	<b>(\$1.590)</b>	<b>\$1.675</b>	<b>\$0.025</b>	<b>(\$0.950)</b>	<b>\$2.000</b>	<b>\$0.625</b>	<b>\$1.061</b>	<b>\$1.350</b>	<b>\$1.835</b>	<b>\$2.342</b>	<b>\$8.258</b>
<b>Other Expenditure Adjustments:</b>													
Capital	(1.329)	(1.329)	(1.329)	(1.329)	(1.329)	(1.329)	(1.329)	(1.329)	(1.329)	(1.329)	(1.329)	(1.329)	(\$15.943)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$1.329)</b>	<b>(\$15.943)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>													
	<b>(\$0.516)</b>	<b>(\$1.838)</b>	<b>(\$3.788)</b>	<b>\$0.736</b>	<b>(\$0.759)</b>	<b>(\$1.734)</b>	<b>\$1.084</b>	<b>(\$1.673)</b>	<b>\$0.277</b>	<b>\$0.434</b>	<b>\$1.051</b>	<b>(\$2.189)</b>	<b>(\$8.917)</b>
Depreciation Adjustment	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	2.210	26.514
OPEB Obligation	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	5.592	67.100
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$7.285</b>	<b>\$5.963</b>	<b>\$4.013</b>	<b>\$8.537</b>	<b>\$7.042</b>	<b>\$6.067</b>	<b>\$8.885</b>	<b>\$6.128</b>	<b>\$8.078</b>	<b>\$8.235</b>	<b>\$8.852</b>	<b>\$5.612</b>	<b>\$84.696</b>







## MTAHQ Budget

MTA Budget includes several very distinct components: MTA Administration, the Business Service Center, Public Safety, and Other Expenses and Subsidies:

- MTA HQ Administration includes policy/oversight functions and consolidated services. All aspects of Administration will be scrutinized for opportunities to reduce costs; however as the MTA continues to consolidate functions it is likely that the budget associated with consolidated service in HQ Administration will increase as the agency staffing and expenses in this area decrease. The expenses are partially offset by rental revenues.
- The Business Service Center provides shared back-office financial, payroll, procurement, and human resource services to all the agencies. While a number of services began operation in January of 2011, the full complement of services will be available to all the agencies in January of 2012.
- Public Safety includes the MTA Police which patrols the MTA's commuter railroads, as well as MTA-wide security services.
- Other Expenses and Subsidies include non-departmental expense items which, among other things, provide funding for oversight and general financial obligations and include: OPEB obligations; internal subsidies; the cost of maintaining certain MTA facilities, including 2 Broadway; and Inspector General costs. The expenses are partially offset by rental revenues.

The following tables show break-outs of the MTA HQ expenses and personnel Budgets by these categories.

**MTA HEADQUARTERS**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Major Function**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b><u>MTA Consolidated Functions</u></b>					
<b>Operating Revenue</b>	<b>6.523</b>	<b>8.880</b>	<b>9.039</b>	<b>9.224</b>	<b>9.385</b>
Labor Expenses	2.703	3.833	4.963	5.316	5.731
Non-Labor Expenses	15.342	16.016	16.303	16.637	16.927
Depreciation / OPEB Obligation	<u>1.250</u>	<u>1.291</u>	<u>1.314</u>	<u>1.341</u>	<u>1.364</u>
<b>Total Expenses</b>	<b>19.295</b>	<b>21.140</b>	<b>22.580</b>	<b>23.294</b>	<b>24.022</b>
<b>Baseline Deficit</b>	<b>(12.772)</b>	<b>(12.260)</b>	<b>(13.541)</b>	<b>(14.070)</b>	<b>(14.637)</b>
<b><u>MTA HQ, Policy &amp; Oversight</u></b>					
<b>Operating Revenue</b>	<b>50.219</b>	<b>48.793</b>	<b>49.667</b>	<b>50.685</b>	<b>51.567</b>
Labor Expenses	51.276	39.601	40.965	43.460	46.152
Non-Labor Expenses	149.511	158.569	164.718	166.965	171.598
Depreciation / OPEB Obligation	<u>95.332</u>	<u>83.429</u>	<u>87.249</u>	<u>91.155</u>	<u>95.375</u>
<b>Total Expenses</b>	<b>296.119</b>	<b>281.599</b>	<b>292.932</b>	<b>301.580</b>	<b>313.125</b>
<b>Baseline Deficit</b>	<b>(245.901)</b>	<b>(232.805)</b>	<b>(243.266)</b>	<b>(250.895)</b>	<b>(261.559)</b>
<b><u>Business Service Center</u></b>					
<b>Operating Revenue</b>	-	-	-	-	-
Labor Expenses	6.659	35.338	39.058	37.940	39.210
Non-Labor Expenses	15.085	11.875	8.271	8.440	8.587
Depreciation / OPEB Obligation	<u>-</u>	<u>5.714</u>	<u>5.714</u>	<u>5.714</u>	<u>2.857</u>
<b>Total Expenses</b>	<b>21.744</b>	<b>52.928</b>	<b>53.043</b>	<b>52.095</b>	<b>50.655</b>
<b>Baseline Deficit</b>	<b>(21.744)</b>	<b>(52.928)</b>	<b>(53.043)</b>	<b>(52.095)</b>	<b>(50.655)</b>
<b><u>Public Safety</u></b>					
<b>Operating Revenue</b>	-	-	-	-	-
Labor Expenses	96.608	97.926	107.703	113.211	121.328
Non-Labor Expenses	12.469	12.561	13.246	13.156	13.988
Depreciation / OPEB Obligation	<u>2.993</u>	<u>3.180</u>	<u>3.237</u>	<u>3.304</u>	<u>3.361</u>
<b>Total Expenses</b>	<b>112.070</b>	<b>113.668</b>	<b>124.186</b>	<b>129.670</b>	<b>138.677</b>
<b>Baseline Deficit</b>	<b>(112.070)</b>	<b>(113.668)</b>	<b>(124.186)</b>	<b>(129.670)</b>	<b>(138.677)</b>

**MTA HEADQUARTERS**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
MTA Consolidated Functions	255	257	257	257	257
MTA HQ, Policy & Oversight	306	265	265	265	265
Business Service Center	139	428	441	424	424
Public Safety	778	778	808	808	861
<b>Baseline Total Positions</b>	<b>1,478</b>	<b>1,728</b>	<b>1,771</b>	<b>1,754</b>	<b>1,807</b>
<b>Non-Reimbursable</b>	<b>1,430</b>	<b>1,680</b>	<b>1,723</b>	<b>1,706</b>	<b>1,759</b>
MTA Consolidated Functions	232	234	234	234	234
MTA HQ, Policy & Oversight	306	265	265	265	265
Business Service Center	114	403	416	399	399
Public Safety	778	778	808	808	861
<b>Reimbursable</b>	<b>48</b>	<b>48</b>	<b>48</b>	<b>48</b>	<b>48</b>
MTA Consolidated Functions	23	23	23	23	23
MTA HQ, Policy & Oversight	-	-	-	-	-
Business Service Center	25	25	25	25	25
Public Safety	-	-	-	-	-
<i>Full-Time</i>	1,478	1,728	1,771	1,754	1,807
<i>Full-Time Equivalents</i>	-	-	-	-	-

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**MTA INSPECTOR GENERAL  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA Inspector General's 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. This budget remains unchanged from the November Financial Plan.

**MTA INSPECTOR GENERAL**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	12.966	13.461	13.619	14.010	14.394
<b>Total Revenue</b>	<b>\$12.966</b>	<b>\$13.461</b>	<b>\$13.619</b>	<b>\$14.010</b>	<b>\$14.394</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.343	\$7.409	\$7.572	\$7.721	\$7.869
Overtime	-	-	-	-	-
Health and Welfare	0.854	1.004	1.089	1.181	1.278
Pensions	0.702	0.685	1.034	1.086	1.139
Other Fringe Benefits	0.583	0.582	0.605	0.630	0.653
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$9.482</b>	<b>\$9.680</b>	<b>\$10.300</b>	<b>\$10.618</b>	<b>\$10.939</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.015	0.017	0.018	0.020	0.022
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.244	0.246	0.250	0.255	0.259
Professional Service Contracts	0.282	0.532	0.007	0.007	0.008
Materials & Supplies	0.110	0.110	0.112	0.116	0.118
Other Business Expenses	2.654	2.674	2.726	2.784	2.834
<b>Total Non-Labor Expenses</b>	<b>\$3.305</b>	<b>\$3.579</b>	<b>\$3.113</b>	<b>\$3.182</b>	<b>\$3.241</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$12.787</b>	<b>\$13.259</b>	<b>\$13.413</b>	<b>\$13.800</b>	<b>\$14.180</b>
Depreciation	0.179	0.202	0.206	0.210	0.214
<b>Total Expenses</b>	<b>\$12.966</b>	<b>\$13.461</b>	<b>\$13.619</b>	<b>\$14.010</b>	<b>\$14.394</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**INSPECTOR GENERAL**  
**February Financial Plan 2011 - 2014**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	12.601	13.259	12.813	13.620	14.000
<b>Total Receipts</b>	<b>\$12.601</b>	<b>\$13.259</b>	<b>\$12.813</b>	<b>\$13.620</b>	<b>\$14.000</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.343	\$7.409	\$7.572	\$7.721	\$7.869
Overtime	-	-	-	-	-
Health and Welfare	0.854	1.004	1.089	1.181	1.278
Pensions	0.702	0.685	1.034	1.086	1.139
Other Fringe Benefits	0.583	0.582	0.605	0.630	0.653
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$9.482</b>	<b>\$9.680</b>	<b>\$10.300</b>	<b>\$10.618</b>	<b>\$10.939</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.015	0.017	0.018	0.020	0.022
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.244	0.246	0.250	0.255	0.259
Professional Service Contracts	0.282	0.532	0.007	0.007	0.008
Materials & Supplies	0.110	0.110	0.112	0.116	0.118
Other Business Expenses	2.654	2.674	2.726	2.784	2.834
<b>Total Non-Labor Expenditures</b>	<b>\$3.305</b>	<b>\$3.579</b>	<b>\$3.113</b>	<b>\$3.182</b>	<b>\$3.241</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other - Operating Capital	(\$0.186)	\$0.000	(\$0.600)	(\$0.180)	(\$0.180)
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.186)</b>	<b>\$0.000</b>	<b>(\$0.600)</b>	<b>(\$0.180)</b>	<b>(\$0.180)</b>
<b>Total Expenditures</b>	<b>\$12.601</b>	<b>\$13.259</b>	<b>\$12.813</b>	<b>\$13.620</b>	<b>\$14.000</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**INSPECTOR GENERAL**  
**February Financial Plan 2011 - 2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>
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	<u>2010 Final Estimate</u>	<u>2011 Adopted Budget</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b>Receipts</b>					
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	(0.365)	(0.202)	(0.806)	(0.390)	(0.394)
<b>Total Receipts</b>	<b>(\$0.365)</b>	<b>(\$0.202)</b>	<b>(\$0.806)</b>	<b>(\$0.390)</b>	<b>(\$0.394)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$ -	\$ -	\$ -	\$ -	\$ -
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	\$0.186	\$0.000	\$0.600	\$0.180	\$0.180
<b>Total Other Expenditures Adjustments</b>	<b>\$0.186</b>	<b>\$0.000</b>	<b>\$0.600</b>	<b>\$0.180</b>	<b>\$0.180</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$0.179)</b>	<b>(\$0.202)</b>	<b>(\$0.206)</b>	<b>(\$0.210)</b>	<b>(\$0.214)</b>
Depreciation Adjustment	0.179	0.202	0.206	0.210	0.214
<b>Baseline Total Cash Conversion Adjustments</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>



**MTA INSPECTOR GENERAL**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Office of the Inspector General	86	86	86	86	86
<b>Total Administration</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>
<b>Baseline Total Positions</b>					
Non-Reimbursable	0	0	0	0	0
Reimbursable	86	86	86	86	86
Total Full-Time	86	86	86	86	86
Total Full-Time Equivalents	0	0	0	0	0

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

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents First Mutual Transportation Assurance Company's 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. This budget remains unchanged from the November Financial Plan.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2011 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2010 Final Forecast</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	31.562	31.796	32.365	33.028	33.603
Investment Income	22.262	22.427	22.828	23.296	23.702
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$53.824</b>	<b>\$54.222</b>	<b>\$55.193</b>	<b>\$56.324</b>	<b>\$57.304</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(73.893)	(84.961)	(98.412)	(113.702)	(131.711)
Claims	55.953	63.238	71.128	76.400	82.479
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	8.091	8.253	8.418	8.586	8.758
<b>Total Non-Labor Expenses</b>	<b>(\$9.849)</b>	<b>(\$13.470)</b>	<b>(\$18.866)</b>	<b>(\$28.716)</b>	<b>(\$40.474)</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>(\$9.849)</b>	<b>(\$13.470)</b>	<b>(\$18.866)</b>	<b>(\$28.716)</b>	<b>(\$40.474)</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>(\$9.849)</b>	<b>(\$13.470)</b>	<b>(\$18.866)</b>	<b>(\$28.716)</b>	<b>(\$40.474)</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$63.673</b>	<b>\$67.692</b>	<b>\$74.059</b>	<b>\$85.040</b>	<b>\$97.778</b>

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2011-2014**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010 Final Forecast</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	31.562	31.796	32.365	33.028	33.603
Investment Income	22.262	22.427	22.828	23.296	23.702
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipts</b>	<b>\$53.824</b>	<b>\$54.222</b>	<b>\$55.193</b>	<b>\$56.324</b>	<b>\$57.304</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	(73.893)	(84.961)	(98.412)	(113.702)	(131.711)
Claims	49.516	55.963	62.393	67.018	72.350
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	8.091	8.253	8.418	8.586	8.758
<b>Total Non-Labor Expenditures</b>	<b>(\$16.286)</b>	<b>(\$20.745)</b>	<b>(\$27.601)</b>	<b>(\$38.098)</b>	<b>(\$50.603)</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other - Restricted Cash Adjustment	\$70.110	\$74.967	\$82.794	\$94.422	\$107.907
<b>Total Other Expenditure Adjustments</b>	<b>\$70.110</b>	<b>\$74.967</b>	<b>\$82.794</b>	<b>\$94.422</b>	<b>\$107.907</b>
<b>Total Expenditures</b>	<b>\$53.824</b>	<b>\$54.222</b>	<b>\$55.193</b>	<b>\$56.324</b>	<b>\$57.304</b>
<b>Baseline Cash Deficit</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2011-2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2010 Final Forecast</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$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
Investment Income	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	6.437	7.275	8.735	9.382	10.129
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$6.437</b>	<b>\$7.275</b>	<b>\$8.735</b>	<b>\$9.382</b>	<b>\$10.129</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	(\$70.110)	(\$74.967)	(\$82.794)	(\$94.422)	(\$107.907)
<b>Total Other Expenditures Adjustments</b>	<b>(\$70.110)</b>	<b>(\$74.967)</b>	<b>(\$82.794)</b>	<b>(\$94.422)</b>	<b>(\$107.907)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$63.673)</b>	<b>(\$67.692)</b>	<b>(\$74.059)</b>	<b>(\$85.040)</b>	<b>(\$97.778)</b>
Depreciation Adjustment	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>(\$63.673)</b>	<b>(\$67.692)</b>	<b>(\$74.059)</b>	<b>(\$85.040)</b>	<b>(\$97.778)</b>









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# **New York City Transit**

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA New York City Transit's 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. The Adopted Budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2010.

These adjustments, along with some technical adjustments now included in the February Financial Plan, are presented on the attached reconciliations from the November Financial Plan and are described below:

- A 7.5 percent fare increase effective 12/30/10 resulting in increases in farebox revenue of \$246.6 million in 2011, \$252.1 million in 2012, \$255.5 million in 2013 and \$258.6 million in 2014.
- A Net Zero Labor Initiative, which assumes no net cost increases for the first two years of new labor contracts, is projected to result in labor cost savings of \$5.6 million in 2011, \$64.6 million in 2012, \$127.1 million in 2013 and \$140.7 million in 2014.
- A Non-Represented Wage Freeze is projected to reduce labor expenses by \$6.3 million in 2011, \$6.5 million in 2012, \$6.6 million in 2013 and \$6.8 million in 2014.
- New MTA efficiencies, specifically implementing a re-bid process with health & welfare vendors, are projected to reduce expenses by \$33.0 million for each year 2011 through 2014.
- Based on a reduction in the Pension Rate of Return by the NYS Comptroller's Office, pension expenses are projected to increase by \$32.5 million in 2011, \$90.3 million in 2012, \$95.1 million in 2013 and \$103.7 million in 2014.
- Technical adjustments represent mostly reduced reimbursable overhead credits resulting from the assumed two year freeze on represented reimbursable wages based on the Net Zero Labor initiative described above and an offsetting reclassification adjustment between payroll and overtime of \$47.4 million recorded in each year 2010 through 2014 to establish a more consistent basis of reporting with other MTA agencies.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2011 Adopted Budget for the purpose of reporting comparative actual results on a monthly basis to the Board.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	2010		2011		Favorable/(Unfavorable) 2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>40,330</b>	<b>(\$4,732.580)</b>	<b>40,502</b>	<b>(\$4,975.383)</b>	<b>40,427</b>	<b>(\$5,298.785)</b>	<b>40,579</b>	<b>(\$5,680.971)</b>	<b>40,730</b>	<b>(\$6,125.218)</b>
<b>Technical Adjustments:*</b>										
Re-estimates		\$0.000	0	\$0.448	0	\$0.978	0.000	\$0.524	0.000	\$0.097
Labor Initiative/Wage Freeze Related Adjustments		0.000		(0.177)		(7.200)		(12.128)		(13.420)
Reclassification Correction from Reimbursable			(13)		(13)		(13)		(13)	
Sub-Total Technical Adjustments	0	\$0.000	(13)	\$0.271	(13)	(\$6.222)	(13)	(\$11.604)	(13)	(\$13.323)
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%		\$0.000		\$246.611		\$252.056		\$255.460		\$258.630
New MTA Efficiencies - Health Benefits Re-bid		0.000		33.000		33.000		33.000		33.000
New MTA Efficiencies - Media Consolidation		0.000	5	0.634	5	0.634	5	0.634	5	0.634
Net-Zero Labor Initiative		0.792		5.600		64.550		127.058		140.679
Non-Represented Wage Freeze		5.903		6.321		6.503		6.646		6.777
Pension Rate of Return				(32.522)		(90.333)		(95.131)		(103.656)
Sub-Total MTA Plan Adjustments	0	\$6.695	5	\$259.644	5	\$266.410	5	\$327.667	5	\$336.064
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>40,330</b>	<b>(\$4,725.885)</b>	<b>40,510</b>	<b>(\$4,715.468)</b>	<b>40,435</b>	<b>(\$5,038.597)</b>	<b>40,587</b>	<b>(\$5,364.908)</b>	<b>40,738</b>	<b>(\$5,802.477)</b>

\*An offsetting reclassification adjustment between payroll and overtime of \$47.4 million was recorded in each year 2010 through 2014 to establish a more consistent basis of reporting with other MTA agencies.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,370</b>	<b>\$0.000</b>	<b>5,041</b>	<b>\$0.000</b>	<b>4,898</b>	<b>\$0.000</b>	<b>4,791</b>	<b>\$0.000</b>	<b>4,783</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
Mostly Extension of Some Capital Projects			(39)	(\$6.900)	(32)	(\$6.205)	(8)	(\$1.784)		(\$0.633)
Reclassification Correction to Non-Reimbursable			13		13		13		13	
Sub-Total Technical Adjustments	0	\$0.000	(26)	(\$6.900)	(19)	(\$6.205)	5	(\$1.784)	13	(\$0.633)
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%										
New MTA Efficiencies										
Net-Zero Labor Initiative				8.475		21.352		32.055		36.594
Non-Represented Wage Freeze										
Pension Rate of Return										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$8.475	0	\$21.352	0	\$32.055	0	\$36.594
Reimbursement Adjustment to Expense Changes		\$0.000		(\$1.575)		(\$15.147)		(\$30.271)		(\$35.961)
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,370</b>	<b>\$ -</b>	<b>5,067</b>	<b>\$ -</b>	<b>4,917</b>	<b>\$ -</b>	<b>4,786</b>	<b>\$ -</b>	<b>4,770</b>	<b>\$ -</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>45,700</b>	<b>(\$2,651.156)</b>	<b>45,543</b>	<b>(\$2,555.769)</b>	<b>45,325</b>	<b>(\$2,837.715)</b>	<b>45,370</b>	<b>(\$3,130.919)</b>	<b>45,513</b>	<b>(\$3,469.475)</b>
<b>Technical Adjustments:*</b>										
Re-estimates			0	\$0.448	0	\$0.978	0	\$0.524	0	\$0.097
Labor Initiative/Wage Freeze Related Adjustments		(3.370)		3.188		(7.031)		(12.268)		(13.384)
Mostly Extension of Some Capital Projects Reimb.			(39)	(6.900)	(32)	(6.205)	(8)	(1.784)		(0.633)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>(\$3.370)</b>	<b>(39)</b>	<b>(\$3.264)</b>	<b>(32)</b>	<b>(\$12.258)</b>	<b>(8)</b>	<b>(\$13.528)</b>	<b>0</b>	<b>(\$13.920)</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%				\$246.611		\$252.056		\$255.460		\$258.630
New MTA Efficiencies - Health Benefits Re-bid				33.000		33.000		33.000		33.000
New MTA Efficiencies - Media Consolidation	0.000		5	0.634	5	0.634	5	0.634	5	0.634
Net-Zero Labor Initiative Non-Reimbursable	0.792			5.600		64.550		127.058		140.679
Net-Zero Labor Initiative Reimbursable				8.475		21.352		32.055		36.594
Non-Represented Wage Freeze	5.903			6.321		6.503		6.646		6.777
Pension Rate of Return				(32.522)		(90.333)		(95.131)		(103.656)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$6.695</b>	<b>5</b>	<b>\$268.119</b>	<b>5</b>	<b>\$287.762</b>	<b>5</b>	<b>\$359.722</b>	<b>5</b>	<b>\$372.658</b>
Reimbursement Adjustment to Expense Changes		\$0.000		(\$1.575)		(\$15.147)		(\$30.271)		(\$35.961)
<b>2011 February Financial Plan: Surplus/(Deficit)</b>	<b>45,700</b>	<b>(\$2,647.831)</b>	<b>45,577</b>	<b>(\$2,292.489)</b>	<b>45,352</b>	<b>(\$2,577.358)</b>	<b>45,373</b>	<b>(\$2,814.996)</b>	<b>45,508</b>	<b>(\$3,146.698)</b>

\*An offsetting reclassification adjustment between payroll and overtime of \$47.4 million was recorded in each year 2010 through 2014 to establish a more consistent basis of reporting with other MTA agencies.



