

# **MTA**

# **2013 Adopted Budget**

## **February Financial Plan**

## **2013 – 2016**



**February 2013**



**Metropolitan Transportation Authority**

**NOTICE CONCERNING THIS WEB-POSTED COPY**

The *MTA 2013 Budget and 2013-2016 Financial Plan* staff summary and the *Certification of the Interim Executive Director of the Metropolitan Transportation Authority* included in this web version of the **MTA 2013 Adopted Budget, February Financial Plan 2013-2016** are in a searchable format and hence do not include the signatures and initials that appear in the original documents. Copies of these documents, with signatures and initials, have been included as an addendum in Section IX.

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# **I. Overview**

## **OVERVIEW**

This document includes the 2013 Adopted Budget, the 2013-2016 Financial Plan, all relevant financial tables and reconciliations to the November Plan.

The purpose of the February Financial Plan (the Plan) is to incorporate Board approved actions, also referred to as MTA Adjustments, consisting of “below-the-line” and “top-level” adjustments, and technical adjustments into Agencies’ November Financial Plan budgets and forecasts. It also establishes a 12-month allocation of the Adopted Budget for financials, utilization and positions which will be compared with actual results. Variances will be analyzed and reported on a monthly basis and at Board Committees. Unlike the July and November Plans, the February Plan does not include any new proposals or programs. The detailed explanation of the programs and assumptions supporting this Plan can be found in the November 2012 Financial Plan material, which is posted on the MTA website<sup>1</sup>. For more information on the MTA Budget Process, see Section VIII.

In Section IV, each Agency has provided revised submissions (including reconciliation tables to the November Plan) which capture technical and MTA Plan Adjustments on a non-reimbursable, reimbursable and cash basis. Agency sections also contain tables titled “Reconciliation to the 2013 Final Proposed Budget by Generic Category”, which detail all MTA Plan and Agency Technical Adjustments occurring in that year.

### **Changes to the November Plan**

The February 2013 Plan includes within the baseline important adjustments that were highlighted “below-the-line” in Volume I of the November Plan. It also includes “top-level” adjustments for electric power and the contribution to fund other post-employment benefits (GASB Fund) that were derived after Agency baseline forecasts were closed. In November, these adjustments were not allocated to specific Agencies, but rather included within consolidated baseline totals. With Board approval secured, these actions are now included within the MTA baseline and have been apportioned to the Agencies.

This Plan reflects Agency technical adjustments, including the cash impact of reassigning advertising revenue receipts to MTA Headquarters from NYCT, LIRR and MNR, since the support (and related expenditures) of this real estate function is largely performed at MTA Headquarters. As advertising revenue is primarily location-specific, this revenue, on an accrued basis only, will continue to be allocated to the Agency where it is generated. The resulting reduction in Other Operating Revenue cash receipts will be matched by additional cash subsidies to those Agencies with no adverse impact to their cash position, or the organization as a whole.

Projected operating impacts (and recoveries) from Tropical Storm Sandy that were captured “below-the-line” in November are now included within Agency baselines. This

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The November 2012 Financial Plan can be found on the MTA website:  
<http://www.mta.info/mta/budget/november2012.html>

process resulted in favorable 2012 timing-related technical adjustments to the projection of subsidies from Connecticut Department of Transportation (“CDOT”), the City of New York and the B&T Operating Surplus<sup>2</sup>. The improvement in 2012 cash from this timing is mostly reversed in 2013, and fully reversed during the Plan period. Excepting this, the Plan captures very minor changes from the November Plan (approved by the Board in December) which can be found later in this section within the Cash Reconciliation. This Plan is projecting year-end cash balances of \$51 million in 2012 and \$48 million in 2013 and projected cash deficits of \$77 million in 2014, \$21 million in 2015 and \$227 million in 2016.

The following summarizes all MTA Plan and Top-Level Adjustments that were approved in December and are now captured within Agency baselines:

### **FARE/TOLL INCREASES**

- 2013 Increased Fare and Toll Yields – Increases in fares and tolls take effect at the beginning of March 2013. This increase is estimated to yield an additional \$391 million in 2013, \$467 million in 2014, \$472 million in 2015 and \$476 million in 2016, excluding yield increases for MTA Bus and SIR. The farebox yield increase at MTA Bus is expected to generate additional revenue of \$12 million in 2013 and approximately \$14 million in every year of the Plan thereafter; at SIR, the farebox yield increase is expected to generate additional revenue of approximately \$400 thousand per year. All projected revenues are now captured in Agency baseline forecasts.

### **MTA INITIATIVE**

- Metrocard Green Fee and Cost Savings – NYCT has incorporated \$20 million in recurring net revenue into its baseline budget, resulting from the implementation of a \$1.00 “green” fee for each new MetroCard purchased in the subway system. The purpose of this initiative is to encourage customers to reload (add value to) MetroCards already in their possession, reducing the volume of discarded cards and lowering their production costs.

### **MTA RE-ESTIMATES**

- Move from Madison Avenue - Estimated financial implications of the disposition of the Madison Avenue Headquarters buildings and the consolidation/relocation of administrative offices will be borne by MTAHQ and funded with advertising revenues. Proceeds from the disposition of assets will be used to reimburse the operating budget. Both the projected cost and reimbursement are now included within the MTAHQ baseline.

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<sup>2</sup> Tropical Storm Sandy losses at Metro-North and MTA Bus increased subsidies from CDOT and NYC in 2012 that will be refunded based upon the level of eventual recovery from insurance and the federal government for those losses. Since, by statute, B&T forwards 90% of surplus funds in any year (with the remainder released in the following year), only 90% of the reduction in the 2012 surplus from Sandy losses was reflected in the cash subsidy reduction to the MTA. The remainder is a favorable timing change that is offset in 2013.

- Residual LI Bus Costs – Responsibility of Nassau County –This refers to the residual and wind-down costs as well as the assumed recovery of such costs associated with the termination of the lease and operating agreement between Nassau County and the Metropolitan Suburban Bus Company (LI Bus). In accordance with the agreement, all costs incurred after the December 31, 2011 termination date are primarily the responsibility of Nassau County. MTAHQ has incorporated past and projected expenditures, as well as the projected full reimbursement from Nassau County into its cash receipts and expenditure forecast.
- (Top-Level) Electric Power Adjustment – New York Power Authority cost assumptions were adjusted for a Federal Energy Regulatory Commission (FERC) ruling that is expected to result in higher traction and non-traction NYPA electric charges. This adjustment is now captured within Agency baseline forecasts.
- (Top-Level) Other Post-Employment Benefits (OPEB) Adjustment – MTA substantially increased its contribution to the GASB Fund in response to an assessment by MTA actuaries that declared a need to grow the annual required contribution (ARC) for OPEB by an additional 35%. Accordingly, an annual GASB contribution provision was established on a consolidated basis to coincide with the proportionate increase, totaling \$20 million in 2012 and \$21 million in each year thereafter. This top-level adjustment is now incorporated into Agency baseline forecasts.

## **POLICY ACTION**

- Operating Loss/Recovery from Tropical Storm Sandy – The financial implications (lost fare and toll revenue as well as expenses necessary to prepare for and re-establish service), including recovery of operating losses from FEMA and insurance, of Tropical Storm Sandy are now captured in Agency baseline projections.

## **OTHER**

- Recovery from 2011 Tropical Storm Irene – MTA Agencies have incorporated into their baseline budget the recovery portion of losses sustained as a result of Tropical Storm Irene. Previously, this was captured within consolidated baseline totals. Reimbursements for Irene from insurance and the Federal Emergency Management Agency are expected to total \$33.9 million in 2013.



*The following MTA Plan Adjustments remain below-the-baseline and are therefore not captured within Agency baseline forecasts:*

### **FARE/TOLL INCREASES (below-the-baseline)**

A key assumption in the Plan is the continuation of the Board policy that provides for modest biennial fare and toll increases designed to keep-up with normal inflationary growth.

- 2015 Increased Fare and Toll Yields – The Plan continues to project a biennial fare/toll increase of proposed for implementation on March 1, 2015. This increase is estimated to net \$500 million annualized excluding yield increases for MTA Bus and SIR. The farebox yield increase is expected to generate additional annualized revenue of \$15 million for MTA Bus and \$0.5 million for SIR.

### **MTA INITIATIVES (below-the-baseline)**

Unspecified MTA Efficiencies – In the November Plan, the MTA had met previously set savings targets for 2012 and 2013. However, the Plan included an increase in the recurring savings target of \$25 million in order to address projected deficits created by Tropical Storm Sandy. The measures will be identified in 2013 and incorporated into the July 2013 Financial Plan. Unidentified savings for 2014-2016 are \$50 million, \$75 million and \$120 million, respectively.

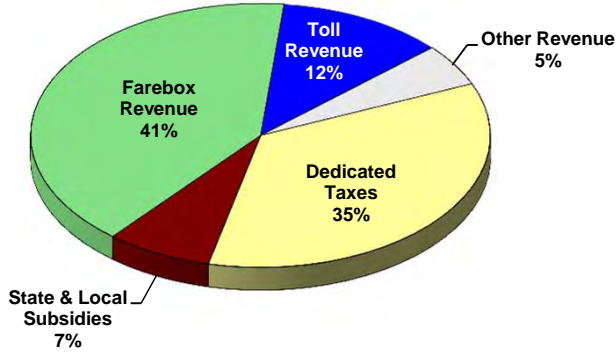
### **POLICY ACTIONS (below-the-baseline)**

- Financing of Tropical Storm Sandy Repairs – Bridge loan financing may be necessary until recoveries from insurance and federal sources, which could take two to three years, are received. Consequently, external borrowing is being facilitated on an interim and possibly longer term basis and is projected to increase debt service by \$29 million in 2013, \$48 million in 2014 and 2015 and \$62 million in 2016.
- OPEB Loan in 2012; repaid in 2015 – The MTA borrowed \$75 million from the OPEB Fund to offset operating losses caused by Tropical Storm Sandy until reimbursement is received from insurance and federal sources. Repayment of the loan is projected in 2015, at which time those monies are expected to be transferred into the OPEB Trust.
- Support for 2015-2019 Capital Program – Beginning in 2015, the Plan includes an additional \$250 million annually as a “down payment” in support of the 2015-2019 Capital Program. Funding for this contribution is largely attributable to debt service savings derived from the 2012 refunding program as well as re-estimates of assumed interest rates and cash flow requirements.

**II. MTA Consolidated 2013-2016 Financial Plan**

**MTA 2013 Adopted Budget  
Baseline Expenses After Below-the-Line Adjustments  
Non-Reimbursable**

**Where the Dollars Come From ...**

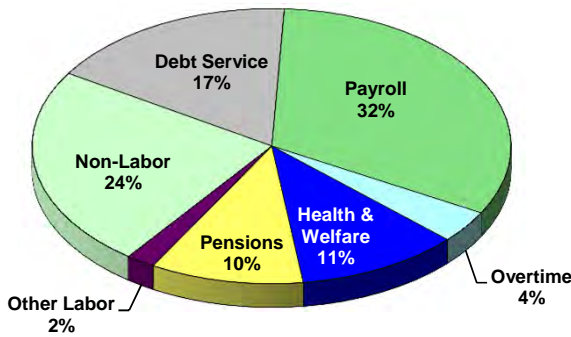


By Revenue Source (\$ in millions)	
Farebox Revenue*	\$5,480
Toll Revenue*	1,595
Other Revenue	700
Dedicated Taxes	4,743
State & Local Subsidies	1,008
<b>Total</b>	<b>\$13,527</b>

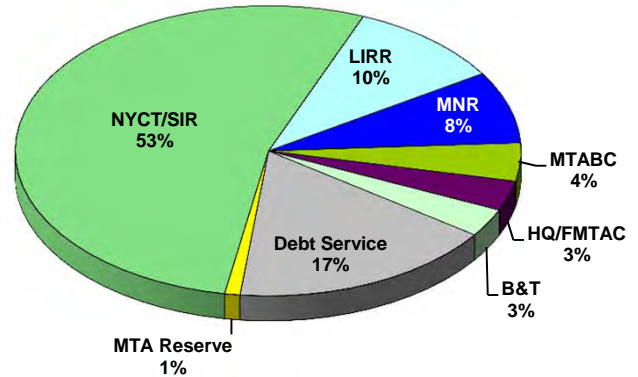
\* includes the Below-the-Line Adjustments that impact Revenue

**Where the Dollars Go ...**

**By Expense Category**



**By MTA Agency**



By Expense Category includes below-the-line adjustments (\$ in millions)	
Payroll	\$4,268
Overtime	507
Health & Welfare	1,457
Pensions	1,367
Other Labor	259
Non-Labor	3,136
Debt Service <sup>1</sup>	2,275
MTA Below-the-Line Adjustments <sup>3</sup>	-25
<b>Total</b>	<b>\$13,244</b>

By MTA Agency <sup>2</sup> includes below-the-line adjustments (\$ in millions)	
NYCT/SIR	\$7,063
LIRR	1,317
MNR	1,063
MTABC	563
HQ/FMTAC	442
B&T	415
Debt Service <sup>1</sup>	2,275
MTA Reserve	130
MTA Below-the-Line Adjustments <sup>3</sup>	-25
<b>Total</b>	<b>\$13,244</b>

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

<sup>1</sup> The financing of Tropical Storm Sandy repairs, which is a below-the-line adjustment, is included in Debt Service expenses.

<sup>2</sup> MTA Capital Construction is not included in the above charts, as its budget contains reimbursable expenses only.

<sup>3</sup> The below-the-line adjustments have not been allocated to specific Agencies as yet.

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

Line No.	2011 Actual	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
7	<b>Non-Reimbursable</b>					
9						
10	<b>Operating Revenue</b>					
11	\$4,999	\$5,011	\$5,480	\$5,627	\$5,705	\$5,771
12	1,502	1,480	1,595	1,616	1,620	1,633
13	510	536	700	697	746	771
14	0	0	0	0	0	0
15	<b>\$7,011</b>	<b>\$7,026</b>	<b>\$7,775</b>	<b>\$7,940</b>	<b>\$8,072</b>	<b>\$8,175</b>
16						
17	<b>Operating Expense</b>					
18	<b>Labor Expenses:</b>					
19	\$4,160	\$4,233	\$4,268	\$4,306	\$4,413	\$4,521
20	539	572	507	495	504	513
21	810	867	977	1,043	1,130	1,237
22	394	428	480	521	571	626
23	1,075	1,329	1,367	1,394	1,450	1,484
24	582	559	560	572	589	605
25	(324)	(317)	(301)	(299)	(293)	(298)
26	<b>\$7,235</b>	<b>\$7,671</b>	<b>\$7,858</b>	<b>\$8,032</b>	<b>\$8,363</b>	<b>\$8,687</b>
27						
28	<b>Non-Labor Expenses:</b>					
29	\$457	\$502	\$561	\$596	\$635	\$679
30	283	264	270	266	264	280
31	14	20	32	45	53	65
32	316	190	198	213	221	233
33	349	367	385	420	426	494
34	451	541	541	551	582	607
35	226	280	282	282	279	283
36	438	476	495	513	567	576
37	170	141	196	180	163	169
38	<b>\$2,704</b>	<b>\$2,781</b>	<b>\$2,960</b>	<b>\$3,064</b>	<b>\$3,190</b>	<b>\$3,385</b>
39						
40	<b>Other Expense Adjustments:</b>					
41	(\$2)	\$59	\$46	\$46	\$47	\$50
42	0	0	130	135	140	150
43	<b>(\$2)</b>	<b>\$59</b>	<b>\$176</b>	<b>\$181</b>	<b>\$187</b>	<b>\$200</b>
44						
45	<b>\$9,937</b>	<b>\$10,510</b>	<b>\$10,994</b>	<b>\$11,277</b>	<b>\$11,740</b>	<b>\$12,273</b>
46						
47	\$2,019	\$2,182	\$2,252	\$2,329	\$2,425	\$2,525
48	1,707	1,721	1,774	1,845	1,919	1,996
49	59	5	6	6	6	6
50						
51	<b>\$13,722</b>	<b>\$14,418</b>	<b>\$15,025</b>	<b>\$15,458</b>	<b>\$16,090</b>	<b>\$16,799</b>
52						
53	<b>(\$6,711)</b>	<b>(\$7,392)</b>	<b>(\$7,250)</b>	<b>(\$7,517)</b>	<b>(\$8,018)</b>	<b>(\$8,624)</b>
54						
55	\$3,785	\$3,908	\$4,032	\$4,180	\$4,350	\$4,527
56						
57	(1,934)	(2,072)	(2,246)	(2,401)	(2,547)	(2,785)
58						
59	<b>\$11,870</b>	<b>\$12,583</b>	<b>\$13,240</b>	<b>\$13,679</b>	<b>\$14,287</b>	<b>\$15,058</b>
60						
61	\$5,151	\$5,516	\$5,752	\$5,990	\$6,263	\$6,497
62						
63	<b>\$292</b>	<b>(\$40)</b>	<b>\$286</b>	<b>\$252</b>	<b>\$47</b>	<b>(\$386)</b>
64						
65	(38)	(77)	(83)	(87)	(90)	(93)
66	(117)	(129)	(203)	(292)	(180)	(71)
67						
68	<b>\$137</b>	<b>(\$246)</b>	<b>\$1</b>	<b>(\$127)</b>	<b>(\$222)</b>	<b>(\$550)</b>
69	<b>0</b>	<b>0</b>	<b>(4)</b>	<b>2</b>	<b>202</b>	<b>323</b>
70	<b>160</b>	<b>297</b>	<b>51</b>	<b>48</b>	<b>0</b>	<b>0</b>
71	<b>\$297</b>	<b>\$51</b>	<b>\$48</b>	<b>(\$77)</b>	<b>(\$21)</b>	<b>(\$227)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2013-2016**  
**Plan Adjustments**  
(\$ in millions)

Line No.		2011 Actual	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
11	<b>Cash Balance Before Prior-Year Carry-over</b>	\$137	(\$246)	\$1	(\$127)	(\$222)	(\$550)
13	<b>Fare/Toll Increases:</b>						
14	Fare/Toll Yields on 3/1/15			-	-	425	515
15	<i>Sub-Total</i>			\$0	\$0	\$425	\$515
17	<b>MTA Initiatives:</b>						
18	Unidentified MTA Efficiencies			25	50	75	120
19	<i>Sub-Total</i>			\$25	\$50	\$75	\$120
21	<b>Policy Actions:</b>						
22	Financing of Tropical Storm Sandy Repairs			(29)	(48)	(48)	(62)
23	Support for 2015-2019 Capital Program			-	-	(250)	(250)
24	<i>Sub-Total</i>			(\$29)	(\$48)	(\$298)	(\$312)
26	<b>TOTAL ADJUSTMENTS</b>			(\$4)	\$2	\$202	\$323
28	Prior-Year Carry-Over	160	297	51	48	0	0
30	<b>Net Cash Surplus/(Deficit)</b>	\$297	\$51	\$48	(\$77)	(\$21)	(\$227)

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

Line No	Non-Reimbursable	2011 Actual	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
9	<b><u>Total Operating Revenue</u></b>						
10	New York City Transit	\$3,936	\$3,984	\$4,437	\$4,556	\$4,648	\$4,690
11	Bridges and Tunnels	1,517	1,496	1,629	1,649	1,653	1,647
12	Metro-North Railroad	615	639	714	737	753	760
13	Long Island Rail Road	606	619	683	688	694	692
14	MTA Bus Company	200	197	221	218	219	221
15	MTA Headquarters	60	59	58	59	70	130
16	Long Island Bus	47	0	0	0	0	0
17	Staten Island Railway	8	7	8	9	9	8
18	First Mutual Transportation Assurance Company	22	25	25	26	26	27
19	<b>Total</b>	<b>\$7,011</b>	<b>\$7,026</b>	<b>\$7,775</b>	<b>\$7,940</b>	<b>\$8,072</b>	<b>\$8,175</b>
21	<b><u>Total Operating Expenses before Non-Cash Liability Adjs.</u></b> <sup>1</sup>						
22	New York City Transit	\$6,425	\$6,834	\$7,021	\$7,211	\$7,530	\$7,879
23	Bridges and Tunnels	359	422	415	443	471	487
24	Metro-North Railroad	960	1,023	1,063	1,099	1,135	1,175
25	Long Island Rail Road	1,135	1,251	1,317	1,350	1,419	1,508
26	MTA Bus Company	544	552	563	576	605	631
27	MTA Headquarters	343	334	399	374	359	370
28	Long Island Bus	135	0	0	0	0	0
29	Staten Island Railway	33	39	42	45	46	48
30	First Mutual Transportation Assurance Company	8	(5)	(3)	(2)	(13)	(24)
31	Other	(6)	59	176	181	187	200
32	<b>Total</b>	<b>\$9,937</b>	<b>\$10,510</b>	<b>\$10,994</b>	<b>\$11,277</b>	<b>\$11,740</b>	<b>\$12,273</b>
34	<b><u>Depreciation</u></b>						
35	New York City Transit	\$1,312	\$1,445	\$1,520	\$1,595	\$1,670	\$1,748
36	Bridges and Tunnels	87	90	94	104	112	120
37	Metro-North Railroad	214	229	242	247	252	257
38	Long Island Rail Road	316	318	310	299	308	317
39	MTA Bus Company	40	42	42	42	42	42
40	MTA Headquarters	41	49	34	33	32	32
41	Long Island Bus	0	0	0	0	0	0
42	Staten Island Railway	9	9	9	9	9	9
43	First Mutual Transportation Assurance Company	0	0	0	0	0	0
44	<b>Total</b>	<b>\$2,019</b>	<b>\$2,182</b>	<b>\$2,252</b>	<b>\$2,329</b>	<b>\$2,425</b>	<b>\$2,525</b>
46	<b><u>Other Post Employment Benefits</u></b>						
47	New York City Transit	\$1,323	\$1,355	\$1,405	\$1,464	\$1,521	\$1,580
48	Bridges and Tunnels	67	73	77	80	85	89
49	Metro-North Railroad	57	68	76	78	83	89
50	Long Island Rail Road	75	80	82	85	87	90
51	MTA Bus Company	96	55	56	57	58	58
52	MTA Headquarters	78	88	75	79	84	88
53	Long Island Bus	9	0	0	0	0	0
54	Staten Island Railway	2	2	2	2	2	2
55	<b>Total</b>	<b>\$1,707</b>	<b>\$1,721</b>	<b>\$1,774</b>	<b>\$1,845</b>	<b>\$1,919</b>	<b>\$1,996</b>
57	<b><u>Environmental Remediation</u></b>						
58	New York City Transit	\$49	\$0	\$0	\$0	\$0	\$0
59	Bridges and Tunnels	0	0	0	0	0	0
60	Metro-North Railroad	4	3	4	4	4	4
61	Long Island Rail Road	3	2	2	2	2	2
62	MTA Bus Company	2	0	0	0	0	0
63	Staten Island Railway	0	0	0	0	0	0
64	<b>Total</b>	<b>\$59</b>	<b>\$5</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>
66	<b><u>Net Operating Income/(Deficit)</u></b>						
67	New York City Transit	(\$5,173)	(\$5,650)	(\$5,509)	(\$5,714)	(\$6,073)	(\$6,516)
68	Bridges and Tunnels	1,004	911	1,042	1,021	986	952
69	Metro-North Railroad	(620)	(684)	(671)	(692)	(721)	(765)
70	Long Island Rail Road	(923)	(1,032)	(1,028)	(1,047)	(1,122)	(1,224)
71	MTA Bus Company	(482)	(453)	(441)	(458)	(486)	(511)
72	MTA Headquarters	(402)	(412)	(450)	(427)	(405)	(360)
73	Long Island Bus	(97)	0	0	0	0	0
74	Staten Island Railway	(37)	(43)	(45)	(48)	(49)	(50)
75	First Mutual Transportation Assurance Company	14	29	28	27	39	51
76	Other	6	(59)	(176)	(181)	(187)	(200)
	<b>Total</b>	<b>(\$6,711)</b>	<b>(\$7,392)</b>	<b>(\$7,250)</b>	<b>(\$7,517)</b>	<b>(\$8,018)</b>	<b>(\$8,624)</b>