**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Operating Revenue</b>					
<u>Farebox Revenue:</u>					
Subway	\$2,390.586	\$2,634.748	\$2,692.640	\$2,729.170	\$2,762.903
Bus	844.105	903.810	924.149	936.550	948.005
Paratransit	16.096	17.588	20.399	23.631	27.348
Fare Media Liability	51.764	52.092	52.221	52.221	52.221
<b>Farebox Revenue</b>	<b>\$3,302.551</b>	<b>\$3,608.238</b>	<b>\$3,689.409</b>	<b>\$3,741.572</b>	<b>\$3,790.477</b>
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	86.289	105.164	126.800	149.870	176.545
Other	107.038	105.688	108.949	112.850	116.883
<b>Other Operating Revenue</b>	<b>\$277.343</b>	<b>\$294.868</b>	<b>\$319.765</b>	<b>\$346.736</b>	<b>\$377.444</b>
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$3,579.894</b>	<b>\$3,903.106</b>	<b>\$4,009.174</b>	<b>\$4,088.308</b>	<b>\$4,167.921</b>
<b>Operating Expenses</b>					
<u>Labor:</u>					
Payroll	\$2,772.444	\$2,811.149	\$2,830.843	\$2,836.335	\$2,891.579
Overtime	270.745	271.149	267.163	267.098	271.524
Total Salaries & Wages	3,043.189	3,082.298	3,098.006	3,103.433	3,163.103
Health and Welfare	505.882	530.185	575.628	628.006	687.663
OPEB Current Payment	267.196	276.164	315.062	353.306	388.781
Pensions	746.053	801.730	892.405	934.753	1,019.850
Other Fringe Benefits	267.259	247.569	252.855	257.194	263.328
Total Fringe Benefits	1,786.390	1,855.648	2,035.950	2,173.259	2,359.622
Reimbursable Overhead	(225.082)	(214.083)	(200.506)	(191.969)	(194.110)
<b>Total Labor Expenses</b>	<b>\$4,604.497</b>	<b>\$4,723.863</b>	<b>\$4,933.450</b>	<b>\$5,084.723</b>	<b>\$5,328.615</b>
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$187.211	\$199.046	\$215.490	\$233.343	\$253.143
Fuel for Buses and Trains	125.254	125.607	134.814	142.436	150.937
Insurance	57.981	64.062	76.515	93.130	113.516
Claims	82.970	78.083	78.083	78.083	78.083
Paratransit Service Contracts	381.363	384.436	462.338	553.246	659.837
Maintenance and Other Operating Contracts	211.682	250.706	257.839	265.848	273.804
Professional Service Contracts	101.013	103.013	104.127	106.646	107.037
Materials & Supplies	286.836	302.533	309.157	328.423	342.553
Other Business Expenses	62.368	68.478	71.075	73.559	75.233
<b>Total Non-Labor Expenses</b>	<b>\$1,496.678</b>	<b>\$1,575.964</b>	<b>\$1,709.438</b>	<b>\$1,874.714</b>	<b>\$2,054.143</b>
<u>Other Expense Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjustments</b>	<b>\$6,101.175</b>	<b>\$6,299.827</b>	<b>\$6,642.888</b>	<b>\$6,959.437</b>	<b>\$7,382.758</b>
Depreciation	\$1,325.000	\$1,400.000	\$1,475.000	\$1,550.000	\$1,625.000
OPEB Obligation	879.604	918.747	929.883	943.779	962.640
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$8,305.779</b>	<b>\$8,618.574</b>	<b>\$9,047.771</b>	<b>\$9,453.216</b>	<b>\$9,970.398</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$4,725.885)</b>	<b>(\$4,715.468)</b>	<b>(\$5,038.597)</b>	<b>(\$5,364.908)</b>	<b>(\$5,802.477)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
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 Reimbursements	962.818	953.208	926.509	901.965	913.258
<b>Total Revenue</b>	<b>\$962.818</b>	<b>\$953.208</b>	<b>\$926.509</b>	<b>\$901.965</b>	<b>\$913.258</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	\$390.848	\$404.552	\$397.758	\$388.334	\$391.607
Overtime	88.295	70.370	69.461	68.662	69.721
Total Salaries & Wages	479.143	474.922	467.219	456.996	461.328
Health and Welfare	22.651	24.740	26.472	28.276	30.206
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	17.900	19.227	19.693	20.531	22.895
Other Fringe Benefits	112.366	115.737	112.090	108.053	108.579
Total Fringe Benefits	152.917	159.704	158.255	156.860	161.680
Reimbursable Overhead	225.082	214.083	200.506	191.969	194.110
<b>Total Labor Expenses</b>	<b>\$857.142</b>	<b>\$848.709</b>	<b>\$825.980</b>	<b>\$805.825</b>	<b>\$817.118</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.102	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	32.095	35.420	35.226	35.226	35.226
Professional Service Contracts	15.905	13.758	13.389	13.465	13.465
Materials & Supplies	57.316	54.761	51.374	46.909	46.909
Other Business Expenses	0.258	0.560	0.540	0.540	0.540
<b>Total Non-Labor Expenses</b>	<b>\$105.676</b>	<b>\$104.499</b>	<b>\$100.529</b>	<b>\$96.140</b>	<b>\$96.140</b>
<b>Other Expense Adjustments:</b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$962.818</b>	<b>\$953.208</b>	<b>\$926.509</b>	<b>\$901.965</b>	<b>\$913.258</b>
Depreciation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$962.818</b>	<b>\$953.208</b>	<b>\$926.509</b>	<b>\$901.965</b>	<b>\$913.258</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE/REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
<u>Farebox Revenue:</u>					
Subway	\$2,390.586	\$2,634.748	\$2,692.640	\$2,729.170	\$2,762.903
Bus	844.105	903.810	924.149	936.550	948.005
Paratransit	16.096	17.588	20.399	23.631	27.348
Fare Media Liability	51.764	52.092	52.221	52.221	52.221
<b>Farebox Revenue</b>	<b>\$3,302.551</b>	<b>\$3,608.238</b>	<b>\$3,689.409</b>	<b>\$3,741.572</b>	<b>\$3,790.477</b>
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	86.289	105.164	126.800	149.870	176.545
Other	107.038	105.688	108.949	112.850	116.883
<b>Other Operating Revenue</b>	<b>277.343</b>	<b>294.868</b>	<b>319.765</b>	<b>346.736</b>	<b>377.444</b>
Capital and Other Reimbursements	962.818	953.208	926.509	901.965	913.258
<b>Total Revenue</b>	<b>\$4,542.712</b>	<b>\$4,856.314</b>	<b>\$4,935.683</b>	<b>\$4,990.273</b>	<b>\$5,081.179</b>
<b>Expenses</b>					
<u>Labor:</u>					
Payroll	\$3,163.292	\$3,215.701	\$3,228.601	\$3,224.669	\$3,283.186
Overtime	359.040	341.519	336.624	335.760	341.245
Total Salaries & Wages	3,522.332	3,557.220	3,565.225	3,560.429	3,624.431
Health and Welfare	528.533	554.925	602.100	656.282	717.869
OPEB Current Payment	267.196	276.164	315.062	353.306	388.781
Pensions	763.953	820.957	912.098	955.284	1,042.745
Other Fringe Benefits	379.625	363.306	364.945	365.247	371.907
Total Fringe Benefits	1,939.307	2,015.352	2,194.205	2,330.119	2,521.302
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$5,461.639</b>	<b>\$5,572.572</b>	<b>\$5,759.430</b>	<b>\$5,890.548</b>	<b>\$6,145.733</b>
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$187.211	\$199.046	\$215.490	\$233.343	\$253.143
Fuel for Buses and Trains	125.356	125.607	134.814	142.436	150.937
Insurance	57.981	64.062	76.515	93.130	113.516
Claims	82.970	78.083	78.083	78.083	78.083
Paratransit Service Contracts	381.363	384.436	462.338	553.246	659.837
Maintenance and Other Operating Contracts	243.777	286.126	293.065	301.074	309.030
Professional Service Contracts	116.918	116.771	117.516	120.111	120.502
Materials & Supplies	344.152	357.294	360.531	375.332	389.462
Other Business Expenses	62.626	69.038	71.615	74.099	75.773
<b>Total Non-Labor Expenses</b>	<b>\$1,602.354</b>	<b>\$1,680.463</b>	<b>\$1,809.967</b>	<b>\$1,970.854</b>	<b>\$2,150.283</b>
<u>Other Expense Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before</b>					
<b>Depreciation and GASB Adjustments</b>	<b>\$7,063.993</b>	<b>\$7,253.035</b>	<b>\$7,569.397</b>	<b>\$7,861.402</b>	<b>\$8,296.016</b>
Depreciation	\$1,325.000	\$1,400.000	\$1,475.000	\$1,550.000	\$1,625.000
OPEB Obligation	879.604	918.747	929.883	943.779	962.640
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$9,268.597</b>	<b>\$9,571.782</b>	<b>\$9,974.280</b>	<b>\$10,355.181</b>	<b>\$10,883.656</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$4,725.885)</b>	<b>(\$4,715.468)</b>	<b>(\$5,038.597)</b>	<b>(\$5,364.908)</b>	<b>(\$5,802.477)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011 - 2014**  
**Cash Receipts & Expenditures**

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
	<b>Estimate</b>	<b>Budget</b>			
<b>Receipts</b>					
Farebox Revenue	\$3,306.779	\$3,612.468	\$3,687.940	\$3,751.503	\$3,794.708
<b>Other Operating Revenue:</b>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	85.603	104.821	126.643	149.774	176.425
Other	115.759	106.188	109.949	113.850	117.883
<b>Other Operating Revenue</b>	<b>\$285.378</b>	<b>\$295.025</b>	<b>\$320.608</b>	<b>\$347.640</b>	<b>\$378.324</b>
Capital and Other Reimbursements	912.918	1,025.585	931.355	906.575	910.402
<b>Total Receipts</b>	<b>\$4,505.075</b>	<b>\$4,933.078</b>	<b>\$4,939.903</b>	<b>\$5,005.718</b>	<b>\$5,083.434</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$3,168.651	\$3,210.860	\$3,196.216	\$3,201.643	\$3,257.662
Overtime	359.648	341.005	333.247	333.363	338.592
Total Salaries & Wages	3,528.299	3,551.865	3,529.463	3,535.006	3,596.254
Health and Welfare	512.917	560.174	597.380	651.161	712.312
OPEB Current Payment	267.196	276.164	315.062	353.306	388.781
Pensions	846.685	802.736	895.667	937.126	998.902
Other Fringe Benefits	342.018	337.670	332.831	335.312	342.864
Total Fringe Benefits	1,968.816	1,976.744	2,140.940	2,276.905	2,442.859
GASB Account	41.819	25.523	36.233	37.088	37.801
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$5,538.934</b>	<b>\$5,554.132</b>	<b>\$5,706.636</b>	<b>\$5,848.999</b>	<b>\$6,076.914</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	\$190.711	\$199.046	\$215.490	\$233.343	\$253.143
Fuel for Buses and Trains	125.356	125.607	134.814	142.436	150.937
Insurance	65.509	65.038	81.494	96.585	117.274
Claims	81.964	70.379	72.062	73.789	75.560
Paratransit Service Contracts	387.686	379.436	457.338	548.246	654.837
Maintenance and Other Operating Contracts	254.477	296.826	303.765	311.774	319.730
Professional Service Contracts	110.418	110.771	111.516	114.111	114.502
Materials & Supplies	335.225	355.294	362.531	377.332	391.462
Other Business Expenditures	62.626	69.038	71.615	74.099	75.773
<b>Total Non-Labor Expenditures</b>	<b>\$1,613.972</b>	<b>\$1,671.435</b>	<b>\$1,810.625</b>	<b>\$1,971.715</b>	<b>\$2,153.218</b>
<b>Other Expenditure Adjustments:</b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$7,152.906</b>	<b>\$7,225.567</b>	<b>\$7,517.261</b>	<b>\$7,820.714</b>	<b>\$8,230.132</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$2,647.831)</b>	<b>(\$2,292.489)</b>	<b>(\$2,577.358)</b>	<b>(\$2,814.996)</b>	<b>(\$3,146.698)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011 - 2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Fare Revenue	\$4.228	\$4.230	(\$1.469)	\$9.931	\$4.231
<b>Other Operating Revenue:</b>					
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(0.686)	(0.343)	(0.157)	(0.096)	(0.120)
Other	8.721	0.500	1.000	1.000	1.000
<b>Other Operating Revenue</b>	<b>\$8.035</b>	<b>\$0.157</b>	<b>\$0.843</b>	<b>\$0.904</b>	<b>\$0.880</b>
Capital and Other Reimbursements	(49.900)	72.377	4.846	4.610	(2.856)
<b>Total Receipt Adjustments</b>	<b>(\$37.637)</b>	<b>\$76.764</b>	<b>\$4.220</b>	<b>\$15.445</b>	<b>\$2.255</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	(\$5.359)	\$4.841	\$32.385	\$23.026	\$25.524
Overtime	(0.608)	0.514	3.377	2.397	2.653
Total Salaries & Wages	(5.967)	5.355	35.762	25.423	28.177
Health and Welfare	15.616	(5.249)	4.720	5.121	5.557
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(82.732)	18.221	16.431	18.158	43.843
Other Fringe Benefits	37.607	25.636	32.114	29.935	29.043
Total Fringe Benefits	(29.509)	38.608	53.265	53.214	78.443
GASB Account	(41.819)	(25.523)	(36.233)	(37.088)	(37.801)
Reimbursable Overhead					
<b>Total Labor Expenditures</b>	<b>(\$77.295)</b>	<b>\$18.440</b>	<b>\$52.794</b>	<b>\$41.549</b>	<b>\$68.819</b>
<b>Non-Labor:</b>					
Traction and Propulsion Power	(\$3.500)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	(7.528)	(0.976)	(4.979)	(3.455)	(3.758)
Claims	1.006	7.704	6.021	4.294	2.523
Paratransit Service Contracts	(6.323)	5.000	5.000	5.000	5.000
Maintenance and Other Operating Contracts	(10.700)	(10.700)	(10.700)	(10.700)	(10.700)
Professional Service Contracts	6.500	6.000	6.000	6.000	6.000
Materials & Supplies	8.927	2.000	(2.000)	(2.000)	(2.000)
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>(\$11.618)</b>	<b>\$9.028</b>	<b>(\$0.658)</b>	<b>(\$0.861)</b>	<b>(\$2.935)</b>
<b>Other Expenditure Adjustments:</b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditure Adjustments</b>	<b>(\$88.913)</b>	<b>\$27.468</b>	<b>\$52.136</b>	<b>\$40.688</b>	<b>\$65.884</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjustments</b>	<b>(\$126.550)</b>	<b>\$104.232</b>	<b>\$56.356</b>	<b>\$56.133</b>	<b>\$68.139</b>
Depreciation Adjustment	\$1,325.000	\$1,400.000	\$1,475.000	\$1,550.000	\$1,625.000
OPEB Obligation	879.604	918.747	929.883	943.779	962.640
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$2,078.054</b>	<b>\$2,422.979</b>	<b>\$2,461.239</b>	<b>\$2,549.912</b>	<b>\$2,655.779</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011 - 2014**  
**Ridership/(Utilization)**  
(\$ in millions)

	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>RIDERSHIP</b>					
Subway	1,602.149	1,619.445	1,653.701	1,675.176	1,695.189
Bus	701.643	698.684	712.725	721.426	729.519
Paratransit	9.289	10.195	11.810	13.669	15.805
<b>Total Ridership</b>	<b>2,313.081</b>	<b>2,328.324</b>	<b>2,378.236</b>	<b>2,410.271</b>	<b>2,440.513</b>
<b>FAREBOX REVENUE (Excluding fare media liability)</b>					
Subway	\$2,390.586	\$2,634.748	\$2,692.640	\$2,729.170	\$2,762.903
Bus	844.105	903.810	924.149	936.550	948.005
Paratransit	16.096	17.588	20.399	23.631	27.348
<b>Total Farebox Revenue</b>	<b>\$3,250.787</b>	<b>\$3,556.146</b>	<b>\$3,637.188</b>	<b>\$3,689.351</b>	<b>\$3,738.256</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011-2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>Function and Department</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Administration</b>					
Office of the President	13	13	13	13	13
Law	269	269	269	269	269
Office of the EVP	33	32	32	30	30
Human Resources	299	313	191	191	191
Office of Management and Budget	39	39	39	39	39
Capital Planning & Budget	35	35	35	35	35
Corporate Communications	238	233	231	231	231
AFC Program Management & Sales	54	54	54	54	54
Technology & Information Services	443	433	401	401	401
Non-Departmental	42	81	81	81	81
Labor Relations	72	72	72	72	72
Materiel	236	239	238	233	233
Controller	191	147	123	123	123
<b>Total Administration</b>	<b>1,964</b>	<b>1,960</b>	<b>1,779</b>	<b>1,772</b>	<b>1,772</b>
<b>Operations</b>					
Subways Service Delivery	10,241	10,129	10,120	10,059	10,073
Subways Operation Support /Admin	388	388	388	388	388
<i>Subtotal - Subways</i>	10,629	10,517	10,508	10,447	10,461
Buses	10,135	10,225	10,211	10,203	10,203
Paratransit	149	148	148	148	148
Operations Planning	377	375	375	374	374
Revenue Control	423	423	423	423	423
<b>Total Operations</b>	<b>21,713</b>	<b>21,688</b>	<b>21,665</b>	<b>21,595</b>	<b>21,609</b>
<b>Maintenance</b>					
Subways Service Delivery	560	560	560	560	560
Subways Operation Support /Admin	200	127	127	127	127
Subways Engineering	315	309	292	279	264
Subways Car Equipment	4,003	3,982	4,077	4,078	4,066
Subways Infrastructure	1,685	1,691	1,640	1,634	1,634
Subways Stations	2,774	2,831	2,825	2,915	3,032
Subways Track	2,751	2,742	2,741	2,741	2,741
Subways Power	678	600	585	578	579
Subways Signals	1,305	1,297	1,252	1,229	1,229
Subways Electronics Maintenance	1,386	1,349	1,342	1,339	1,328
<i>Subtotal - Subways</i>	15,657	15,488	15,441	15,480	15,560
Buses	3,683	3,769	3,775	3,835	3,876
Revenue Control	137	137	137	137	137
Supply Logistics	547	547	547	546	546
System Safety	90	90	90	90	90
<b>Total Maintenance</b>	<b>20,114</b>	<b>20,031</b>	<b>19,990</b>	<b>20,088</b>	<b>20,209</b>
<b>Engineering/Capital</b>					
Capital Program Management	1,398	1,398	1,418	1,418	1,418
<b>Total Engineering/Capital</b>	<b>1,398</b>	<b>1,398</b>	<b>1,418</b>	<b>1,418</b>	<b>1,418</b>
<b>Public Safety</b>					
Security	511	500	500	500	500
<b>Total Public Safety</b>	<b>511</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>
<b>Baseline Total Positions</b>	<b>45,700</b>	<b>45,577</b>	<b>45,352</b>	<b>45,373</b>	<b>45,508</b>
Non-Reimbursable	40,330	40,510	40,435	40,587	40,738

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011-2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>Function and Department</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Reimbursable	5,370	5,067	4,917	4,786	4,770
Total Full-Time	45,541	45,424	45,199	45,220	45,355
Total Full-Time Equivalents	159	153	153	153	153



**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2011-2014**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Managers/Supervisors	622	611	580	574	574
Professional, Technical, Clerical	1,276	1,241	1,092	1,091	1,091
Operational Hourlies	66	108	107	107	107
<b>Total Administration</b>	<b>1,964</b>	<b>1,960</b>	<b>1,779</b>	<b>1,772</b>	<b>1,772</b>
<b>Operations</b>					
Managers/Supervisors	2,703	2,632	2,631	2,623	2,622
Professional, Technical, Clerical	472	453	451	451	451
Operational Hourlies	18,538	18,603	18,583	18,521	18,536
<b>Total Operations</b>	<b>21,713</b>	<b>21,688</b>	<b>21,665</b>	<b>21,595</b>	<b>21,609</b>
<b>Maintenance</b>					
Managers/Supervisors	3,540	3,556	3,537	3,526	3,531
Professional, Technical, Clerical	1,004	981	956	951	946
Operational Hourlies	15,570	15,494	15,497	15,611	15,732
<b>Total Maintenance</b>	<b>20,114</b>	<b>20,031</b>	<b>19,990</b>	<b>20,088</b>	<b>20,209</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	324	324	324	324	324
Professional, Technical, Clerical	1,072	1,072	1,092	1,092	1,092
Operational Hourlies	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,398</b>	<b>1,398</b>	<b>1,418</b>	<b>1,418</b>	<b>1,418</b>
<b>Public Safety</b>					
Managers/Supervisors	121	121	121	121	121
Professional, Technical, Clerical	32	32	32	32	32
Operational Hourlies	358	347	347	347	347
<b>Total Public Safety</b>	<b>511</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>
<b>Total Baseline Positions</b>					
Managers/Supervisors	7,310	7,244	7,193	7,168	7,172
Professional, Technical, Clerical	3,856	3,779	3,623	3,617	3,612
Operational Hourlies	34,534	34,554	34,536	34,588	34,724
<b>Total Baseline Positions</b>	<b>45,700</b>	<b>45,577</b>	<b>45,352</b>	<b>45,373</b>	<b>45,508</b>
Non-Reimbursable	40,330	40,510	40,435	40,587	40,738
Reimbursable	5,370	5,067	4,917	4,786	4,770
Total Full-Time	45,541	45,424	45,199	45,220	45,355
Total Full-Time Equivalents	159	153	153	153	153

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2011 ADOPTED BUDGET**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
<b>Farebox Revenue:</b>													
Subway	\$205.513	\$198.847	\$230.037	\$215.583	\$222.434	\$225.800	\$218.622	\$222.529	\$223.427	\$226.237	\$220.253	\$225.466	\$2,634.748
Bus	70.056	68.023	79.184	74.302	77.463	77.027	76.961	78.548	78.551	77.825	73.878	71.992	903.810
Paratransit	1.358	1.288	1.538	1.421	1.507	1.502	1.416	1.509	1.502	1.573	1.525	1.449	17.588
Fare Media Liability	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	52.092
<b>Farebox Revenue</b>	<b>\$281.268</b>	<b>\$272.499</b>	<b>\$315.100</b>	<b>\$295.647</b>	<b>\$305.745</b>	<b>\$308.670</b>	<b>\$301.340</b>	<b>\$306.927</b>	<b>\$307.821</b>	<b>\$309.976</b>	<b>\$299.997</b>	<b>\$303.248</b>	<b>\$3,608.238</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	7.858	6.764	9.831	7.044	9.090	6.982	2.733	2.264	7.076	8.691	8.249	7.434	84.016
Paratransit Reimbursement	8.764	8.764	8.764	8.764	8.764	8.764	8.764	8.764	8.764	8.763	8.763	8.762	105.164
Other	8.807	8.807	8.807	8.807	8.807	8.807	8.807	8.807	8.808	8.809	8.809	8.806	105.688
<b>Other Operating Revenue</b>	<b>\$25.429</b>	<b>\$24.335</b>	<b>\$27.402</b>	<b>\$24.615</b>	<b>\$26.661</b>	<b>\$24.553</b>	<b>\$20.304</b>	<b>\$19.835</b>	<b>\$24.648</b>	<b>\$26.263</b>	<b>\$25.821</b>	<b>\$25.002</b>	<b>\$294.868</b>
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$306.697</b>	<b>\$296.834</b>	<b>\$342.502</b>	<b>\$320.262</b>	<b>\$332.406</b>	<b>\$333.223</b>	<b>\$321.644</b>	<b>\$326.762</b>	<b>\$332.469</b>	<b>\$336.239</b>	<b>\$325.818</b>	<b>\$328.250</b>	<b>\$3,903.106</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$235.917	\$219.320	\$232.869	\$227.155	\$239.963	\$227.027	\$236.847	\$238.959	\$229.121	\$233.241	\$245.206	\$245.525	\$2,811.149
Overtime	22.663	22.029	22.672	23.013	23.341	22.206	22.469	23.069	21.811	23.393	22.498	21.986	271.149
Total Salaries & Wages	258.580	241.349	255.541	250.167	263.304	249.232	259.316	262.028	250.933	256.634	267.703	267.511	3,082.298
Health and Welfare	43.401	42.969	42.966	42.962	43.050	43.234	44.769	45.036	44.761	44.703	44.702	47.633	530.185
OPEB Current Payment	22.607	22.382	22.380	22.378	22.424	22.520	23.319	23.458	23.315	23.285	23.284	24.811	276.164
Pensions	15.858	15.858	15.858	15.858	15.858	15.858	627.296	15.858	15.858	15.858	15.858	15.858	801.730
Other Fringe Benefits	21.321	19.895	19.710	20.352	21.341	19.338	22.149	21.531	19.475	20.505	21.475	20.476	247.569
Total Fringe Benefits	103.185	101.103	100.914	101.550	102.673	100.950	717.533	105.883	103.408	104.351	105.319	108.778	1,855.648
Reimbursable Overhead	(16.396)	(16.542)	(20.635)	(16.957)	(17.002)	(20.623)	(16.404)	(16.457)	(20.435)	(16.470)	(16.256)	(19.907)	(214.083)
<b>Total Labor Expenses</b>	<b>\$345.370</b>	<b>\$325.910</b>	<b>\$335.820</b>	<b>\$334.761</b>	<b>\$348.974</b>	<b>\$329.559</b>	<b>\$960.445</b>	<b>\$351.454</b>	<b>\$333.906</b>	<b>\$344.515</b>	<b>\$356.766</b>	<b>\$356.383</b>	<b>\$4,723.863</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$17.241	\$18.382	\$15.428	\$15.972	\$14.745	\$16.127	\$19.021	\$16.704	\$16.833	\$15.963	\$13.770	\$18.860	\$199.046
Fuel for Buses and Trains	9.912	8.649	10.532	11.202	11.086	10.535	10.538	10.556	10.614	10.846	10.487	10.649	125.607
Insurance	4.617	4.617	5.410	5.410	5.490	5.490	5.490	5.490	5.490	5.485	5.527	5.543	64.062
Claims	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.536	78.083
Paratransit Service Contracts	31.531	30.238	34.674	32.362	33.649	33.640	31.139	31.898	31.232	32.322	31.431	30.320	384.436
Mtce. and Other Operating Contracts	22.405	24.145	23.397	23.211	21.161	20.271	20.249	19.816	19.980	20.278	20.816	14.977	250.706
Professional Service Contracts	8.629	7.068	9.175	7.767	7.917	8.852	7.393	7.667	9.049	9.256	9.660	10.580	103.013
Materials & Supplies	22.186	24.825	24.879	24.746	24.659	27.180	27.211	26.731	27.048	24.934	25.338	22.795	302.533
Other Business Expenses	5.163	5.213	7.695	5.469	5.441	5.534	5.494	5.488	5.452	5.569	5.397	6.562	68.478
<b>Total Non-Labor Expenses</b>	<b>\$128.189</b>	<b>\$129.642</b>	<b>\$137.694</b>	<b>\$132.643</b>	<b>\$130.653</b>	<b>\$134.135</b>	<b>\$133.039</b>	<b>\$130.854</b>	<b>\$132.203</b>	<b>\$131.158</b>	<b>\$128.932</b>	<b>\$126.822</b>	<b>\$1,575.964</b>
<b>Other Expense Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation, OPEB</b>	<b>\$473.559</b>	<b>\$455.552</b>	<b>\$473.514</b>	<b>\$467.404</b>	<b>\$479.628</b>	<b>\$463.694</b>	<b>\$1,093.484</b>	<b>\$482.308</b>	<b>\$466.109</b>	<b>\$475.673</b>	<b>\$485.698</b>	<b>\$483.204</b>	<b>\$6,299.827</b>
Depreciation	110.000	111.000	112.000	113.000	114.500	115.000	116.000	117.500	119.000	121.000	124.000	127.000	1,400.000
OPEB Account	0.000	0.000	230.000	0.000	0.000	230.000	0.000	0.000	230.000	0.000	0.000	228.747	918.747
<b>Total Expenses</b>	<b>\$583.559</b>	<b>\$566.552</b>	<b>\$815.514</b>	<b>\$580.404</b>	<b>\$594.128</b>	<b>\$808.694</b>	<b>\$1,209.484</b>	<b>\$599.808</b>	<b>\$815.109</b>	<b>\$596.673</b>	<b>\$609.698</b>	<b>\$838.951</b>	<b>\$8,618.574</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$276.862)</b>	<b>(\$269.718)</b>	<b>(\$473.012)</b>	<b>(\$260.142)</b>	<b>(\$261.722)</b>	<b>(\$475.471)</b>	<b>(\$887.840)</b>	<b>(\$273.046)</b>	<b>(\$482.640)</b>	<b>(\$260.434)</b>	<b>(\$283.880)</b>	<b>(\$510.701)</b>	<b>(\$4,715.468)</b>



**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2011 ADOPTED BUDGET**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
(\$ in millions)

<b>NON-REIMBURSABLE &amp; REIMBURSABLE</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
<b>Farebox Revenue:</b>													
Subway	\$205.513	\$198.847	\$230.037	\$215.583	\$222.434	\$225.800	\$218.622	\$222.529	\$223.427	\$226.237	\$220.253	\$225.466	\$2,634.748
Bus	70.056	68.023	79.184	74.302	77.463	77.027	76.961	78.548	78.551	77.825	73.878	71.992	903.810
Paratransit	1.358	1.288	1.538	1.421	1.507	1.502	1.416	1.509	1.502	1.573	1.525	1.449	17.588
Fare Media Liability	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	4.341	52.092
<b>Farebox Revenue</b>	<b>\$281.268</b>	<b>\$272.499</b>	<b>\$315.100</b>	<b>\$295.647</b>	<b>\$305.745</b>	<b>\$308.670</b>	<b>\$301.340</b>	<b>\$306.927</b>	<b>\$307.821</b>	<b>\$309.976</b>	<b>\$299.997</b>	<b>\$303.248</b>	<b>\$3,608.238</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	7.858	6.764	9.831	7.044	9.090	6.982	2.733	2.264	7.076	8.691	8.249	7.434	84.016
Paratransit Reimbursement	8.764	8.764	8.764	8.764	8.764	8.764	8.764	8.764	8.764	8.763	8.763	8.762	105.164
Other	8.807	8.807	8.807	8.807	8.807	8.807	8.807	8.807	8.808	8.809	8.809	8.806	105.688
<b>Other Operating Revenue</b>	<b>\$25.429</b>	<b>\$24.335</b>	<b>\$27.402</b>	<b>\$24.615</b>	<b>\$26.661</b>	<b>\$24.553</b>	<b>\$20.304</b>	<b>\$19.835</b>	<b>\$24.648</b>	<b>\$26.263</b>	<b>\$25.821</b>	<b>\$25.002</b>	<b>\$294.868</b>
Capital and Other Reimbursements	72.908	73.162	84.235	76.400	76.594	84.904	92.477	74.731	84.271	75.528	73.802	84.197	953.208
<b>Total Revenue</b>	<b>\$379.605</b>	<b>\$369.996</b>	<b>\$426.737</b>	<b>\$396.662</b>	<b>\$409.000</b>	<b>\$418.127</b>	<b>\$414.121</b>	<b>\$401.493</b>	<b>\$416.740</b>	<b>\$411.767</b>	<b>\$399.620</b>	<b>\$412.447</b>	<b>\$4,856.314</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$268.070	\$250.729	\$269.803	\$260.312	\$273.716	\$262.859	\$269.030	\$271.430	\$264.880	\$266.627	\$277.412	\$280.834	\$3,215.701
Overtime	28.110	27.472	29.262	28.517	28.848	28.857	28.050	28.650	28.554	28.793	27.894	28.513	341.519
Total Salaries & Wages	296.180	278.201	299.064	288.828	302.564	291.717	297.080	300.080	293.434	295.420	305.306	309.347	3,557.220
Health and Welfare	45.456	44.971	44.968	44.965	45.080	45.263	46.866	47.133	46.857	46.800	46.799	49.768	554.925
OPEB Current Payment	22.607	22.382	22.380	22.378	22.424	22.520	23.319	23.458	23.315	23.285	23.284	24.811	276.164
Pensions	15.926	15.926	15.926	15.926	15.926	15.926	645.775	15.926	15.926	15.926	15.926	15.926	820.957
Other Fringe Benefits	30.294	28.935	30.531	29.738	30.796	29.985	31.152	30.590	30.105	29.785	30.521	30.874	363.306
Total Fringe Benefits	114.282	112.213	113.805	113.006	114.226	113.694	747.113	117.107	116.203	115.795	116.530	121.380	2,015.352
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$410.462</b>	<b>\$390.414</b>	<b>\$412.869</b>	<b>\$401.834</b>	<b>\$416.789</b>	<b>\$405.410</b>	<b>\$1,044.193</b>	<b>\$417.186</b>	<b>\$409.637</b>	<b>\$411.215</b>	<b>\$421.835</b>	<b>\$430.726</b>	<b>\$5,572.572</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$17.241	\$18.382	\$15.428	\$15.972	\$14.745	\$16.127	\$19.021	\$16.704	\$16.833	\$15.963	\$13.770	\$18.860	\$199.046
Fuel for Buses and Trains	9.912	8.649	10.532	11.202	11.086	10.535	10.538	10.556	10.614	10.846	10.487	10.649	125.607
Insurance	4.617	4.617	5.410	5.410	5.490	5.490	5.490	5.490	5.490	5.485	5.527	5.543	64.062
Claims	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.504	6.536	78.083
Paratransit Service Contracts	31.531	30.238	34.674	32.362	33.649	33.640	31.139	31.898	31.232	32.322	31.431	30.320	384.436
Mtce. and Other Operating Contracts	25.249	27.187	26.474	26.121	24.135	23.215	23.092	22.858	22.857	23.189	23.807	17.941	286.126
Professional Service Contracts	9.478	8.133	10.272	9.140	9.013	9.981	8.488	8.762	10.177	10.368	10.771	12.188	116.771
Materials & Supplies	26.096	29.165	29.679	29.578	29.157	31.948	31.790	31.380	31.372	29.528	29.758	27.844	357.294
Other Business Expenses	5.375	5.425	5.907	5.681	5.653	5.747	5.705	5.699	5.663	5.781	5.609	6.793	69.038
<b>Total Non-Labor Expenses</b>	<b>\$136.004</b>	<b>\$138.300</b>	<b>\$144.880</b>	<b>\$141.970</b>	<b>\$139.433</b>	<b>\$143.188</b>	<b>\$141.768</b>	<b>\$139.853</b>	<b>\$140.743</b>	<b>\$139.985</b>	<b>\$137.665</b>	<b>\$136.674</b>	<b>\$1,680.463</b>
<b>Other Expense Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>													
<b>before Depreciation, OPEB</b>	<b>\$546.466</b>	<b>\$528.714</b>	<b>\$557.749</b>	<b>\$543.804</b>	<b>\$556.222</b>	<b>\$548.598</b>	<b>\$1,185.961</b>	<b>\$557.039</b>	<b>\$550.380</b>	<b>\$551.201</b>	<b>\$559.500</b>	<b>\$567.401</b>	<b>\$7,253.035</b>
Depreciation	110.000	111.000	112.000	113.000	114.500	115.000	116.000	117.500	119.000	121.000	124.000	127.000	1,400.000
OPEB Account	0.000	0.000	230.000	0.000	0.000	230.000	0.000	0.000	230.000	0.000	0.000	228.747	918.747
<b>Total Expenses</b>	<b>\$656.466</b>	<b>\$639.714</b>	<b>\$899.749</b>	<b>\$656.804</b>	<b>\$670.722</b>	<b>\$893.598</b>	<b>\$1,301.961</b>	<b>\$674.539</b>	<b>\$899.380</b>	<b>\$672.201</b>	<b>\$683.500</b>	<b>\$923.148</b>	<b>\$9,571.782</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$276.862)</b>	<b>(\$269.718)</b>	<b>(\$473.012)</b>	<b>(\$260.142)</b>	<b>(\$261.722)</b>	<b>(\$475.471)</b>	<b>(\$887.840)</b>	<b>(\$273.046)</b>	<b>(\$482.640)</b>	<b>(\$260.434)</b>	<b>(\$283.880)</b>	<b>(\$510.701)</b>	<b>(\$4,715.468)</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2011 ADOPTED BUDGET**  
**CASH RECEIPTS and EXPENDITURES**  
(\$ in millions)