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

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

Line No	<b>Cash Receipts and Expenditures</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
		<u>Actual</u>	<u>Final Estimate</u>	<u>Adopted Budget</u>			
10	<b>Receipts</b>						
11	Farebox Revenue	\$5,046	\$5,034	\$5,533	\$5,675	\$5,753	\$5,819
12	Other Operating Revenue	524	615	706	707	756	799
13	Capital and Other Reimbursements	1,285	1,564	1,425	1,438	1,417	1,429
14	<b>Total Receipts</b>	<b>\$6,856</b>	<b>\$7,212</b>	<b>\$7,665</b>	<b>\$7,820</b>	<b>\$7,927</b>	<b>\$8,047</b>
16	<b>Expenditures</b>						
17	<b>Labor:</b>						
18	Payroll	\$4,484	\$4,637	\$4,645	\$4,760	\$4,755	\$4,856
19	Overtime	630	660	578	577	573	582
20	Health and Welfare	858	903	1,010	1,077	1,165	1,271
21	OPEB Current Payment	369	419	463	504	553	607
22	Pensions	1,092	1,326	1,384	1,408	1,462	1,498
23	Other Fringe Benefits	609	657	650	671	679	695
24	Contribution to GASB Fund	38	77	83	87	90	93
25	Reimbursable Overhead	0	0	0	0	0	0
26	<b>Total Labor Expenditures</b>	<b>\$8,080</b>	<b>\$8,679</b>	<b>\$8,812</b>	<b>\$9,085</b>	<b>\$9,276</b>	<b>\$9,603</b>
28	<b>Non-Labor:</b>						
29	Electric Power	\$442	\$540	\$554	\$594	\$633	\$676
30	Fuel	266	261	263	260	258	274
31	Insurance	(9)	64	35	49	59	66
32	Claims	221	176	179	190	192	200
33	Paratransit Service Contracts	361	365	383	418	424	492
34	Maintenance and Other Operating Contracts	473	526	535	519	523	541
35	Professional Service Contracts	208	294	296	300	295	294
36	Materials & Supplies	512	583	616	651	684	696
37	Other Business Expenditures	134	184	184	186	167	172
38	<b>Total Non-Labor Expenditures</b>	<b>\$2,606</b>	<b>\$2,993</b>	<b>\$3,046</b>	<b>\$3,166</b>	<b>\$3,235</b>	<b>\$3,411</b>
40	<b>Other Expenditure Adjustments:</b>						
41	Other	\$30	\$62	\$101	\$96	\$99	\$119
42	General Reserve	0	0	130	135	140	150
43	<b>Total Other Expenditure Adjustments</b>	<b>\$30</b>	<b>\$62</b>	<b>\$231</b>	<b>\$231</b>	<b>\$239</b>	<b>\$269</b>
45	<b>Total Expenditures</b>	<b>\$10,716</b>	<b>\$11,734</b>	<b>\$12,089</b>	<b>\$12,481</b>	<b>\$12,750</b>	<b>\$13,283</b>
47	<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$3,860)</b>	<b>(\$4,521)</b>	<b>(\$4,424)</b>	<b>(\$4,661)</b>	<b>(\$4,823)</b>	<b>(5,236)</b>
49	Dedicated Taxes and State/Local Subsidies	\$5,294	\$5,733	\$6,040	\$6,291	\$6,485	\$6,783
50	Debt Service (excludes Service Contract Bonds)	(1,297)	(1,457)	(1,615)	(1,757)	(1,884)	(2,097)
52	Net Cash Balance from Previous Year	160	297	51	\$52	\$0	\$0
54	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$297</b>	<b>\$51</b>	<b>\$52</b>	<b>(\$75)</b>	<b>(\$222)</b>	<b>(\$550)</b>
56	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>\$137</b>	<b>(\$246)</b>	<b>\$1</b>	<b>(\$127)</b>	<b>(\$222)</b>	<b>(\$550)</b>
57	<b>BASELINE PRIOR-YEAR CARRY-OVER</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
58	<b>ADJUSTMENTS</b>	<b>0</b>	<b>0</b>	<b>(4)</b>	<b>2</b>	<b>202</b>	<b>323</b>
59	<b>PRIOR-YEAR CARRY-OVER</b>	<b>160</b>	<b>297</b>	<b>51</b>	<b>48</b>	<b>0</b>	<b>0</b>
60	<b>NET CASH BALANCE</b>	<b>\$297</b>	<b>\$51</b>	<b>\$48</b>	<b>(\$77)</b>	<b>(\$21)</b>	<b>(\$227)</b>



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

Line Number		2011	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
7							
8							
9	<b><u>Total Receipts</u></b>						
10	New York City Transit	\$4,809	\$4,978	\$5,265	\$5,320	\$5,404	\$5,454
11	Metro-North Railroad	793	921	934	997	1,004	1,012
12	Long Island Rail Road	816	911	923	948	941	937
13	MTA Bus Company	204	211	234	231	233	235
14	MTA Headquarters	121	126	238	253	272	336
15	Long Island Bus	57	0	0	0	0	0
16	Staten Island Railway	8	10	10	10	10	10
17	Capital Construction Company	26	30	35	36	36	36
18	First Mutual Transportation Assurance Company	22	25	25	26	26	27
19	<b>Total</b>	<b>\$6,856</b>	<b>\$7,212</b>	<b>\$7,665</b>	<b>\$7,820</b>	<b>\$7,927</b>	<b>\$8,047</b>
20							
21	<b><u>Total Expenditures</u></b>						
22	New York City Transit	\$7,160	\$7,718	\$7,862	\$8,140	\$8,338	\$8,686
23	Metro-North Railroad	1,192	1,290	1,371	1,408	1,415	1,451
24	Long Island Rail Road	1,335	1,542	1,570	1,641	1,689	1,782
25	MTA Bus Company	468	634	580	588	616	642
26	MTA Headquarters	361	464	458	453	444	456
27	Long Island Bus	137	0	0	0	0	0
28	Staten Island Railway	33	49	45	47	49	50
29	Capital Construction Company	26	30	35	36	36	36
30	First Mutual Transportation Assurance Company	22	25	25	26	26	27
31	Other	(20)	(17)	143	143	138	153
32	<b>Total</b>	<b>\$10,716</b>	<b>\$11,734</b>	<b>\$12,089</b>	<b>\$12,481</b>	<b>\$12,750</b>	<b>\$13,283</b>
33							
34	<b><u>Net Operating Surplus/(Deficit)</u></b>						
35	New York City Transit	(2,352)	(2,740)	(2,597)	(2,820)	(2,934)	(3,232)
36	Metro-North Railroad	(399)	(369)	(437)	(412)	(411)	(439)
37	Long Island Rail Road	(519)	(630)	(647)	(692)	(748)	(845)
38	MTA Bus Company	(264)	(423)	(346)	(357)	(383)	(407)
39	MTA Headquarters	(241)	(339)	(220)	(200)	(172)	(120)
40	Long Island Bus	(80)	0	0	0	0	0
41	Staten Island Railway	(25)	(39)	(34)	(37)	(38)	(40)
42	Capital Construction Company	0	0	0	0	0	0
43	First Mutual Transportation Assurance Company	0	0	0	0	0	0
44	Other	20	17	(143)	(143)	(138)	(153)
45	<b>Total</b>	<b>(\$3,860)</b>	<b>(\$4,521)</b>	<b>(\$4,424)</b>	<b>(\$4,661)</b>	<b>(\$4,823)</b>	<b>(\$5,236)</b>

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

	Favorable/(Unfavorable)				
	2012	2013	2014	2015	2016
<b>DECEMBER FINANCIAL PLAN 2013-2016 NET CASH BALANCE</b>	<b>\$26</b>	<b>\$40</b>	<b>(\$85)</b>	<b>(\$19)</b>	<b>(\$229)</b>
<i>Agency Technical Adjustments</i>	\$5	(\$3)	(\$1)	(\$1)	\$0
<i>Fare/Toll Increase Timing Impact on Cash</i>	\$0	(\$1)	(\$1)	(\$2)	(\$2)
<i>Impact of Timing and Technical Adjustments on Subsidies</i>	\$20	(\$12)	\$1	\$1	\$4
<i>Prior Year Carryover</i>	(\$0)	\$25	\$9	\$0	\$0
<b>FEBRUARY FINANCIAL PLAN 2013-2016 NET CASH BALANCE</b>	<b>\$51</b>	<b>\$48</b>	<b>(\$77)</b>	<b>(\$21)</b>	<b>(\$227)</b>

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

<b><u>FAREBOX RECOVERY RATIOS</u></b>					
	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
	<b>Final Estimate</b>	<b>Adopted Budget</b>	<b>Plan</b>	<b>Plan</b>	<b>Plan</b>
New York City Transit	35.8%	38.2%	37.8%	36.6%	35.4%
Staten Island Railway	10.8%	10.9%	10.8%	10.7%	10.6%
Long Island Rail Road	30.1%	31.6%	31.6%	30.5%	29.0%
Metro-North Railroad	39.5%	41.6%	42.2%	41.8%	41.1%
Bus Company	<u>28.9%</u>	<u>30.8%</u>	<u>30.8%</u>	<u>29.7%</u>	<u>28.9%</u>
<b>MTA Total Agency Average</b>	<b>35.0%</b>	<b>37.2%</b>	<b>37.0%</b>	<b>35.9%</b>	<b>34.7%</b>

<b><u>FAREBOX OPERATING RATIOS</u></b>					
	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
	<b>Final Estimate</b>	<b>Adopted Budget</b>	<b>Plan</b>	<b>Plan</b>	<b>Plan</b>
New York City Transit	54.7%	58.2%	58.0%	56.3%	54.5%
Staten Island Railway	18.1%	18.1%	17.4%	17.0%	16.8%
Long Island Rail Road	46.4%	47.2%	47.2%	45.5%	43.0%
Metro-North Railroad	59.7%	61.9%	63.4%	63.4%	62.5%
Bus Company	<u>34.6%</u>	<u>36.8%</u>	<u>36.6%</u>	<u>35.1%</u>	<u>33.9%</u>
<b>MTA Total Agency Average</b>	<b>52.9%</b>	<b>55.8%</b>	<b>55.8%</b>	<b>54.3%</b>	<b>52.4%</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 and interest on long-term debt. Approximately 20% (and sometimes more) of MTA costs are not recovered in the current year from farebox revenues, other operating revenues or subsidies. That is why MTA operating statements generally show deficits. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management, Legal and Shared Services.*

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

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

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### **III. Major Assumptions**

## MTA Consolidated Utilization

	<b>MTA Agency Fare and Toll Revenue Projections, in millions</b>				
	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
	<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>Fare Revenue</b>					
Long Island Rail Road	\$582.329	\$631.476	\$642.930	\$647.614	\$651.078
Metro-North Railroad <sup>1</sup>	\$590.040	\$645.988	\$678.440	\$693.387	\$707.432
MTA Bus Company	\$178.121	\$194.606	\$198.057	\$199.290	\$200.355
New York City Transit <sup>2,3</sup>	\$3,562.974	\$3,932.349	\$4,030.056	\$4,084.780	\$4,129.877
Staten Island Railway	\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
<b><u>Total Farebox Revenue</u></b>	<b>\$4,918.871</b>	<b>\$5,410.467</b>	<b>\$5,555.678</b>	<b>\$5,631.350</b>	<b>\$5,695.094</b>
<b>Toll Revenue</b>					
Bridges & Tunnels	\$1,479.934	\$1,594.966	\$1,615.730	\$1,620.457	\$1,633.003
<b>TOTAL: FARE &amp; TOLL REVENUE</b>	<b>\$6,398.806</b>	<b>\$7,005.433</b>	<b>\$7,171.408</b>	<b>\$7,251.807</b>	<b>\$7,328.097</b>

	<b>MTA Agency Ridership and Traffic, in millions</b>				
	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
	<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>Ridership</b>					
Long Island Rail Road	82.897	83.471	83.931	84.555	85.021
Metro-North Railroad <sup>1</sup>	82.999	84.502	86.253	87.816	89.259
MTA Bus Company	119.003	118.568	118.648	119.269	119.846
New York City Transit <sup>2</sup>	2,305.928	2,374.448	2,404.136	2,435.673	2,462.664
Staten Island Railway	4.496	4.645	4.694	4.750	4.797
<b><u>Total Ridership</u></b>	<b>2,595.323</b>	<b>2,665.633</b>	<b>2,697.662</b>	<b>2,732.063</b>	<b>2,761.587</b>
<b>Traffic</b>					
Bridges & Tunnels	281.380	277.094	276.918	278.425	280.946

<sup>1</sup> MNR baseline utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

<sup>2</sup> Excludes Paratransit Operations.

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

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2013-2016**  
**Consolidated Subsidiaries**  
**Accrual Basis**  
(\$ in millions)

	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b><u>Subsidies</u></b>					
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,343.4	\$1,488.2	\$1,568.0	\$1,640.1	\$1,690.6
Petroleum Business Tax (PBT) Receipts	607.2	631.3	635.8	638.1	639.8
Mortgage Recording Tax (MRT)	284.7	327.4	372.3	415.8	439.1
MRT Transfer to Suburban Counties	(2.4)	(3.1)	(4.1)	(5.0)	(4.8)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	4.3	4.5	4.7	4.9	5.1
Urban Tax	388.1	435.2	476.1	520.3	566.1
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>
	<b>\$2,616.3</b>	<b>\$2,874.5</b>	<b>\$3,043.7</b>	<b>\$3,205.3</b>	<b>\$3,327.1</b>
<b><i>New State Taxes and Fees</i></b>					
Payroll Mobility Tax	\$1,261.4	\$1,248.0	\$1,315.1	\$1,384.7	\$1,452.4
Payroll Mobility Tax Replacement Funds	255.0	310.0	310.0	310.0	310.0
MTA Aid	<u>306.1</u>	<u>310.7</u>	<u>315.4</u>	<u>320.1</u>	<u>324.9</u>
	<b>\$1,822.5</b>	<b>\$1,868.8</b>	<b>\$1,940.5</b>	<b>\$2,014.8</b>	<b>\$2,087.4</b>
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy	87.1	96.2	82.9	86.5	92.6
Station Maintenance	157.4	160.0	163.0	166.1	168.8
AMTAP	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$620.3</b>	<b>\$632.1</b>	<b>\$621.8</b>	<b>\$628.4</b>	<b>\$637.2</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,059.1</b>	<b>\$5,375.3</b>	<b>\$5,606.1</b>	<b>\$5,848.5</b>	<b>\$6,051.7</b>
City Subsidy for MTA Bus	\$422.5	\$346.2	\$356.7	\$382.8	\$406.8
City Subsidy for SIRTOA	34.6	30.1	27.7	31.2	38.3
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,516.3</b>	<b>\$5,751.6</b>	<b>\$5,990.5</b>	<b>\$6,262.5</b>	<b>\$6,496.8</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
B&T Operating Surplus Transfer	\$445.9	\$557.0	\$536.0	\$491.4	\$442.2
MTA Subsidy to Subsidiaries	<u>(21.1)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$424.9</b>	<b>\$557.0</b>	<b>\$536.0</b>	<b>\$491.4</b>	<b>\$442.2</b>
<b>GROSS SUBSIDIES</b>	<b>\$5,941.2</b>	<b>\$6,308.6</b>	<b>\$6,526.5</b>	<b>\$6,753.9</b>	<b>\$6,939.1</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2013-2016**  
**Consolidated Subsidiaries**  
**Cash Basis**  
(\$ in millions)

<b>Subsidies</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Dedicated Taxes</b>					
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,343.4	\$1,488.2	\$1,568.0	\$1,640.1	\$1,690.6
Petroleum Business Tax (PBT) Receipts	605.1	630.9	635.6	638.0	639.7
Mortgage Recording Tax (MRT)	278.4	323.7	368.5	413.6	439.1
MRT Transfer to Suburban Counties	(1.8)	(2.4)	(3.1)	(4.1)	(5.0)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
Interest	4.3	4.5	4.7	4.9	5.1
Urban Tax	383.9	431.9	472.4	516.4	563.6
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>
	<b>\$2,579.4</b>	<b>\$2,842.7</b>	<b>\$3,012.1</b>	<b>\$3,175.1</b>	<b>\$3,299.4</b>
<b>New State Taxes and Fees</b>					
Payroll Mobility Tax	\$1,261.4	\$1,248.0	\$1,315.1	\$1,384.7	\$1,452.4
Payroll Mobility Tax Replacement Funds	255.0	310.0	310.0	310.0	310.0
MTA Aid	<u>306.1</u>	<u>310.7</u>	<u>315.4</u>	<u>320.1</u>	<u>324.9</u>
	<b>\$1,822.5</b>	<b>\$1,868.8</b>	<b>\$1,940.5</b>	<b>\$2,014.8</b>	<b>\$2,087.4</b>
<b>State and Local Subsidies</b>					
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy	87.1	96.2	82.9	86.5	92.6
Station Maintenance	155.7	157.9	160.7	163.8	166.9
AMTAP	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$618.6</b>	<b>\$630.0</b>	<b>\$619.5</b>	<b>\$626.1</b>	<b>\$635.3</b>
<b>Other Subsidy Adjustments</b>					
Interagency Loan	\$75.0	(\$6.0)	(\$6.0)	(\$81.0)	(\$6.0)
NYCT Charge Back of MTA Bus Debt Service	(11.8)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	3.1	3.0	0.4	0.0	0.0
MNR Repayment for 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
Committed to Capital	<u>(131.8)</u>	<u>(123.6)</u>	<u>(84.8)</u>	<u>(38.1)</u>	<u>0.0</u>
	<b>(\$167.9)</b>	<b>(\$240.5)</b>	<b>(\$204.4)</b>	<b>(\$233.1)</b>	<b>(\$119.9)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4,852.6</b>	<b>\$5,101.0</b>	<b>\$5,367.7</b>	<b>\$5,582.9</b>	<b>\$5,902.2</b>
City Subsidy for MTA Bus	\$396.2	\$358.9	\$354.9	\$378.5	\$402.8
City Subsidy for SIRTOA	21.1	34.6	30.1	27.7	31.2
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,269.8</b>	<b>\$5,494.5</b>	<b>\$5,752.7</b>	<b>\$5,989.0</b>	<b>\$6,336.2</b>
<b>Inter-agency Subsidy Transactions</b>					
B&T Operating Surplus Transfer	\$472.7	\$545.9	\$538.1	\$495.9	\$447.2
MTA Subsidy to Subsidiaries	<u>(9.9)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$462.9</b>	<b>\$545.9</b>	<b>\$538.1</b>	<b>\$495.9</b>	<b>\$447.2</b>
<b>GROSS SUBSIDIES</b>	<b>\$5,732.7</b>	<b>\$6,040.4</b>	<b>\$6,290.9</b>	<b>\$6,484.9</b>	<b>\$6,783.4</b>

**MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION**  
**February Financial Plan 2013-2016**

Cash Basis  
(\$ in millions)

	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Subsidies</b>					
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$885.3	\$942.8	\$995.3	\$1,042.9	\$1,076.2
Petroleum Business Tax (PBT) Receipts	514.3	536.3	540.2	542.3	543.8
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0
Urban Tax	<u>383.9</u>	<u>431.9</u>	<u>472.4</u>	<u>516.4</u>	<u>563.6</u>
	<b>\$1,783.6</b>	<b>\$1,910.9</b>	<b>\$2,008.0</b>	<b>\$2,101.6</b>	<b>\$2,183.6</b>
<i>New State Taxes and Fees</i>					
Payroll Mobility Tax	\$983.9	\$904.8	\$1,002.8	\$991.4	\$1,034.9
Payroll Mobility Tax Replacement Funds	198.9	224.8	236.4	222.0	220.9
MTA Aid	<u>192.6</u>	<u>195.5</u>	<u>198.4</u>	<u>201.4</u>	<u>204.4</u>
	<b>\$1,375.3</b>	<b>\$1,325.0</b>	<b>\$1,437.6</b>	<b>\$1,414.7</b>	<b>\$1,460.1</b>
<i>State and Local Subsidies</i>					
State Operating Assistance	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1
Local Operating Assistance	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>
	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>
<i>Other Subsidy Adjustments</i>					
Inter-agency Loan	\$52.0	(\$4.0)	(\$4.0)	(\$56.0)	(\$4.0)
NYCT Charge Back of MTA Bus Debt Service	(11.8)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	2.2	2.1	0.3	0.0	0.0
Repayment of Loan to Capital Financing Fund	0.0	0.0	0.0	0.0	0.0
Committed to Capital	<u>(65.8)</u>	<u>(71.8)</u>	<u>(58.7)</u>	<u>(31.5)</u>	<u>0.0</u>
	<b>(\$23.5)</b>	<b>(\$85.3)</b>	<b>(\$74.0)</b>	<b>(\$99.0)</b>	<b>(\$15.5)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,451.7</b>	<b>\$3,466.9</b>	<b>\$3,687.8</b>	<b>\$3,733.5</b>	<b>\$3,944.4</b>
<i>Inter-agency Subsidy Transactions</i>					
Bridges and Tunnels Operating Surplus Transfer	<u>\$169.3</u>	<u>\$214.4</u>	<u>\$210.8</u>	<u>\$189.7</u>	<u>\$165.2</u>
	<b>\$169.3</b>	<b>\$214.4</b>	<b>\$210.8</b>	<b>\$189.7</b>	<b>\$165.2</b>
<b>GROSS SUBSIDIES</b>	<b>\$3,620.9</b>	<b>\$3,681.3</b>	<b>\$3,898.6</b>	<b>\$3,923.2</b>	<b>\$4,109.6</b>