**CASH RECEIPTS AND EXPENDITURES**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$281.124	\$268.380	\$325.459	\$289.930	\$309.406	\$313.899	\$286.366	\$319.527	\$306.040	\$313.553	\$291.556	\$307.228	\$3,612.468
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.000	0.000	0.000	6.312	0.000	43.766	6.312	0.000	0.000	6.313	0.000	21.313	84.016
Paratransit Reimbursement	1.357	41.357	1.357	1.357	41.357	1.357	1.357	1.357	9.891	1.358	1.358	1.358	104.821
Other	<u>60.344</u>	<u>3.304</u>	<u>3.304</u>	<u>3.304</u>	<u>3.304</u>	<u>3.304</u>	<u>3.304</u>	<u>3.304</u>	<u>3.305</u>	<u>3.305</u>	<u>3.305</u>	<u>12.801</u>	<u>106.188</u>
<b>Other Operating Revenue</b>	<b>\$61.701</b>	<b>\$44.661</b>	<b>\$4.661</b>	<b>\$10.973</b>	<b>\$44.661</b>	<b>\$48.427</b>	<b>\$10.973</b>	<b>\$4.661</b>	<b>\$13.196</b>	<b>\$10.976</b>	<b>\$4.663</b>	<b>\$35.472</b>	<b>\$295.025</b>
Capital and Other Reimbursements	77.608	77.862	88.935	81.100	81.294	89.604	97.177	79.431	88.971	80.228	78.502	104.874	1,025.585
<b>Total Receipts</b>	<b>\$420.433</b>	<b>\$390.903</b>	<b>\$419.055</b>	<b>\$382.003</b>	<b>\$435.361</b>	<b>\$451.930</b>	<b>\$394.516</b>	<b>\$403.619</b>	<b>\$408.207</b>	<b>\$404.757</b>	<b>\$374.721</b>	<b>\$447.574</b>	<b>\$4,933.078</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	\$232.603	\$246.591	\$354.138	\$238.355	\$242.850	\$250.429	\$278.074	\$256.251	\$347.637	\$242.810	\$258.521	\$262.602	\$3,210.860
Overtime	<u>24.713</u>	<u>27.076</u>	<u>37.338</u>	<u>26.414</u>	<u>25.892</u>	<u>27.667</u>	<u>28.916</u>	<u>27.196</u>	<u>36.480</u>	<u>26.512</u>	<u>26.085</u>	<u>26.717</u>	<u>341.005</u>
Total Salaries & Wages	257.316	273.666	391.476	264.769	268.742	278.096	306.990	283.447	384.116	269.322	284.606	289.319	3,551.865
Health and Welfare	44.926	44.441	44.438	44.435	44.550	44.733	46.336	46.603	46.327	61.169	46.799	45.418	560.174
OPEB Current Payment	22.607	22.382	22.380	22.378	22.424	22.520	23.319	23.458	23.315	23.285	23.284	24.811	276.164
Pensions	15.926	15.926	15.926	15.926	15.926	297.835	14.815	15.926	15.926	15.926	15.926	346.755	802.736
Other Fringe Benefits	<u>25.155</u>	<u>25.829</u>	<u>34.744</u>	<u>31.388</u>	<u>25.479</u>	<u>26.193</u>	<u>29.717</u>	<u>26.572</u>	<u>34.189</u>	<u>25.615</u>	<u>26.196</u>	<u>26.593</u>	<u>337.670</u>
Total Fringe Benefits	108.613	108.577	117.488	114.126	108.379	391.281	114.188	112.559	119.757	125.994	112.205	443.578	1,976.744
GASB Account	3.232	3.232	4.583	3.232	3.232	3.232	3.232	3.232	4.583	(11.667)	2.702	2.698	25.523
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$369.162</b>	<b>\$385.475</b>	<b>\$513.547</b>	<b>\$382.127</b>	<b>\$380.352</b>	<b>\$672.609</b>	<b>\$424.409</b>	<b>\$399.238</b>	<b>\$508.457</b>	<b>\$383.649</b>	<b>\$399.513</b>	<b>\$735.595</b>	<b>\$5,554.132</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$17.241	\$18.382	\$15.428	\$15.972	\$14.745	\$16.127	\$19.021	\$16.704	\$16.833	\$15.963	\$13.770	\$18.860	\$199.046
Fuel for Buses and Trains	9.912	8.649	10.532	11.202	11.086	10.535	10.538	10.556	10.614	10.846	10.487	10.649	125.607
Insurance	0.000	6.039	13.277	0.213	(0.001)	21.897	(0.001)	(0.001)	11.806	0.000	0.000	11.806	65.038
Claims	5.862	5.862	5.862	5.862	5.862	5.862	5.862	5.862	5.862	5.862	5.862	5.894	70.379
Paratransit Service Contracts	31.114	29.821	34.257	31.945	33.232	33.223	30.722	31.481	30.815	31.905	31.014	29.907	379.436
Mtce. and Other Operating Contracts	25.249	27.187	26.474	26.121	24.135	23.215	23.092	22.858	22.857	23.189	23.807	28.641	296.826
Professional Service Contracts	9.478	8.133	8.772	9.140	9.013	8.481	8.488	8.762	8.677	10.368	10.771	10.688	110.771
Materials & Supplies	25.513	28.582	29.096	28.995	28.574	31.365	31.207	30.797	30.789	28.945	29.175	32.257	355.294
Other Business Expenditures	5.375	5.425	5.907	5.681	5.653	5.747	5.705	5.699	5.663	5.781	5.609	6.793	69.038
<b>Total Non-Labor Expenditures</b>	<b>\$129.745</b>	<b>\$138.080</b>	<b>\$149.605</b>	<b>\$135.131</b>	<b>\$132.300</b>	<b>\$156.453</b>	<b>\$134.635</b>	<b>\$132.720</b>	<b>\$143.917</b>	<b>\$132.858</b>	<b>\$130.496</b>	<b>\$155.495</b>	<b>\$1,671.435</b>
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustment:</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$498.907</b>	<b>\$523.555</b>	<b>\$663.152</b>	<b>\$517.257</b>	<b>\$512.652</b>	<b>\$829.062</b>	<b>\$559.045</b>	<b>\$531.957</b>	<b>\$652.374</b>	<b>\$516.508</b>	<b>\$530.009</b>	<b>\$891.090</b>	<b>\$7,225.567</b>
<b>Net Cash Deficit</b>	<b>(\$78.474)</b>	<b>(\$132.652)</b>	<b>(\$244.097)</b>	<b>(\$135.254)</b>	<b>(\$77.291)</b>	<b>(\$377.132)</b>	<b>(\$164.529)</b>	<b>(\$128.339)</b>	<b>(\$244.166)</b>	<b>(\$111.751)</b>	<b>(\$155.287)</b>	<b>(\$443.517)</b>	<b>(\$2,292.489)</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2011 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	(\$0.144)	(\$4.119)	\$10.359	(\$5.717)	\$3.661	\$5.229	(\$14.974)	\$12.600	(\$1.781)	\$3.577	(\$8.441)	\$3.980	\$4.230
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	(7.858)	(6.764)	(9.831)	(0.732)	(9.090)	36.784	3.579	(2.264)	(7.076)	(2.378)	(8.249)	13.879	0.000
Paratransit Reimbursement	(7.407)	32.593	(7.407)	(7.407)	32.593	(7.407)	(7.407)	(7.407)	1.127	(7.405)	(7.405)	(7.404)	(0.343)
Other	<u>51.537</u>	<u>(5.503)</u>	<u>(5.503)</u>	<u>(5.503)</u>	<u>(5.503)</u>	<u>(5.503)</u>	<u>(5.503)</u>	<u>(5.503)</u>	<u>(5.503)</u>	<u>(5.504)</u>	<u>(5.504)</u>	<u>3.995</u>	<u>0.500</u>
<b>Other Operating Revenue</b>	<b>\$36.272</b>	<b>\$20.326</b>	<b>(\$22.741)</b>	<b>(\$13.642)</b>	<b>\$18.000</b>	<b>\$23.874</b>	<b>(\$9.331)</b>	<b>(\$15.174)</b>	<b>(\$11.452)</b>	<b>(\$15.287)</b>	<b>(\$21.158)</b>	<b>\$10.470</b>	<b>\$0.157</b>
Capital and Other Reimbursements	4.700	4.700	4.700	4.700	4.700	4.700	4.700	4.700	4.700	4.700	4.700	20.677	72.377
<b>Total Receipt Adjustments</b>	<b>\$40.828</b>	<b>\$20.907</b>	<b>(\$7.682)</b>	<b>(\$14.659)</b>	<b>\$26.361</b>	<b>\$33.803</b>	<b>(\$19.605)</b>	<b>\$2.126</b>	<b>(\$8.533)</b>	<b>(\$7.010)</b>	<b>(\$24.899)</b>	<b>\$35.127</b>	<b>\$76.764</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	\$35.467	\$4.139	(\$84.335)	\$21.957	\$30.866	\$12.430	(\$9.044)	\$15.179	(\$82.757)	\$23.817	\$18.891	\$18.232	\$4.841
Overtime	<u>3.397</u>	<u>0.396</u>	<u>(8.077)</u>	<u>2.103</u>	<u>2.956</u>	<u>1.190</u>	<u>(0.866)</u>	<u>1.454</u>	<u>(7.926)</u>	<u>2.281</u>	<u>1.809</u>	<u>1.796</u>	<u>0.514</u>
Total Salaries & Wages	38.863	4.535	(92.412)	24.060	33.822	13.620	(9.910)	16.632	(90.682)	26.098	20.700	20.028	5.355
Health and Welfare	0.530	0.530	0.530	0.530	0.530	0.530	0.530	0.530	(14.369)	0.000	4.350		(5.249)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	(281.910)	630.960	0.000	0.000	0.000	0.000	(330.830)	18.221
Other Fringe Benefits	<u>5.139</u>	<u>3.106</u>	<u>(4.213)</u>	<u>(1.650)</u>	<u>5.317</u>	<u>3.792</u>	<u>1.435</u>	<u>4.018</u>	<u>(4.084)</u>	<u>4.170</u>	<u>4.325</u>	<u>4.281</u>	<u>25.636</u>
Total Fringe Benefits	5.669	3.636	(3.683)	(1.120)	5.847	(277.588)	632.925	4.548	(3.554)	(10.199)	4.325	(322.199)	38.608
GASB Account	(3.232)	(3.232)	(4.583)	(3.232)	(3.232)	(3.232)	(3.232)	(3.232)	(4.583)	11.667	(2.702)	(2.698)	(25.523)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$41.300</b>	<b>\$4.939</b>	<b>(\$100.678)</b>	<b>\$19.708</b>	<b>\$36.437</b>	<b>(\$267.199)</b>	<b>\$619.783</b>	<b>\$17.948</b>	<b>(\$98.819)</b>	<b>\$27.566</b>	<b>\$22.323</b>	<b>(\$304.868)</b>	<b>\$18.440</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.617	(1.422)	(7.867)	5.197	5.491	(16.407)	5.491	5.491	(6.316)	5.485	5.527	(6.263)	(0.976)
Claims	0.642	0.642	0.642	0.642	0.642	0.642	0.642	0.642	0.642	0.642	0.642	0.642	7.704
Paratransit Service Contracts	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.413	5.000
Mtce. and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(10.700)	(10.700)
Professional Service Contracts	0.000	0.000	1.500	0.000	0.000	1.500	0.000	0.000	1.500	0.000	0.000	1.500	6.000
Materials & Supplies	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	(4.413)	2.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$6.259</b>	<b>\$0.220</b>	<b>(\$4.725)</b>	<b>\$6.839</b>	<b>\$7.133</b>	<b>(\$13.265)</b>	<b>\$7.133</b>	<b>\$7.133</b>	<b>(\$3.174)</b>	<b>\$7.127</b>	<b>\$7.169</b>	<b>(\$18.821)</b>	<b>\$9.028</b>
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustment:</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditure Adjustments</b>	<b>\$47.559</b>	<b>\$5.159</b>	<b>(\$105.403)</b>	<b>\$26.547</b>	<b>\$43.570</b>	<b>(\$280.464)</b>	<b>\$626.916</b>	<b>\$25.081</b>	<b>(\$101.993)</b>	<b>\$34.693</b>	<b>\$29.492</b>	<b>(\$323.689)</b>	<b>\$27.468</b>
<b>Total Cash Conversion Adj. before Depreciation, OPEB</b>													
	<b>\$88.387</b>	<b>\$26.066</b>	<b>(\$113.085)</b>	<b>\$11.888</b>	<b>\$69.931</b>	<b>(\$246.661)</b>	<b>\$607.311</b>	<b>\$27.207</b>	<b>(\$110.526)</b>	<b>\$27.683</b>	<b>\$4.593</b>	<b>(\$288.562)</b>	<b>\$104.232</b>
<b>Depreciation Adjustment</b>													
	110.000	111.000	112.000	113.000	114.500	115.000	116.000	117.500	119.000	121.000	124.000	127.000	1,400.000
<b>OPEB Obligation</b>													
	0.000	0.000	230.000	0.000	0.000	230.000	0.000	0.000	230.000	0.000	0.000	228.747	918.747
<b>Total Cash Conversion Adj.</b>	<b>\$198.387</b>	<b>\$137.066</b>	<b>\$228.915</b>	<b>\$124.888</b>	<b>\$184.431</b>	<b>\$98.339</b>	<b>\$723.311</b>	<b>\$144.707</b>	<b>\$238.474</b>	<b>\$148.683</b>	<b>\$128.593</b>	<b>\$67.185</b>	<b>\$2,422.979</b>

MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2011 ADOPTED BUDGET  
 RIDERSHIP/(UTILIZATION)  
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Ridership</b>													
Subway	128.951	122.653	143.719	133.911	139.656	139.303	129.778	131.434	136.777	140.158	136.116	136.989	1,619.445
Bus	<u>55.896</u>	<u>52.443</u>	<u>63.215</u>	<u>57.856</u>	<u>61.994</u>	<u>59.606</u>	<u>55.303</u>	<u>56.042</u>	<u>60.751</u>	<u>61.489</u>	<u>58.274</u>	<u>55.815</u>	<u>698.684</u>
<b>Subtotal</b>	<b>184.847</b>	<b>175.096</b>	<b>206.934</b>	<b>191.767</b>	<b>201.650</b>	<b>198.909</b>	<b>185.081</b>	<b>187.476</b>	<b>197.528</b>	<b>201.647</b>	<b>194.390</b>	<b>192.804</b>	<b>2,318.129</b>
Paratransit*	0.787	0.747	0.892	0.824	0.873	0.871	0.820	0.875	0.870	0.912	0.884	0.840	10.195
<b>Total Ridership</b>	<b>185.634</b>	<b>175.843</b>	<b>207.826</b>	<b>192.591</b>	<b>202.523</b>	<b>199.780</b>	<b>185.901</b>	<b>188.351</b>	<b>198.398</b>	<b>202.559</b>	<b>195.274</b>	<b>193.644</b>	<b>2,328.324</b>
<b>Farebox Revenue</b> (excluding fare media liability)													
Subway	\$205.513	\$198.847	\$230.037	\$215.583	\$222.434	\$225.800	\$218.622	\$222.529	\$223.427	\$226.237	\$220.253	\$225.466	\$2,634.748
Bus	70.056	68.023	79.184	74.302	77.463	77.027	76.961	78.548	78.551	77.825	73.878	71.992	903.810
<b>Subtotal</b>	<b>275.569</b>	<b>266.870</b>	<b>309.221</b>	<b>289.885</b>	<b>299.897</b>	<b>302.827</b>	<b>295.583</b>	<b>301.077</b>	<b>301.978</b>	<b>304.062</b>	<b>294.131</b>	<b>297.458</b>	<b>3,538.558</b>
Paratransit	1.358	1.288	1.538	1.421	1.507	1.502	1.416	1.509	1.502	1.573	1.525	1.449	17.588
<b>Total Farebox Revenue</b>	<b>\$276.927</b>	<b>\$268.158</b>	<b>\$310.759</b>	<b>\$291.306</b>	<b>\$301.404</b>	<b>\$304.329</b>	<b>\$296.999</b>	<b>\$302.586</b>	<b>\$303.480</b>	<b>\$305.635</b>	<b>\$295.656</b>	<b>\$298.907</b>	<b>\$3,556.146</b>

\* Paratransit ridership includes guests and personal care attendants.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2011 Adopted Budget**  
**Total Positions By Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Office of the President	13	13	13	13	13	13	13	13	13	13	13	13
Law	268	268	268	268	268	268	269	269	269	269	269	269
Office of the EVP	32	32	32	32	32	32	32	32	32	32	32	32
Human Resources	305	305	305	305	305	305	305	305	305	305	305	313
Office of Management and Budget	39	39	39	39	39	39	39	39	39	39	39	39
Capital Planning & Budget	35	35	35	35	35	35	35	35	35	35	35	35
Corporate Communications	233	233	233	233	233	233	233	233	233	233	233	233
AFC Program Management & Sales	54	54	54	54	54	54	54	54	54	54	54	54
Technology & Information Services	433	433	432	431	430	430	434	434	434	434	434	433
Non-Departmental	36	36	36	36	36	36	84	84	84	84	84	81
Labor Relations	72	72	72	72	72	72	72	72	72	72	72	72
Materiel	239	239	239	239	239	239	239	239	239	239	239	239
Controller	158	158	158	150	150	150	150	150	150	150	150	147
<b>Total Administration</b>	<b>1,917</b>	<b>1,917</b>	<b>1,916</b>	<b>1,907</b>	<b>1,906</b>	<b>1,906</b>	<b>1,959</b>	<b>1,959</b>	<b>1,959</b>	<b>1,959</b>	<b>1,959</b>	<b>1,960</b>
<b>Operations</b>												
Subways Service Delivery	10,180	10,180	10,188	10,196	10,214	10,220	10,220	10,220	10,218	10,200	10,200	10,129
Subways Operations Support./Admin.	388	388	388	388	388	388	388	388	388	388	388	388
<b>Sub-total - Subways</b>	<b>10,568</b>	<b>10,568</b>	<b>10,576</b>	<b>10,584</b>	<b>10,602</b>	<b>10,608</b>	<b>10,608</b>	<b>10,608</b>	<b>10,606</b>	<b>10,588</b>	<b>10,588</b>	<b>10,517</b>
Buses	10,217	10,217	10,217	10,215	10,252	10,252	10,194	10,194	10,253	10,213	10,213	10,225
Paratransit	148	148	148	148	148	148	148	148	148	148	148	148
Operations Planning	380	380	380	375	375	375	375	375	375	375	375	375
Revenue Control	423	423	423	423	423	423	423	423	423	423	423	423
<b>Total Operations</b>	<b>21,736</b>	<b>21,736</b>	<b>21,744</b>	<b>21,745</b>	<b>21,800</b>	<b>21,806</b>	<b>21,748</b>	<b>21,748</b>	<b>21,805</b>	<b>21,747</b>	<b>21,747</b>	<b>21,688</b>
<b>Maintenance</b>												
Subways Service Delivery	560	560	560	560	560	560	560	560	560	560	560	560
Subways Operations/Support./Admin.	127	127	127	127	127	127	127	127	127	127	127	127
Subways Engineering	309	309	309	309	309	309	309	309	309	309	309	309
Subways Car Equipment	3,991	3,991	3,991	3,994	3,994	3,988	3,985	3,985	3,985	3,982	3,982	3,982
Subways Infrastructure	1,703	1,703	1,692	1,692	1,692	1,690	1,690	1,690	1,691	1,691	1,691	1,691
Subways Stations	2,834	2,834	2,834	2,834	2,846	2,846	2,846	2,846	2,846	2,834	2,834	2,831
Subways Track	2,752	2,752	2,752	2,752	2,752	2,742	2,742	2,742	2,742	2,742	2,742	2,742
Subways Power	676	676	676	676	665	665	665	665	600	600	600	600
Subways Signals	1,311	1,311	1,311	1,311	1,311	1,311	1,311	1,311	1,297	1,297	1,297	1,297
Subways Electronics Maintenance	1,336	1,336	1,336	1,336	1,336	1,336	1,340	1,340	1,347	1,347	1,347	1,349
<b>Sub-total - Subways</b>	<b>15,599</b>	<b>15,599</b>	<b>15,588</b>	<b>15,591</b>	<b>15,592</b>	<b>15,574</b>	<b>15,575</b>	<b>15,575</b>	<b>15,503</b>	<b>15,489</b>	<b>15,489</b>	<b>15,488</b>
Buses	3,771	3,771	3,771	3,771	3,771	3,771	3,780	3,780	3,780	3,770	3,770	3,769
Revenue Control	137	137	137	137	137	137	137	137	137	137	137	137
Supply Logistics	547	547	547	547	547	547	547	547	547	547	547	547
System Safety	90	90	90	90	90	90	90	90	90	90	90	90
<b>Total Maintenance</b>	<b>20,144</b>	<b>20,144</b>	<b>20,133</b>	<b>20,136</b>	<b>20,137</b>	<b>20,119</b>	<b>20,129</b>	<b>20,129</b>	<b>20,057</b>	<b>20,033</b>	<b>20,033</b>	<b>20,031</b>
<b>Engineering/Capital</b>												
Capital Program Management	1,398	1,398	1,398	1,398	1,398	1,398	1,398	1,398	1,398	1,398	1,398	1,398
<b>Total Engineering/Capital</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>
<b>Public Safety</b>												
Security	500	500	500	500	500	500	500	500	500	500	500	500
<b>Total Public Safety</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>
<b>Total Positions</b>	<b>45,695</b>	<b>45,695</b>	<b>45,691</b>	<b>45,686</b>	<b>45,741</b>	<b>45,729</b>	<b>45,734</b>	<b>45,734</b>	<b>45,719</b>	<b>45,637</b>	<b>45,637</b>	<b>45,577</b>
Non-Reimbursable	40,470	40,470	40,461	40,466	40,532	40,530	40,548	40,548	40,614	40,560	40,560	40,510
Reimbursable	5,225	5,225	5,230	5,220	5,209	5,199	5,186	5,186	5,105	5,077	5,077	5,067
Total Full-Time	45,539	45,539	45,535	45,535	45,590	45,578	45,582	45,582	45,567	45,485	45,485	45,424
Total Full-Time Equivalents	156	156	156	151	151	151	152	152	152	152	152	153



**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2011 Adopted Budget**  
**Total Positions by Function and Occupation**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	609	609	609	609	609	609	609	609	609	609	609	611
Professional, Technical, Clerical	1,242	1,242	1,241	1,232	1,231	1,231	1,236	1,236	1,236	1,236	1,236	1,241
Operational Hourlies	66	66	66	66	66	66	114	114	114	114	114	108
<b>Total Administration</b>	<b>1,917</b>	<b>1,917</b>	<b>1,916</b>	<b>1,907</b>	<b>1,906</b>	<b>1,906</b>	<b>1,959</b>	<b>1,959</b>	<b>1,959</b>	<b>1,959</b>	<b>1,959</b>	<b>1,960</b>
<b>Operations</b>												
Managers/Supervisors	2,590	2,590	2,590	2,592	2,592	2,592	2,592	2,592	2,590	2,590	2,590	2,632
Professional, Technical, Clerical	453	453	453	453	453	453	453	453	453	453	453	453
Operational Hourlies	18,693	18,693	18,701	18,700	18,755	18,761	18,703	18,703	18,762	18,704	18,704	18,603
<b>Total Operations</b>	<b>21,736</b>	<b>21,736</b>	<b>21,744</b>	<b>21,745</b>	<b>21,800</b>	<b>21,806</b>	<b>21,748</b>	<b>21,748</b>	<b>21,805</b>	<b>21,747</b>	<b>21,747</b>	<b>21,688</b>
<b>Maintenance</b>												
Managers/Supervisors	3,561	3,561	3,561	3,561	3,561	3,559	3,567	3,567	3,554	3,553	3,553	3,556
Professional, Technical, Clerical	1,051	1,051	1,051	1,051	1,051	1,051	1,049	1,049	1,051	1,051	1,051	981
Operational Hourlies	15,532	15,532	15,521	15,524	15,525	15,509	15,513	15,513	15,452	15,429	15,429	15,494
<b>Total Maintenance</b>	<b>20,144</b>	<b>20,144</b>	<b>20,133</b>	<b>20,136</b>	<b>20,137</b>	<b>20,119</b>	<b>20,129</b>	<b>20,129</b>	<b>20,057</b>	<b>20,033</b>	<b>20,033</b>	<b>20,031</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	324	324	324	324	324	324	324	324	324	324	324	324
Professional, Technical, Clerical	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>	<b>1,398</b>
<b>Public Safety</b>												
Managers/Supervisors	121	121	121	121	121	121	121	121	121	121	121	121
Professional, Technical, Clerical	32	32	32	32	32	32	32	32	32	32	32	32
Operational Hourlies	347	347	347	347	347	347	347	347	347	347	347	347
<b>Total Public Safety</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>
<b>Total Positions</b>												
Managers/Supervisors	7,205	7,205	7,205	7,207	7,207	7,205	7,213	7,213	7,198	7,197	7,197	7,244
Professional, Technical, Clerical	3,850	3,850	3,849	3,840	3,839	3,839	3,842	3,842	3,844	3,844	3,844	3,779
Operational Hourlies	34,640	34,640	34,637	34,639	34,695	34,685	34,679	34,679	34,677	34,596	34,596	34,554
<b>Total Positions</b>	<b>45,695</b>	<b>45,695</b>	<b>45,691</b>	<b>45,686</b>	<b>45,741</b>	<b>45,729</b>	<b>45,734</b>	<b>45,734</b>	<b>45,719</b>	<b>45,637</b>	<b>45,637</b>	<b>45,577</b>

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**MTA Bus Company**

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN FOR 2011-2014**  
**2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA Bus Company's 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. The adopted budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2010.

These adjustments, along with some technical adjustments now included in the February Financial Plan, are presented on the attached reconciliation from the November Financial Plan and are described below:

Technical Adjustments:

- The Health & Welfare Contract Rebid savings of \$1.8M annually from 2011 through 2014, and a Health & Welfare Contribution Payback cost of \$0.6M in 2011
- The Shop Deferral of \$1.1M resulting in a net zero effect from 2010 to 2011.
- OPEB Obligation favorable adjustment of \$13.2M in 2010, \$13.9M in 2011, \$14.6M in 2012, \$15.3M in 2013 and \$16.1M in 2014.
- A favorable cash adjustment in Maintenance and Other Operating Contracts of \$6.0M in 2011, \$6.1M in 2012, \$6.6M in 2013 and \$6.7M in 2014.

MTA Plan Adjustments:

- The 2011 Fare increase (7.5% yield) effective 12/30/10 of \$12.7M in 2011, \$12.9M in 2012, \$13.1M in 2013, and \$13.2M in 2014.
- New MTA efficiency resulting in IT savings of \$0.3M annually from 2010 through 2014.
- The removal of the budgeted non-represented wage increase is projected to reduce labor costs by \$0.7M in 2010, \$0.6M in 2011 and 2012 and \$0.5M in 2013 and 2014.
- Net Zero labor reduction initiative effective upon the expiration of the current contract agreement which represent two years of no wage growth for represented employees of \$3.9M in 2012, \$8.7M in 2013, and \$10.0M in 2014.
- The Pension rate of return costs of \$6.8M in 2012, \$7.0M in 2013, and \$7.1M in 2014.

The attached includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2011 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BUS COMPANY**  
**February Financial Plan 2011- 2014**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,385</b>	<b>(\$427.026)</b>	<b>3,434</b>	<b>(\$438.139)</b>	<b>3,423</b>	<b>(\$448.001)</b>	<b>3,431</b>	<b>(\$465.825)</b>	<b>3,435</b>	<b>(\$479.081)</b>
<b>Technical Adjustments:</b>										
<i>H&amp;W Vendor Contract Rebid</i>		\$0.000		\$1.800		\$1.800		\$1.800		\$1.800
<i>H&amp;W Employee Contribution Payback</i>		0.000		(0.637)		0.000		0.000		0.000
<i>Shop Deferral</i>		1.145		(1.145)		0.000		0.000		0.000
<i>OPEB Obligation</i>		13.230		13.892		14.586		15.315		16.081
Sub-Total Technical Adjustments	0	\$14.375	0	\$13.910	0	\$16.386	0	\$17.115	0	\$17.881
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%		\$0.000		\$12.709		\$12.899		\$13.067		\$13.237
New MTA Efficiencies (IT Savings)		0.323		0.323		0.323		0.323		0.323
Net-Zero Labor Initiative		0.000		0.000		3.935		8.710		10.009
Non-Represented Wage Freeze		0.724		0.635		0.568		0.522		0.476
Pension Rate of Return		0.000		0.000		(6.819)		(6.953)		(7.091)
Sub-Total Gap Closing and Policy Actions	0	\$1.047	0	\$13.667	0	\$10.906	0	\$15.669	0	\$16.954
<b>2011 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,385</b>	<b>(\$411.604)</b>	<b>3,434</b>	<b>(\$410.562)</b>	<b>3,423</b>	<b>(\$420.709)</b>	<b>3,431</b>	<b>(\$433.040)</b>	<b>3,435</b>	<b>(\$444.246)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2011- 2014**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>50</b>	<b>\$0.000</b>	<b>64</b>	<b>\$0.000</b>	<b>64</b>	<b>\$0.000</b>	<b>64</b>	<b>\$0.000</b>	<b>64</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Capital Reimbursements		(\$0.108)		(\$0.101)		(\$0.122)		(\$0.146)		(\$0.153)
Sub-Total Technical Adjustments	0	(\$0.108)	0	(\$0.101)	0	(\$0.122)	0	(\$0.146)	0	(\$0.153)
<i>MTA Plan Adjustments:</i>										
Fare/Toll Yields on 1/1/11: 7.5%										
New MTA Efficiencies										
Net-Zero Labor Initiative										
Non-Represented Wage Freeze		\$0.108		\$0.101		\$0.122		\$0.146		\$0.153
Pension Rate of Return										
Sub-Total Gap Closing and Policy Actions	0	\$0.108	0	\$0.101	0	\$0.122	0	\$0.146	0	\$0.153
<b>2011 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>50</b>	<b>\$0.000</b>	<b>64</b>	<b>\$0.000</b>	<b>64</b>	<b>\$0.000</b>	<b>64</b>	<b>\$0.000</b>	<b>64</b>	<b>\$0.000</b>

**MTA BUS COMPANY**  
**February Financial Plan 2011- 2014**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,435</b>	<b>(\$344.755)</b>	<b>3,498</b>	<b>(\$321.641)</b>	<b>3,487</b>	<b>(\$331.476)</b>	<b>3,495</b>	<b>(\$352.574)</b>	<b>3,499</b>	<b>(\$366.427)</b>
<b>Technical Adjustments:</b>										
<i>H&amp;W Vendor Contract Rebid</i>		\$0.000		\$1.800		\$1.800		\$1.800		\$1.800
<i>H&amp;W Employee Contribution Payback</i>		0.000		(0.637)		0.000		0.000		0.000
<i>Shop Deferral</i>		1.145		(1.145)		0.000		0.000		0.000
<i>Maintenance and Other Operating Contracts - cash adjustment</i>		0.000		6.002		6.130		6.600		6.729
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$1.145</b>	<b>0</b>	<b>\$6.020</b>	<b>0</b>	<b>\$7.930</b>	<b>0</b>	<b>\$8.400</b>	<b>0</b>	<b>\$8.529</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 1/1/11: 7.5%		\$0.000		\$12.709		\$12.899		\$13.067		\$13.237
New MTA Efficiencies (IT Savings)		0.323		0.323		0.323		0.323		0.323
Net-Zero Labor Initiative		0.000		0.000		3.935		8.710		10.009
Non-Represented Wage Freeze		0.724		0.635		0.568		0.522		0.476
Pension Rate of Return		0.000		0.000		(6.819)		(6.953)		(7.091)
<b>Sub-Total Gap Closing and Policy Actions</b>	<b>0</b>	<b>\$1.047</b>	<b>0</b>	<b>\$13.667</b>	<b>0</b>	<b>\$10.906</b>	<b>0</b>	<b>\$15.669</b>	<b>0</b>	<b>\$16.954</b>
<b>2011 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,435</b>	<b>(\$342.563)</b>	<b>3,498</b>	<b>(\$301.953)</b>	<b>3,487</b>	<b>(\$312.640)</b>	<b>3,495</b>	<b>(\$328.505)</b>	<b>3,499</b>	<b>(\$340.944)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$167.774	\$182.161	\$184.892	\$187.296	\$189.730
Toll Revenue	-	-	-	-	-
Other Operating Revenue	17.722	18.841	19.019	19.391	19.771
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$185.496</b>	<b>\$201.002</b>	<b>\$203.911</b>	<b>\$206.687</b>	<b>\$209.501</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$206.681	\$222.790	\$222.453	\$223.953	\$224.740
Overtime	48.566	43.494	42.133	41.564	40.704
Health and Welfare	35.545	39.325	42.473	46.816	51.548
OPEB Current Payment	13.230	13.892	14.586	15.315	16.081
Pensions	30.813	33.426	41.738	41.876	42.566
Other Fringe Benefits	21.783	22.604	22.949	23.572	22.767
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$356.618</b>	<b>\$375.530</b>	<b>\$386.332</b>	<b>\$393.097</b>	<b>\$398.406</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power					
Fuel for Buses and Trains	\$30.524	\$31.129	\$32.726	\$33.853	\$34.846
Insurance	12.020	13.195	14.515	15.937	19.544
Claims	45.600	24.000	25.000	26.000	27.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	23.004	25.523	26.230	27.338	23.101
Professional Service Contracts	5.310	6.790	6.775	7.133	9.612
Materials & Supplies	25.671	32.326	29.240	31.711	37.636
Other Business Expenses	3.796	6.206	6.153	6.128	4.449
<b>Total Non-Labor Expenses</b>	<b>\$145.925</b>	<b>\$139.169</b>	<b>\$140.639</b>	<b>\$148.100</b>	<b>\$156.187</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$502.543</b>	<b>\$514.700</b>	<b>\$526.971</b>	<b>\$541.197</b>	<b>\$554.593</b>
Depreciation	\$40.185	\$42.235	\$42.235	\$42.235	\$42.235
OPEB Obligation	54.372	54.630	55.415	56.296	56.919
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$597.100</b>	<b>\$611.564</b>	<b>\$624.620</b>	<b>\$639.728</b>	<b>\$653.747</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$411.604)</b>	<b>(\$410.562)</b>	<b>(\$420.709)</b>	<b>(\$433.040)</b>	<b>(\$444.246)</b>



**MTA BUS COMPANY**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	6.459	7.158	7.261	7.366	7.475
<b>Total Revenue</b>	<b>\$6.459</b>	<b>\$7.158</b>	<b>\$7.261</b>	<b>\$7.366</b>	<b>\$7.475</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$4.797	\$5.313	\$5.387	\$5.461	\$5.543
Overtime	-	-	-	-	-
Health and Welfare	0.871	0.969	0.986	1.002	1.017
OPEB Current Payment	-	-	-	-	-
Pensions	0.403	0.446	0.450	0.457	0.462
Other Fringe Benefits	0.388	0.430	0.437	0.446	0.454
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$6.459</b>	<b>\$7.158</b>	<b>\$7.261</b>	<b>\$7.366</b>	<b>\$7.475</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$6.459</b>	<b>\$7.158</b>	<b>\$7.261</b>	<b>\$7.366</b>	<b>\$7.475</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$6.459</b>	<b>\$7.158</b>	<b>\$7.261</b>	<b>\$7.366</b>	<b>\$7.475</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BUS COMPANY**  
**February Financial Plan 2011 - 2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$167.774	\$182.161	\$184.892	\$187.296	\$189.730
Toll Revenue	-	-	-	-	-
Other Operating Revenue	17.722	18.841	19.019	19.391	19.771
Capital and Other Reimbursements	6.459	7.158	7.261	7.366	7.475
<b>Total Revenue</b>	<b>\$191.955</b>	<b>\$208.160</b>	<b>\$211.173</b>	<b>\$214.053</b>	<b>\$216.976</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$211.478	\$228.103	\$227.840	\$229.415	\$230.283
Overtime	48.566	43.494	42.133	41.564	40.704
Health and Welfare	36.417	40.294	43.459	47.818	52.565
OPEB Current Payment	13.230	13.892	14.586	15.315	16.081
Pensions	31.215	33.872	42.188	42.333	43.027
Other Fringe Benefits	22.172	23.034	23.386	24.018	23.221
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$363.077</b>	<b>\$382.688</b>	<b>\$393.592</b>	<b>\$400.463</b>	<b>\$405.881</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$30.524	\$31.129	\$32.726	\$33.853	\$34.846
Insurance	12.020	13.195	14.515	15.937	19.544
Claims	45.600	24.000	25.000	26.000	27.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	23.004	25.523	26.230	27.338	23.101
Professional Service Contracts	5.310	6.790	6.775	7.133	9.612
Materials & Supplies	25.671	32.326	29.240	31.711	37.636
Other Business Expenses	3.796	6.206	6.153	6.128	4.449
<b>Total Non-Labor Expenses</b>	<b>\$145.925</b>	<b>\$139.169</b>	<b>\$140.639</b>	<b>\$148.100</b>	<b>\$156.187</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$509.002</b>	<b>\$521.858</b>	<b>\$534.231</b>	<b>\$548.563</b>	<b>\$562.068</b>
Depreciation	\$40.185	\$42.235	\$42.235	\$42.235	\$42.235
OPEB Obligation	54.372	54.630	55.415	56.296	56.919
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$603.559</b>	<b>\$618.722</b>	<b>\$631.881</b>	<b>\$647.094</b>	<b>\$661.222</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$411.604)</b>	<b>(\$410.562)</b>	<b>(\$420.709)</b>	<b>(\$433.040)</b>	<b>(\$444.246)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2011 - 2014**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$167.774	\$182.161	\$184.892	\$187.296	\$189.730
Other Operating Revenue	17.722	18.841	19.019	19.391	19.771
Capital and Other Reimbursements	10.538	11.130	11.372	11.957	12.195
<b>Total Receipts</b>	<b>\$196.033</b>	<b>\$212.132</b>	<b>\$215.283</b>	<b>\$218.644</b>	<b>\$221.696</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$234.923	\$226.122	\$225.858	\$227.433	\$228.291
Overtime	50.359	43.494	42.133	41.564	40.704
Health and Welfare	36.106	39.895	43.055	47.411	52.155
OPEB Current Payment	13.230	13.892	14.586	15.315	16.081
Pensions	32.061	33.696	42.014	42.158	42.854
Other Fringe Benefits	26.248	22.870	23.221	23.851	23.051
GASB Account	6.884	3.948	4.317	5.317	6.317
Reimbursable Overhead	0.000	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$399.811</b>	<b>\$383.916</b>	<b>\$395.184</b>	<b>\$403.049</b>	<b>\$409.453</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power					
Fuel for Buses and Trains	\$30.524	\$31.129	\$32.726	\$33.853	\$34.846
Insurance	21.361	13.195	14.515	15.937	19.544
Claims	23.000	15.000	17.100	22.000	24.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	26.047	25.523	26.230	27.338	23.101
Professional Service Contracts	6.418	6.790	6.775	7.133	9.612
Materials & Supplies	25.671	32.326	29.240	31.711	37.636
Other Business Expenses	5.764	6.206	6.153	6.128	4.449
<b>Total Non-Labor Expenditures</b>	<b>\$138.786</b>	<b>\$130.169</b>	<b>\$132.739</b>	<b>\$144.100</b>	<b>\$153.187</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$538.596</b>	<b>\$514.085</b>	<b>\$527.923</b>	<b>\$547.149</b>	<b>\$562.640</b>
<b>Baseline Cash Deficit</b>	<b>(\$342.563)</b>	<b>(\$301.953)</b>	<b>(\$312.640)</b>	<b>(\$328.505)</b>	<b>(\$340.944)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2011 - 2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<u>2010 Final Estimate</u>	<u>2011 Adopted Budget</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	4.078	3.972	4.111	4.591	4.720
<b>Total Receipts</b>	<b>\$4.078</b>	<b>\$3.972</b>	<b>\$4.111</b>	<b>\$4.591</b>	<b>\$4.720</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$23.445)	\$1.981	1.983	1.982	1.991
Overtime	(1.793)	-	-	-	-
Health and Welfare	0.310	0.399	0.403	0.407	0.410
OPEB Current Payment	-	-	-	-	-
Pensions	(0.845)	0.176	0.174	0.175	0.173
Other Fringe Benefits	(4.077)	0.164	0.165	0.167	0.169
GASB Account	(6.884)	(3.948)	(4.317)	(5.317)	(6.317)
Reimbursable Overhead	(0.000)	(0.000)	(0.000)	(0.000)	-
<b>Total Labor Expenditures</b>	<b>(\$36.734)</b>	<b>(\$1.228)</b>	<b>(\$1.592)</b>	<b>(\$2.586)</b>	<b>(\$3.573)</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	-	-	-	-	-
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	(9.341)	-	-	-	-
Claims	22.600	9.000	7.900	4.000	3.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.043)	-	-	-	-
Professional Service Contracts	(1.108)	-	-	-	-
Materials & Supplies	0.000	-	-	-	-
Other Business Expenditures	(1.968)	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$7.139</b>	<b>\$9.000</b>	<b>\$7.900</b>	<b>\$4.000</b>	<b>\$3.000</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	-	-	-	-	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$25.516)</b>	<b>\$11.744</b>	<b>\$10.419</b>	<b>\$6.005</b>	<b>\$4.147</b>
Depreciation Adjustment	\$40.185	\$42.235	\$42.235	\$42.235	\$42.235
OPEB Obligation	54.372	54.630	55.415	56.296	56.919
Environmental Remediation	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$69.041</b>	<b>\$108.609</b>	<b>\$108.069</b>	<b>\$104.535</b>	<b>\$103.301</b>
Additional Required Reductions					
Post-2011 Program to Eliminate the Gap (PEGs)					
<b>Total Cash Conversion Adjustments</b>	<b>\$69.041</b>	<b>\$108.609</b>	<b>\$108.069</b>	<b>\$104.535</b>	<b>\$103.301</b>

**MTA BUS COMPANY**  
**February Financial Plan 2011 - 2014**  
**Ridership/(Utilization)**  
(in millions)

	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
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**RIDERSHIP**

Fixed Route	119.918	119.608	121.398	122.975	124.572
<b>Baseline Total Ridership</b>	<b>119.918</b>	<b>119.608</b>	<b>121.398</b>	<b>122.975</b>	<b>124.572</b>

**FAREBOX REVENUE**

Fixed Route	\$167.774	\$182.161	\$184.892	\$187.296	\$189.730
<b>Baseline Total Revenue</b>	<b>\$167.774</b>	<b>\$182.161</b>	<b>\$184.892</b>	<b>\$187.296</b>	<b>\$189.730</b>

**MTA BUS COMPANY**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Office of the EVP	4	4	4	4	4
Human Resources	6	8	5	5	5
Office of Management and Budget	12	14	14	14	14
Technology & Information Services	30	20	20	21	21
Materiel	17	17	17	17	17
Controller	38	23	13	13	13
Office of the President	7	7	7	7	7
System Safety Administration	5	5	5	5	5
Law	21	21	21	21	21
Corporate Communications	2	2	2	2	2
Labor Relations	4	4	4	4	4
Non Departmental	26	48	48	48	48
<b>Total Administration</b>	<b>172</b>	<b>173</b>	<b>160</b>	<b>161</b>	<b>161</b>
<b>Operations</b>					
Buses	2,066	2,046	2,046	2,046	2,046
Office of the Executive Vice President, Regional	1	1	1	1	1
Safety & Training	18	18	18	18	18
Road Operations	114	113	114	114	114
Transportation Support	17	18	17	17	17
Operations Planning	23	23	23	23	23
Revenue Control	21	21	21	21	21
<b>Total Operations</b>	<b>2,260</b>	<b>2,240</b>	<b>2,240</b>	<b>2,240</b>	<b>2,240</b>
<b>Maintenance</b>					
Buses	728	730	730	730	730
Maintenance Support/CMF	115	151	153	160	164
Facilities	40	72	72	72	72
Supply Logistics	82	82	82	82	82
<b>Total Maintenance</b>	<b>965</b>	<b>1,035</b>	<b>1,037</b>	<b>1,044</b>	<b>1,048</b>
<b>Engineering/Capital</b>					
Capital Program Management	26	38	38	38	38
<b>Public Safety</b>					
Office of the Senior Vice President	12	12	12	12	12
<b>Total Positions</b>	<b>3,435</b>	<b>3,498</b>	<b>3,487</b>	<b>3,495</b>	<b>3,499</b>
Non-Reimbursable	3,385	3,434	3,423	3,431	3,435
Reimbursable	50	64	64	64	64
Total Full-Time	3,435	3,498	3,487	3,495	3,499
Total Full-Time Equivalents					

**MTA BUS COMPANY**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Occupation**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Managers/Supervisors	53	38	37	37	37
Professional, Technical, Clerical	93	87	75	76	76
Operational Hourlies	26	48	48	48	48
<b>Total Administration</b>	<b>172</b>	<b>173</b>	<b>160</b>	<b>161</b>	<b>161</b>
<b>Operations</b>					
Managers/Supervisors	277	279	279	279	279
Professional, Technical, Clerical	46	45	45	45	45
Operational Hourlies	1,937	1,916	1,916	1,916	1,916
<b>Total Operations</b>	<b>2,260</b>	<b>2,240</b>	<b>2,240</b>	<b>2,240</b>	<b>2,240</b>
<b>Maintenance</b>					
Managers/Supervisors	195	201	201	201	201
Professional, Technical, Clerical	12	12	12	12	12
Operational Hourlies	758	822	824	831	835
<b>Total Maintenance</b>	<b>965</b>	<b>1,035</b>	<b>1,037</b>	<b>1,044</b>	<b>1,048</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	15	20	20	20	20
Professional, Technical, Clerical	11	18	18	18	18
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>26</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>
<b>Public Safety</b>					
Managers/Supervisors	9	9	9	9	9
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>
<b>Total Positions</b>					
Managers/Supervisors	549	547	546	546	546
Professional, Technical, Clerical	165	165	153	154	154
Operational Hourlies	2,721	2,786	2,788	2,795	2,799
<b>Total Baseline Positions</b>	<b>3,435</b>	<b>3,498</b>	<b>3,487</b>	<b>3,495</b>	<b>3,499</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$13.579	\$13.139	\$16.660	\$15.634	\$15.542	\$15.542	\$15.635	\$15.989	\$15.499	\$15.319	\$15.463	\$14.161	\$182.161
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	18.841
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$15.149</b>	<b>\$14.709</b>	<b>\$18.230</b>	<b>\$17.204</b>	<b>\$17.112</b>	<b>\$17.112</b>	<b>\$17.205</b>	<b>\$17.559</b>	<b>\$17.069</b>	<b>\$16.889</b>	<b>\$17.033</b>	<b>\$15.731</b>	<b>\$201.002</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$17.138	\$17.138	\$25.707	\$17.138	\$17.138	\$17.138	\$17.138	\$17.138	\$25.707	\$17.138	\$17.138	\$17.138	\$222.790
Overtime	3.346	3.346	5.019	3.346	3.346	3.346	3.346	3.346	5.019	3.346	3.346	3.346	43.494
Health and Welfare	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	39.325
OPEB Current Payment	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	13.892
Pensions	2.785	2.785	2.785	2.785	2.785	2.785	2.785	2.785	2.785	2.785	2.785	2.785	33.426
Other Fringe Benefits	1.739	1.739	2.608	1.739	1.739	1.739	1.739	1.739	2.608	1.739	1.739	1.739	22.604
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$29.442</b>	<b>\$29.442</b>	<b>\$40.553</b>	<b>\$29.442</b>	<b>\$29.442</b>	<b>\$29.442</b>	<b>\$29.442</b>	<b>\$29.442</b>	<b>\$40.553</b>	<b>\$29.442</b>	<b>\$29.442</b>	<b>\$29.442</b>	<b>\$375.530</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	2.706	2.383	2.588	2.619	2.607	2.519	2.706	2.588	2.519	2.706	2.519	2.668	31.129
Insurance	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	13.195
Claims	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	24.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	25.523
Professional Service Contracts	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	6.790
Materials & Supplies	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	32.326
Other Business Expenses	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	6.206
<b>Total Non-Labor Expenses</b>	<b>\$11.710</b>	<b>\$11.386</b>	<b>\$11.591</b>	<b>\$11.622</b>	<b>\$11.610</b>	<b>\$11.523</b>	<b>\$11.710</b>	<b>\$11.591</b>	<b>\$11.523</b>	<b>\$11.710</b>	<b>\$11.523</b>	<b>\$11.672</b>	<b>\$139.169</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$41.152</b>	<b>\$40.829</b>	<b>\$52.144</b>	<b>\$41.065</b>	<b>\$41.052</b>	<b>\$40.965</b>	<b>\$41.152</b>	<b>\$41.033</b>	<b>\$52.076</b>	<b>\$41.152</b>	<b>\$40.965</b>	<b>\$41.114</b>	<b>\$514.700</b>
Depreciation	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	42.235
OPEB Obligation	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	54.629
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$49.224</b>	<b>\$48.901</b>	<b>\$60.216</b>	<b>\$49.137</b>	<b>\$49.124</b>	<b>\$49.037</b>	<b>\$49.224</b>	<b>\$49.105</b>	<b>\$60.148</b>	<b>\$49.224</b>	<b>\$49.037</b>	<b>\$49.186</b>	<b>\$611.564</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$34.075)</b>	<b>(\$34.192)</b>	<b>(\$41.987)</b>	<b>(\$31.933)</b>	<b>(\$32.012)</b>	<b>(\$31.925)</b>	<b>(\$32.019)</b>	<b>(\$31.546)</b>	<b>(\$43.079)</b>	<b>(\$32.335)</b>	<b>(\$32.004)</b>	<b>(\$33.455)</b>	<b>(\$410.562)</b>