**MTA COMMUTER RAILROAD SUBSIDY ALLOCATION**  
**February Financial Plan 2013-2016**

**Cash Basis**  
(\$ in millions)

	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Subsidies</b>					
<b>Dedicated Taxes</b>					
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$455.0	\$542.1	\$569.1	\$593.5	\$610.7
Petroleum Business Tax (PBT) Receipts	90.8	94.6	95.3	95.7	96.0
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>
	<b>\$546.7</b>	<b>\$637.7</b>	<b>\$665.5</b>	<b>\$690.3</b>	<b>\$707.8</b>
<b>New State Taxes and Fees</b>					
Payroll Mobility Tax	\$277.5	\$343.2	\$312.3	\$393.2	\$417.6
Payroll Mobility Tax Replacement Funds	56.1	85.3	73.6	88.0	89.1
MTA Aid	<u>113.6</u>	<u>115.3</u>	<u>117.0</u>	<u>118.8</u>	<u>120.6</u>
	<b>\$447.2</b>	<b>\$543.7</b>	<b>\$503.0</b>	<b>\$600.1</b>	<b>\$627.3</b>
<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	87.1	96.2	82.9	86.5	92.6
Station Maintenance	<u>155.7</u>	<u>157.9</u>	<u>160.7</u>	<u>163.8</u>	<u>166.9</u>
	<b>\$301.3</b>	<b>\$312.7</b>	<b>\$302.2</b>	<b>\$308.7</b>	<b>\$318.0</b>
<b>Other Subsidy Adjustments</b>					
Inter-agency Loan	\$23.0	(\$2.0)	(\$2.0)	(\$25.0)	(\$2.0)
Forward Energy Contracts Program - Gain/(Loss)	0.9	0.9	0.1	0.0	0.0
MNR Repayment for 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
Committed to Capital	<u>(66.0)</u>	<u>(51.8)</u>	<u>(26.1)</u>	<u>(6.6)</u>	<u>0.0</u>
	<b>(\$144.5)</b>	<b>(\$155.3)</b>	<b>(\$130.4)</b>	<b>(\$134.0)</b>	<b>(\$104.4)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,150.7</b>	<b>\$1,338.8</b>	<b>\$1,340.2</b>	<b>\$1,465.1</b>	<b>\$1,548.6</b>
<b>Inter-agency Subsidy Transactions</b>					
Bridges and Tunnels Operating Surplus Transfer	<u>\$303.5</u>	<u>\$331.5</u>	<u>\$327.4</u>	<u>\$306.2</u>	<u>\$281.9</u>
	<b>\$303.5</b>	<b>\$331.5</b>	<b>\$327.4</b>	<b>\$306.2</b>	<b>\$281.9</b>
<b>GROSS SUBSIDIES</b>	<b>\$1,454.2</b>	<b>\$1,670.3</b>	<b>\$1,667.6</b>	<b>\$1,771.3</b>	<b>\$1,830.5</b>

**MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION**  
**February Financial Plan 2013-2016**

Cash Basis  
(\$ in millions)

<u>Subsidies</u>	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b><i>Dedicated Taxes</i></b>					
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$3.1	\$3.3	\$3.5	\$3.7	\$3.8
Mortgage Recording Tax (MRT)	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$3.1</b>	<b>\$3.3</b>	<b>\$3.5</b>	<b>\$3.7</b>	<b>\$3.8</b>
<b><i>State and Local Subsidies</i></b>					
State Operating Assistance	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6
Local Operating Assistance	0.6	0.6	0.6	0.6	0.6
SIRTOA Recovery	<u>21.1</u>	<u>34.6</u>	<u>30.1</u>	<u>27.7</u>	<u>31.2</u>
	<b>\$22.2</b>	<b>\$35.7</b>	<b>\$31.2</b>	<b>\$28.8</b>	<b>\$32.3</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$25.3</b>	<b>\$39.0</b>	<b>\$34.7</b>	<b>\$32.5</b>	<b>\$36.1</b>
<b><i>Inter-agency Subsidy Transactions</i></b>					
MTA Subsidy to Subsidiaries	(\$21.1)	\$0.0	\$0.0	\$0.0	\$0.0
<b>GROSS SUBSIDIES</b>	<b>\$4.2</b>	<b>\$39.0</b>	<b>\$34.7</b>	<b>\$32.5</b>	<b>\$36.1</b>

# MTA HEADQUARTERS SUBSIDY ALLOCATION

## February Financial Plan 2013-2016

Cash Basis

(\$ in millions)

<u>Subsidies</u>	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b><i>Dedicated Taxes</i></b>					
<u>Mortgage Recording Tax-1</u>					
Net Receipts After Agency Transfers	\$185.3	\$213.9	\$242.3	\$271.1	\$288.3
<u>Adjustments to MRT-1</u>					
MRT-2 Required to Balance	\$156.2	\$180.4	\$125.0	\$80.1	\$72.4
<b>Net Funding of MTA Headquarters</b>	<b>\$341.5</b>	<b>\$394.3</b>	<b>\$367.3</b>	<b>\$351.3</b>	<b>\$360.7</b>
 <u>Mortgage Recording Tax - 2</u>					
Net Receipts	\$93.1	\$109.8	\$126.2	\$142.5	\$150.8
<u>Adjustments to MRT-2</u>					
Funding of General Reserve	\$0.0	(\$130.0)	(\$135.0)	(\$140.0)	(\$150.0)
Diversion of MRT to Suburban Counties	(1.8)	(2.4)	(3.1)	(4.1)	(5.0)
Investment Income	4.3	4.5	4.7	4.9	5.1
Agency Security Costs from MRT	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
Transfer to MRT-1	<u>(156.2)</u>	<u>(180.4)</u>	<u>(125.0)</u>	<u>(80.1)</u>	<u>(72.4)</u>
	<b>(\$188.7)</b>	<b>(\$343.2)</b>	<b>(\$293.4)</b>	<b>(\$254.2)</b>	<b>(\$257.1)</b>
<b>Unallocated MRT-2 Receipts</b>	<b>(\$95.5)</b>	<b>(\$233.4)</b>	<b>(\$167.1)</b>	<b>(\$111.7)</b>	<b>(\$106.4)</b>

**MTA BUS COMPANY SUBSIDY ALLOCATION**  
**February Financial Plan 2013-2016**

Cash Basis  
(\$ in millions)

	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b><u>Subsidies</u></b>					
City Subsidy to MTA Bus Company	\$396.2	\$358.9	\$354.9	\$378.5	\$402.8

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

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

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

Total Gross Receipts	\$1,975.6	\$2,037.7	\$2,131.8	\$2,216.9	\$2,276.5
Less: Upstate Share of PBT	(62.2)	(64.5)	(65.0)	(65.5)	(65.8)
Less: Upstate Share of Transmission	(21.5)	(21.5)	(21.5)	(21.5)	(21.5)
Less: New Fund Balance	(100.0)	0.0	0.0	0.0	0.0
Upstate Percent Share of Investment Income	3.15%	3.17%	3.05%	2.96%	2.89%
Less: Upstate Share of Investment Income	0.0	0.0	0.0	0.0	0.0
<b>Total Net DownState Share Available for Allocation</b>	<b>\$1,791.9</b>	<b>\$1,951.7</b>	<b>\$2,045.3</b>	<b>\$2,129.9</b>	<b>\$2,189.3</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>\$1,602.4</b>	<b>\$1,762.2</b>	<b>\$1,855.8</b>	<b>\$1,940.4</b>	<b>\$1,999.7</b>

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

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

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

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

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

	FORECAST				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<b>Total Net PBT Collections Available for Distribution</b>	<b>\$1,779.7</b>	<b>\$1,855.6</b>	<b>\$1,869.3</b>	<b>\$1,876.4</b>	<b>\$1,881.6</b>

***Distribution Shares:***

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

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

<b>MTA Total</b>	<b>\$605.1</b>	<b>\$630.9</b>	<b>\$635.6</b>	<b>\$638.0</b>	<b>\$639.7</b>
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***Accrued***

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

***Cash***

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



## MORTGAGE RECORDING TAX PROJECTIONS

February Financial Plan 2013-2016

(\$ in millions)

### Cash Basis

	FORECAST				
	2012	2013	2014	2015	2016
<b>MORTGAGE RECORDING TAX #261-1</b>					

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

Total Gross Receipts	\$185.3	\$213.9	\$242.3	\$271.1	\$288.3
Carryover	0.0	0.0	0.0	0.0	0.0
OPEB Offset	0.0	0.0	0.0	0.0	0.0
Less: MTAHQ Operating Expenses Net of Reimbursements	(341.5)	(394.3)	(367.3)	(351.3)	(360.7)
<b>Receipts Available for Transfer</b>	<b>(\$156.2)</b>	<b>(\$180.4)</b>	<b>(\$125.0)</b>	<b>(\$80.1)</b>	<b>(\$72.4)</b>
Adjustments	0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	156.2	180.4	125.0	80.1	72.4
<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
Less: Suburban Highway Fund	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	\$93.1	\$109.8	\$126.2	\$142.5	\$150.8
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
General Reserve	0.0	(130.0)	(135.0)	(140.0)	(150.0)
Investment Income	4.3	4.5	4.7	4.9	5.1
<b>Total Receipts Available for Transfer</b>	<b>\$62.6</b>	<b>(\$50.7)</b>	<b>(\$39.0)</b>	<b>(\$27.5)</b>	<b>(\$29.1)</b>

#### Use of Total Receipts:

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(6.3)	(6.9)	(7.6)	(8.5)	(9.4)
Less: Transfer to MTAHQ Funds	(156.2)	(180.4)	(125.0)	(80.1)	(72.4)
<b>Net Receipts Available</b>	<b>(\$95.5)</b>	<b>(\$233.4)</b>	<b>(\$167.1)</b>	<b>(\$111.7)</b>	<b>(\$106.4)</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2013-2016**  
**Surplus Transfer**  
(\$ in millions)

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
<b>Net Surplus/(Deficit)</b>	<b>\$1,157.762</b>	<b>\$1,073.594</b>	<b>\$1,213.533</b>	<b>\$1,206.560</b>	<b>\$1,183.458</b>	<b>\$1,163.082</b>

**Deductions from Net Operating Income:**

Investment Income	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457	\$2.975
Total Debt Service	608.592	589.860	610.747	623.988	643.794	667.722
Capitalized Assets	4.364	10.370	17.781	17.843	17.849	20.635
Reserves	15.276	25.000	25.415	25.895	26.382	26.881
GASB Reserves	1.787	2.309	2.454	2.490	2.575	2.623
<b>Total Deductions from Net Operating Income</b>	<b>\$630.104</b>	<b>\$627.649</b>	<b>\$656.507</b>	<b>\$670.510</b>	<b>\$692.057</b>	<b>\$720.835</b>
<b>Net Income Available for Transfer to MTA and NYCT</b>	<b>\$527.658</b>	<b>\$445.945</b>	<b>\$557.026</b>	<b>\$536.050</b>	<b>\$491.401</b>	<b>\$442.247</b>

**Distribution of Funds to MTA:**

Investment Income in Current Year	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457	\$2.975
Accrued Current Year Allocation	326.113	285.813	336.577	326.327	303.960	279.485
<b>Total Accrued Amount Distributed to MTA</b>	<b>\$326.198</b>	<b>\$285.923</b>	<b>\$336.688</b>	<b>\$326.620</b>	<b>\$305.417</b>	<b>\$282.460</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	177.545	136.132	196.448	185.723	163.441	138.761
<b>Total Accrued Amount Distributed to NYCT</b>	<b>\$201.545</b>	<b>\$160.132</b>	<b>\$220.448</b>	<b>\$209.723</b>	<b>\$187.441</b>	<b>\$162.761</b>

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

From Current Year Surplus	\$317.328	\$303.463	\$331.501	\$327.352	\$306.197	\$281.933
Investment Income in Prior Year	0.147	0.085	0.110	0.110	0.294	1.457
<b>Total Cash Amount Distributed to MTA</b>	<b>\$317.475</b>	<b>\$303.548</b>	<b>\$331.611</b>	<b>\$327.462</b>	<b>\$306.490</b>	<b>\$283.390</b>
<b>Total Cash Amount Distributed to NYCT</b>	<b>\$192.402</b>	<b>\$169.260</b>	<b>\$214.417</b>	<b>\$210.795</b>	<b>\$189.669</b>	<b>\$165.229</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2013-2016**  
**Surplus Transfer**  
(\$ in millions)

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

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

Total Adjusted Net Income Available for Transfer	\$1,136.250	\$1,035.805	\$1,167.773	\$1,160.038	\$1,135.195	\$1,109.969
Less: B&T Total Debt Service	(196.750)	(196.958)	(231.101)	(243.094)	(263.106)	(286.536)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
<b>Remainder of Total Accrued Amount for Transfer</b>	<b>\$915.500</b>	<b>\$814.847</b>	<b>\$912.672</b>	<b>\$892.944</b>	<b>\$848.089</b>	<b>\$799.433</b>

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

<b>Distribution of Remainder to MTA</b>						
Fifty Percent of Total Accrued Amount for Transfer	\$457.750	\$407.424	\$456.336	\$446.472	\$424.044	\$399.716
Less: MTA Total Debt Service	(131.637)	(121.610)	(119.759)	(120.145)	(120.084)	(120.231)
<b>MTA's Accrued Current Year Allocation</b>	<b>\$326.113</b>	<b>\$285.813</b>	<b>\$336.577</b>	<b>\$326.327</b>	<b>\$303.960</b>	<b>\$279.485</b>
<b>Cash Conversion of MTA's Accrued Amount</b>						
Current Year Amount	\$279.882	\$257.232	\$302.920	\$293.694	\$273.564	\$251.537
Balance of Prior Year	37.446	46.231	28.581	33.658	32.633	30.396
<b>Cash Transfer to MTA</b>	<b>\$317.328</b>	<b>\$303.463</b>	<b>\$331.501</b>	<b>\$327.352</b>	<b>\$306.197</b>	<b>\$281.933</b>

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

<b>Distribution of Remainder to NYCT</b>						
Fifty Percent of Total Accrued Amount for Transfer	\$457.750	\$407.424	\$456.336	\$446.472	\$424.044	\$399.716
Less: NYCT Total Debt Service	(280.205)	(271.292)	(259.888)	(260.749)	(260.603)	(260.955)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
<b>NYCT's Accrued Current Year Allocation</b>	<b>\$201.545</b>	<b>\$160.132</b>	<b>\$220.448</b>	<b>\$209.723</b>	<b>\$187.441</b>	<b>\$162.761</b>
<b>Cash Conversion of NYCT's Accrued Amount</b>						
Current Year Amount	\$176.403	\$144.119	\$198.403	\$188.751	\$168.697	\$146.485
Balance of Prior Year	15.999	25.142	16.013	22.045	20.972	18.744
<b>Cash Transfer to NYCT</b>	<b>\$192.402</b>	<b>\$169.260</b>	<b>\$214.417</b>	<b>\$210.795</b>	<b>\$189.669</b>	<b>\$165.229</b>

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

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
<b><i>Revenue Summary:</i></b>						
Farebox Revenue	\$5.6	\$5.4	\$6.0	\$6.2	\$6.3	\$6.4
Other Revenue	2.3	2.1	2.4	2.4	2.4	2.1
State/City Subsidies	4.0	4.2	4.4	4.607	4.8	4.9
City SIRTOA Recovery	21.1	34.6	30.1	27.7	31.2	38.3
<b>Total Revenue Before MTA Subsidy</b>	<b>\$32.9</b>	<b>\$46.3</b>	<b>\$43.0</b>	<b>\$40.9</b>	<b>\$44.6</b>	<b>\$51.6</b>
<b><i>Non-Reimbursable Expense Summary:</i></b>						
Labor Expenses	\$25.8	\$29.3	\$29.8	\$30.2	\$30.9	\$31.8
Non-Labor Expenses	7.5	9.5	12.6	14.7	15.4	15.8
Depreciation	9.2	9.0	9.0	9.0	9.0	9.0
OPEB Obligation	2.2	2.3	2.3	2.3	2.3	2.3
Environmental Remediation	0.4	0.0	0.0	0.0	0.0	0.0
<b>Total Non-Reimbursable Expenses</b>	<b>\$45.0</b>	<b>\$50.1</b>	<b>\$53.8</b>	<b>\$56.2</b>	<b>\$57.7</b>	<b>\$58.9</b>
<b>Total Net Revenue/(Deficit)</b>	<b>(\$12.0)</b>	<b>(\$3.8)</b>	<b>(\$10.8)</b>	<b>(\$15.3)</b>	<b>(\$13.1)</b>	<b>(\$7.3)</b>
<b><i>Cash Adjustment Summary:</i></b>						
Operating Cash Adjustments	\$12.1	\$4.3	\$11.3	\$11.3	\$11.3	\$11.3
GASB Cash Adjustments	0.0	(0.5)	(0.5)	(0.6)	(0.6)	(0.6)
Subsidy Cash Adjustments (Other than SIRTOA Recovery)	(0.0)	0.0	0.0	0.0	0.0	0.0
SIRTOA Recovery Cash Adjustments	(21.1)	(13.5)	4.5	2.3	(3.4)	(7.1)
<b>Total Cash Adjustments</b>	<b>(\$9.0)</b>	<b>(\$9.7)</b>	<b>\$15.3</b>	<b>\$13.1</b>	<b>\$7.3</b>	<b>\$3.7</b>
<b>Gross Cash Balance</b>	<b>(\$21.1)</b>	<b>(\$13.5)</b>	<b>\$4.5</b>	<b>(\$2.2)</b>	<b>(\$5.8)</b>	<b>(\$3.7)</b>
<i>Net Cash Balance from Previous Year (SIRTOA)</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>4.5</i>	<i>2.3</i>	<i>(3.4)</i>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$21.1)</b>	<b>(\$13.5)</b>	<b>\$4.5</b>	<b>\$2.3</b>	<b>(\$3.4)</b>	<b>(\$7.1)</b>
<b><i>MTA Internal Subsidy:</i></b>						
MTA Carryover from Previous Year	1.9	2.7	0.0	0.0	0.0	0.0
MTA Internal Subsidy (Cash)	21.9	(21.1)	0.0	0.0	0.0	0.0
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$2.7</b>	<b>(\$31.9)</b>	<b>\$4.5</b>	<b>\$2.3</b>	<b>(\$3.4)</b>	<b>(\$7.1)</b>

**SUMMARY**  
**MTA BUS COMPANY**  
**MULTI-YEAR FINANCIAL PLAN**  
**2013-2016**  
(\$ in millions)

	ACTUAL	FORECAST				
	2011	2012	2013	2014	2015	2016
<b><i>Revenue Summary:</i></b>						
Farebox Revenue	\$179.0	\$178.1	\$194.6	\$198.1	\$199.3	\$200.4
Other Revenue	20.9	19.0	26.4	19.8	20.2	20.6
<b>Total Revenue Before MTA Subsidy</b>	<b>\$199.9</b>	<b>\$197.1</b>	<b>\$221.0</b>	<b>\$217.8</b>	<b>\$219.5</b>	<b>\$220.9</b>
<b><i>Non-Reimbursable Expense Summary:</i></b>						
Labor Expenses	\$388.3	\$403.3	\$407.0	\$412.9	\$428.9	\$449.7
Non-Labor Expenses	155.3	148.7	156.3	163.5	176.4	181.4
Depreciation	40.5	42.2	42.2	42.2	42.2	42.2
OPEB Obligation	96.1	55.4	56.3	56.9	57.7	58.3
Environmental Remediation	2.0	0.0	0.0	0.0	0.0	0.0
Debt Service	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Non-Reimbursable Expenses</b>	<b>\$682.2</b>	<b>\$649.6</b>	<b>\$661.8</b>	<b>\$675.6</b>	<b>\$705.3</b>	<b>\$731.6</b>
<b>Total Net Revenue/(Deficit)</b>	<b>(\$482.3)</b>	<b>(\$452.5)</b>	<b>(\$440.8)</b>	<b>(\$457.7)</b>	<b>(\$485.8)</b>	<b>(\$510.7)</b>
<b><i>Cash Adjustment Summary:</i></b>						
Cash Adjustments	\$221.9	\$35.8	\$101.9	\$109.6	\$111.5	\$112.4
GASB Cash Adjustments	(3.9)	(5.9)	(7.2)	(8.5)	(8.5)	(8.5)
Subsidy Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Cash Adjustment</b>	<b>\$218.0</b>	<b>\$30.0</b>	<b>\$94.7</b>	<b>\$101.1</b>	<b>\$103.0</b>	<b>\$103.8</b>
<b>Gross Cash Balance</b>	<b>(\$264.3)</b>	<b>(\$422.5)</b>	<b>(\$346.2)</b>	<b>(\$356.7)</b>	<b>(\$382.8)</b>	<b>(\$406.8)</b>
<b><i>City Subsidy Cash Adjustments:</i></b>						
<i>Accrued</i>	\$264.3	\$422.5	\$346.2	\$356.7	\$382.8	\$406.8
<i>Cash</i>	<u>292.1</u>	<u>396.2</u>	<u>358.9</u>	<u>354.9</u>	<u>378.5</u>	<u>402.8</u>
City Subsidy Cash Adjustments	27.8	(26.4)	12.7	(1.7)	(4.4)	(4.0)
<b>Net Cash Balance from Previous Year</b>	<b>(\$48.4)</b>	<b>(\$20.6)</b>	<b>(\$46.9)</b>	<b>(\$34.2)</b>	<b>(\$36.0)</b>	<b>(\$40.3)</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$20.6)</b>	<b>(\$46.9)</b>	<b>(\$34.2)</b>	<b>(\$36.0)</b>	<b>(\$40.3)</b>	<b>(\$44.3)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013-2016**  
**Paratransit Operations**  
(\$ in thousands)

	2012	2013	2014	2015	2016
<b>ADA Trips:</b>	6,999,038	7,773,036	8,628,070	9,577,157	10,630,645
<i>Pct Change from Previous Year</i>		11.1%	11.0%	11.0%	11.0%
<b>Revenue:</b>					
Fares	\$ 15,625	\$ 17,642	\$ 19,591	\$ 21,756	\$ 24,158
Urban Tax	25,871	29,016	31,739	34,690	37,741
<i>Sub-total</i>	\$ 41,496	\$ 46,658	\$ 51,330	\$ 56,446	\$ 61,899
City Reimbursements	106,240	127,489	152,987	183,585	220,302
<b>Total Revenue</b>	<b>\$ 147,736</b>	<b>\$ 174,147</b>	<b>\$ 204,318</b>	<b>\$ 240,031</b>	<b>\$ 282,201</b>
<b>Expenses:</b>					
Operating Expenses:					
Salaries & Benefits	\$ 14,865	\$ 18,300	\$ 18,300	\$ 18,300	\$ 18,300
Rental & Miscellaneous	430,840	471,161	515,512	535,684	625,879
<b>Total Expenses</b>	<b>\$ 445,705</b>	<b>\$ 489,461</b>	<b>\$ 533,812</b>	<b>\$ 553,984</b>	<b>\$ 644,179</b>
<b>Net Paratransit Surplus/(Deficit)</b>	<b>\$ (297,968)</b>	<b>\$ (315,314)</b>	<b>\$ (329,494)</b>	<b>\$ (313,954)</b>	<b>\$ (361,978)</b>

**Paratransit Details**

<b>Total Paratransit Reimbursement:</b>	<b>\$ 132,111</b>	<b>\$ 156,505</b>	<b>\$ 184,726</b>	<b>\$ 218,275</b>	<b>\$ 258,043</b>
Urban Tax	\$ 25,871	\$ 29,016	\$ 31,739	\$ 34,690	\$ 37,741
City Reimbursements	106,240	127,489	152,987	183,585	220,302
<b>Rental &amp; Miscellaneous Expense:</b>					
<i>Paratransit Service Contracts:</i>					
Carrier Services	\$ 336,879	\$ 347,901	\$ 378,788	\$ 380,848	\$ 444,622
Command Center	23,362	28,411	31,592	35,123	39,042
Eligibility Certification	2,775	3,838	4,209	4,608	5,058
Other	3,781	5,031	5,031	5,031	5,031
<b>Subtotal</b>	<b>\$ 366,797</b>	<b>\$ 385,181</b>	<b>\$ 419,620</b>	<b>\$ 425,610</b>	<b>\$ 493,753</b>
<i>Other Than Personnel Service:</i>					
Insurance	37,953	42,277	51,322	62,641	76,486
Fuel	21,463	23,632	25,515	27,315	32,355
Other	3,742	18,860	17,844	18,908	22,076
<b>Subtotal</b>	<b>\$ 63,158</b>	<b>\$ 84,769</b>	<b>\$ 94,681</b>	<b>\$ 108,864</b>	<b>\$ 130,917</b>
<i>Non-City Reimbursable OTPS:</i>	<b>\$ 884</b>	<b>\$ 1,211</b>	<b>\$ 1,212</b>	<b>\$ 1,210</b>	<b>\$ 1,209</b>
<b>Total Rental &amp; Miscellaneous Expense</b>	<b>\$ 430,840</b>	<b>\$ 471,161</b>	<b>\$ 515,512</b>	<b>\$ 535,684</b>	<b>\$ 625,879</b>
<b>Annual Growth in Total Expenses</b>		<b>9.8%</b>	<b>9.1%</b>	<b>3.8%</b>	<b>16.3%</b>

## Debt Service in the Financial Plan

The following table includes debt service projections for 2012 through 2016 associated with *approved* Capital Programs. As noted below, there are no changes from the 2012 November Plan.