**MTA BUS COMPANY**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
Farebox Revenue	\$13.579	\$13.139	\$16.660	\$15.634	\$15.542	\$15.542	\$15.635	\$15.989	\$15.499	\$15.319	\$15.463	\$14.161	\$182.161
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	18.841
Capital and Other Reimbursements	0.597	0.597	0.597	0.597	0.597	0.597	0.597	0.597	0.597	0.597	0.597	0.597	7.158
<b>Total Revenue</b>	<b>\$15.745</b>	<b>\$15.305</b>	<b>\$18.826</b>	<b>\$17.800</b>	<b>\$17.708</b>	<b>\$17.709</b>	<b>\$17.802</b>	<b>\$18.156</b>	<b>\$17.665</b>	<b>\$17.486</b>	<b>\$17.630</b>	<b>\$16.327</b>	<b>\$208.160</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$17.580	\$17.580	\$26.149	\$17.580	\$17.580	\$17.580	\$17.580	\$17.580	\$26.149	\$17.580	\$17.580	\$17.580	\$228.103
Overtime	3.346	3.346	5.019	3.346	3.346	3.346	3.346	3.346	5.019	3.346	3.346	3.346	43.494
Health and Welfare	3.358	3.358	3.358	3.358	3.358	3.358	3.358	3.358	3.358	3.358	3.358	3.358	40.294
OPEB Current Payment	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	13.892
Pensions	2.823	2.823	2.823	2.823	2.823	2.823	2.823	2.823	2.823	2.823	2.823	2.823	33.872
Other Fringe Benefits	1.775	1.775	2.644	1.775	1.775	1.775	1.775	1.775	2.644	1.775	1.775	1.775	23.034
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$30.039</b>	<b>\$30.039</b>	<b>\$41.150</b>	<b>\$30.039</b>	<b>\$30.039</b>	<b>\$30.039</b>	<b>\$30.039</b>	<b>\$30.039</b>	<b>\$41.150</b>	<b>\$30.039</b>	<b>\$30.039</b>	<b>\$30.039</b>	<b>\$382.688</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	2.706	2.383	2.588	2.619	2.607	2.519	2.706	2.588	2.519	2.706	2.519	2.668	31.129
Insurance	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	13.195
Claims	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	24.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	25.523
Professional Service Contracts	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	6.790
Materials & Supplies	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	32.326
Other Business Expenses	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	6.206
<b>Total Non-Labor Expenses</b>	<b>\$11.710</b>	<b>\$11.386</b>	<b>\$11.591</b>	<b>\$11.622</b>	<b>\$11.610</b>	<b>\$11.523</b>	<b>\$11.710</b>	<b>\$11.591</b>	<b>\$11.523</b>	<b>\$11.710</b>	<b>\$11.523</b>	<b>\$11.672</b>	<b>\$139.169</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$41.748</b>	<b>\$41.425</b>	<b>\$52.741</b>	<b>\$41.661</b>	<b>\$41.649</b>	<b>\$41.562</b>	<b>\$41.748</b>	<b>\$41.630</b>	<b>\$52.673</b>	<b>\$41.748</b>	<b>\$41.562</b>	<b>\$41.710</b>	<b>\$521.858</b>
Depreciation	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	42.235
OPEB Obligation	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	54.629
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$49.820</b>	<b>\$49.497</b>	<b>\$60.813</b>	<b>\$49.733</b>	<b>\$49.721</b>	<b>\$49.634</b>	<b>\$49.820</b>	<b>\$49.702</b>	<b>\$60.745</b>	<b>\$49.820</b>	<b>\$49.634</b>	<b>\$49.782</b>	<b>\$618.722</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$34.075)</b>	<b>(\$34.192)</b>	<b>(\$41.987)</b>	<b>(\$31.933)</b>	<b>(\$32.012)</b>	<b>(\$31.925)</b>	<b>(\$32.019)</b>	<b>(\$31.546)</b>	<b>(\$43.079)</b>	<b>(\$32.335)</b>	<b>(\$32.004)</b>	<b>(\$33.455)</b>	<b>(\$410.562)</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Farebox Revenue	\$12.497	\$13.178	\$17.556	\$14.508	\$14.692	\$17.501	\$14.292	\$17.777	\$14.567	\$14.451	\$17.054	\$14.088	\$182.161
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	1.570	18.841
Capital and Other Reimbursements	0.928	0.928	0.928	0.928	0.928	0.928	0.928	0.928	0.928	0.928	0.928	0.928	11.130
<b>Total Receipts</b>	<b>\$14.995</b>	<b>\$15.676</b>	<b>\$20.054</b>	<b>\$17.006</b>	<b>\$17.190</b>	<b>\$19.998</b>	<b>\$16.789</b>	<b>\$20.274</b>	<b>\$17.065</b>	<b>\$16.948</b>	<b>\$19.551</b>	<b>\$16.586</b>	<b>\$212.132</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$17.394	\$17.394	\$26.091	\$17.394	\$17.394	\$17.394	\$17.394	\$17.394	\$26.091	\$17.394	\$17.394	\$17.394	\$226.122
Overtime	3.346	3.346	5.019	3.346	3.346	3.346	3.346	3.346	5.019	3.346	3.346	3.346	43.494
Health and Welfare	3.325	3.325	3.325	3.325	3.325	3.325	3.325	3.325	3.325	3.325	3.325	3.325	39.895
OPEB Current Payment	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	1.158	13.892
Pensions	2.808	2.808	2.808	2.808	2.808	2.808	2.808	2.808	2.808	2.808	2.808	2.808	33.696
Other Fringe Benefits	1.759	1.759	2.639	1.759	1.759	1.759	1.759	1.759	2.639	1.759	1.759	1.759	22.870
GASB Account	0.329	0.329	0.329	0.329	0.329	0.329	0.329	0.329	0.329	0.329	0.329	0.329	3.948
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$30.118</b>	<b>\$30.118</b>	<b>\$41.368</b>	<b>\$30.118</b>	<b>\$30.118</b>	<b>\$30.118</b>	<b>\$30.118</b>	<b>\$30.118</b>	<b>\$41.368</b>	<b>\$30.118</b>	<b>\$30.118</b>	<b>\$30.118</b>	<b>\$383.916</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	2.706	2.383	2.588	2.619	2.607	2.519	2.706	2.588	2.519	2.706	2.519	2.668	31.129
Insurance	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	13.195
Claims	1.250	1.250	1.250	1.250	1.250	1.250	1.250	1.250	1.250	1.250	1.250	1.250	15.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	2.127	25.523
Professional Service Contracts	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	0.566	6.790
Materials & Supplies	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	2.694	32.326
Other Business Expenses	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	0.517	6.206
<b>Total Non-Labor Expenditures</b>	<b>\$10.960</b>	<b>\$10.636</b>	<b>\$10.841</b>	<b>\$10.872</b>	<b>\$10.860</b>	<b>\$10.773</b>	<b>\$10.960</b>	<b>\$10.841</b>	<b>\$10.773</b>	<b>\$10.960</b>	<b>\$10.773</b>	<b>\$10.922</b>	<b>\$130.169</b>
<b>Other Expenditure Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$41.078</b>	<b>\$40.755</b>	<b>\$52.208</b>	<b>\$40.991</b>	<b>\$40.978</b>	<b>\$40.891</b>	<b>\$41.078</b>	<b>\$40.959</b>	<b>\$52.140</b>	<b>\$41.078</b>	<b>\$40.891</b>	<b>\$41.040</b>	<b>\$514.085</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$26.083)</b>	<b>(\$25.079)</b>	<b>(\$32.155)</b>	<b>(\$23.984)</b>	<b>(\$23.788)</b>	<b>(\$20.892)</b>	<b>(\$24.288)</b>	<b>(\$20.685)</b>	<b>(\$35.076)</b>	<b>(\$24.130)</b>	<b>(\$21.340)</b>	<b>(\$24.454)</b>	<b>(\$301.953)</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	(\$1.081)	\$0.040	\$0.897	(\$1.125)	(\$0.850)	\$1.958	(\$1.343)	\$1.788	(\$0.932)	(\$0.869)	\$1.591	(\$0.072)	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.331	0.331	0.331	0.331	0.331	0.331	0.331	0.331	0.331	0.331	0.331	0.331	3.972
<b>Total Receipts</b>	<b>(\$0.750)</b>	<b>\$0.371</b>	<b>\$1.228</b>	<b>(\$0.794)</b>	<b>(\$0.519)</b>	<b>\$2.289</b>	<b>(\$1.012)</b>	<b>\$2.119</b>	<b>(\$0.601)</b>	<b>(\$0.538)</b>	<b>\$1.922</b>	<b>\$0.259</b>	<b>\$3.972</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$0.186	\$0.186	\$0.058	\$0.186	\$0.186	\$0.186	\$0.186	\$0.186	\$0.058	\$0.186	\$0.186	\$0.186	\$1.981
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.399
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.015	0.176
Other Fringe Benefits	0.015	0.015	0.005	0.015	0.015	0.015	0.015	0.015	0.005	0.015	0.015	0.015	0.164
GASB Account	(0.329)	(0.329)	(0.329)	(0.329)	(0.329)	(0.329)	(0.329)	(0.329)	(0.329)	(0.329)	(0.329)	(0.329)	(3.948)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$0.079)</b>	<b>(\$0.079)</b>	<b>(\$0.218)</b>	<b>(\$0.079)</b>	<b>(\$0.079)</b>	<b>(\$0.079)</b>	<b>(\$0.079)</b>	<b>(\$0.079)</b>	<b>(\$0.218)</b>	<b>(\$0.079)</b>	<b>(\$0.079)</b>	<b>(\$0.079)</b>	<b>(\$1.228)</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	9.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$9.000</b>
<b>Other Expenditures Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>													
	<b>(\$0.080)</b>	<b>\$1.041</b>	<b>\$1.760</b>	<b>(\$0.124)</b>	<b>\$0.152</b>	<b>\$2.960</b>	<b>(\$0.342)</b>	<b>\$2.789</b>	<b>(\$0.068)</b>	<b>\$0.133</b>	<b>\$2.592</b>	<b>\$0.929</b>	<b>\$11.745</b>
Depreciation Adjustment	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	3.520	42.235
OPEB Obligation	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	4.552	54.629
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$7.992</b>	<b>\$9.113</b>	<b>\$9.832</b>	<b>\$7.948</b>	<b>\$8.224</b>	<b>\$11.032</b>	<b>\$7.730</b>	<b>\$10.861</b>	<b>\$8.004</b>	<b>\$8.205</b>	<b>\$10.664</b>	<b>\$9.001</b>	<b>\$108.609</b>

MTA BUS COMPANY  
 February Financial Plan - 2011 Adopted Budget  
 Ridership/(Utilization)  
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Fixed Route	10.398	9.157	9.942	10.063	10.015	9.680	10.398	9.942	9.680	10.398	9.680	10.252	119.608
<b>Baseline Total Ridership</b>	<b>10.398</b>	<b>9.157</b>	<b>9.942</b>	<b>10.063</b>	<b>10.015</b>	<b>9.680</b>	<b>10.398</b>	<b>9.942</b>	<b>9.680</b>	<b>10.398</b>	<b>9.680</b>	<b>10.252</b>	<b>119.608</b>
<b><u>FAREBOX REVENUE</u></b>													
Fixed Route	13.579	13.139	16.660	15.634	15.542	15.542	15.635	15.989	15.499	15.319	15.463	14.161	182.161
<b>Baseline Total Revenue</b>	<b>\$13.579</b>	<b>\$13.139</b>	<b>\$16.660</b>	<b>\$15.634</b>	<b>\$15.542</b>	<b>\$15.542</b>	<b>\$15.635</b>	<b>\$15.989</b>	<b>\$15.499</b>	<b>\$15.319</b>	<b>\$15.463</b>	<b>\$14.161</b>	<b>\$182.161</b>





# **Staten Island Railway**



**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN FOR 2011-2014  
2010 FINAL ESTIMATE AND ADOPTED BUDGET FOR 2011**

The following information presents MTA Staten Island Railway's 2010 Final Estimate, 2011 Adopted Budget and the Financial Plan for 2011-2014. The Adopted Budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2010.

These adjustments are presented on the attached reconciliations from the November Financial Plan and are described below:

- A 7.5 percent fare increase effective 12/30/10 resulting in increases in farebox revenue of \$0.391 million in 2011, \$0.400 million in 2012, \$0.405 million in 2013 and \$0.410 million in 2014.
- A Net Zero Labor Initiative, which assumes no net cost increases for the first two years of new labor contracts, are projected to result in labor cost savings of \$0.619 million in 2011, \$0.632 million in 2012, \$0.645 million in 2013 and \$0.657 million in 2014.
- A Non-Represented Wage Freeze is projected to reduce labor expenses by \$0.110 million in 2011 and \$0.120 million per year for 2012, 2013 and 2014.
- Based on a reduction in the Pension Rate of Return by the NYS Comptroller's Office, pension expenses are projected to increase by \$1.643 million in 2012, \$1.597 million in 2013 and \$1.621 million in 2014.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2011 Adopted Budget for the purpose of reporting comparative actual results on a monthly basis to the Board.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>262</b>	<b>(\$45.999)</b>	<b>258</b>	<b>(\$41.171)</b>	<b>258</b>	<b>(\$43.401)</b>	<b>258</b>	<b>(\$44.106)</b>	<b>258</b>	<b>(\$45.306)</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Fare/Toll Yields on 1/1/11: 7.5%		\$0.000		\$0.391		\$0.400		\$0.405		\$0.410
New MTA Efficiencies										
Net-Zero Labor Initiative		0.279		0.619		0.632		0.645		0.657
Non-Represented Wage Freeze		0.050		0.110		0.120		0.120		0.120
Pension Rate of Return		0.000		0.000		(1.643)		(1.597)		(1.621)
Sub-Total MTA Plan Adjustments	0	\$0.329	0	\$1.120	0	(\$0.491)	0	(\$0.427)	0	(\$0.434)
<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>262</b>	<b>(\$45.670)</b>	<b>258</b>	<b>(\$40.051)</b>	<b>258</b>	<b>(\$43.892)</b>	<b>258</b>	<b>(\$44.533)</b>	<b>258</b>	<b>(\$45.740)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2010		2011		2012		2013		2014	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>3</b>	<b>\$0.000</b>	<b>3</b>	<b>\$0.000</b>	<b>3</b>	<b>\$0.000</b>	<b>3</b>	<b>\$0.000</b>	<b>3</b>	<b>\$0.000</b>

*Technical Adjustments:*

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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*MTA Plan Adjustments*

Fare/Toll Yields on 1/1/11: 7.5%  
 New MTA Efficiencies  
 Net-Zero Labor Initiative  
 Non-Represented Wage Freeze  
 Pension Rate of Return

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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<b>2011 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>3</b>	<b>\$0.000</b>	<b>3</b>	<b>\$0.000</b>	<b>3</b>	<b>\$0.000</b>	<b>3</b>	<b>\$0.000</b>	<b>3</b>	<b>\$0.000</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011 - 2014**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2010		2011		2012		2013		2014	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2010 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>265</b>	<b>(\$35.156)</b>	<b>261</b>	<b>(\$35.891)</b>	<b>261</b>	<b>(\$33.048)</b>	<b>261</b>	<b>(\$33.785)</b>	<b>261</b>	<b>(\$35.021)</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Fare/Toll Yields on 1/1/11: 7.5%		\$0.000		\$0.391		\$0.400		\$0.405		\$0.410
New MTA Efficiencies										
Net-Zero Labor Initiative		0.279		0.619		0.632		0.645		0.657
Non-Represented Wage Freeze		0.050		0.110		0.120		0.120		0.120
Pension Rate of Return		0.000		0.000		(1.643)		(1.597)		(1.621)
Sub-Total MTA Plan Adjustments	0	\$0.329	0	\$1.120	0	(\$0.491)	0	(\$0.427)	0	(\$0.434)
<b>2011 February Financial Plan:</b>										
<b>Baseline Surplus/(Deficit)</b>	<b>265</b>	<b>(\$34.827)</b>	<b>261</b>	<b>(\$34.771)</b>	<b>261</b>	<b>(\$33.539)</b>	<b>261</b>	<b>(\$34.212)</b>	<b>261</b>	<b>(\$35.455)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>Non-Reimbursable</b>					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$5.077	\$5.600	\$5.719	\$5.800	\$5.873
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$7.148</b>	<b>\$7.671</b>	<b>\$7.790</b>	<b>\$7.871</b>	<b>\$7.944</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$19.391	\$16.326	\$16.669	\$16.992	\$17.314
Overtime	0.714	0.613	0.631	0.646	0.662
Health and Welfare	2.962	3.371	3.553	3.795	4.054
OPEB Current Payment	0.545	0.585	0.628	0.673	0.722
Pensions	4.999	7.021	9.711	9.432	9.577
Other Fringe Benefits	1.497	1.210	1.195	1.223	1.242
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$30.108</b>	<b>\$29.126</b>	<b>\$32.387</b>	<b>\$32.761</b>	<b>\$33.571</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$3.320	\$3.569	\$3.837	\$4.124	\$4.434
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.258	0.303	0.436	0.361	0.393
Claims	0.266	0.268	0.268	0.274	0.279
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.201	2.473	2.546	2.643	2.734
Professional Service Contracts	0.405	0.408	0.408	0.418	0.425
Materials & Supplies	1.055	1.070	1.095	1.118	1.143
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
<b>Total Non-Labor Expenses</b>	<b>\$12.510</b>	<b>\$8.096</b>	<b>\$8.595</b>	<b>\$8.943</b>	<b>\$9.413</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$42.618</b>	<b>\$37.222</b>	<b>\$40.982</b>	<b>\$41.704</b>	<b>\$42.984</b>
Depreciation	\$7.700	\$7.700	\$7.700	\$7.700	\$7.700
OPEB Obligation	2.500	2.800	3.000	3.000	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$52.818</b>	<b>\$47.722</b>	<b>\$51.682</b>	<b>\$52.404</b>	<b>\$53.684</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$45.670)</b>	<b>(\$40.051)</b>	<b>(\$43.892)</b>	<b>(\$44.533)</b>	<b>(\$45.740)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE					
	<b>2010</b>	<b>2011</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
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 Reimbursements	1.545	1.605	1.672	1.674	1.680
<b>Total Revenue</b>	<b>\$1.545</b>	<b>\$1.605</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.277	\$0.282	\$0.288	\$0.287	\$0.288
Overtime	0.677	0.690	0.704	0.704	0.704
Health and Welfare	0.427	0.466	0.509	0.513	0.517
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.090	0.092	0.094	0.094	0.094
Other Fringe Benefits	0.074	0.075	0.077	0.076	0.077
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1.545</b>	<b>\$1.605</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$1.545</b>	<b>\$1.605</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>
Depreciation					
<b>Total Expenses</b>	<b>\$1.545</b>	<b>\$1.605</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011-2014**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Revenue</b>					
Farebox Revenue	\$5.077	\$5.600	\$5.719	\$5.800	\$5.873
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	1.545	1.605	1.672	1.674	1.680
<b>Total Revenue</b>	<b>\$8.693</b>	<b>\$9.276</b>	<b>\$9.462</b>	<b>\$9.545</b>	<b>\$9.624</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$19.668	\$16.608	\$16.957	\$17.279	\$17.602
Overtime	1.391	1.303	1.335	1.350	1.366
Health and Welfare	3.389	3.837	4.062	4.308	4.571
OPEB Current Payment	0.545	0.585	0.628	0.673	0.722
Pensions	5.089	7.113	9.805	9.526	9.671
Other Fringe Benefits	1.571	1.285	1.272	1.299	1.319
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$31.653</b>	<b>\$30.731</b>	<b>\$34.059</b>	<b>\$34.435</b>	<b>\$35.251</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$3.320	\$3.569	\$3.837	\$4.124	\$4.434
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.258	0.303	0.436	0.361	0.393
Claims	0.266	0.268	0.268	0.274	0.279
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.201	2.473	2.546	2.643	2.734
Professional Service Contracts	0.405	0.408	0.408	0.418	0.425
Materials & Supplies	1.055	1.070	1.095	1.118	1.143
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
<b>Total Non-Labor Expenses</b>	<b>\$12.510</b>	<b>\$8.096</b>	<b>\$8.595</b>	<b>\$8.943</b>	<b>\$9.413</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$44.163</b>	<b>\$38.827</b>	<b>\$42.654</b>	<b>\$43.378</b>	<b>\$44.664</b>
Depreciation	\$7.700	\$7.700	\$7.700	\$7.700	\$7.700
OPEB Obligation	2.500	2.800	3.000	3.000	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$54.363</b>	<b>\$49.327</b>	<b>\$53.354</b>	<b>\$54.078</b>	<b>\$55.364</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$45.670)</b>	<b>(\$40.051)</b>	<b>(\$43.892)</b>	<b>(\$44.533)</b>	<b>(\$45.740)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011-2014**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$5.077	\$5.600	\$5.719	\$5.800	\$5.873
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	1.545	1.605	1.672	1.674	1.680
<b>Total Receipts</b>	<b>\$8.693</b>	<b>\$9.276</b>	<b>\$9.462</b>	<b>\$9.545</b>	<b>\$9.624</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$16.215	\$21.163	\$16.957	\$17.279	\$17.602
Overtime	1.391	1.303	1.335	1.350	1.366
Health and Welfare	3.389	3.837	4.062	4.308	4.571
OPEB Current Payment	0.545	0.585	0.628	0.673	0.722
Pensions	5.539	7.113	9.805	9.526	9.671
Other Fringe Benefits	1.307	1.633	1.272	1.299	1.319
GASB Account	0.290	0.317	0.347	0.379	0.415
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$28.676</b>	<b>\$35.951</b>	<b>\$34.406</b>	<b>\$34.814</b>	<b>\$35.666</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$3.320	\$3.569	\$3.837	\$4.124	\$4.434
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.258	0.303	0.436	0.361	0.393
Claims	0.266	0.268	0.268	0.274	0.279
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	9.535	2.473	2.546	2.643	2.734
Professional Service Contracts	0.405	0.408	0.408	0.418	0.425
Materials & Supplies	1.055	1.070	1.095	1.118	1.143
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
<b>Total Non-Labor Expenditures</b>	<b>\$14.844</b>	<b>\$8.096</b>	<b>\$8.595</b>	<b>\$8.943</b>	<b>\$9.413</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other					
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$43.520</b>	<b>\$44.047</b>	<b>\$43.001</b>	<b>\$43.757</b>	<b>\$45.079</b>
<b>Baseline Cash Deficit</b>	<b>(\$34.827)</b>	<b>(\$34.771)</b>	<b>(\$33.539)</b>	<b>(\$34.212)</b>	<b>(\$35.455)</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011-2014**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$3.453	(\$4.555)	\$0.000	\$0.000	\$0.000
Overtime	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					
Pensions	(0.450)	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.264	(0.348)	0.000	0.000	0.000
GASB Account	(0.290)	(0.317)	(0.347)	(0.379)	(0.415)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$2.977</b>	<b>(\$5.220)</b>	<b>(\$0.347)</b>	<b>(\$0.379)</b>	<b>(\$0.415)</b>
<b><u>Non-Labor:</u></b>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.334)	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 Expenditures	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>(\$2.334)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$0.643</b>	<b>(\$5.220)</b>	<b>(\$0.347)</b>	<b>(\$0.379)</b>	<b>(\$0.415)</b>
Depreciation Adjustment	\$7.700	\$7.700	\$7.700	\$7.700	\$7.700
OPEB Obligation	2.500	2.800	3.000	3.000	3.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$10.843</b>	<b>\$5.280</b>	<b>\$10.353</b>	<b>\$10.321</b>	<b>\$10.285</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$10.843</b>	<b>\$5.280</b>	<b>\$10.353</b>	<b>\$10.321</b>	<b>\$10.285</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011 - 2014**  
**Ridership/(Utilization)**  
(in millions)