<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>2012</b>	\$2,072	\$2,072	\$0
<b>2013</b>	2,246	2,246	0
<b>2014</b>	2,401	2,401	0
<b>2015</b>	2,547	2,547	0
<b>2016</b>	2,785	2,785	0
<b>Total</b>	<b>\$12,053</b>	<b>\$12,053</b>	<b>\$0</b>

\*Totals may not add due to rounding.

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

### Debt Issuance Assumptions:

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

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

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

- All debt is assumed to be issued as 30-year level debt, principal amortized over the life of the bonds.
- Current fixed-rate estimates derived from prevailing Fair Market Yield Curves for A- and AA- Transportation issuers using Bloomberg Information Service. Financial Plan years 2012–2016 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of October 12, 2012).
- Split of fixed-rate debt versus variable rate debt each year is 90% fixed and 10% variable.
- New bond issues calculated interest rate at time of issuance use weighted average of fixed and variable assumptions (actual fixed-rates in table above assumed for fixed-rate bonds).
- Cost of issuance is 2% of gross bonding amount.
- New money bonds for currently approved transit and commuter projects assume a target split of 25% under the DTF credit and 75% under the Transportation credit, subject to satisfying the additional bonds test under the DTF Resolution.
- Assumes Transportation Revenue Bonds are issued to fund a portion of the East Side Access project costs ultimately expected to be funded by the Railroad Rehabilitation and Improvement Financing (RRIF) loan.
- All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
- Assumes \$430 million of pay-go funding committed to capital during the 2012-2016 forecast period.
- In 2012 and 2013, 2 Broadway Certificates of Participation Debt Service is partially offset by approximately \$10 million debt service reserve fund release.
- No reserve funds.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2013-2016**  
**Summary of Total Budgeted Debt Service**

(\$ in millions)

Line Number		FORECAST					
		2011	2012	2013	2014	2015	2016
9	<b>New York City Transit:</b>						
10	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$686.437	\$674.201	\$721.422	\$722.739	\$694.503	\$704.566
11	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	4.724	39.036	99.810	167.917	245.264
12	2 Broadway Certificates of Participation - NYCT Lease Portion	23.315	4.648	16.695	19.799	21.633	18.974
13	Transportation Resolution Commercial Paper	1.201	6.136	21.697	21.697	21.697	21.697
14	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	311.707	305.222	325.808	321.149	312.853	315.317
15	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	9.431	28.791	50.465	75.061
16	<i>Sub-Total MTA Paid Debt Service</i>	\$922.660	\$994.932	\$1,134.089	\$1,213.985	\$1,269.067	\$1,380.897
17							
18	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$203.162	\$190.727	\$181.694	\$181.985	\$182.097	\$181.835
19	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	80.825	80.564	78.194	78.797	78.541	79.155
20	<i>Sub-Total B&amp;T Paid Debt Service</i>	\$283.986	\$271.292	\$259.888	\$260.782	\$260.637	\$260.990
21							
22							
23							
24	<b>Total NYCT Debt Service</b>	<b>\$1,206.647</b>	<b>\$1,266.224</b>	<b>\$1,393.977</b>	<b>\$1,474.768</b>	<b>\$1,529.704</b>	<b>\$1,641.888</b>
25							
26	<b>Commuter Railroads:</b>						
27							
28	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$389.124	\$435.201	\$458.714	\$459.552	\$441.598	\$448.009
29	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	24.220	85.768	177.314	272.209
30	Transportation Resolution Commercial Paper	0.502	3.766	14.032	14.032	14.032	14.032
31	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	65.695	65.290	68.139	67.164	65.429	65.945
32	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
33	<i>Sub-Total MTA Paid Debt Service</i>	\$455.321	\$504.257	\$565.105	\$626.516	\$698.372	\$800.194
34							
35	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$90.935	\$86.214	\$85.403	\$85.540	\$85.593	\$85.470
36	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	35.511	35.397	34.355	34.620	34.507	34.777
37	<i>Sub-Total B&amp;T Paid Debt Service</i>	\$126.446	\$121.610	\$119.759	\$120.161	\$120.100	\$120.247
38							
39	<b>Total CRR Debt Service</b>	<b>\$581.766</b>	<b>\$625.867</b>	<b>\$684.863</b>	<b>\$746.676</b>	<b>\$818.473</b>	<b>\$920.441</b>
40							
41	<b>Bridges and Tunnels:</b>						
42							
43	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$177.297	\$169.008	\$204.818	\$205.147	\$205.273	\$204.978
44	Debt Service on Additional TBTA (B&T) Subordinate Revenue Bonds	31.927	31.824	30.888	31.126	31.025	31.268
45	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	2.097	13.118	32.848	56.707
46	2 Broadway Certificates of Participation - TBTA Lease Portion	3.297	0.657	2.361	2.800	3.059	2.683
47							
48	<b>Total B&amp;T Debt Service</b>	<b>\$212.521</b>	<b>\$201.490</b>	<b>\$240.164</b>	<b>\$252.191</b>	<b>\$272.204</b>	<b>\$295.635</b>
49							
50	<b>MTA Bus:</b>						
51							
52	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$23.349	\$26.102	\$21.052	\$21.090	\$20.266	\$20.560
53	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
54	Transportation Resolution Commercial Paper	0.241	0.239	0.272	0.272	0.272	0.272
55							
56	<b>Total MTA Bus Debt Service</b>	<b>\$23.591</b>	<b>\$26.341</b>	<b>\$21.323</b>	<b>\$21.362</b>	<b>\$20.538</b>	<b>\$20.832</b>
57							
58	<b>Total MTA HQ Debt Service for 2 Broadway Certificates of Participation</b>	<b>\$3.182</b>	<b>\$0.638</b>	<b>\$2.290</b>	<b>\$2.716</b>	<b>\$2.968</b>	<b>\$2.603</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2013-2016**  
**Summary of Total Budgeted Debt Service**

(\$ in millions)

Line Number		FORECAST							
		2011	2012	2013	2014	2015	2016		
59	<b>MTA Total:</b>								
60	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$998,911	\$1,135,504	\$1,201,188	\$1,203,381	\$1,156,367	\$1,173,155		
61	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	377,402	370,513	393,947	388,313	378,282	381,261		
62	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	471,394	445,949	471,916	472,673	472,962	472,283		
63	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	148,263	147,785	143,437	144,543	144,073	145,200		
64	2 Broadway Certificates of Participation	29,794	5,942	21,346	25,316	27,660	24,260		
65	Transportation Resolution Commercial Paper	1,944	10,141	36,000	36,000	36,000	36,000		
66	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	4,724	63,257	185,578	345,231	517,473		
67	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	9,431	28,791	50,465	75,061		
68	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	2,097	13,118	32,848	56,707		
70									
71	<b>Total Debt Service</b>	<b>\$2,027,707</b>	<b>\$2,120,559</b>	<b>\$2,342,618</b>	<b>\$2,497,713</b>	<b>\$2,643,887</b>	<b>\$2,881,400</b>		
72									
73	<b>MTA Investment Income by Resolution</b>								
74									
75	Investment Income from Transportation Debt Service Fund	\$0.000	\$0.000	\$0.000	(\$0.174)	(\$0.188)	(\$0.211)		
76	Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	0.000	0.000	(0.052)	(0.054)	(0.057)		
77	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	0.000	0.000	(0.061)	(0.063)	(0.066)		
78	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	0.000	0.000	(0.018)	(0.018)	(0.018)		
79	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	(0.003)	(0.003)	(0.003)		
80									
81	<b>Total MTA Investment Income</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.308)</b>	<b>(\$0.326)</b>	<b>(\$0.356)</b>		
82									
83	<b>MTA Net Total</b>								
84									
85	Net Transportation Revenue Bonds Debt Service	\$998,911	\$1,140,228	\$1,264,445	\$1,388,785	\$1,501,410	\$1,690,416		
86	Transportation Resolution Commercial Paper	1,944	10,141	36,000	36,000	36,000	36,000		
87	Net Dedicated Tax Fund Bonds Debt Service	377,402	370,513	403,377	417,052	428,693	456,265		
88	Net TBTA (B&T) General Revenue Bonds Debt Service	471,394	445,949	474,013	485,730	505,747	528,923		
89	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	148,263	147,785	143,437	144,525	144,055	145,182		
90	Net 2 Broadway Certificates of Participation Debt Service	29,794	5,942	21,346	25,312	27,656	24,257		
91	BAB Subsidy Transportation Revenue Bonds	(56,495)	(29,352)	(58,703)	(58,703)	(58,703)	(58,703)		
92	BAB Subsidy Dedicated Tax Fund Bonds	(28,369)	(14,184)	(28,369)	(28,369)	(28,369)	(28,369)		
93	BAB Subsidy TBTA General Revenue Bonds	(9,311)	(4,532)	(9,063)	(9,063)	(9,063)	(9,063)		
94									
95	<b>Total MTA Net Debt Service</b>	<b>\$1,933,532</b>	<b>\$2,072,491</b>	<b>\$2,246,483</b>	<b>\$2,401,270</b>	<b>\$2,547,426</b>	<b>\$2,784,908</b>		

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2013-2016**  
**Debt Affordability Statement <sup>(1)</sup>**  
 \$ in millions

Forecasted Debt Service and Borrowing Schedule		2011 ACTL	2012	2013	2014	2015	2016
Notes		2011	2012	2013	2014	2015	2016
Combined MTA/TBTA Forecasted Debt Service Schedule	1,2,3	\$1,903.7	\$2,066.5	\$2,225.1	\$2,376.0	\$2,519.8	\$2,760.7
Forecasted New Money Bonds Issued	4	1,226.7	1,981.7	2,009.7	2,645.9	3,388.1	3,158.8
<b>Forecasted Debt Service by Credit <sup>9</sup></b>		<b>2011</b>		<b>2012</b>		<b>2013</b>	
Notes		2011		2012		2013	
Transportation Revenue Bonds	5	\$10,389.0	\$10,847.6	\$11,622.9	\$11,915.1	\$12,194.6	\$12,372.8
Pledged Revenues		944.4	1,121.0	1,241.7	1,366.1	1,478.7	1,667.7
Debt Service as a % of Pledged Revenues		9%	10%	11%	11%	12%	13%
Dedicated Tax Fund Bonds	6	\$619.6	\$605.1	\$630.9	\$635.6	\$638.0	\$639.7
Pledged Revenues		349.0	356.3	375.0	388.7	400.3	427.9
Debt Service as a % of Pledged Revenues		56%	59%	59%	61%	63%	67%
Triborough Bridge and Tunnel Authority General Revenue Bonds	7	\$1,166.7	\$1,035.8	\$1,167.8	\$1,160.0	\$1,135.2	\$1,110.0
Pledged Revenues		462.1	441.4	464.9	476.7	496.7	519.9
Debt Service as a % of Total Pledged Revenues		40%	43%	40%	41%	44%	47%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds	8	\$700.4	\$594.4	\$702.8	\$683.4	\$638.5	\$590.1
Pledged Revenues		148.3	147.8	143.4	144.5	144.1	145.2
Debt Service as a % of Total Pledged Revenues		21%	25%	20%	21%	23%	25%
<b>Cumulative Debt Service (Excluding State Service Contract Bonds)</b>		<b>2011</b>		<b>2012</b>		<b>2013</b>	
Notes		2011		2012		2013	
Total Debt Service <sup>(2)</sup>		\$1,903.7	\$2,066.5	\$2,225.1	\$2,376.0	\$2,519.8	\$2,760.7
Fare and Toll Revenues		\$6,500.8	\$6,490.7	\$7,075.3	\$7,243.2	\$7,325.8	\$7,404.5
Total Debt Service as a % of Fare and Toll Revenue		29%	32%	31%	33%	34%	37%
Operating Revenues and Subsidies		\$12,162.5	\$12,542.7	\$13,526.6	\$13,930.9	\$14,334.7	\$14,671.9
Total Debt Service as a % of Operating Revenues and Subsidies		16%	16%	16%	17%	18%	19%
Operating Revenues and Subsidies after Below the Line Adjustments		\$12,162.5	\$12,542.7	\$13,526.6	\$13,930.9	\$14,759.2	\$15,186.9
Total Debt Service as a % of Operating Rev/Subsidies after BTL Adj.		16%	16%	16%	17%	17%	18%
Non-reimbursable Expenses with Non-Cash Liabilities		\$13,722.1	\$14,418.0	\$15,025.1	\$15,457.6	\$16,090.4	\$16,799.5
Total Debt Service as % of Non-reimbursable Expenses		14%	14%	15%	15%	16%	16%
Non-reimbursable Expenses after Below the Line Adjustments		\$13,722.1	\$14,418.0	\$15,029.1	\$15,455.6	\$16,313.4	\$16,991.3
Total Debt Service as a % of Non-Reimbursable Exp after BTL Adj.		14%	14%	15%	15%	15%	16%

Notes on the following page are integral to this table.

## Notes

- 1 Unhedged tax-exempt variable rate debt reflects actual rates through September 2012, 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 2012 issuance is included with the forecast and is reflective of new money bonds and notes.
- 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 SIRTOA.
- 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

<sup>(1)</sup> 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.

<sup>(2)</sup> Total debt service reflected above does not include the impact from the below-the-line adjustment for Tropical Storm Sandy repairs.

## METROPOLITAN TRANSPORTATION AUTHORITY (including Triborough Bridge and Tunnel Authority)

### Total Budgeted Annual Debt Service

All Issuance to October 2012 (\$ in millions)

Fiscal Year	Transportation Revenue Resolution			Dedicated Tax Fund Resolution			TBTAGeneral Revenue Resolution			TBTASubordinate Resolution			MTA and TBTA Debt Service		
	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined
2012	1,116.3	4.7	1,121.0	356.3	-	356.3	441.4	-	441.4	147.8	-	147.8	2,061.8	4.7	2,066.5
2013	1,178.5	63.3	1,241.7	365.6	9.4	375.0	462.9	2.1	464.9	143.4	-	143.4	2,150.4	74.8	2,225.1
2014	1,180.7	185.6	1,366.3	359.9	28.8	388.7	463.6	13.1	476.7	144.5	-	144.5	2,148.8	227.5	2,376.3
2015	1,133.7	345.2	1,478.9	349.9	50.5	400.4	463.9	32.8	496.7	144.1	-	144.1	2,091.5	428.5	2,520.1
2016	1,150.5	517.5	1,667.9	352.9	75.1	428.0	463.2	56.7	519.9	145.2	-	145.2	2,111.8	649.2	2,761.0
2017	1,153.3	637.2	1,790.5	354.3	96.8	451.1	465.4	82.4	547.8	147.8	-	147.8	2,120.9	816.4	2,937.2
2018	1,155.9	675.8	1,831.7	353.6	105.7	459.3	462.6	104.0	566.6	145.9	-	145.9	2,118.1	885.5	3,003.6
2019	1,156.8	675.9	1,832.7	347.9	105.7	453.6	458.5	118.3	576.8	145.8	-	145.8	2,109.1	899.8	3,008.9
2020	1,156.3	675.9	1,832.2	350.1	105.7	455.8	458.7	125.9	584.5	145.2	-	145.2	2,110.2	907.5	3,017.6
2021	1,156.2	675.9	1,832.1	348.9	105.7	454.6	455.7	128.9	584.6	145.9	-	145.9	2,106.6	910.5	3,017.1
2022	1,151.1	675.9	1,827.0	345.7	105.7	451.4	459.7	129.7	589.3	145.4	-	145.4	2,101.9	911.3	3,013.4
2023	1,163.9	675.9	1,839.8	348.7	105.7	454.4	453.3	129.8	583.1	146.1	-	146.1	2,112.0	911.4	3,023.4
2024	1,165.0	675.9	1,840.9	348.0	105.7	453.8	449.1	129.8	578.9	146.0	-	146.0	2,108.1	911.4	3,019.5
2025	1,171.5	675.9	1,847.4	347.9	105.7	453.6	449.3	129.8	579.1	146.0	-	146.0	2,114.7	911.4	3,026.1
2026	1,212.9	675.9	1,888.8	345.6	105.7	451.3	448.6	129.8	578.4	146.2	-	146.2	2,153.3	911.4	3,064.7
2027	1,200.0	675.9	1,875.9	339.0	105.7	444.7	451.6	129.8	581.4	146.2	-	146.2	2,136.8	911.4	3,048.3
2028	1,194.6	675.9	1,870.5	347.7	105.7	453.4	463.8	129.8	593.6	146.5	-	146.5	2,152.7	911.4	3,064.1
2029	1,181.0	675.9	1,856.9	345.8	105.7	451.5	462.9	129.8	592.8	146.4	-	146.4	2,136.1	911.4	3,047.5
2030	1,184.7	675.9	1,860.6	344.7	105.7	450.4	465.1	129.8	594.9	146.7	-	146.7	2,141.3	911.4	3,052.7
2031	1,215.3	675.9	1,891.2	342.1	105.7	447.8	482.0	129.8	611.8	140.8	-	140.8	2,180.2	911.4	3,091.6
2032	1,145.8	675.9	1,821.8	347.2	105.7	452.9	407.2	129.8	537.0	86.4	-	86.4	1,986.6	911.4	2,898.0
2033	855.0	675.9	1,530.9	333.7	105.7	439.4	206.8	129.8	336.6	-	-	-	1,395.6	911.4	2,307.0
2034	857.4	675.9	1,533.3	182.7	105.7	288.4	211.6	129.8	341.4	-	-	-	1,251.7	911.4	2,163.1
2035	832.4	675.9	1,508.3	131.3	105.7	237.0	241.6	129.8	371.4	-	-	-	1,205.3	911.4	2,116.7
2036	651.8	675.9	1,327.8	146.0	105.7	251.8	235.5	129.8	365.3	-	-	-	1,033.4	911.4	1,944.8
2037	622.9	675.9	1,298.8	334.1	105.7	439.8	236.5	129.8	366.3	-	-	-	1,193.5	911.4	2,104.9
2038	570.8	675.9	1,246.7	322.8	105.7	428.5	217.3	129.8	347.1	-	-	-	1,110.9	911.4	2,022.3
2039	506.6	675.9	1,182.5	271.3	105.7	377.0	76.5	129.8	206.3	-	-	-	854.4	911.4	1,765.8
2040	406.1	675.9	1,082.0	29.9	105.7	135.6	33.6	129.8	163.4	-	-	-	469.7	911.4	1,381.1
2041	219.9	675.9	895.8	-	105.7	105.7	-	129.8	129.8	-	-	-	219.9	911.4	1,131.3
2042	160.0	671.2	831.2	-	105.7	105.7	-	129.8	129.8	-	-	-	160.0	906.7	1,066.7
2043	56.8	612.6	669.5	-	96.3	96.3	-	127.7	127.7	-	-	-	56.8	836.6	893.5
2044	56.8	490.3	547.2	-	76.9	76.9	-	116.7	116.7	-	-	-	56.8	683.9	740.8
2045	56.8	330.7	387.5	-	55.2	55.2	-	97.0	97.0	-	-	-	56.8	482.9	539.7
2046	55.4	158.4	213.8	-	30.6	30.6	-	73.1	73.1	-	-	-	55.4	282.2	317.5
2047	7.9	38.7	46.6	-	8.9	8.9	-	47.4	47.4	-	-	-	7.9	95.0	102.9

**Notes:**

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

Includes interest budgeted for Transportation Revenue Commercial Paper.

Forecasted Investment Income is not included above.

Net of Build America Bonds subsidy.