	<b>2010 Final Estimate</b>	<b>2011 Adopted Budget</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
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**RIDERSHIP**

Fixed Route	4.445	4.520	4.601	4.657	4.707
Paratransit	-	-	-	-	-

<b>Baseline Total Ridership</b>	<b>4.445</b>	<b>4.520</b>	<b>4.601</b>	<b>4.657</b>	<b>4.707</b>
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**FAREBOX REVENUE**

Fixed Route	\$5.077	\$5.600	\$5.719	\$5.800	\$5.873
Paratransit	0.000	0.000	0.000	0.000	0.000

<b>Baseline Total Revenue</b>	<b>\$5.077</b>	<b>\$5.600</b>	<b>\$5.719</b>	<b>\$5.800</b>	<b>\$5.873</b>
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**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Executive	9	9	9	9	9
General Office	10	7	7	7	7
Purchasing/Stores	5	5	5	5	5
<b>Total Administration</b>	<b>24</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>
<b>Operations</b>					
Transportation	95	91	91	91	91
<b>Maintenance</b>					
Mechanical	35	35	35	35	35
Car and Station Cleaning	17	18	18	18	18
Power/Signals	26	25	25	25	25
Maintenance of Way	45	48	48	48	48
Bridge and Buildings	21	21	21	21	21
Material Handling	2	2	2	2	2
<b>Total Maintenance</b>	<b>146</b>	<b>149</b>	<b>149</b>	<b>149</b>	<b>149</b>
<b>Engineering/Capital</b>					
None	-	-	-	-	-
<b>Public Safety</b>					
Police	-	-	-	-	-
<b>Baseline Total Positions</b>	<b>265</b>	<b>261</b>	<b>261</b>	<b>261</b>	<b>261</b>
Non-Reimbursable	262	258	258	258	258
Reimbursable	3	3	3	3	3
Total Full-Time	265	261	261	261	261
Total Full-Time Equivalents	-	-	-	-	-

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2011 - 2014**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2010 Final Estimate	2011 Adopted Budget	2012	2013	2014
<b>Administration</b>					
Managers/Supervisors	12	12	12	12	12
Professional, Technical, Clerical	12	9	9	9	9
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	24	21	21	21	21
<b>Operations</b>					
Managers/Supervisors	8	8	8	8	8
Professional, Technical, Clerical	4	4	4	4	4
Operational Hourlies	83	79	79	79	79
<b>Total Operations</b>	95	91	91	91	91
<b>Maintenance</b>					
Managers/Supervisors	6	6	6	6	6
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	137	140	140	140	140
<b>Total Maintenance</b>	146	149	149	149	149
<b>Engineering/Capital</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
<b>Total Engineering/Capital</b>	-	-	-	-	-
<b>Public Safety</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
<b>Total Public Safety</b>	-	-	-	-	-
<b>Total Positions</b>					
Managers/Supervisors					
Professional, Technical, Clerical	26	26	26	26	26
Operational Hourlies	19	16	16	16	16
<b>Baseline Total Positions</b>	220	219	219	219	219
	265	261	261	261	261

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.440	\$0.408	\$0.491	\$0.449	\$0.464	\$0.494	\$0.471	\$0.488	\$0.488	\$0.488	\$0.472	\$0.447	\$5.600
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.200	0.168	0.200	0.176	0.200	0.189	0.073	0.073	0.193	0.200	0.200	0.199	2.071
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$0.640</b>	<b>\$0.576</b>	<b>\$0.691</b>	<b>\$0.625</b>	<b>\$0.664</b>	<b>\$0.683</b>	<b>\$0.544</b>	<b>\$0.561</b>	<b>\$0.681</b>	<b>\$0.688</b>	<b>\$0.672</b>	<b>\$0.646</b>	<b>\$7.671</b>
<b>Operating Expenses</b>													
<u>Labor:</u>													
Payroll	\$1.400	\$1.250	\$1.750	\$1.320	\$1.265	\$1.500	\$1.300	\$1.320	\$1.307	\$1.310	\$1.310	\$1.294	16.326
Overtime	0.150	0.055	0.050	0.050	0.040	0.035	0.035	0.040	0.040	0.035	0.035	0.048	0.613
Health and Welfare	0.287	0.258	0.379	0.270	0.253	0.314	0.264	0.270	0.260	0.276	0.270	0.270	3.371
OPeB Current Payment	0.049	0.049	0.049	0.048	0.049	0.049	0.048	0.049	0.049	0.048	0.049	0.049	0.585
Pensions	0.550	0.541	0.799	0.578	0.541	0.656	0.564	0.550	0.559	0.550	0.560	0.573	7.021
Other Fringe Benefits	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.110	1.210
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$2.536</b>	<b>\$2.253</b>	<b>\$3.127</b>	<b>\$2.366</b>	<b>\$2.248</b>	<b>\$2.654</b>	<b>\$2.311</b>	<b>\$2.329</b>	<b>\$2.315</b>	<b>\$2.319</b>	<b>\$2.324</b>	<b>\$2.344</b>	<b>\$29.126</b>
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$0.260	\$0.264	\$0.278	\$0.263	\$0.290	\$0.263	\$0.295	\$0.299	\$0.266	\$0.361	\$0.362	\$0.368	3.569
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.025	0.025	0.026	0.025	0.025	0.025	0.026	0.025	0.025	0.026	0.025	0.025	0.303
Claims	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.026	0.268
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.200	0.200	0.225	0.200	0.200	0.225	0.200	0.200	0.200	0.200	0.200	0.223	2.473
Professional Service Contracts	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.408
Materials & Supplies	0.110	0.100	0.130	0.085	0.080	0.071	0.080	0.080	0.070	0.045	0.105	0.114	1.070
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.001	0.002	0.005
<b>Total Non-Labor Expenses</b>	<b>\$0.651</b>	<b>\$0.645</b>	<b>\$0.715</b>	<b>\$0.629</b>	<b>\$0.651</b>	<b>\$0.640</b>	<b>\$0.657</b>	<b>\$0.660</b>	<b>\$0.617</b>	<b>\$0.690</b>	<b>\$0.749</b>	<b>\$0.792</b>	<b>\$8.096</b>
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$3.187</b>	<b>\$2.898</b>	<b>\$3.842</b>	<b>\$2.995</b>	<b>\$2.899</b>	<b>\$3.294</b>	<b>\$2.968</b>	<b>\$2.989</b>	<b>\$2.932</b>	<b>\$3.009</b>	<b>\$3.073</b>	<b>\$3.136</b>	<b>\$37.222</b>
Depreciation	0.640	0.640	0.640	0.640	0.640	0.650	0.640	0.640	0.650	0.640	0.640	0.640	7.700
OPeB Obligation	0.230	0.230	0.240	0.230	0.230	0.240	0.230	0.230	0.240	0.230	0.230	0.240	2.800
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$4.057</b>	<b>\$3.768</b>	<b>\$4.722</b>	<b>\$3.865</b>	<b>\$3.769</b>	<b>\$4.184</b>	<b>\$3.838</b>	<b>\$3.859</b>	<b>\$3.822</b>	<b>\$3.879</b>	<b>\$3.943</b>	<b>\$4.016</b>	<b>\$47.722</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$3.417)</b>	<b>(\$3.192)</b>	<b>(\$4.031)</b>	<b>(\$3.240)</b>	<b>(\$3.105)</b>	<b>(\$3.501)</b>	<b>(\$3.294)</b>	<b>(\$3.298)</b>	<b>(\$3.141)</b>	<b>(\$3.191)</b>	<b>(\$3.271)</b>	<b>(\$3.370)</b>	<b>(\$40.051)</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2011 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.440	\$0.408	\$0.491	\$0.449	\$0.464	\$0.494	\$0.471	\$0.488	\$0.488	\$0.488	\$0.472	\$0.447	\$5.600
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.200	0.168	0.200	0.176	0.200	0.189	0.073	0.073	0.193	0.200	0.200	0.199	2.071
Capital and Other Reimbursements	0.131	0.137	0.137	0.129	0.138	0.131	0.131	0.135	0.133	0.135	0.135	0.133	1.605
<b>Total Revenue</b>	<b>\$0.771</b>	<b>\$0.713</b>	<b>\$0.828</b>	<b>\$0.754</b>	<b>\$0.802</b>	<b>\$0.814</b>	<b>\$0.675</b>	<b>\$0.696</b>	<b>\$0.814</b>	<b>\$0.823</b>	<b>\$0.807</b>	<b>\$0.779</b>	<b>\$9.276</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$1.423	\$1.275	\$1.775	\$1.343	\$1.288	\$1.523	\$1.323	\$1.343	\$1.330	\$1.333	\$1.333	\$1.319	\$16.608
Overtime	0.205	0.115	0.110	0.105	0.100	0.090	0.090	0.100	0.095	0.095	0.095	0.103	1.303
Health and Welfare	0.327	0.296	0.417	0.308	0.293	0.352	0.304	0.308	0.300	0.314	0.308	0.310	3.837
OPEB Current Payment	0.049	0.049	0.049	0.048	0.049	0.049	0.048	0.049	0.049	0.048	0.049	0.049	0.585
Pensions	0.557	0.549	0.807	0.585	0.549	0.664	0.571	0.558	0.567	0.558	0.568	0.580	7.113
Other Fringe Benefits	0.106	0.106	0.106	0.106	0.107	0.107	0.106	0.106	0.107	0.106	0.106	0.116	1.285
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$2.667</b>	<b>\$2.390</b>	<b>\$3.264</b>	<b>\$2.495</b>	<b>\$2.386</b>	<b>\$2.785</b>	<b>\$2.442</b>	<b>\$2.464</b>	<b>\$2.448</b>	<b>\$2.454</b>	<b>\$2.459</b>	<b>\$2.477</b>	<b>\$30.731</b>
<b>Non-Labor:</b>													
Traction and Propulsion Power	\$0.260	\$0.264	\$0.278	\$0.263	\$0.290	\$0.263	\$0.295	\$0.299	\$0.266	\$0.361	\$0.362	\$0.368	\$3.569
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.025	0.025	0.026	0.025	0.025	0.025	0.026	0.025	0.025	0.026	0.025	0.025	0.303
Claims	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.026	0.268
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.200	0.200	0.225	0.200	0.200	0.225	0.200	0.200	0.200	0.200	0.200	0.223	2.473
Professional Service Contracts	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.408
Materials & Supplies	0.110	0.100	0.130	0.085	0.080	0.071	0.080	0.080	0.070	0.045	0.105	0.114	1.070
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.001	0.002	0.005
<b>Total Non-Labor Expenses</b>	<b>\$0.651</b>	<b>\$0.645</b>	<b>\$0.715</b>	<b>\$0.629</b>	<b>\$0.651</b>	<b>\$0.640</b>	<b>\$0.657</b>	<b>\$0.660</b>	<b>\$0.617</b>	<b>\$0.690</b>	<b>\$0.749</b>	<b>\$0.792</b>	<b>\$8.096</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$3.318</b>	<b>\$3.035</b>	<b>\$3.979</b>	<b>\$3.124</b>	<b>\$3.037</b>	<b>\$3.425</b>	<b>\$3.099</b>	<b>\$3.124</b>	<b>\$3.065</b>	<b>\$3.144</b>	<b>\$3.208</b>	<b>\$3.269</b>	<b>\$38.827</b>
Depreciation	0.640	0.640	0.640	0.640	0.640	0.650	0.640	0.640	0.650	0.640	0.640	0.640	7.700
OPEB Obligation	0.230	0.230	0.240	0.230	0.230	0.240	0.230	0.230	0.240	0.230	0.230	0.240	2.800
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$4.188</b>	<b>\$3.905</b>	<b>\$4.859</b>	<b>\$3.994</b>	<b>\$3.907</b>	<b>\$4.315</b>	<b>\$3.969</b>	<b>\$3.994</b>	<b>\$3.955</b>	<b>\$4.014</b>	<b>\$4.078</b>	<b>\$4.149</b>	<b>\$49.327</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$3.417)</b>	<b>(\$3.192)</b>	<b>(\$4.031)</b>	<b>(\$3.240)</b>	<b>(\$3.105)</b>	<b>(\$3.501)</b>	<b>(\$3.294)</b>	<b>(\$3.298)</b>	<b>(\$3.141)</b>	<b>(\$3.191)</b>	<b>(\$3.271)</b>	<b>(\$3.370)</b>	<b>(\$40.051)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.440	\$0.408	\$0.491	\$0.449	\$0.464	\$0.494	\$0.471	\$0.488	\$0.488	\$0.488	\$0.472	\$0.447	\$5.600
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.200	0.168	0.200	0.176	0.200	0.189	0.073	0.073	0.193	0.200	0.200	0.199	2.071
Capital and Other Reimbursements	0.131	0.137	0.137	0.129	0.138	0.131	0.131	0.135	0.133	0.135	0.135	0.133	1.605
<b>Total Receipts</b>	<b>\$0.771</b>	<b>\$0.713</b>	<b>\$0.828</b>	<b>\$0.754</b>	<b>\$0.802</b>	<b>\$0.814</b>	<b>\$0.675</b>	<b>\$0.696</b>	<b>\$0.814</b>	<b>\$0.823</b>	<b>\$0.807</b>	<b>\$0.779</b>	<b>\$9.276</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$1.423	\$1.275	\$1.775	\$1.343	\$1.288	\$1.523	\$1.323	\$1.343	\$1.330	\$1.333	\$1.333	\$5.874	\$21.163
Overtime	0.205	0.115	0.110	0.105	0.100	0.090	0.090	0.100	0.095	0.095	0.095	0.103	1.303
Health and Welfare	0.327	0.296	0.417	0.308	0.293	0.352	0.304	0.308	0.300	0.314	0.308	0.310	3.837
OPEB Current Payment	0.049	0.049	0.049	0.048	0.049	0.049	0.048	0.049	0.049	0.048	0.049	0.049	0.585
Pensions	0.557	0.549	0.807	0.585	0.549	0.664	0.571	0.558	0.567	0.558	0.568	0.580	7.113
Other Fringe Benefits	0.106	0.106	0.106	0.106	0.107	0.107	0.106	0.106	0.107	0.106	0.106	0.464	1.633
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.317	0.317
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$2.667</b>	<b>\$2.390</b>	<b>\$3.264</b>	<b>\$2.495</b>	<b>\$2.386</b>	<b>\$2.785</b>	<b>\$2.442</b>	<b>\$2.464</b>	<b>\$2.448</b>	<b>\$2.454</b>	<b>\$2.459</b>	<b>\$7.697</b>	<b>\$35.951</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.260	\$0.264	\$0.278	\$0.263	\$0.290	\$0.263	\$0.295	\$0.299	\$0.266	\$0.361	\$0.362	\$0.368	\$3.569
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.025	0.025	0.026	0.025	0.025	0.025	0.026	0.025	0.025	0.026	0.025	0.025	0.303
Claims	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.022	0.026	0.268
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.200	0.200	0.225	0.200	0.200	0.225	0.200	0.200	0.200	0.200	0.200	0.223	2.473
Professional Service Contracts	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.408
Materials & Supplies	0.110	0.100	0.130	0.085	0.080	0.071	0.080	0.080	0.070	0.045	0.105	0.114	1.070
Other Business Expenses	-	-	-	-	-	-	-	-	-	0.002	0.001	0.002	0.005
<b>Total Non-Labor Expenditures</b>	<b>\$0.651</b>	<b>\$0.645</b>	<b>\$0.715</b>	<b>\$0.629</b>	<b>\$0.651</b>	<b>\$0.640</b>	<b>\$0.657</b>	<b>\$0.660</b>	<b>\$0.617</b>	<b>\$0.690</b>	<b>\$0.749</b>	<b>\$0.792</b>	<b>\$8.096</b>
<b><u>Other Expenditure Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$3.318</b>	<b>\$3.035</b>	<b>\$3.979</b>	<b>\$3.124</b>	<b>\$3.037</b>	<b>\$3.425</b>	<b>\$3.099</b>	<b>\$3.124</b>	<b>\$3.065</b>	<b>\$3.144</b>	<b>\$3.208</b>	<b>\$8.489</b>	<b>\$44.047</b>
<b>Net Cash Deficit</b>	<b>(\$2.547)</b>	<b>(\$2.322)</b>	<b>(\$3.151)</b>	<b>(\$2.370)</b>	<b>(\$2.235)</b>	<b>(\$2.611)</b>	<b>(\$2.424)</b>	<b>(\$2.428)</b>	<b>(\$2.251)</b>	<b>(\$2.321)</b>	<b>(\$2.401)</b>	<b>(\$7.710)</b>	<b>(\$34.771)</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2011 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Additional Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$4.555)	(\$4.555)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.348)	(0.348)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.317)	(0.317)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$5.220)</b>	<b>(\$5.220)</b>
<b><u>Non-Labor:</u></b>													
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditures Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>													
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$5.220)</b>	<b>(\$5.220)</b>
Depreciation Adjustment	0.640	0.640	0.640	0.640	0.640	0.650	0.640	0.640	0.650	0.640	0.640	0.640	7.700
OPEB Obligation	0.230	0.230	0.240	0.230	0.230	0.240	0.230	0.230	0.240	0.230	0.230	0.240	2.800
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$0.870</b>	<b>\$0.870</b>	<b>\$0.880</b>	<b>\$0.870</b>	<b>\$0.870</b>	<b>\$0.890</b>	<b>\$0.870</b>	<b>\$0.870</b>	<b>\$0.890</b>	<b>\$0.870</b>	<b>\$0.870</b>	<b>(\$4.340)</b>	<b>\$5.280</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2011 ADOPTED BUDGET**  
**RIDERSHIP/(UTILIZATION)**  
 (in millions)

	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
Baseline Ridership	0.379	0.331	0.419	0.357	0.390	0.398	0.326	0.338	0.396	0.415	0.397	0.374	4.520
<b>Total Ridership</b>	<b>0.379</b>	<b>0.331</b>	<b>0.419</b>	<b>0.357</b>	<b>0.390</b>	<b>0.398</b>	<b>0.326</b>	<b>0.338</b>	<b>0.396</b>	<b>0.415</b>	<b>0.397</b>	<b>0.374</b>	<b>4.520</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2011 Adopted Budget**  
**Total Positions by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	12	12	12	11	11	11	11	11	11	10	11	12
Professional, Technical, Clerical	12	11	10	9	9	9	9	9	9	9	9	9
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>24</b>	<b>23</b>	<b>22</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>19</b>	<b>20</b>	<b>21</b>
<b>Operations</b>												
Managers/Supervisors	8	8	8	8	8	8	8	8	8	8	8	8
Professional, Technical, Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	83	81	81	81	81	80	80	80	80	80	79	79
<b>Total Operations</b>	<b>95</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>91</b>	<b>91</b>
<b>Maintenance</b>												
Managers/Supervisors	6	6	6	6	6	6	6	6	6	6	6	6
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	137	136	136	138	138	138	138	139	139	140	140	140
<b>Total Maintenance</b>	<b>146</b>	<b>145</b>	<b>145</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>148</b>	<b>148</b>	<b>149</b>	<b>149</b>	<b>149</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Baseline Positions</b>												
Managers/Supervisors	26	26	26	25	25	25	25	25	25	24	25	26
Professional, Technical, Clerical	19	18	17	16	16	16	16	16	16	16	16	16
Operational Hourlies	220	217	217	219	219	218	218	219	219	220	219	219
<b>Total Positions</b>	<b>265</b>	<b>261</b>	<b>260</b>	<b>260</b>	<b>260</b>	<b>259</b>	<b>259</b>	<b>260</b>	<b>260</b>	<b>260</b>	<b>260</b>	<b>261</b>

## **VII. Appendix**

# Staff Summary

<b>Subject</b> MTA Consolidated 2011 Operating Budget
<b>Department</b> Chief Financial Officer
<b>Department Head Name</b> Robert E. Foran
<b>Department Head Signature</b>
<b>Project Manager/Division Head</b> Douglas F. Johnson

<b>Date</b> December 10, 2010
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	12/13	X		
2	Board	12/15	X		

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

## Purpose:

To secure MTA Board adoption of the 2011 Final Proposed Budget and November Financial Plan 2011-2014 (the "November Plan" or "Plan"), which includes approving the 2010 November Forecast, the General Reserve, and all Plan Adjustments (items below the baseline).