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

<b>CATEGORY</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b><i>Baseline Total Positions</i></b>	<b>65,941</b>	<b>66,606</b>	<b>66,585</b>	<b>66,809</b>	<b>67,033</b>
NYC Transit	45,663	46,063	45,914	45,858	45,750
Long Island Rail Road	6,597	6,731	6,827	7,023	7,314
Metro-North Railroad	6,340	6,418	6,461	6,472	6,478
Bridges & Tunnels	1,648	1,652	1,652	1,652	1,652
Headquarters	1,737	1,732	1,732	1,737	1,767
Staten Island Railway	271	271	271	271	271
Capital Construction Company	132	140	140	140	140
Bus Company	3,553	3,599	3,588	3,656	3,661
<b><i>Non-Reimbursable</i></b>	<b>60,032</b>	<b>60,732</b>	<b>60,791</b>	<b>61,110</b>	<b>61,372</b>
NYC Transit	41,158	41,731	41,674	41,698	41,603
Long Island Rail Road	6,053	6,058	6,142	6,353	6,669
Metro-North Railroad	5,773	5,850	5,893	5,904	5,910
Bridges & Tunnels	1,604	1,608	1,608	1,608	1,608
Headquarters	1,687	1,682	1,682	1,687	1,717
Staten Island Railway	268	268	268	268	268
Capital Construction Company	-	-	-	-	-
Bus Company	3,489	3,535	3,524	3,592	3,597
<b><i>Reimbursable</i></b>	<b>5,909</b>	<b>5,874</b>	<b>5,794</b>	<b>5,699</b>	<b>5,661</b>
NYC Transit	4,505	4,332	4,240	4,160	4,147
Long Island Rail Road	544	673	685	670	645
Metro-North Railroad	567	568	568	568	568
Bridges & Tunnels	44	44	44	44	44
Headquarters	50	50	50	50	50
Staten Island Railway	3	3	3	3	3
Capital Construction Company	132	140	140	140	140
Bus Company	64	64	64	64	64
<b><i>Total Full-Time</i></b>	<b>65,766</b>	<b>66,434</b>	<b>66,421</b>	<b>66,645</b>	<b>66,869</b>
NYC Transit	45,504	45,907	45,766	45,710	45,602
Long Island Rail Road	6,597	6,731	6,827	7,023	7,314
Metro-North Railroad	6,339	6,417	6,460	6,471	6,477
Bridges & Tunnels	1,648	1,652	1,652	1,652	1,652
Headquarters	1,737	1,732	1,732	1,737	1,767
Staten Island Railway	271	271	271	271	271
Capital Construction Company	132	140	140	140	140
Bus Company	3,538	3,584	3,573	3,641	3,646
<b><i>Total Full-Time-Equivalents</i></b>	<b>175</b>	<b>172</b>	<b>164</b>	<b>164</b>	<b>164</b>
NYC Transit	159	156	148	148	148
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	15	15	15	15	15

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

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>	<b>4,169</b>	<b>4,305</b>	<b>4,303</b>	<b>4,305</b>	<b>4,304</b>
NYC Transit	1,783	1,914	1,905	1,901	1,900
Long Island Rail Road	620	628	630	636	644
Metro-North Railroad	532	540	540	537	537
Bridges & Tunnels	52	52	52	52	52
Headquarters	956	939	939	939	939
Staten Island Railway	28	28	28	28	28
Capital Construction Company	16	18	18	18	18
Bus Company	182	186	191	194	186
<b>Operations</b>	<b>29,146</b>	<b>29,358</b>	<b>29,301</b>	<b>29,473</b>	<b>29,569</b>
NYC Transit	21,650	21,775	21,714	21,714	21,711
Long Island Rail Road	2,229	2,244	2,242	2,400	2,493
Metro-North Railroad	2,140	2,175	2,181	2,195	2,201
Bridges & Tunnels	768	768	768	768	768
Headquarters	-	-	-	-	-
Staten Island Railway	91	91	91	91	91
Capital Construction Company	-	-	-	-	-
Bus Company	2,268	2,305	2,305	2,305	2,305
<b>Maintenance</b>	<b>29,241</b>	<b>29,529</b>	<b>29,567</b>	<b>29,612</b>	<b>29,711</b>
NYC Transit	20,438	20,588	20,509	20,457	20,353
Long Island Rail Road	3,621	3,715	3,811	3,843	4,033
Metro-North Railroad	3,568	3,603	3,640	3,640	3,640
Bridges & Tunnels	411	415	415	415	415
Headquarters	-	-	-	-	-
Staten Island Railway	152	152	152	152	152
Capital Construction Company	-	-	-	-	-
Bus Company	1,051	1,056	1,040	1,105	1,118
<b>Engineering/Capital</b>	<b>1,746</b>	<b>1,769</b>	<b>1,769</b>	<b>1,769</b>	<b>1,769</b>
NYC Transit	1,218	1,218	1,218	1,218	1,218
Long Island Rail Road	127	144	144	144	144
Metro-North Railroad	100	100	100	100	100
Bridges & Tunnels	147	147	147	147	147
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	116	122	122	122	122
Bus Company	38	38	38	38	38
<b>Public Safety</b>	<b>1,639</b>	<b>1,645</b>	<b>1,645</b>	<b>1,650</b>	<b>1,680</b>
NYC Transit	574	568	568	568	568
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	270	270	270	270	270
Headquarters	781	793	793	798	828
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	14	14	14	14	14

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

FUNCTION/OCCUPATIONAL GROUP	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors	1,652	1,674	1,668	1,671	1,679
Professional, Technical, Clerical	2,424	2,452	2,451	2,447	2,446
Operational Hourlies	93	179	184	187	179
<b>Total Administration</b>	<b>4,169</b>	<b>4,305</b>	<b>4,303</b>	<b>4,305</b>	<b>4,304</b>
<b>Operations</b>					
Managers/Supervisors	3,357	3,279	3,276	3,276	3,274
Professional, Technical, Clerical	860	863	860	860	860
Operational Hourlies	24,929	25,217	25,166	25,338	25,436
<b>Total Operations</b>	<b>29,146</b>	<b>29,358</b>	<b>29,301</b>	<b>29,473</b>	<b>29,569</b>
<b>Maintenance</b>					
Managers/Supervisors	5,330	5,421	5,404	5,435	5,466
Professional, Technical, Clerical	1,868	1,871	1,840	1,818	1,812
Operational Hourlies	22,043	22,238	22,324	22,360	22,434
<b>Total Maintenance</b>	<b>29,241</b>	<b>29,529</b>	<b>29,567</b>	<b>29,612</b>	<b>29,711</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	479	486	486	486	486
Professional, Technical, Clerical	1,265	1,281	1,281	1,281	1,281
Operational Hourlies	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,746</b>	<b>1,769</b>	<b>1,769</b>	<b>1,769</b>	<b>1,769</b>
<b>Public Safety</b>					
Managers/Supervisors	251	251	251	251	251
Professional, Technical, Clerical	143	143	143	143	143
Operational Hourlies	1,245	1,251	1,251	1,256	1,286
<b>Total Public Safety</b>	<b>1,639</b>	<b>1,645</b>	<b>1,645</b>	<b>1,650</b>	<b>1,680</b>
<b>Baseline Total Positions</b>					
Managers/Supervisors	11,069	11,111	11,085	11,119	11,156
Professional, Technical, Clerical	6,560	6,609	6,574	6,548	6,541
Operational Hourlies	48,311	48,886	48,926	49,142	49,336
<b>Baseline Total Positions</b>	<b>65,941</b>	<b>66,606</b>	<b>66,585</b>	<b>66,809</b>	<b>67,033</b>



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

<b>FUNCTION</b>	<b>Change 2013-2012</b>	<b>Change 2014-2013</b>	<b>Change 2015-2014</b>	<b>Change 2016-2015</b>
<b>Baseline Total Positions</b>	<b>(665)</b>	<b>21</b>	<b>(224)</b>	<b>(224)</b>
NYC Transit	(400)	149	56	108
Long Island Rail Road	(134)	(96)	(196)	(291)
Metro-North Railroad	(78)	(43)	(11)	(6)
Bridges & Tunnels	(4)	-	-	-
Headquarters	5	-	(5)	(30)
Staten Island Railway	-	-	-	-
Capital Construction Company	(8)	-	-	-
Bus Company	(46)	11	(68)	(5)
<b>Non-Reimbursable</b>	<b>(700)</b>	<b>(59)</b>	<b>(319)</b>	<b>(262)</b>
NYC Transit	(573)	57	(24)	95
Long Island Rail Road	(5)	(84)	(211)	(316)
Metro-North Railroad	(77)	(43)	(11)	(6)
Bridges & Tunnels	(4)	-	-	-
Headquarters	5	-	(5)	(30)
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(46)	11	(68)	(5)
<b>Reimbursable</b>	<b>35</b>	<b>80</b>	<b>95</b>	<b>38</b>
NYC Transit	173	92	80	13
Long Island Rail Road	(129)	(12)	15	25
Metro-North Railroad	(1)	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	(8)	-	-	-
Bus Company	-	-	-	-
<b>Total Full-Time</b>	<b>(668)</b>	<b>13</b>	<b>(224)</b>	<b>(224)</b>
NYC Transit	(403)	141	56	108
Long Island Rail Road	(134)	(96)	(196)	(291)
Metro-North Railroad	(78)	(43)	(11)	(6)
Bridges & Tunnels	(4)	-	-	-
Headquarters	5	-	(5)	(30)
Staten Island Railway	-	-	-	-
Capital Construction Company	(8)	-	-	-
Bus Company	(46)	11	(68)	(5)
<b>Total Full-Time-Equivalents</b>	<b>3</b>	<b>8</b>	<b>-</b>	<b>-</b>
NYC Transit	3	8	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

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

FUNCTION/DEPARTMENT	Change 2013-2012	Change 2014-2013	Change 2015-2014	Change 2016-2015
<b>Administration</b>	<b>(136)</b>	<b>2</b>	<b>(2)</b>	<b>1</b>
NYC Transit	(131)	9	4	1
Long Island Rail Road	(8)	(2)	(6)	(8)
Metro-North Railroad	(8)	-	3	-
Bridges & Tunnels	-	-	-	-
Headquarters	17	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	(2)	-	-	-
Bus Company	(4)	(5)	(3)	8
<b>Operations</b>	<b>(212)</b>	<b>57</b>	<b>(172)</b>	<b>(96)</b>
NYC Transit	(125)	61	-	3
Long Island Rail Road	(15)	2	(158)	(93)
Metro-North Railroad	(35)	(6)	(14)	(6)
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(37)	-	-	-
<b>Maintenance</b>	<b>(288)</b>	<b>(38)</b>	<b>(45)</b>	<b>(99)</b>
NYC Transit	(150)	79	52	104
Long Island Rail Road	(94)	(96)	(32)	(190)
Metro-North Railroad	(35)	(37)	-	-
Bridges & Tunnels	(4)	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(5)	16	(65)	(13)
<b>Engineering/Capital</b>	<b>(23)</b>	<b>-</b>	<b>-</b>	<b>-</b>
NYC Transit	-	-	-	-
Long Island Rail Road	(17)	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	(6)	-	-	-
Bus Company	-	-	-	-
<b>Public Safety</b>	<b>(6)</b>	<b>-</b>	<b>(5)</b>	<b>(30)</b>
NYC Transit	6	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	(12)	-	(5)	(30)
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

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

FUNCTION/OCCUPATIONAL GROUP	Change 2013-2012	Change 2014-2013	Change 2015-2014	Change 2016-2015
<b>Administration</b>				
Managers/Supervisors	(23)	6	(3)	(8)
Professional, Technical, Clerical	(27)	1	4	1
Operational Hourlies	(86)	(5)	(3)	8
<b>Total Administration</b>	<b>(136)</b>	<b>2</b>	<b>(2)</b>	<b>1</b>
<b>Operations</b>				
Managers/Supervisors	78	3	-	2
Professional, Technical, Clerical	(3)	3	-	-
Operational Hourlies	(288)	51	(172)	(98)
<b>Total Operations</b>	<b>(212)</b>	<b>57</b>	<b>(172)</b>	<b>(96)</b>
<b>Maintenance</b>				
Managers/Supervisors	(90)	17	(31)	(31)
Professional, Technical, Clerical	(3)	31	22	6
Operational Hourlies	(195)	(86)	(36)	(74)
<b>Total Maintenance</b>	<b>(288)</b>	<b>(38)</b>	<b>(45)</b>	<b>(99)</b>
<b>Engineering/Capital</b>				
Managers/Supervisors	(7)	-	-	-
Professional, Technical, Clerical	(16)	-	-	-
Operational Hourlies	-	-	-	-
<b>Total Engineering/Capital</b>	<b>(23)</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>				
Managers/Supervisors	-	-	-	-
Professional, Technical, Clerical	-	-	-	-
Operational Hourlies	(6)	-	(5)	(30)
<b>Total Public Safety</b>	<b>(6)</b>	<b>-</b>	<b>(5)</b>	<b>(30)</b>
<b>Baseline Total Positions</b>				
Managers/Supervisors	(41)	26	(34)	(37)
Professional, Technical, Clerical	(49)	35	26	7
Operational Hourlies	(575)	(40)	(216)	(194)
<b>Baseline Total Positions</b>	<b>(665)</b>	<b>21</b>	<b>(224)</b>	<b>(224)</b>

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

CATEGORY	2012	2013	2014	2015	2016
<b>Baseline Total Positions</b>	-	-	-	-	-
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Non-Reimbursable</b>	-	-	-	-	-
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Reimbursable</b>	-	-	-	-	-
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Total Full-Time</b>	-	-	-	-	-
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Total Full-Time-Equivalents</b>	-	-	-	-	-
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

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

FUNCTION/DEPARTMENT	2012	2013	2014	2015	2016
<b>Administration</b>	-	-	-	-	-
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Operations</b>	-	(5)	(5)	(5)	(5)
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	(5)	(5)	(5)	(5)
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Maintenance</b>	-	5	5	5	5
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	5	5	5	5
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Engineering/Capital</b>	-	-	-	-	-
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Public Safety</b>	-	-	-	-	-
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Baseline Total Positions</b>	-	-	-	-	-

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

FUNCTION/OCCUPATIONAL GROUP	Change				
	2012	2013	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors	(128)	(123)	(123)	(123)	(123)
Professional, Technical, Clerical	128	123	123	123	123
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Operations</b>					
Managers/Supervisors	(123)	(125)	(125)	(125)	(125)
Professional, Technical, Clerical	264	277	277	277	277
Operational Hourlies	(141)	(158)	(158)	(158)	(158)
<b>Total Operations</b>	<b>0</b>	<b>(5)</b>	<b>(5)</b>	<b>(5)</b>	<b>(5)</b>
<b>Maintenance</b>					
Managers/Supervisors	(472)	(483)	(483)	(483)	(483)
Professional, Technical, Clerical	541	547	547	547	547
Operational Hourlies	(69)	(60)	(60)	(60)	(60)
<b>Total Maintenance</b>	<b>(0)</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	(20)	(20)	(20)	(20)	(20)
Professional, Technical, Clerical	20	20	20	20	20
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</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>Baseline Total Positions</b>					
Managers/Supervisors	(743)	(751)	(751)	(751)	(751)
Professional, Technical, Clerical	953	968	968	968	968
Operational Hourlies	(209)	(217)	(217)	(217)	(217)
<b>Baseline Total Positions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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



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

Line

No	Reimbursable	2011	2012	2013	2014	2015	2016
		Actual	Final Estimate	Adopted Budget			
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	1,452	1,404	1,429	1,464	1,439	1,455
15	<b>Total Operating Revenue</b>	<b>\$1,452</b>	<b>\$1,404</b>	<b>\$1,429</b>	<b>\$1,464</b>	<b>\$1,439</b>	<b>\$1,455</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$507	\$486	\$514	\$514	\$516	\$522
20	Overtime	116	105	93	93	94	95
21	Health & Welfare	51	54	62	65	68	72
22	OPEB Current Payment	1	0	0	0	0	0
23	Pensions	51	67	59	60	61	62
24	Other-Fringe Benefits	145	136	144	144	144	146
25	Reimbursable Overhead	325	316	301	298	293	298
26	<b>Sub-total Labor Expenses</b>	<b>\$1,197</b>	<b>\$1,165</b>	<b>\$1,173</b>	<b>\$1,176</b>	<b>\$1,176</b>	<b>\$1,194</b>
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$1	\$0	\$0	\$0	\$0	\$0
30	Fuel	0	0	0	0	0	0
31	Insurance	9	9	11	12	12	12
32	Claims	0	0	0	0	0	0
33	Paratransit Service Contracts	0	0	0	0	0	0
34	Maintenance and Other Operating Contracts	99	70	59	66	61	64
35	Professional Service Contracts	40	42	50	58	57	52
36	Materials & Supplies	102	111	129	143	124	125
37	Other Business Expenses	3	7	8	8	7	7
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$254</b>	<b>\$239</b>	<b>\$257</b>	<b>\$288</b>	<b>\$263</b>	<b>\$261</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	Environmental Remediation	0	0	0	0	0	0
46	<b>Total Operating Expense</b>	<b>\$1,452</b>	<b>\$1,404</b>	<b>\$1,429</b>	<b>\$1,464</b>	<b>\$1,439</b>	<b>\$1,455</b>
48	<b>Baseline Surplus/(Deficit)</b>	<b>(\$0)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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

Line Number	Non-Reimbursable / Reimbursable	2011 Actual	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$4,999	\$5,011	\$5,480	\$5,627	\$5,705	\$5,771
12	Toll Revenue	1,502	1,480	1,595	1,616	1,620	1,633
13	Other Revenue	510	536	700	697	746	771
14	Capital and Other Reimbursements	1,452	1,404	1,429	1,464	1,439	1,455
15	<b>Total Operating Revenue</b>	<b>\$8,463</b>	<b>\$8,430</b>	<b>\$9,204</b>	<b>\$9,404</b>	<b>\$9,511</b>	<b>\$9,630</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,667	\$4,719	\$4,782	\$4,820	\$4,928	\$5,043
20	Overtime	655	677	600	588	597	608
21	Health & Welfare	861	921	1,039	1,108	1,198	1,308
22	OPEB Current Payment	395	428	480	521	571	626
23	Pensions	1,126	1,396	1,426	1,454	1,511	1,545
24	Other-Fringe Benefits	727	696	704	716	733	751
25	Reimbursable Overhead	1	(1)	(0)	(0)	(0)	(0)
26	<b>Sub-total Labor Expenses</b>	<b>\$8,432</b>	<b>\$8,835</b>	<b>\$9,031</b>	<b>\$9,207</b>	<b>\$9,539</b>	<b>\$9,881</b>
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$458	\$502	\$561	\$596	\$636	\$679
30	Fuel	283	264	270	266	264	280
31	Insurance	24	29	43	57	66	77
32	Claims	316	190	198	213	221	233
33	Paratransit Service Contracts	349	367	385	420	426	494
34	Maintenance and Other Operating Contracts	550	611	600	617	643	671
35	Professional Service Contracts	266	323	332	340	336	335
36	Materials & Supplies	540	587	624	656	692	700
37	Other Business Expenses	173	148	204	188	170	176
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,958</b>	<b>\$3,020</b>	<b>\$3,217</b>	<b>\$3,352</b>	<b>\$3,452</b>	<b>\$3,646</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	(\$2)	\$59	\$46	\$46	\$47	\$50
42	General Reserve	0	0	130	135	140	150
43	<b>Sub-total Other Expense Adjustments</b>	<b>(\$2)</b>	<b>\$59</b>	<b>\$176</b>	<b>\$181</b>	<b>\$187</b>	<b>\$200</b>
45	<b>Total Operating Expense before Non-Cash Liability Adjs.</b>	<b>\$11,388</b>	<b>\$11,914</b>	<b>\$12,423</b>	<b>\$12,741</b>	<b>\$13,178</b>	<b>\$13,728</b>
47	Depreciation	\$2,019	\$2,182	\$2,252	\$2,329	\$2,425	\$2,525
48	OPEB Obligation	1,707	1,721	1,774	1,845	1,919	1,996
49	Environmental Remediation	59	5	6	6	6	6
51	<b>Total Operating Expense</b>	<b>\$15,174</b>	<b>\$15,822</b>	<b>\$16,454</b>	<b>\$16,921</b>	<b>\$17,529</b>	<b>\$18,254</b>
53	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$6,711)</b>	<b>(\$7,392)</b>	<b>(\$7,250)</b>	<b>(\$7,517)</b>	<b>(\$8,018)</b>	<b>(\$8,624)</b>
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,786	\$3,908	\$4,032	\$4,180	\$4,350	\$4,527
57	Debt Service (excludes Service Contract Bonds)	(1,934)	(2,072)	(2,246)	(2,401)	(2,547)	(2,785)
59	<b>Total Operating Expense with Debt Service</b>	<b>\$13,322</b>	<b>\$13,987</b>	<b>\$14,669</b>	<b>\$15,142</b>	<b>\$15,726</b>	<b>\$16,512</b>
61	Dedicated Taxes and State/Local Subsidies	\$5,151	\$5,516	\$5,752	\$5,990	\$6,263	\$6,497
63	<b>Net Deficit After Subsidies and Debt Service</b>	<b>\$293</b>	<b>(\$40)</b>	<b>\$286</b>	<b>\$252</b>	<b>\$47</b>	<b>(\$386)</b>
65	Conversion to Cash Basis: GASB Account	(\$38)	(77)	(83)	(87)	(90)	(93)
66	Conversion to Cash Basis: All Other	(118)	(129)	(203)	(292)	(180)	(71)
68	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>\$137</b>	<b>(\$246)</b>	<b>\$1</b>	<b>(\$127)</b>	<b>(\$222)</b>	<b>(\$550)</b>
69	<b>ADJUSTMENTS</b>	<b>0</b>	<b>0</b>	<b>(4)</b>	<b>2</b>	<b>202</b>	<b>323</b>
70	<b>PRIOR-YEAR CARRY-OVER</b>	<b>160</b>	<b>297</b>	<b>51</b>	<b>48</b>	<b>0</b>	<b>0</b>
71	<b>NET CASH BALANCE</b>	<b>\$297</b>	<b>\$51</b>	<b>\$48</b>	<b>(\$77)</b>	<b>(\$21)</b>	<b>(\$227)</b>

**Metropolitan Transportation Authority**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<u>Scheduled Service</u>	5,514,072	\$190.827	37.7%
<u>Unscheduled Service</u>	2,851,801	87.740	17.3%
<u>Programmatic/Routine Maintenance</u>	3,591,149	126.518	25.0%
<u>Unscheduled Maintenance</u>	28,722	2.039	0.4%
<u>Vacancy/Absentee Coverage</u>	1,303,372	63.378	12.5%
<u>Weather Emergencies</u>	334,869	14.266	2.8%
<u>Safety/Security/Law Enforcement</u>	266,223	10.134	2.0%
<u>Other</u>	203,895	11.613	2.3%
Subtotal	<b>14,094,103</b>	<b>\$506.516</b>	100.0%
<b>REIMBURSABLE OVERTIME</b>	2,249,359	93.436	
<b>TOTAL OVERTIME</b>	<b>16,343,463</b>	<b>\$599.953</b>	

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Legend**

**Type**

**Definition**

<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not</u> resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

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

Line

No

	<b>Cash Receipts and Expenditures</b>					
	2011	2012	2013			
	<u>Actual</u>	<u>Final</u>	<u>Adopted</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<b>Receipts</b>						
Farebox Revenue	\$5,046	\$5,034	\$5,533	\$5,675	\$5,753	\$5,819
Other Operating Revenue	524	615	706	707	756	799
Capital and Other Reimbursements	1,285	1,564	1,425	1,438	1,417	1,429
<b>Total Receipts</b>	<b>\$6,856</b>	<b>\$7,212</b>	<b>\$7,665</b>	<b>\$7,820</b>	<b>\$7,927</b>	<b>\$8,047</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$4,484	\$4,637	\$4,645	\$4,760	\$4,755	\$4,856
Overtime	630	660	578	577	573	582
Health and Welfare	858	903	1,010	1,077	1,165	1,271
OPEB Current Payment	369	419	463	504	553	607
Pensions	1,092	1,326	1,384	1,408	1,462	1,498
Other Fringe Benefits	609	657	650	671	679	695
Contribution to GASB Fund	38	77	83	87	90	93
Reimbursable Overhead	0	0	0	0	0	0
<b>Total Labor Expenditures</b>	<b>\$8,080</b>	<b>\$8,679</b>	<b>\$8,812</b>	<b>\$9,085</b>	<b>\$9,276</b>	<b>\$9,603</b>
<b>Non-Labor:</b>						
Electric Power	\$442	\$540	\$554	\$594	\$633	\$676
Fuel	266	261	263	260	258	274
Insurance	(9)	64	35	49	59	66
Claims	221	176	179	190	192	200
Paratransit Service Contracts	361	365	383	418	424	492
Maintenance and Other Operating Contracts	473	526	535	519	523	541
Professional Service Contracts	208	294	296	300	295	294
Materials & Supplies	512	583	616	651	684	696
Other Business Expenditures	134	184	184	186	167	172
<b>Total Non-Labor Expenditures</b>	<b>\$2,606</b>	<b>\$2,993</b>	<b>\$3,046</b>	<b>\$3,166</b>	<b>\$3,235</b>	<b>\$3,411</b>
<b>Other Expenditure Adjustments:</b>						
Other	\$30	\$62	\$101	\$96	\$99	\$119
General Reserve	0	0	130	135	140	150
<b>Total Other Expenditure Adjustments</b>	<b>\$30</b>	<b>\$62</b>	<b>\$231</b>	<b>\$231</b>	<b>\$239</b>	<b>\$269</b>
<b>Total Expenditures</b>	<b>\$10,716</b>	<b>\$11,734</b>	<b>\$12,089</b>	<b>\$12,481</b>	<b>\$12,750</b>	<b>\$13,283</b>
<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$3,860)</b>	<b>(\$4,521)</b>	<b>(\$4,424)</b>	<b>(\$4,661)</b>	<b>(\$4,823)</b>	<b>(5,236)</b>
Dedicated Taxes and State/Local Subsidies	\$5,294	\$5,733	\$6,040	\$6,291	\$6,485	\$6,783
Debt Service (excludes Service Contract Bonds)	(1,297)	(1,457)	(1,615)	(1,757)	(1,884)	(2,097)
Net Cash Balance from Previous Year	160	297	51	\$52	\$0	\$0
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>\$297</b>	<b>\$51</b>	<b>\$52</b>	<b>(\$75)</b>	<b>(\$222)</b>	<b>(\$550)</b>
<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>\$137</b>	<b>(\$246)</b>	<b>\$1</b>	<b>(\$127)</b>	<b>(\$222)</b>	<b>(\$550)</b>
<b>BASELINE PRIOR-YEAR CARRY-OVER</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ADJUSTMENTS</b>	<b>0</b>	<b>0</b>	<b>(4)</b>	<b>2</b>	<b>202</b>	<b>323</b>
<b>PRIOR-YEAR CARRY-OVER</b>	<b>160</b>	<b>297</b>	<b>51</b>	<b>48</b>	<b>0</b>	<b>0</b>
<b>NET CASH BALANCE</b>	<b>\$297</b>	<b>\$51</b>	<b>\$48</b>	<b>(\$77)</b>	<b>(\$21)</b>	<b>(\$227)</b>

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

	<u>2011</u> <u>Actual</u>	<u>2012</u> <u>Final</u> <u>Estimate</u>	<u>2013</u> <u>Adopted</u> <u>Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<b><u>Depreciation</u></b>						
New York City Transit	\$1,312	\$1,445	\$1,520	\$1,595	\$1,670	\$1,748
Metro-North Railroad	214	229	242	247	252	257
Long Island Rail Road	316	318	310	299	308	317
MTA Bus Company	40	42	42	42	42	42
MTA Headquarters	41	49	34	33	32	32
Staten Island Railway	9	9	9	9	9	9
Bridges & Tunnels	87	90	94	104	112	120
<i>Sub-Total</i>	<u>2,019</u>	<u>2,182</u>	<u>2,252</u>	<u>2,329</u>	<u>2,425</u>	<u>2,525</u>
<b><u>Other Post Employment Benefits</u></b>						
New York City Transit	\$1,323	\$1,355	\$1,405	\$1,464	\$1,521	\$1,580
Metro-North Railroad	57	68	76	78	83	89
Long Island Rail Road	75	80	82	85	87	90
MTA Bus Company	96	55	56	57	58	58
MTA Headquarters	78	88	75	79	84	88
Bridges & Tunnels	67	73	77	80	85	89
Long Island Bus	9	0	0	0	0	0
Staten Island Railway	2	2	2	2	2	2
<i>Sub-Total</i>	<u>1,707</u>	<u>1,721</u>	<u>1,774</u>	<u>1,845</u>	<u>1,919</u>	<u>1,996</u>
<b><u>Environmental Remediation</u></b>						
New York City Transit	49	0	0	0	0	0
Metro-North Railroad	4	3	4	4	4	4
Long Island Rail Road	4	2	2	2	2	2
MTA Bus Company	2	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0	0
Staten Island Railway	0	0	0	0	0	0
<i>Sub-Total</i>	<u>59</u>	<u>5</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>
<b><u>Operating</u></b>						
New York City Transit	138	111	(13)	(165)	(52)	(44)
Metro-North Railroad	(54)	16	(88)	(49)	(29)	(24)
Long Island Rail Road	9	2	(13)	(31)	(23)	(29)
MTA Bus Company	79	(68)	(4)	2	3	3
MTA Headquarters	42	(63)	121	115	118	120
Long Island Bus	9	0	0	0	0	0
Staten Island Railway	0	(7)	(1)	(1)	(1)	(1)
First Mutual Transportation Assurance Company	(14)	(29)	(28)	(27)	(39)	(51)
Other	23	51	8	8	20	20
<i>Sub-Total</i>	<u>232</u>	<u>11</u>	<u>(17)</u>	<u>(148)</u>	<u>(3)</u>	<u>(5)</u>
<b><u>Subsidies</u></b>						
New York City Transit	(342)	(23)	(100)	(81)	(105)	(20)
Commuter Railroads	(45)	(127)	(158)	(127)	(130)	(99)
Headquarters	(27)	(31)	(28)	(28)	(26)	(25)
MTA Bus Company	28	(26)	13	(2)	(4)	(4)
Long Island Bus	18	0	0	0	0	0
Staten Island Railway	(19)	(10)	5	7	(1)	(11)
<i>Sub-Total</i>	<u>(387)</u>	<u>(216)</u>	<u>(268)</u>	<u>(231)</u>	<u>(267)</u>	<u>(159)</u>
<b>Total Cash Conversion</b>	<b>\$3,630</b>	<b>\$3,702</b>	<b>\$3,746</b>	<b>\$3,801</b>	<b>\$4,081</b>	<b>\$4,362</b>





**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2013-2016**  
**Non-Recurring Revenue and Savings**  
(\$ in millions)

		2012 Final Estimate	2013 Adopted Budget	2014 Plan	2015 Plan	2016 Plan
		Explanation	Explanation	Explanation	Explanation	Explanation
New York City Transit	CNG Tax Rebate	\$ 3.7	\$ -	\$ -	\$ -	\$ -
	Air Rights		\$ 3.0	\$ -	\$ -	\$ -
Long Island Rail Road						
Metro-North Railroad	Harlem River Lift Bridge Repairs	\$ 1.0	\$ -	\$ -	\$ -	\$ -
Bridges & Tunnels	None	\$ -	\$ -	\$ -	\$ -	\$ -
MTA Headquarters	2011 Tropical Storm Irene Reimb.	\$ 15.6	\$ 36.9	\$ -	\$ -	\$ -
MTA Bus	None	\$ -	\$ -	\$ -	\$ -	\$ -
Staten Island Railway	None	\$ -	\$ -	\$ -	\$ -	\$ -
MTA Capital Construction	None	\$ -	\$ -	\$ -	\$ -	\$ -
FMTAC	None	\$ -	\$ -	\$ -	\$ -	\$ -
Total Non-Recurring Resources (> or = \$1 million)		\$ 20.3	\$ 39.9	\$ -	\$ -	\$ -

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

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

<sup>1</sup> Cumulative balances

<sup>2</sup> MTA intends to move funds from the GASB Fund Reserve into the MTA Retiree Welfare Benefits Trust Fund.

<sup>3</sup> This schedule in the original November Plan book excluded the impact of two loans issued in 2012:  
(1) \$75.0 million captured in Volume I of the November Plan to temporarily fund short-term Sandy losses that will be paid back in 2015 with insurance/government proceeds; and  
(2) \$45.2 million for swap termination fees that will be paid back over seven years beginning in 2013.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2013 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	\$413.8	\$388.6	\$455.1	\$464.1	\$477.5	\$466.8	\$478.1	\$467.1	\$464.7	\$486.3	\$458.6	\$459.6	\$5,480.3
Toll Revenue	112.6	104.4	133.6	133.3	142.8	143.1	141.5	144.1	136.1	139.2	133.4	131.0	1,595.0
Other Operating Revenue	48.7	48.0	50.9	50.9	53.2	75.7	43.9	43.1	48.2	51.4	50.5	135.2	699.7
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$575.2</b>	<b>\$541.0</b>	<b>\$639.6</b>	<b>\$648.3</b>	<b>\$673.4</b>	<b>\$685.7</b>	<b>\$663.4</b>	<b>\$654.3</b>	<b>\$649.0</b>	<b>\$676.9</b>	<b>\$642.4</b>	<b>\$725.8</b>	<b>\$7,775.0</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$372.3	\$332.4	\$346.8	\$345.4	\$366.9	\$336.8	\$365.0	\$354.9	\$347.9	\$359.7	\$363.6	\$376.8	\$4,268.3
Overtime	43.1	41.8	41.7	42.0	41.7	40.7	43.1	41.2	41.8	42.7	41.5	45.1	506.5
Health and Welfare	82.3	80.5	80.9	80.3	81.1	76.0	83.0	82.9	83.0	83.2	83.2	80.9	977.3
OPEB Current Payment	39.0	38.7	41.2	38.8	38.8	39.1	39.9	40.0	42.3	39.9	39.9	42.1	479.7
Pensions	54.0	53.1	53.3	52.6	53.2	52.5	782.3	52.9	53.2	53.2	53.6	53.4	1,367.3
Other Fringe Benefits	49.7	45.6	46.5	46.6	47.0	46.0	49.7	46.1	46.7	45.3	44.5	46.2	559.7
Reimbursable Overhead	(23.8)	(22.3)	(25.0)	(26.6)	(25.7)	(26.3)	(26.3)	(25.4)	(25.5)	(26.8)	(23.4)	(24.1)	(301.0)
<b>Total Labor Expenses</b>	<b>\$616.7</b>	<b>\$569.8</b>	<b>\$585.3</b>	<b>\$579.1</b>	<b>\$603.0</b>	<b>\$564.8</b>	<b>\$1,336.7</b>	<b>\$592.6</b>	<b>\$589.4</b>	<b>\$597.2</b>	<b>\$602.9</b>	<b>\$620.4</b>	<b>\$7,857.9</b>
<b>Non-Labor:</b>													
Electric Power	\$46.0	\$49.5	\$44.5	\$44.5	\$42.7	\$47.5	\$51.2	\$47.7	\$50.4	\$46.6	\$44.6	\$45.6	\$560.8
Fuel	24.1	23.0	24.8	24.8	23.2	21.0	20.7	20.6	20.4	21.8	21.8	23.7	270.0
Insurance	2.2	1.6	3.7	2.2	2.5	2.7	2.5	2.5	2.8	2.5	2.7	4.4	32.0
Claims	16.4	16.4	16.7	16.4	16.4	16.7	16.4	16.4	16.7	16.4	16.4	16.5	197.9
Paratransit Service Contracts	34.2	32.8	35.1	34.6	34.4	31.9	31.0	30.5	30.0	31.3	29.4	30.0	385.2
Maintenance and Other Operating Contracts	36.3	39.2	45.7	41.1	41.9	48.7	48.9	42.4	54.6	41.3	43.6	57.5	541.1
Professional Service Contracts	15.7	20.0	24.7	21.7	22.2	24.6	24.0	21.4	24.2	22.6	26.9	34.0	282.1
Materials & Supplies	39.1	39.0	42.5	40.3	40.1	42.1	40.3	40.4	43.1	41.0	41.1	46.2	495.2
Other Business Expenses	17.3	12.8	15.9	17.3	17.1	17.9	15.6	15.6	15.4	13.3	17.6	20.0	195.8
<b>Total Non-Labor Expenses</b>	<b>\$231.1</b>	<b>\$234.3</b>	<b>\$253.6</b>	<b>\$242.9</b>	<b>\$240.6</b>	<b>\$253.2</b>	<b>\$250.5</b>	<b>\$237.4</b>	<b>\$257.6</b>	<b>\$236.8</b>	<b>\$244.1</b>	<b>\$278.0</b>	<b>\$2,960.0</b>
<b>Other Expenses Adjustments:</b>													
Other	2.9	2.8	4.0	3.4	3.1	4.7	4.1	3.0	3.9	3.7	3.2	6.8	45.6
General Reserve	-	-	-	-	-	-	-	-	-	-	-	130.0	130.0
<b>Total Other Expense Adjustments</b>	<b>\$2.9</b>	<b>\$2.8</b>	<b>\$4.0</b>	<b>\$3.4</b>	<b>\$3.1</b>	<b>\$4.7</b>	<b>\$4.1</b>	<b>\$3.0</b>	<b>\$3.9</b>	<b>\$3.7</b>	<b>\$3.2</b>	<b>\$136.8</b>	<b>\$175.6</b>
<b>Total Expenses/Expenditures before Non-Cash Liability Adjs.</b>	<b>\$850.7</b>	<b>\$807.0</b>	<b>\$842.9</b>	<b>\$825.4</b>	<b>\$846.7</b>	<b>\$822.6</b>	<b>\$1,591.3</b>	<b>\$833.0</b>	<b>\$851.0</b>	<b>\$837.7</b>	<b>\$850.2</b>	<b>\$1,035.2</b>	<b>\$10,993.6</b>
Depreciation	176.3	178.3	180.3	182.3	184.3	186.3	188.3	190.3	191.4	194.3	196.3	203.3	2,251.8
OPEB Obligation	30.7	30.7	382.0	30.7	30.7	382.0	30.7	30.7	382.0	30.7	30.9	382.2	1,773.7
Environmental Remediation	0.2	0.2	1.2	0.2	0.2	1.2	0.2	0.2	1.2	0.2	0.2	1.2	6.0
<b>Total Expenses</b>	<b>\$1,057.8</b>	<b>\$1,016.1</b>	<b>\$1,406.3</b>	<b>\$1,038.5</b>	<b>\$1,061.8</b>	<b>\$1,392.1</b>	<b>\$1,810.4</b>	<b>\$1,054.1</b>	<b>\$1,425.6</b>	<b>\$1,062.9</b>	<b>\$1,077.6</b>	<b>\$1,621.9</b>	<b>\$15,025.1</b>
<b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$482.6)</b>	<b>(\$475.1)</b>	<b>(\$766.8)</b>	<b>(\$390.3)</b>	<b>(\$388.4)</b>	<b>(\$706.4)</b>	<b>(\$1,147.0)</b>	<b>(\$399.8)</b>	<b>(\$776.5)</b>	<b>(\$386.0)</b>	<b>(\$435.2)</b>	<b>(\$896.1)</b>	<b>(\$7,250.1)</b>
Subsidies	\$298.1	\$325.5	\$316.8	\$1,966.6	\$403.3	\$336.5	\$425.2	\$278.4	\$371.0	\$255.4	\$320.0	\$454.8	\$5,751.6
Debt Service	201.0	201.0	201.0	190.1	142.1	201.0	201.0	201.0	193.9	176.4	136.0	201.7	2,246.5

-- Differences are due to rounding.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2013 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	\$413.8	\$388.6	\$455.1	\$464.1	\$477.5	\$466.8	\$478.1	\$467.1	\$464.7	\$486.3	\$458.6	\$459.6	\$5,480.3
Toll Revenue	112.6	104.4	133.6	133.3	142.8	143.1	141.5	144.1	136.1	139.2	133.4	131.0	1,595.0
Other Operating Revenue	48.7	48.0	50.9	50.9	53.2	75.7	43.9	43.1	48.2	51.4	50.5	135.2	699.7
Capital and Other Reimbursements	106.7	100.6	115.7	122.3	122.5	117.4	145.9	120.5	116.8	128.3	113.9	118.7	1,429.2
<b>Total Revenue</b>	<b>\$681.9</b>	<b>\$641.6</b>	<b>\$755.3</b>	<b>\$770.5</b>	<b>\$796.0</b>	<b>\$803.1</b>	<b>\$809.3</b>	<b>\$774.8</b>	<b>\$765.8</b>	<b>\$805.3</b>	<b>\$756.3</b>	<b>\$844.5</b>	<b>\$9,204.3</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$412.8	\$370.5	\$389.8	\$389.9	\$411.9	\$379.5	\$410.5	\$398.8	\$390.3	\$405.3	\$404.7	\$418.1	\$4,782.0
Overtime	50.3	48.6	49.5	50.4	50.4	48.8	51.3	49.4	49.7	50.6	48.9	52.1	600.0
Health and Welfare	87.0	85.0	85.7	85.8	86.5	81.3	88.8	88.3	88.1	88.6	88.1	85.9	1,039.1
OPEB Current Payment	39.0	38.7	41.2	38.8	38.8	39.1	39.9	40.0	42.3	39.9	39.9	42.1	479.7
Pensions	56.4	55.5	56.0	55.9	56.3	55.5	809.5	56.0	56.1	56.4	56.2	56.1	1,425.9
Other Fringe Benefits	61.2	56.4	58.7	59.1	59.7	58.0	62.2	58.4	58.6	58.0	56.0	57.6	704.0
Reimbursable Overhead	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	0.3	(0.1)
<b>Total Labor Expenses</b>	<b>\$706.6</b>	<b>\$654.6</b>	<b>\$680.8</b>	<b>\$679.8</b>	<b>\$703.6</b>	<b>\$662.1</b>	<b>\$1,462.2</b>	<b>\$690.8</b>	<b>\$685.1</b>	<b>\$698.8</b>	<b>\$693.8</b>	<b>\$712.3</b>	<b>\$9,030.6</b>
<b>Non-Labor:</b>													
Electric Power	\$46.0	\$49.5	\$44.5	\$44.5	\$42.8	\$47.6	\$51.2	\$47.7	\$50.5	\$46.6	\$44.6	\$45.7	\$561.1
Fuel	24.1	23.0	24.8	24.8	23.2	21.0	20.7	20.6	20.4	21.8	21.8	23.7	270.0
Insurance	2.8	2.2	4.5	3.3	3.6	3.7	4.0	3.5	3.7	3.4	3.4	5.1	43.2
Claims	16.4	16.4	16.7	16.4	16.4	16.7	16.4	16.4	16.7	16.4	16.4	16.5	197.9
Paratransit Service Contracts	34.2	32.8	35.1	34.6	34.4	31.9	31.0	30.5	30.0	31.3	29.4	30.0	385.2
Maintenance and Other Operating Contracts	39.6	42.7	50.6	45.9	46.9	52.6	52.7	46.2	58.7	48.6	50.8	64.6	599.9
Professional Service Contracts	18.1	22.7	28.6	25.7	26.7	29.1	27.7	26.1	28.1	27.5	30.4	41.2	331.8
Materials & Supplies	48.6	47.2	54.2	51.2	50.7	52.0	50.9	51.7	54.5	53.7	51.9	57.2	623.8
Other Business Expenses	18.1	13.6	14.7	18.1	17.9	18.7	16.3	16.8	16.2	14.1	18.4	20.8	203.9
<b>Total Non-Labor Expenses</b>	<b>\$247.8</b>	<b>\$250.1</b>	<b>\$273.8</b>	<b>\$264.5</b>	<b>\$262.5</b>	<b>\$273.2</b>	<b>\$270.9</b>	<b>\$259.6</b>	<b>\$278.7</b>	<b>\$263.5</b>	<b>\$267.2</b>	<b>\$304.8</b>	<b>\$3,216.6</b>
<b>Other Expenses Adjustments:</b>													
Other	2.9	2.8	4.0	3.4	3.1	4.7	4.1	3.0	3.9	3.7	3.2	6.8	45.6
General Reserve	-	-	-	-	-	-	-	-	-	-	-	130.0	130.0
<b>Total Other Expense Adjustments</b>	<b>\$2.9</b>	<b>\$2.8</b>	<b>\$4.0</b>	<b>\$3.4</b>	<b>\$3.1</b>	<b>\$4.7</b>	<b>\$4.1</b>	<b>\$3.0</b>	<b>\$3.9</b>	<b>\$3.7</b>	<b>\$3.2</b>	<b>\$136.8</b>	<b>\$175.6</b>
<b>Total Expenses/Expenditures before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$957.4</b>	<b>\$907.5</b>	<b>\$958.6</b>	<b>\$947.6</b>	<b>\$969.2</b>	<b>\$940.0</b>	<b>\$1,737.1</b>	<b>\$953.4</b>	<b>\$967.8</b>	<b>\$966.0</b>	<b>\$964.2</b>	<b>\$1,153.9</b>	<b>\$12,422.9</b>
Depreciation	176.3	178.3	180.3	182.3	184.3	186.3	188.3	190.3	191.4	194.3	196.3	203.3	2,251.8
OPEB Obligation	30.7	30.7	382.0	30.7	30.7	382.0	30.7	30.7	382.0	30.7	30.9	382.2	1,773.7
Environmental Remediation	0.2	0.2	1.2	0.2	0.2	1.2	0.2	0.2	1.2	0.2	0.2	1.2	6.0
<b>Total Expenses</b>	<b>\$1,164.5</b>	<b>\$1,116.7</b>	<b>\$1,522.0</b>	<b>\$1,160.8</b>	<b>\$1,184.4</b>	<b>\$1,509.5</b>	<b>\$1,956.3</b>	<b>\$1,174.6</b>	<b>\$1,542.3</b>	<b>\$1,191.2</b>	<b>\$1,191.5</b>	<b>\$1,740.6</b>	<b>\$16,454.4</b>
<b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$482.6)</b>	<b>(\$475.1)</b>	<b>(\$766.8)</b>	<b>(\$390.3)</b>	<b>(\$388.4)</b>	<b>(\$706.4)</b>	<b>(\$1,147.0)</b>	<b>(\$399.8)</b>	<b>(\$776.5)</b>	<b>(\$386.0)</b>	<b>(\$435.2)</b>	<b>(\$896.1)</b>	<b>(\$7,250.1)</b>
Subsidies	\$298.1	\$325.5	\$316.8	\$1,966.6	\$403.3	\$336.5	\$425.2	\$278.4	\$371.0	\$255.4	\$320.0	\$454.8	\$5,751.6
Debt Service	201.0	201.0	201.0	190.1	142.1	201.0	201.0	201.0	193.9	176.4	136.0	201.7	2,246.5

-- Differences are due to rounding.