## Discussion:

This document summarizes the Plan presented to the Board in November, which was an update of the July Financial Plan and reaffirms the MTA's commitment to "making every dollar count" and to establishing fiscal stability for the MTA's finances.

As was noted in July, the MTA's financial condition remains precariously balanced. It is essential that the MTA carry on the initiatives established in that Plan, which includes continued cost cutting to make operations as efficient as possible, a new relationship with labor focused on increased productivity, and a pattern of biannual fare and toll increases. Recent changes in the pension return assumptions for the NY State and Local Employees' Retirement System by the State Comptroller bring about additional risks to the out-years of this Plan which will have to be addressed. Despite these long-term risks, with focused and strategic reduction in expenses and stable revenues, the MTA's operations can deliver the efficient services that are essential to the mobility and economy of this region.

## **The Plan Objective**

In July, the MTA laid out a plan that showed how it would balance its 2010 budget despite a massive \$900 million budget gap and presented a road map to achieve fiscal stability for the 2011-2014 Plan period. Instead of turning to Albany for another rescue package to make up for shortfalls in revenues, the MTA decided to take matters into its own hands. It embarked on a complete overhaul of the way it conducts business to "make every dollar count." In this plan, the MTA established the objectives of balancing the 2011-2014 plan without further service reductions while holding the 2011 fare and toll revenue increase to the 7.5% negotiated with the Legislature at the time of the 2009 rescue package.

To achieve a balanced 2010 budget, the MTA undertook a cost-cutting program without precedent. The efforts identified and implemented actions resulting in annual recurring savings of more than \$525 million, including 15% cuts in administrative positions (20% at Headquarters), freezing management wages, reduction of overtime, a top-to-bottom overhaul of MTA Bridges and Tunnels, rapid renegotiation of contracts with major suppliers, and carefully considered, yet painful, service cuts.

The November Plan built on these efforts with additional MTA efficiencies delivering annual savings of \$75 million in 2011 and growing to \$200 million by 2014. The projected savings of \$75 million for 2011 were fully identified:

Health Benefits Re-Bid – \$33 million – NYCT has negotiated a new medical benefits contract to provide medical health services to a approximately 150,000 NYC Transit and MTA Bus employees, retirees and their dependents. When fully implemented, this five year contract is estimated to provide MTA with annual savings in excess of \$50 million when compared with the projected cost of retaining the current medical health benefit coverage structure.

Strategic Sourcing – \$20 million – Strategic sourcing is the business practice of selecting capable and qualified suppliers for the provision of goods and services required to satisfy user needs at the lowest cost. This is achieved through specification standardization and optimization, procurement process improvements and inter-agency collaboration. An analysis of calendar year 2009 procurements across the MTA family identified ten categories of expenditure worth \$880 million. Aggressive application of this business practice will save a recurring \$20 million per year.

Consolidations – \$15 million – Information Technology is a primary contributor to savings from consolidations. Key areas include the data center, help desk, e-mail networks, wide area network and security monitoring. In addition, a reassessment of the entire IT operation has resulted in the identification of certain projects that will be eliminated. Other consolidations and related efficiencies have begun in the communications area.

Inventory Savings – \$7 million – The LIRR is anticipating cash savings based on a thorough examination of the material acquisition requirements to support its 2011 rolling stock maintenance programs.

Another key element of the Plan is for MTA management and labor to find ways to deliver services more efficiently to maximize public value. The Plan reflects this imperative with “net-zero” represented wage cost growth for two years. In this initiative, wage increases must be offset with corresponding productivity savings. Savings in 2011 are projected to be \$32 million growing to more than \$220 million by 2014. In addition, non-represented wages were assumed frozen for a second year in a row, generating annual savings of approximately \$14 million.

The 2009 rescue package established that biannual fare and toll increases would be a regular part of the MTA’s business plan. This Plan incorporates the recently approved fare and toll increase, and reflects another 7.5% revenue increase planned for 2013.

As assumed in July, the Plan reflects the repayment of the \$500 million interagency loan to the Capital Financing Fund that is used to help balance the operating budget cash flow requirements. The repayment will be in five annual installments beginning in 2012. If this loan is not repaid, the MTA will be unable to meet obligated capital program expenditures, further increasing the \$10 billion funding gap in the capital program. The Plan also eliminates MTA subsidization of the Long Island Bus deficits (attributable to Nassau County’s failure to meet its financial obligation) for projected savings of \$96 million over the Plan Period.

## Changes from July

While the November Plan was a continuation of the strategy laid out in July, there were changes in the underlying assumptions and actions. The most significant of these on the Plan was an increase in estimated pension costs due to an expected change in the assumed rate of return for MTA’s pensions.

Pension Rate of Return Assumption – In September, the Office of the State Comptroller lowered the assumed investment rate of return for the New York State and Local Employees’ Retirement System (“NYSLEERS”) from 8.0% to 7.5%, a 0.5% reduction. This lower assumed rate of return will result in higher pension costs for participating employers. While contributions to NYSLEERS are only a small portion of the MTA’s total pension costs, lower return assumptions are also likely to be made in other pension plans to which MTA contributes. The November Plan, therefore, increased its estimate of pension costs by \$34 million in 2011, \$139 million in 2012, \$145 million in 2013 and \$154 million in 2014. To the extent that actual increases differ from these amounts, the 2011-2014 Plan will be adjusted.

Baseline Change – Overall, the baseline changes from July show positive and negative variances in a number of categories. The net result has been a further deterioration in the bottom line in the out-years and significant deficits remain in 2012 and 2014. Subsidy forecasts are up a bit; however, passenger revenue forecasts have not increased as much as was anticipated in the July Plan. Baseline expenses are increasing slightly due to health and welfare rate increases, higher costs for worker’s compensation and some new needs for maintenance and security. Debt service costs will be lower in 2010 as a result of lower interest rates on variable debt. The lower debt service when combined with

timing savings and the release of the remaining \$50 million general reserve resulted in a net improvement to 2010 cash balances. As a result, the July decision to eliminate the \$57 million 2010 contribution to the GASB 45 Fund (relating to the \$13.2 billion unfunded retiree healthcare liability) was reversed.

**Bridge & Tunnel Holdback** – In the July Plan it was proposed that a portion of the 7.5% toll increases for 2011 and 2013 (equivalent to 2.5% in each year) be used to fund new B&T capital projects through pay-as-you-go funding and debt service on additional debt. Given the continuing stress during the plan period, this Plan assumes that the \$88 million of projects for 2011-2014 anticipated to be funded from PAYGO will be funded from B&T's Necessary Reconstruction Reserve and the corresponding revenues will be available to support the operating budget.

**Energy Hedges** – As set forth in July, the Plan assumes that the MTA will enter into hedge agreements and set aside \$100 million to cover a portion of its costs for diesel fuel and natural gas. However, these contracts will be entered into in 2010 rather than 2011 assuming favorable pricing. Similarly, in 2011, contracts will be executed for 2012. This will give the MTA the opportunity to lock-in favorable pricing and give the MTA a measure of price protection should prices rise significantly above projections.

## **The Bottom Line**

The November Plan shows balances in 2010 and 2011 with thin margins, and shows increased deficits in the out-years, largely due to the impact of the change in the estimated pension costs. A \$470 million increase in pension costs has dramatically reduced projected cash balances and increased projected deficits.

It should be noted that even with the planned 2013 fare/toll revenue increases of 7.5%, the MTA does not quite break even in 2013. Between now and the July 2011 Financial Plan, the MTA will identify additional actions to address the 2012 to 2014 deficits. However, it is clear that the MTA's financial resources and situation remain stressed.

## **Risks to the Plan**

The risks to this Plan have increased since July due to higher pension estimates. If management's focus on achieving the initiatives included in the Plan dissipates, the Plan is at risk of not achieving its financial goals. The Plan assumes a slight recovery in economic conditions which will result in modest increases in taxes and fare/toll revenues; it also assumes that all State aid collected for the MTA and projected to be appropriated is actually paid out. Finally, this Plan assumes a willingness of our workforce, as represented by their unions, to establish a new working relationship that is sustainable in the current economic climate.

## **Recommendation:**

It is recommended that the Board:

- Adopt the 2011 Final Proposed Budget and November Financial Plan 2011-2014, which includes approving the 2010 November Forecast, the General Reserve, and all Plan Adjustments (items below the baseline). The approval of this Plan will supersede prior Board Plan Approvals for this period.
- Authorize staff, under the direction of the Chair/CEO, to take actions to implement the subsidy and other technical adjustments set forth in the Plan.
- Authorize technical adjustments to Agency Budgets and forecasts of a non-material nature in the February Plan.
- Authorize adjustment of Agency 2011 Budgets and forecasts to reflect labor settlements approved from time to time by the Board.
- Authorize staff, under the direction of the Chair/CEO, to take actions in furtherance of ending subsidization of the Long Island Bus deficit, as set forth in the November Plan. Such actions in the discretion of the MTA and LI Bus Chair/CEO may include, without limitation, continuing negotiations with Nassau County to achieve a new agreement providing a secure and sufficient flow of funds from the County to maintain the existing bus system; facilitating Nassau County's efforts to assume responsibility for bus operations in Nassau County, including through the County's proposed privatization of local bus operations; giving notice of termination of the existing Lease & Operating Agreement between Nassau County and LI Bus; and scheduling and conducting a public



hearing on the reduction or termination of LI Bus services provided under the existing Lease & Operating Agreement.

- Approve additional budget and cash management actions, as has been done in past budget adoptions, below:

### Advance of Bridges and Tunnels Operating Surplus

As has been done on previous occasions, the Board should authorize Bridges and Tunnels to advance to MTA and NYC Transit, to the extent funds are available, all or part of the estimated operating surplus for the year 2011, when and as directed by the Chair/CEO or his designee.

### Uses of MTA MRT-2 Corporate Account Monies

Unlike many other forms of intergovernmental aid, these subsidy monies, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that these funds be used as set forth in the Plan, authorize staff under direction of the Chair/CEO to administer these funds in a manner consistent with the Plan, and to temporarily help stabilize cash-flow requirements. As in the past, the advance of funds to the MTA and its affiliates and subsidiaries to stabilize cash-flow requirements may be made, provided that such advances are repaid prior to the end of the fiscal year in which made.

### Uses of Regional Mobility Taxes and Other New Taxes

Like the MRT-2 Corporate Account moneys, these subsidy moneys, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that the revenues from the Regional Mobility Tax (the Regional Mobility Tax Revenues) be released as needed: (i) for pledged revenues by MTA to secure and be applied to the payment of bonds to be issued in the future, to fund capital projects of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary and (ii) to pay capital costs, including debt service of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary. Be it further authorized that subject to the provisions of any such pledge, or in the event there is no such pledge, the Regional Mobility Tax Revenues be used by MTA to pay for costs, including operating costs of MTA, its subsidiaries and MTA New York City Transit and its subsidiary. It is recommended that the Board authorize the Chair/CEO or his designee to release these funds as needed in any of these areas described above.

Further, it is recommended that the Board authorize that the revenues in the MTA Aid Trust Account (derived from four taxes imposed in the Metropolitan Commuter Transportation District - a supplemental motor vehicle license fee, a supplemental motor vehicle registration fee, a tax on medallion taxicab rides, and a supplemental tax on passenger car rentals) be released as needed and used as pledged revenues by MTA or pledged to the Triborough Bridge and Tunnel Authority to secure debt of MTA Bridges and Tunnels. Further subject to the provisions of such pledge, or in the event there is no such pledge, be it authorized that the Chair/CEO or his designee may direct the release of these funds to be used by MTA for the payment of operating and capital costs of the MTA, its subsidiaries, and MTA New York City Transit and its subsidiary.

### Inter-Agency Loans

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

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

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

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

### Government Accounting Standards Board (GASB) Contributions

In June 2008, the MTA approved the establishment of the "MTA Retirement Welfare Benefits Trust" to govern the administration and investment of the OPEB trust assets. Pending transfer to the "Trust," the Treasurer will continue to hold the 2006 through 2010 funds set aside in discrete sub-accounts that comprise the GASB Account. Moreover, agencies will make contributions of \$47 million as set forth in the 2011 Budget to the GASB Account in 2011 (with additional contributions in the out years of the Plan). The Treasurer is authorized to use the GASB accounts to fund intra-agency loans as well as inter-agency loans. If an agency uses its own "GASB" funds to meet 2011 cash flow needs, the amounts withdrawn in 2011 must be paid back by December 31, 2013. If the GASB funds are used as inter-agency loans in 2011, they would be subject to repayment no later than December 31, 2012, consistent with the Inter-Agency Loan provision described above.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2011 - 2014**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No.	Non-Reimbursable	2009 Actual	2010 November Forecast	2011 Final Proposed Budget	2012	2013	2014
4	<b>Operating Revenue</b>						
5	Farebox Revenue	\$4,350	\$4,572	\$4,648	\$4,751	\$4,821	\$4,885
6	Toll Revenue	1,332	1,417	1,423	1,433	1,434	1,439
7	Other Revenue	461	499	523	549	581	617
8	Capital and Other Reimbursements	0	(0)	0	0	(0)	0
9	<b>Total Operating Revenue</b>	<b>\$6,144</b>	<b>\$6,488</b>	<b>\$6,594</b>	<b>\$6,733</b>	<b>\$6,836</b>	<b>\$6,941</b>
11	<b>Operating Expense</b>						
12	<b>Labor Expenses:</b>						
13	Payroll	\$4,163	\$4,198	\$4,286	\$4,394	\$4,497	\$4,610
14	Overtime	499	443	429	429	433	440
15	Health & Welfare	689	741	823	890	977	1,068
16	OPEB Current Payment	346	361	393	440	487	531
17	Pensions	1,021	1,021	1,070	1,139	1,191	1,281
18	Other-Fringe Benefits	517	498	481	493	511	526
19	Reimbursable Overhead	(322)	(342)	(346)	(342)	(340)	(345)
20	<b>Sub-total Labor Expenses</b>	<b>\$6,914</b>	<b>\$6,921</b>	<b>\$7,136</b>	<b>\$7,442</b>	<b>\$7,756</b>	<b>\$8,112</b>
22	<b>Non-Labor Expenses:</b>						
23	Traction and Propulsion Power	318	336	360	395	430	462
24	Fuel for Buses and Trains	180	199	200	214	225	236
25	Insurance	34	36	34	37	44	54
26	Claims	238	215	196	205	212	219
27	Paratransit Service Contracts	370	381	382	460	551	658
28	Maintenance and Other Operating Contracts	562	582	635	645	661	686
29	Professional Service Contracts	199	216	231	231	236	242
30	Materials & Supplies	526	537	564	578	614	637
31	Other Business Expenses	184	205	220	224	229	235
32	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,612</b>	<b>\$2,708</b>	<b>\$2,822</b>	<b>\$2,991</b>	<b>\$3,202</b>	<b>\$3,429</b>
34	<b>Other Expense Adjustments:</b>						
35	Other	(\$15)	(\$28)	(\$25)	(\$26)	(\$26)	(\$28)
36	General Reserve	0	0	100	100	100	100
37	<b>Sub-total Other Expense Adjustments</b>	<b>(\$15)</b>	<b>(\$28)</b>	<b>\$75</b>	<b>\$74</b>	<b>\$74</b>	<b>\$72</b>
39	<b>Total Operating Expense before Non-Cash Liability Adjs.</b>	<b>\$9,512</b>	<b>\$9,602</b>	<b>\$10,034</b>	<b>\$10,508</b>	<b>\$11,032</b>	<b>\$11,612</b>
41	Depreciation	\$1,941	\$2,032	\$2,125	\$2,208	\$2,290	\$2,364
42	OPEB Obligation	1,136	1,203	1,265	1,291	1,321	1,350
43	Environmental Remediation	6	12	10	10	10	11
45	<b>Total Operating Expense</b>	<b>\$12,594</b>	<b>\$12,848</b>	<b>\$13,434</b>	<b>\$14,017</b>	<b>\$14,653</b>	<b>\$15,338</b>
47	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$6,451)</b>	<b>(\$6,360)</b>	<b>(\$6,840)</b>	<b>(\$7,285)</b>	<b>(\$7,817)</b>	<b>(\$8,397)</b>
49	Dedicated Taxes and State/Local Subsidies	\$4,137	\$4,908	\$5,239	\$5,533	\$5,787	\$6,030
50	Debt Service (excludes Service Contract Bonds)	(1,404)	(1,756)	(2,043)	(2,215)	(2,392)	(2,583)
52	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$3,718)</b>	<b>(\$3,207)</b>	<b>(\$3,644)</b>	<b>(\$3,966)</b>	<b>(\$4,421)</b>	<b>(\$4,950)</b>
54	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,083	\$3,246	\$3,401	\$3,509	\$3,621	\$3,725
55	Conversion to Cash Basis: GASB Account	(54)	(65)	(47)	(60)	(63)	(66)
56	Conversion to Cash Basis: All Other	556	(23)	(225)	(287)	(212)	(282)
59	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$133)</b>	<b>(\$50)</b>	<b>(\$516)</b>	<b>(\$803)</b>	<b>(\$1,075)</b>	<b>(\$1,573)</b>
71	<b>ADJUSTMENTS</b>	<b>0</b>	<b>(77)</b>	<b>521</b>	<b>588</b>	<b>1,073</b>	<b>1,133</b>
72	<b>PRIOR-YEAR CARRY-OVER</b>	<b>263</b>	<b>130</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>
73	<b>NET CASH BALANCE</b>	<b>\$130</b>	<b>\$3</b>	<b>\$8</b>	<b>(\$207)</b>	<b>(\$2)</b>	<b>(\$440)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2011 - 2014**  
**Plan Adjustments**  
(\$ in millions)

Line No.	2009	2010 November Forecast	2011 Final Proposed Budget	2012	2013	2014
3	<b>November Cash Balance Before Prior-Year Carry-Over</b>					
	(\$133)	(\$50)	(\$516)	(\$803)	(\$1,075)	(\$1,573)
6	<b>Fare/Toll Increases:</b>					
7	-	-	411	429	434	438
8	-	-	-	454	470	-
9	<i>Sub-Total</i>	-	411	429	888	909
11	<b>MTA Initiatives:</b>					
12	-	-	75	125	175	200
13	-	10	32	112	199	220
14	-	12	13	14	14	15
15	-	-	-20	20	20	-
16	<i>Sub-Total</i>	23	120	271	408	455
18	<b>Policy Actions:</b>					
19	-	-	-	(100)	(100)	(100)
20	-	-	24	27	22	23
21	(100)	-	-100	-	-	-
22	<i>Sub-Total</i>	(100)	24	27	(78)	(77)
24	<b>MTA Re-estimates</b>					
25	-	-	(34)	(135)	(154)	-
26	<i>Sub-Total</i>	-	(34)	(139)	(145)	(154)
28	<b>TOTAL ADJUSTMENTS</b>					
	0	(77)	521	588	1,073	1,133
30	Prior-Year Carry-Over					
	263	130	3	8	0	0
32	<b>Net Cash Surplus/(Deficit)</b>					
	\$130	\$3	\$8	(\$207)	(\$2)	(\$440)

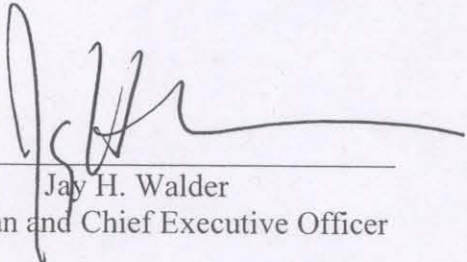
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**Certification of the Chairman and Chief Executive Officer  
of the  
Metropolitan Transportation Authority  
in accordance with Section 202.3(l)  
of the  
State Comptroller's Regulations**

I, Jay H. Walder, Chairman and Chief Executive Officer of the Metropolitan Transportation Authority ("MTA"), hereby certify, to the best of my knowledge and belief after reasonable inquiry, including certifications from senior management at the MTA agencies, that the attached budget and financial plan is based on reasonable assumptions and methods of estimation and that the requirements of Section 202.3 and 202.4 of the Regulations referenced above have been satisfied.

Metropolitan Transportation Authority

By: \_\_\_\_\_

  
Jay H. Walder  
Chairman and Chief Executive Officer

Dated: February //, 2011

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## **VIII. Other**



## **The MTA Budget Process**

MTA budgeting is a rigorous and thorough process that begins in the spring and culminates with the passage of the Budget in December. In the course of a year, MTA prepares a February, July and November Financial Plan, and Adoption Materials in December. In addition to the existing year, each Plan requires Agencies to prepare four-year projections which include the upcoming and three future calendar years.

Both the July and November Financial Plans are divided into two distinct volumes:

- Volume I supports the complete financial plan, including the baseline as well as policy items and below-the-line gap closing items;
- Volume II includes detailed Agency information supporting baseline revenue, expense, cash and headcount projections. Also included is detailed information supporting actions taken to increase savings as well as individual Agency PEG programs.

### **July Plan**

The July Financial Plan provides the opportunity for the MTA to present a revised forecast of the current years finances, a preliminary presentation of the following years proposed budget, and a three-year reforecast of out-year finances. This Plan may include a series of gap closing proposals necessary to maintain a balanced budget and actions requiring public hearings. The Mid-Year Forecast is allocated over the period of 12 months and becomes the basis in which monthly results are compared for the remainder of the year.

### **November Plan**

After stakeholders weigh in and the impact of new developments and risks are quantified, a November Plan is prepared, which is an update to the July Financial Plan. The November Plan includes a revised current year and finalization of the proposed budget for the upcoming year and projections for the three out-years.

### **December Adopted Budget**

In December, the November Plan is updated to capture further developments, risks and actions that are necessary to ensure budget balance, which is ultimately presented to the MTA Board for review and approval of the budget for the upcoming year.

### **February Plan**

Finally, in the Adopted Budget below-the-line policy issues are moved into the baseline and technical adjustments are made. This results in what is called the February Plan. The current year (the Adopted Budget) is allocated over the period of 12 months and becomes the basis in which monthly results are compared.

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