Metropolitan Transportation Authority  
2013 Adopted Budget  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

<i>NON-REIMBURSABLE OVERTIME</i>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<u>Schedule Service</u>	\$17.239	\$15.544	\$15.301	\$15.849	\$16.320	\$14.562	\$15.844	\$14.426	\$15.752	\$16.522	\$16.425	\$17.045	\$190.827
<u>Unschedule Service</u>	6.760	7.027	7.153	7.695	7.564	7.435	7.750	7.435	7.464	7.689	6.845	6.923	87.740
<u>Programatic/Routine Maintenance</u>	10.454	10.216	10.439	11.022	10.544	10.474	10.701	10.519	10.450	10.858	10.468	10.374	126.518
<u>Unschedule Maintenance</u>	0.177	0.169	0.170	0.168	0.169	0.167	0.169	0.166	0.167	0.173	0.169	0.175	2.039
<u>Vacancy/Absentee Coverage</u>	4.082	4.594	4.815	4.954	4.852	5.708	6.383	6.284	5.558	5.040	4.973	6.135	63.378
<u>Weather Emergencies</u>	2.514	2.536	2.050	0.578	0.515	0.583	0.556	0.570	0.511	0.611	0.744	2.501	14.266
<u>Safety/Security/Law Enforcement</u>	0.884	0.792	0.848	0.814	0.844	0.830	0.786	0.899	0.858	0.911	0.877	0.791	10.134
<u>All Other</u>	1.014	0.912	0.943	0.951	0.928	0.946	0.951	0.914	1.009	0.907	1.036	1.102	11.613
<b>Subtotal</b>	<b>\$43.124</b>	<b>\$41.790</b>	<b>\$41.718</b>	<b>\$42.031</b>	<b>\$41.734</b>	<b>\$40.705</b>	<b>\$43.139</b>	<b>\$41.214</b>	<b>\$41.768</b>	<b>\$42.710</b>	<b>\$41.537</b>	<b>\$45.047</b>	<b>\$506.516</b>
<i>REIMBURSABLE OVERTIME</i>	7.164	6.769	7.798	8.411	8.707	8.063	8.123	8.181	7.920	7.933	7.335	7.033	93.436
<b>TOTAL OVERTIME</b>	<b>\$50.288</b>	<b>\$48.558</b>	<b>\$49.516</b>	<b>\$50.442</b>	<b>\$50.441</b>	<b>\$48.769</b>	<b>\$51.263</b>	<b>\$49.394</b>	<b>\$49.688</b>	<b>\$50.643</b>	<b>\$48.871</b>	<b>\$52.080</b>	<b>\$599.953</b>

**Metropolitan Transportation Authority**  
**February Financial Plan - 2013 Adopted Budget**  
**Consolidated Subsidies - Accrued Basis**  
(\$ in millions)

Accrued Subsidies:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Dedicated Taxes</b>													
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$1,488.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,488.2
Petroleum Business Tax	50.9	43.2	55.0	50.1	51.8	73.1	49.8	58.1	55.7	51.6	40.6	51.5	631.3
MRT <sup>(b)</sup> 1 (Gross)	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	20.2	216.3
MRT <sup>(b)</sup> 2 (Gross)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	10.5	111.1
Other MRT <sup>(b)</sup> Adjustments	-	-	(2.2)	-	-	(2.2)	-	-	(2.2)	-	-	(2.2)	(8.6)
Urban Tax	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	39.4	435.2
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.0
	<b>\$113.9</b>	<b>\$106.1</b>	<b>\$116.0</b>	<b>\$1,601.2</b>	<b>\$114.7</b>	<b>\$134.1</b>	<b>\$112.7</b>	<b>\$121.1</b>	<b>\$116.8</b>	<b>\$114.5</b>	<b>\$103.6</b>	<b>\$119.7</b>	<b>\$2,874.5</b>
<b>New State Taxes and Fees</b>													
Payroll Mobility Tax	133.5	169.0	86.9	101.5	169.3	74.9	77.6	108.7	58.8	82.4	105.4	79.9	1,248.0
Payroll Mobility Tax Replacement Funds	-	-	-	-	62.0	-	62.0	-	62.0	-	62.0	62.0	310.0
MTA Aid <sup>(c)</sup>	-	-	64.0	-	-	84.1	-	-	84.1	-	-	78.6	310.7
	<b>\$133.5</b>	<b>\$169.0</b>	<b>\$150.9</b>	<b>\$101.5</b>	<b>\$231.3</b>	<b>\$158.9</b>	<b>\$139.6</b>	<b>\$108.7</b>	<b>\$204.9</b>	<b>\$82.4</b>	<b>\$167.4</b>	<b>\$220.5</b>	<b>\$1,868.8</b>
<b>State and Local Subsidies</b>													
NYS Operating Assistance	-	-	-	187.9	-	-	-	-	-	-	-	-	187.9
NYC and Local 18b:													
New York City	-	-	-	1.9	-	-	123.7	-	-	-	-	35.0	160.5
Nassau County	-	-	-	11.6	-	-	-	-	-	-	-	-	11.6
Suffolk County	-	-	-	7.5	-	-	-	-	-	-	-	-	7.5
Westchester County	-	-	-	7.3	-	-	-	-	-	-	-	-	7.3
Putnam County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Dutchess County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Orange County	-	-	-	0.1	-	-	-	-	-	-	-	-	0.1
Rockland County	-	-	-	0.0	-	-	-	-	-	-	-	-	0.0
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	0.0
CDOT Subsidies	9.7	8.5	10.0	6.7	7.6	3.0	8.5	7.6	9.1	8.8	8.3	8.3	96.2
Station Maintenance	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	160.0
	<b>\$23.1</b>	<b>\$21.8</b>	<b>\$23.4</b>	<b>\$237.2</b>	<b>\$21.0</b>	<b>\$16.3</b>	<b>\$145.5</b>	<b>\$21.0</b>	<b>\$22.5</b>	<b>\$22.1</b>	<b>\$21.6</b>	<b>\$56.6</b>	<b>\$632.1</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$270.4</b>	<b>\$297.0</b>	<b>\$290.3</b>	<b>\$1,939.9</b>	<b>\$367.0</b>	<b>\$309.4</b>	<b>\$397.9</b>	<b>\$250.7</b>	<b>\$344.2</b>	<b>\$219.0</b>	<b>\$292.6</b>	<b>\$396.8</b>	<b>\$5,375.3</b>
City Subsidy for MTA Bus	27.6	28.5	26.5	26.7	36.3	27.1	27.3	27.7	26.8	36.3	27.4	28.0	346.2
City Subsidy for SIRTOA	-	-	-	-	-	-	-	-	-	-	-	30.1	30.1
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$298.1</b>	<b>\$325.5</b>	<b>\$316.8</b>	<b>\$1,966.6</b>	<b>\$403.3</b>	<b>\$336.5</b>	<b>\$425.2</b>	<b>\$278.4</b>	<b>\$371.0</b>	<b>\$255.4</b>	<b>\$320.0</b>	<b>\$454.8</b>	<b>\$5,751.6</b>
B&T Operating Surplus Transfer	29.3	22.6	44.1	51.0	58.6	52.2	55.2	59.2	44.4	54.8	48.7	37.0	557.0
<b>Total Subsidies</b>	<b>\$327.3</b>	<b>\$348.1</b>	<b>\$360.9</b>	<b>\$2,017.6</b>	<b>\$461.9</b>	<b>\$388.7</b>	<b>\$480.3</b>	<b>\$337.6</b>	<b>\$415.4</b>	<b>\$310.2</b>	<b>\$366.6</b>	<b>\$491.8</b>	<b>\$6,308.6</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 - 2013 Adopted Budget**  
**Consolidated Subsidies - Cash Basis**  
(\$ in millions)

Cash Subsidies:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Dedicated Taxes</b>													
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$142.5	\$129.6	\$129.6	\$142.5	\$129.6	\$178.2	\$191.0	\$445.3	\$1,488.2
Petroleum Business Tax	51.2	50.9	43.2	55.0	50.1	51.8	73.1	49.8	58.1	55.7	51.6	40.6	630.9
MRT <sup>(b)</sup> 1 (Gross)	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	213.9
MRT <sup>(b)</sup> 2 (Gross)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	109.8
Other MRT <sup>(b)</sup> Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(29.1)	(32.8)
Urban Tax	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	431.9
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.0
	<b>\$114.1</b>	<b>\$113.9</b>	<b>\$105.1</b>	<b>\$117.9</b>	<b>\$255.5</b>	<b>\$243.3</b>	<b>\$265.7</b>	<b>\$255.2</b>	<b>\$249.7</b>	<b>\$296.9</b>	<b>\$305.5</b>	<b>\$520.0</b>	<b>\$2,842.7</b>
<b>New State Taxes and Fees</b>													
Payroll Mobility Tax	126.6	173.6	89.3	101.5	189.3	74.9	77.6	108.7	58.8	82.4	105.4	79.9	1,248.0
Payroll Mobility Tax Replacement Funds	-	-	-	-	62.0	-	62.0	-	62.0	-	62.0	62.0	310.0
MTA Aid <sup>(c)</sup>	-	-	64.0	-	-	84.1	-	-	84.1	-	-	78.6	310.7
	<b>\$126.6</b>	<b>\$173.6</b>	<b>\$153.3</b>	<b>\$101.5</b>	<b>\$231.3</b>	<b>\$158.9</b>	<b>\$139.6</b>	<b>\$108.7</b>	<b>\$204.9</b>	<b>\$82.4</b>	<b>\$167.4</b>	<b>\$220.5</b>	<b>\$1,868.8</b>
<b>State and Local Subsidies</b>													
NYS Operating Assistance	-	-	-	-	47.0	-	-	47.0	-	-	47.0	47.0	187.9
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
CDOT Subsidies	9.7	8.5	10.0	6.7	7.6	3.0	8.5	7.6	9.1	8.8	8.3	8.3	96.2
Station Maintenance	-	-	-	-	-	75.0	-	-	82.9	-	-	-	157.9
	<b>\$9.7</b>	<b>\$8.5</b>	<b>\$17.3</b>	<b>\$6.7</b>	<b>\$54.6</b>	<b>\$85.3</b>	<b>\$132.2</b>	<b>\$54.6</b>	<b>\$99.4</b>	<b>\$8.8</b>	<b>\$55.3</b>	<b>\$97.6</b>	<b>\$630.0</b>
<b>Other Subsidy Adjustments</b>													
Interagency Loan	-	-	-	-	-	-	-	-	-	-	-	(6.0)	(6.0)
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	3.0	3.0
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	(100.0)	(100.0)
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	(123.6)	(123.6)
	<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>(\$229.0)</b>	<b>(\$240.5)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$250.4</b>	<b>\$296.0</b>	<b>\$275.7</b>	<b>\$226.1</b>	<b>\$541.4</b>	<b>\$487.6</b>	<b>\$537.5</b>	<b>\$418.5</b>	<b>\$542.5</b>	<b>\$388.1</b>	<b>\$528.2</b>	<b>\$609.0</b>	<b>\$5,101.0</b>
City Subsidy to MTA Bus	28.5	26.5	26.7	36.3	27.1	27.3	27.7	26.8	36.3	27.4	28.0	40.4	358.9
City Subsidy to SIRTOA	-	-	-	-	-	-	-	-	-	-	-	34.6	34.6
	<b>\$278.9</b>	<b>\$322.5</b>	<b>\$302.4</b>	<b>\$262.4</b>	<b>\$568.5</b>	<b>\$514.8</b>	<b>\$565.2</b>	<b>\$445.3</b>	<b>\$578.8</b>	<b>\$415.5</b>	<b>\$556.2</b>	<b>\$684.0</b>	<b>\$5,494.5</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>													
<b>Inter-agency Subsidy Transactions</b>													
B&T Operating Surplus Transfer	-	71.0	20.3	39.7	45.9	52.8	47.0	49.7	53.2	39.9	49.4	77.1	545.9
	<b>\$278.9</b>	<b>\$393.5</b>	<b>\$322.8</b>	<b>\$302.1</b>	<b>\$614.4</b>	<b>\$567.6</b>	<b>\$612.2</b>	<b>\$494.9</b>	<b>\$632.0</b>	<b>\$455.4</b>	<b>\$605.5</b>	<b>\$761.0</b>	<b>\$6,040.4</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 - 2013 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	\$90.2	\$82.1	\$82.1	\$90.2	\$82.1	\$112.9	\$121.0	\$282.1	\$942.8
Petroleum Business Tax	43.5	43.3	36.7	46.7	42.6	44.0	62.1	42.3	49.4	47.4	43.8	34.5	536.3
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	431.9
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$79.5</b>	<b>\$79.3</b>	<b>\$72.7</b>	<b>\$82.7</b>	<b>\$168.8</b>	<b>\$162.1</b>	<b>\$180.2</b>	<b>\$168.5</b>	<b>\$167.5</b>	<b>\$196.3</b>	<b>\$200.8</b>	<b>\$352.6</b>	<b>\$1,910.9</b>
<b>New State Taxes and Fees</b>													
Payroll Mobility Tax	91.8	125.9	64.7	73.6	122.8	54.3	56.3	78.8	42.7	59.7	76.4	57.9	904.8
Payroll Mobility Tax Replacement Funds	-	-	-	-	45.0	45.0	45.0	-	45.0	-	45.0	45.0	224.8
MTA Aid <sup>(c)</sup>	-	-	40.3	-	-	52.9	-	-	52.9	-	-	49.4	195.5
	<b>\$91.8</b>	<b>\$125.9</b>	<b>\$105.0</b>	<b>\$73.6</b>	<b>\$167.7</b>	<b>\$107.2</b>	<b>\$101.2</b>	<b>\$78.8</b>	<b>\$140.5</b>	<b>\$59.7</b>	<b>\$121.4</b>	<b>\$152.3</b>	<b>\$1,325.0</b>
<b>State and Local Subsidies</b>													
NYS Operating Assistance	-	-	-	-	39.5	-	-	39.5	-	-	39.5	39.5	158.1
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	-	-	-	-	-	-	-	-	-	-	-	-	-
	<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>\$0.0</b>	<b>\$0.0</b>	<b>\$39.5</b>	<b>\$74.5</b>	<b>\$316.2</b>
<b>Other Agency Subsidies</b>													
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	(4.0)	(4.0)
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
Forward Energy Contract Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	2.1	2.1
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	(71.8)	(71.8)
	<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>(\$73.7)</b>	<b>(\$85.3)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$171.2</b>	<b>\$205.1</b>	<b>\$177.7</b>	<b>\$156.3</b>	<b>\$376.0</b>	<b>\$269.3</b>	<b>\$404.5</b>	<b>\$286.9</b>	<b>\$296.5</b>	<b>\$256.0</b>	<b>\$361.7</b>	<b>\$505.7</b>	<b>\$3,466.9</b>
<b>Inter-agency Subsidy Transactions</b>													
B&T Operating Surplus Transfer	-	25.0	5.8	15.5	18.6	22.0	19.2	20.5	22.3	15.6	20.3	29.7	214.4
<b>Total Subsidies</b>	<b>\$171.2</b>	<b>\$230.1</b>	<b>\$183.5</b>	<b>\$171.8</b>	<b>\$394.6</b>	<b>\$291.3</b>	<b>\$423.7</b>	<b>\$307.4</b>	<b>\$318.7</b>	<b>\$271.6</b>	<b>\$382.0</b>	<b>\$535.3</b>	<b>\$3,681.3</b>

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

**Metropolitan Transportation Authority**  
**February Financial Plan - 2013 Adopted Budget**  
**Commuter Railroads 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	\$51.9	\$47.2	\$47.2	\$51.9	\$47.2	\$64.9	\$69.6	\$162.2	\$542.1
Petroleum Business Tax	7.7	7.6	6.5	8.2	7.5	7.8	11.0	7.5	8.7	8.4	7.7	6.1	94.6
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.0
	<b>\$7.7</b>	<b>\$7.6</b>	<b>\$6.7</b>	<b>\$8.2</b>	<b>\$59.4</b>	<b>\$55.2</b>	<b>\$58.2</b>	<b>\$59.4</b>	<b>\$56.2</b>	<b>\$73.3</b>	<b>\$77.3</b>	<b>\$168.5</b>	<b>\$637.7</b>
<b>New State Taxes and Fees</b>													
Payroll Mobility Tax	34.8	47.7	24.6	27.9	46.6	20.6	21.3	29.9	16.2	22.7	29.0	22.0	343.2
Payroll Mobility Tax Replacement Funds	-	-	23.7	-	17.1	17.1	17.1	-	31.2	-	17.1	17.1	85.3
MTA Aid <sup>(c)</sup>	<b>\$34.8</b>	<b>\$47.7</b>	<b>\$48.3</b>	<b>\$27.9</b>	<b>\$63.6</b>	<b>\$51.8</b>	<b>\$38.4</b>	<b>\$29.9</b>	<b>\$64.4</b>	<b>\$22.7</b>	<b>\$46.0</b>	<b>\$68.2</b>	<b>\$543.7</b>
<b>State and Local Subsidies</b>													
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
CDOT Subsidies	9.7	8.5	10.0	6.7	7.6	3.0	8.5	7.6	9.1	8.8	8.3	8.3	96.2
Station Maintenance	-	-	-	-	-	75.0	-	-	82.9	-	-	-	157.9
	<b>\$9.7</b>	<b>\$8.5</b>	<b>\$17.3</b>	<b>\$6.7</b>	<b>\$14.9</b>	<b>\$85.3</b>	<b>\$8.5</b>	<b>\$14.9</b>	<b>\$95.4</b>	<b>\$8.8</b>	<b>\$15.6</b>	<b>\$22.9</b>	<b>\$312.7</b>
<b>Other Agency Subsidies</b>													
Inter-agency Loan	-	-	-	-	-	-	-	-	-	-	-	(2.0)	(2.0)
Forward Energy Contract Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	0.9	0.9
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	(100.0)	(100.0)
Committed to Capital	<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>(\$155.3)</b>	<b>(\$155.3)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$52.2</b>	<b>\$63.9</b>	<b>\$72.4</b>	<b>\$42.8</b>	<b>\$137.9</b>	<b>\$192.3</b>	<b>\$105.1</b>	<b>\$104.2</b>	<b>\$220.0</b>	<b>\$104.7</b>	<b>\$139.0</b>	<b>\$104.3</b>	<b>\$1,338.8</b>
<b>Inter-agency Subsidy Transactions</b>													
B&T Operating Surplus Transfer	-	46.0	14.5	24.2	27.3	30.7	27.9	29.2	31.0	24.3	29.0	47.4	331.5
<b>Total Subsidies</b>	<b>\$52.2</b>	<b>\$109.9</b>	<b>\$86.9</b>	<b>\$67.0</b>	<b>\$165.2</b>	<b>\$223.0</b>	<b>\$133.0</b>	<b>\$133.4</b>	<b>\$251.0</b>	<b>\$129.1</b>	<b>\$168.0</b>	<b>\$151.7</b>	<b>\$1,670.3</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 - 2013 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	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.4	\$0.4	\$1.0	\$3.3
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>\$1.0</b>	<b>\$3.3</b>
<b>State and Local Subsidies</b>													
NYS Operating Assistance	-	-	-	-	0.1	-	-	0.1	-	-	0.1	0.1	0.6
NYC and Local 18b:													
New York City	-	-	-	-	-	-	0.6	-	-	-	-	-	0.6
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
SIRTOA Recovery	-	-	-	-	-	-	-	-	-	-	-	34.6	34.6
<b>\$0.0</b>	<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>\$0.6</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$34.7</b>	<b>\$35.7</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>\$0.3</b>	<b>\$0.8</b>	<b>\$0.5</b>	<b>\$0.3</b>	<b>\$0.4</b>	<b>\$0.6</b>	<b>\$35.7</b>	<b>\$39.0</b>
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Subsidies</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>\$0.3</b>	<b>\$0.8</b>	<b>\$0.5</b>	<b>\$0.3</b>	<b>\$0.4</b>	<b>\$0.6</b>	<b>\$35.7</b>	<b>\$39.0</b>

**Notes**

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

**Metropolitan Transportation Authority**  
**February Financial Plan - 2013 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)	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	213.9
MRT <sup>(b)</sup> 2 (Gross)	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	109.8
Other MRT <sup>(b)</sup> Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(29.1)	(32.8)
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$25.7</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$25.7</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$25.7</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>(\$2.1)</b>	<b>\$290.8</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	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
	<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>\$27.0</b>	<b>\$27.0</b>	<b>\$25.7</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$25.7</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$25.7</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>(\$2.1)</b>	<b>\$290.8</b>
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Subsidies</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$25.7</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$25.7</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$25.7</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>(\$2.1)</b>	<b>\$290.8</b>

**Notes**

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

**Metropolitan Transportation Authority**  
**February Financial Plan - 2013 Adopted Budget**  
**MTA Bus Company Subsidies - Cash Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Subsidies:													
City Subsidy to MTA Bus	\$28.5	\$26.5	\$26.7	\$36.3	\$27.1	\$27.3	\$27.7	\$26.8	\$36.3	\$27.4	\$28.0	\$40.4	\$358.9

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2013 Adopted Budget**  
**Debt Service**  
**(\$ in millions)**

Debt Service:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Dedicated Tax Fund													
<i>Transit</i>	32.871	32.871	32.871	23.844	12.113	32.871	32.871	32.871	26.998	12.478	6.501	32.619	311.777
<i>Commuter</i>	6.710	6.710	6.710	4.822	2.369	6.710	6.710	6.710	5.482	2.445	1.195	6.658	63.282
	<b>39.581</b>	<b>39.581</b>	<b>39.581</b>	<b>28.666</b>	<b>14.482</b>	<b>39.581</b>	<b>39.581</b>	<b>39.581</b>	<b>32.480</b>	<b>14.923</b>	<b>7.696</b>	<b>39.277</b>	<b>375.009</b>
MTA Transportation Revenue													
<i>Transit</i>	63.293	63.293	63.293	63.293	45.664	63.293	63.293	63.293	63.293	63.293	46.080	63.824	725.202
<i>Commuter</i>	40.194	40.194	40.194	40.194	28.985	40.194	40.194	40.194	40.194	40.194	29.250	40.533	460.517
<i>Bus Company</i>	1.752	1.752	1.752	1.752	1.238	1.752	1.752	1.752	1.752	1.752	1.250	1.768	20.023
	<b>105.239</b>	<b>105.239</b>	<b>105.239</b>	<b>105.239</b>	<b>75.887</b>	<b>105.239</b>	<b>105.239</b>	<b>105.239</b>	<b>105.239</b>	<b>105.239</b>	<b>76.579</b>	<b>106.125</b>	<b>1,205.742</b>
Commercial Paper													
<i>Transit</i>	1.832	1.832	1.832	1.832	1.832	1.832	1.832	1.832	1.832	1.832	1.832	1.832	21.988
<i>Commuter</i>	1.142	1.142	1.142	1.142	1.142	1.142	1.142	1.142	1.142	1.142	1.142	1.142	13.703
<i>Bus Company</i>	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.309
	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>3.000</b>	<b>36.000</b>
2 Broadway COPs													
<i>Transit</i>	1.391	1.391	1.391	1.391	1.391	1.391	1.391	1.391	1.391	1.391	1.391	1.391	16.695
<i>TBTA</i>	0.197	0.197	0.197	0.197	0.197	0.197	0.197	0.197	0.197	0.197	0.197	0.197	2.361
<i>Headquarters</i>	0.191	0.191	0.191	0.191	0.191	0.191	0.191	0.191	0.191	0.191	0.191	0.191	2.290
	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>1.779</b>	<b>21.346</b>
TBTA General Resolution													
<i>Transit</i>	15.141	15.141	15.141	15.141	15.141	15.141	15.141	15.141	15.141	15.141	15.145	15.136	181.694
<i>Commuter</i>	7.117	7.117	7.117	7.117	7.117	7.117	7.117	7.117	7.117	7.117	7.119	7.115	85.403
<i>TBTA</i>	17.243	17.243	17.243	17.243	12.711	17.243	17.243	17.243	17.243	17.243	12.716	17.237	197.852
	<b>39.501</b>	<b>39.501</b>	<b>39.501</b>	<b>39.501</b>	<b>34.970</b>	<b>39.501</b>	<b>39.501</b>	<b>39.501</b>	<b>39.501</b>	<b>39.501</b>	<b>34.980</b>	<b>39.488</b>	<b>464.949</b>
TBTA Subordinate													
<i>Transit</i>	6.510	6.510	6.510	6.510	6.510	6.510	6.510	6.510	6.510	6.510	6.533	6.556	78.194
<i>Commuter</i>	2.860	2.860	2.860	2.860	2.860	2.860	2.860	2.860	2.860	2.860	2.870	2.880	34.355
<i>TBTA</i>	2.572	2.572	2.572	2.572	2.572	2.572	2.572	2.572	2.572	2.572	2.581	2.590	30.888
	<b>11.943</b>	<b>11.943</b>	<b>11.943</b>	<b>11.943</b>	<b>11.943</b>	<b>11.943</b>	<b>11.943</b>	<b>11.943</b>	<b>11.943</b>	<b>11.943</b>	<b>11.984</b>	<b>12.026</b>	<b>143.437</b>
<b>Total Debt Service</b>	<b>201.042</b>	<b>201.042</b>	<b>201.042</b>	<b>190.128</b>	<b>142.060</b>	<b>201.042</b>	<b>201.042</b>	<b>201.042</b>	<b>193.942</b>	<b>176.385</b>	<b>136.019</b>	<b>201.695</b>	<b>2,246.483</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 necessarily 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 - 2013 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>4,242</b>	<b>4,242</b>	<b>4,246</b>	<b>4,251</b>	<b>4,250</b>	<b>4,252</b>	<b>4,249</b>	<b>4,249</b>	<b>4,249</b>	<b>4,249</b>	<b>4,249</b>	<b>4,305</b>
Managers/Supervisors	1,659	1,659	1,661	1,661	1,662	1,663	1,660	1,660	1,660	1,660	1,660	1,675
Professional, Technical, Clerical	2,404	2,404	2,406	2,411	2,410	2,411	2,410	2,410	2,410	2,410	2,410	2,452
Operational Hourlies	179	179	179	179	179	179	179	179	179	179	179	179
<b>Operations</b>	<b>29,150</b>	<b>29,149</b>	<b>29,181</b>	<b>29,240</b>	<b>29,331</b>	<b>29,351</b>	<b>29,308</b>	<b>29,291</b>	<b>29,377</b>	<b>29,321</b>	<b>29,337</b>	<b>29,358</b>
Managers/Supervisors	3,346	3,346	3,346	3,347	3,347	3,346	3,346	3,344	3,343	3,343	3,344	3,279
Professional, Technical, Clerical	885	885	885	890	893	900	900	900	893	891	891	863
Operational Hourlies	24,918	24,918	24,950	25,003	25,091	25,105	25,062	25,048	25,141	25,087	25,102	25,216
<b>Maintenance</b>	<b>29,393</b>	<b>29,376</b>	<b>29,395</b>	<b>29,380</b>	<b>29,349</b>	<b>29,360</b>	<b>29,368</b>	<b>29,361</b>	<b>29,401</b>	<b>29,399</b>	<b>29,422</b>	<b>29,529</b>
Managers/Supervisors	5,222	5,221	5,221	5,219	5,216	5,218	5,220	5,220	5,220	5,225	5,233	5,421
Professional, Technical, Clerical	1,857	1,857	1,857	1,855	1,854	1,855	1,858	1,857	1,857	1,856	1,861	1,871
Operational Hourlies	22,314	22,298	22,317	22,307	22,279	22,287	22,290	22,284	22,323	22,317	22,328	22,238
<b>Engineering/Capital</b>	<b>1,761</b>	<b>1,763</b>	<b>1,764</b>	<b>1,765</b>	<b>1,767</b>	<b>1,770</b>	<b>1,770</b>	<b>1,770</b>	<b>1,768</b>	<b>1,768</b>	<b>1,768</b>	<b>1,769</b>
Managers/Supervisors	485	485	485	485	485	487	487	487	485	485	485	485
Professional, Technical, Clerical	1,274	1,276	1,277	1,278	1,280	1,281	1,281	1,281	1,281	1,281	1,281	1,281
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
<b>Public Safety</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>	<b>1,645</b>
Managers/Supervisors	251	251	251	251	251	251	251	251	251	251	251	251
Professional, Technical, Clerical	143	143	143	143	143	143	143	143	143	143	143	143
Operational Hourlies	1,251	1,251	1,251	1,251	1,251	1,251	1,251	1,251	1,251	1,251	1,251	1,251
<b>Baseline Total Positions</b>	<b>66,191</b>	<b>66,175</b>	<b>66,231</b>	<b>66,281</b>	<b>66,343</b>	<b>66,378</b>	<b>66,341</b>	<b>66,317</b>	<b>66,440</b>	<b>66,382</b>	<b>66,422</b>	<b>66,606</b>
Managers/Supervisors	10,963	10,962	10,964	10,962	10,961	10,964	10,964	10,962	10,959	10,965	10,973	11,111
Professional, Technical, Clerical	6,564	6,565	6,569	6,577	6,580	6,590	6,592	6,592	6,585	6,582	6,587	6,610
Operational Hourlies	48,665	48,647	48,698	48,742	48,802	48,824	48,785	48,763	48,896	48,836	48,862	48,886

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

NYCT  
 2013 Commitment Goals  
 All \$ in Millions

ACEP	Project Description	Commitment Value
<b>2005-2009</b>		
T50302/18	Purchase 90 Standard Buses	\$46.65
T50703/22	Steel Repair And Abutments: La Salle - 133 St / Bway-7th Ave	\$9.89
T50806/15	PA/CIS: 44 Stns: Furnish-Install Cabinets	\$27.00
	<b>Element Total</b>	<b>\$83.55</b>
T51204/08	BRT: Traffic Signal Priority Hardware	\$3.63
	<b>Element Total</b>	<b>\$3.63</b>
G51404/12	Security Program: 09tsg: Lexington Av/53rd St Access Control	\$15.44
G51404/10	Security Program: 09tsg: 74th St/roosevelt Av Access Control	\$11.48
	<b>Element Total</b>	<b>\$26.92</b>
<b>2010-2014</b>		
T60302/24	Purchase 600 Standard Buses	\$311.02
T60302/25	Purchase 285 Express Buses	\$187.28
	<b>Element Total</b>	<b>\$498.30</b>
T60404/06	Passenger Station LAN: 31 Stations	\$30.00
T60404/07	Passenger Station LAN: 11 Stations - Partial Systems	\$2.00
	<b>Element Total</b>	<b>\$32.00</b>
T60407/03	Replaceme 2 Escalators Roosevelt Av / Qbl	\$13.70
T60407/04	Replace 11 Hydraulic Elevators	\$44.62
T60407/05	Replace 10 Hydraulic Elevators	\$2.60
	<b>Element Total</b>	<b>\$60.93</b>
T60412/89	Station Painting At Component Locations: 3 Loc / Brighton	\$2.31
T60412/77	Station Components: 3 Stations / Brighton	\$6.88
T60412/24	Station Painting At Component Locations, Phase 1	\$7.00
T60412/22	Brick Arch Repair: 168 Street & 181 Street / Broadway-7th Av	\$36.60
T60412/07	Station Renewal: Buhre Avenue / Pelham	\$19.22
T60412/08	Station Renewal: Middletown Road / Pelham	\$18.22
T60412/09	Station Renewal: Zerega Avenue / Pelham	\$18.29
T60412/10	Station Renewal: Castle Hill Avenue / Pelham	\$19.38
T60412/06	Station Component: Pelham Bay Park / Pelham	\$8.60
T60412/32	Station Renewal: Ozone Park-Lefferts Blvd / Liberty	\$6.64
T60412/31	Station Renewal: 104 Street / Liberty	\$17.10
T60412/33	Station Renewal: 111 Street / Liberty	\$16.32
T60412/34	Station Renewal: Rockaway Boulevard / Liberty	\$16.76
T60412/35	Station Renewal: 88 Street / Liberty	\$16.83
T60412/36	Station Renewal: 80 Street / Liberty	\$16.47
T60412/69	Station Component: Queensboro Plaza / Flushing	\$0.95
T60412/81	Station Component: 2 Locations / Culver	\$12.14
T60412/74	Station Component: 157 Street / Broadway-7th Ave	\$5.15
T60412/76	Station Component: 2 Locations / Eastern Parkway	\$3.32
T60412/91	Station Component: 3 Locations / Lexington	\$0.52
T60412/94	Station Component: 6 Locations / Canarsie	\$1.70
T60412/64	Station Component: 3 Locations / Astoria	\$0.41
T60412/93	Station Component: 2 Locations / QBL	\$0.83
T60412/92	Station Component: New Lots Av / New Lots	\$0.54

ACEP	Project Description	Commitment Value
T60412/50	Station Renewal: Van Siclen Avenue / New Lots	\$0.62
T60412/45	Station Renewal: Pennsylvania Avenue / New Lots	\$0.62
T60412/46	Station Renewal: Rockaway Avenue / New Lots	\$0.62
T60412/47	Station Renewal: Saratoga Avenue / New Lots	\$0.63
T60412/48	Station Renewal: Junius Street / New Lots	\$0.62
T60412/49	Station Renewal: Sutter Avenue-Rutland Road / New Lots	\$0.62
T60412/82	Station Component: 4 Locations / Broadway	\$0.67
T60412/84	Station Component: Delancey St-essex St / Nassau	\$0.47
T60412/90	Station Component: 5 Locations / Fulton	\$1.74
T60412/83	Station Component: 2 Locations / 4 Av	\$0.83
T60412/96	Station Component: 2 Locations / Nostrand	\$0.83
T60412/38	Station Renewal: Avenue X / Culver	\$0.50
T60412/39	Station Renewal: Avenue U / Culver	\$0.53
T60412/40	Station Renewal: Avenue P / Culver	\$0.51
T60412/41	Station Renewal: Bay Parkway / Culver	\$0.49
T60412/44	Station Renewal: Avenue I / Culver	\$0.51
T60412/42	Station Renewal: 18 Avenue / Culver	\$0.50
T60412/43	Station Renewal: Ditmas Avenue / Culver	\$0.51
T60412/80	Station Component: 103 Street / Lexington	\$0.73
T60412/82	Station Component: 4 Locations / Broadway	\$1.21
T60412/91	Station Component: 3 Locations / Lexington	\$0.62
T60412/64	Station Component: 3 Locations / Astoria	\$0.83
T60412/93	Station Component: 2 Locations / QBL	\$0.46
	<b>Element Total</b>	<b>\$267.85</b>
T60413/12	ADA: Ozone Park-Lefferts Blvd / Liberty	\$31.40
T60413/10	ADA: 23 Street / Lexington	\$26.30
	<b>Element Total</b>	<b>\$57.70</b>
T60414/07	Station Signage	\$4.35
T60414/03	Water Condition Remedy - 2013	\$3.18
T60414/04	Scrubber Room Drainage - 3 Locations	\$3.57
T60414/03	Water Condition Remedy - 2013	\$0.10
T60414/05	Access Improvements: Grand Central / Lex	\$0.50
	<b>Element Total</b>	<b>\$11.70</b>
T60502/12	Continuous Welded Rail - 2013	\$3.92
T60502/10	Mainline Track Replacement - 2013	\$2.83
T60502/56	Mainline Track Replacement 2013 At Broadway IRT Upper Mnhttn	\$6.56
T60502/57	Mainline Track Replacement 2013 At Lexington Avenue	\$14.25
T60502/61	Mainline Track Replacement 2013 At Sea Beach	\$12.00
T60502/58	Mainline Track Replacement 2013 At 59 St Columbus Circle / 8 Av	\$3.59
T60502/59	Mainline Track Replacement 2013 At Euclid Ave / 8 Avenue	\$11.31
T60502/11	Track Force Account - 2013	\$35.00
T60502/76	Mainline Track Replacement 2013 At White Plains Road	\$7.08
T60502/66	Mainline Track Replacement 2013 At Lenox-White Plains Rd	\$5.59
T60502/55	Mainline Track Replacement 2013 At 6th Avenue	\$18.10
T60502/62	Mainline Track Replacement 2013 At Jamaica	\$16.75
T60502/64	Mainline Track Replacement 2013 At Queens Blvd	\$8.22
T60502/65	Mainline Track Replacement 2013 At Crosstown	\$4.03
T60502/63	Mainline Track Replacement 2013 At 8th Avenue	\$14.04
T60502/70	Mainline Track Replacement 2013 At Concourse	\$6.57
T60502/60	Mainline Track Replacement 2013 At Dekalb Ave / Canarsie	\$2.48
T60502/67	Mainline Track Replacement 2013 At Brighton	\$2.62

ACEP	Project Description	Commitment Value
T60502/75	Mainline Track Replacement 2013 At 7th Avenue	\$2.97
T60502/68	Mainline Track Replacement 2013 At 4th Avenue	\$3.24
T60502/21	Mainline Track Replacement 2011 At Dyre Av	\$1.08
T60502/74	Mainline Track Replacement 2013 At Pelham	\$1.51
T60502/69	Mainline Track Replacement 2013 At Canarsie	\$9.09
T60502/72	Mainline Track Replacement 2013 At Liberty Ave	\$8.67
T60502/46	Mainline Track Replacement 2012 At Pelham	\$1.57
T60502/73	Mainline Track Replacement 2013 At Jerome Ave	\$6.38
T60502/71	Mainline Track Replacement 2013 At Archer Avenue	\$2.42
T60502/13	Mainline Track Replacement - 2014	\$1.06
	<b>Element Total</b>	<b>\$212.91</b>
T60503/04	Mainline Switches - 2013 Support costs	\$5.45
T60503/17	Mainline Track Switches 2013 At Queens Blvd	\$15.33
T60503/18	Mainline Track Switches 2013 At Jamaica	\$13.87
T60503/19	Mainline Track Switches 2013 At 8th Avenue	\$3.13
T60503/20	Mainline Track Switches 2013 At Brighton	\$4.78
T60503/05	29 Mainline Switches - 2014	\$1.77
	<b>Element Total</b>	<b>\$44.32</b>
T60602/03	Tunnel Lighting Rehabilitation: 36 St To Jackson-Roosevelt / Queens Blvd	\$59.67
	<b>Element Total</b>	<b>\$59.67</b>
T60603/04	Vent Plant: 46 Street-Northern Blvd / Queens Blvd Line	\$85.50
T60603/05	Replace Vent Controls: 26 Locations	\$13.61
T60603/05	Replace Vent Controls: 26 Locations	\$0.82
	<b>Element Total</b>	<b>\$99.93</b>
T60604/03	Pumps at 4 Locations / Pelham - Jerome - Lenox	\$35.29
T60604/04	Pumps: 2 Locs - Manhattan Midtown	\$0.37
T60604/03	Pumps: 4 Locations / Pelham - Jerome - Lenox	\$0.89
T60604/04	Pumps: 2 Locs - Manhattan Midtown	\$0.37
	<b>Element Total</b>	<b>\$36.92</b>
T60703/09	Overcoating: Portal - East 180 Street / White Plains	\$33.67
T60703/22	122 St & 135 St Portal Repairs / Broadway-7th Avenue	\$14.11
T60703/15	Overcoating: Dyckman Street - 215 Street / Broadway-7th Avenue	\$17.78
T60703/23	Subway Structure Roof: Delancey Street / Nassau Loop	\$2.33
T60703/13	Structure Repairs / Dyre Avenue Line	\$8.64
T60703/16	Subway Tunnel Rehabilitation: Priority Repairs: 4th Ave	\$0.50
	<b>Element Total</b>	<b>\$77.04</b>
T60803/14	Roosevelt Interlocking / Queens Blvd	\$99.76
T60803/13	Dyre Avenue Line Signals	\$236.79
T60803/04	Repl Solid State Sig Equip - 8 Locs	\$26.08
T60803/12	Signal Control Modifications Phase 5	\$10.00
T60803/15	Interlocking Modernization: 34th Street - 6th Ave	\$204.50
T60803/18	Signal Key-by Circuit Mods: Phase 3	\$14.67
	<b>Element Total</b>	<b>\$591.80</b>
T60806/19	Communication Room Waterproofing:17 Locations	\$9.88
T60806/19	Communication Room Waterproofing: 5 Locations [mentor]	\$3.37
T60806/21	Passenger Station LAN: 30 Stations	\$27.97
T60806/04	PA/CIS: 43 Stns: Furnish-Install Cabinets	\$27.40
T60806/17	Real Time Train Arrival Information: B-division, Phase 1	\$0.50
T60806/13	Antenna Cable Upgrade/replacement Ph 1	\$0.85



ACEP	Project Description	Commitment Value
T60806/01	Fiber Optic Cable Replacement: Phase 1	\$1.10
T60806/15	Copper Cable Upgrade/replacement Phase 3	\$0.46
	<b>Element Total</b>	<b>\$71.54</b>
T60902/03	Substation Hatchways: 6 Locations	\$4.46
T60902/04	Central Substation / 6th Av - Phase 2	\$17.65
	<b>Element Total</b>	<b>\$22.11</b>
T60904/06	CBH 146 Prospect Park / Brighton	\$5.87
T60904/05	Rehab CBH 403 Vanderbilt / Flushing	\$12.64
	<b>Element Total</b>	<b>\$18.50</b>
T61004/14	Yard Track - 2013	\$5.55
T61004/20	Yard Switches - 2013	\$6.88
T61004/04	207 St Maintenance Shop: Dc Power Upgrade	\$15.15
T61004/25	207 St Overhaul: Equipment For Car HVAC Repair & Maintenance	\$1.97
T61004/08	Heavy Shop Equipment Replacement	\$11.98
T61004/09	Yard Lighting: (Jerome, Pelham)	\$13.26
T61004/15	Yard Track - 2014	\$0.09
T61004/21	Yard Switches - 2014	\$0.29
T61004/07	Shop Repairs/ Upgrades: Pitkin And Concourse	\$1.13
T61004/07	Shop Repairs/ Upgrades: Pitkin And Concourse	\$1.13
	<b>Element Total</b>	<b>\$57.43</b>
T61204/10	HVAC Upgrades - Yukon Depot	\$12.14
T61204/18	Bus Lane Enforcement Cameras, Phase 1	\$2.70
T61204/16	Replace 8 Bus Washers At 4 Depots	\$0.54
	<b>Element Total</b>	<b>\$15.38</b>
T61302/05	Purchase 118 Non-rev Vehicles: 2012-13 Orders	\$13.92
T61302/06	Purchase 101 Non-rev Vehicles: 2013-14 Orders	\$11.50
T61602/04	Capital Revolving Fund - 2013	\$5.00
	<b>Element Total</b>	<b>\$30.42</b>
T61604/02	Enterprise-Wide San/Disaster Recovery Phase 2	\$11.68
T61604/04	WAN And Legacy Systems Replacement	\$9.61
	<b>Element Total</b>	<b>\$21.29</b>
T61605/11	Concrete Batch Plant (2012)	\$1.29
T61605/12	Concrete Cylinder Testing (2012)	\$0.75
T61605/09	Scope Development: 2013	\$12.00
T61605/07	Engineering Services: 2013	\$3.60
	<b>Element Total</b>	<b>\$17.64</b>
T61606/07	Groundwater & Soil Remed - 2011	\$6.50
T61606/05	Sprinkler & Alarm Systems: Phase 2 / 3 Locations	\$7.48
T61606/04	Asbestos Disposal	\$2.52
T61606/06	Fire Alarm: 207 Street Overhaul Shop	\$0.40
	<b>Element Total</b>	<b>\$16.89</b>
T61607/06	Maspeth Warehouse Repairs	\$6.53
T61607/03	Rto Master Tower Hardening	\$0.67
T61607/05	Employee Facilities: Chambers St / Nassau Loop	\$6.53
T61607/07	Perimeter Hardening: Rcc, Pcc & 130 Livingston	\$11.51
T61607/09	Dos Roof Replacement Phase 3	\$11.76
T61607/16	8 AFC Employee Office Upgrades @ 5 Depots	\$0.25
T61607/17	Livingston Plaza: Elevators, Roof, Facade	\$0.47

<b>ACEP</b>	<b>Project Description</b>	<b>Commitment Value</b>
	<b>Element Total</b>	<b>\$37.71</b>
S60701/02	Sir: Lemon Creek Culvert Bridge	\$7.30
S60701/08	Sir: Station Construction: Arthur Kill	\$21.84
S60701/05	Sir: New Power Substation: Prince's Bay	\$0.48
	<b>Element Total</b>	<b>\$29.62</b>
E61404/05	Security Program: 2011-tsg: Electronic Security - Urt Phase 2	\$32.00
E61404/02	Security Program: Electronic Security: 10tsg Boro Hall-court St	\$17.84
E61404/03	Security Program: Electronic Security: 10tsg Atlantic/pacific	\$16.85
	<b>Element Total</b>	<b>\$66.69</b>
	<b>NYCT's Total 2013 Commitment Plan</b>	<b>\$2,569.37</b>

MNR  
 2013 Commitment Goals  
 All \$ in Millions

ACEP	Project Description	Commitment Value
<b>2000-2004</b>		
M402-03-13	North White Plains Parking Garage	\$37.23
	<b>Element Total</b>	<b>\$37.23</b>
<b>2005-2009</b>		
M502-02-02	Croton Harmon/Peekskill Improvements	\$1.01
M502-02-09	Bronx Stations/Capacity Improvements	\$2.13
M503-02-06	Overhead Bridge Program-E of H (MNR Share)	\$.89
M503-02-12	Clearance Inventory and Video	\$.15
	<b>Element Total</b>	<b>\$4.17</b>
M505-01-03	HRLB Replace Breaker Houses	\$15.24
	<b>Element Total</b>	<b>\$15.24</b>
G514-03-05	GCT Lexington Avenue Bollards	\$.11
	<b>Element Total</b>	<b>\$.11</b>
<b>2010-2014</b>		
M602-01-01	GCT Trainshed/Tunnel Structure	\$2.55
M602-01-08	GCT Utilities	\$1.50
	<b>Element Total</b>	<b>\$4.05</b>
M602-02-01	Poughkeepsie Station Building	\$.82
M602-02-02	Fordham Station Improvements	\$11.26
M602-02-03	Harlem Line Station Renewal	\$2.23
M602-02-04	Station Building Rehabilitation/Net Lease	\$3.90
M602-02-06	New Haven Line Station Phase II	\$.40
	<b>Element Total</b>	<b>\$18.60</b>
M603-01-02	Turnouts - Mainline/High Speed	\$8.83
M603-01-03	GCT Turnouts/Switch Renewal	\$3.50
M603-01-04	Turnouts - Yards/Sidings	\$.79
M603-01-08	Drainage and Undercutting Program	\$6.84
M603-01-13	2013 Cyclical Track Program	\$12.78
	<b>Element Total</b>	<b>\$32.73</b>
M603-02-01	Replace Timbers Undergrade Bridges	\$1.95
M603-02-05	Bridge Walkways Installation	\$.38
M603-02-06	Remove Obsolete Facilities	\$.65
M603-02-10	Replace/Repair Undergrade Bridges Program	\$1.04
M603-02-11	Harlem River Lift Bridge Cable	\$8.57
M603-02-13	Catenary Painting/Rehab Catenary Structures	\$.16
M603-02-14	Park Avenue Viaduct Direct Fixation	\$1.80
	<b>Element Total</b>	<b>\$14.53</b>
M603-03-01	West of Hudson Track Program	\$1.00
M603-03-03	Moodna/Woodbury Viaduct	\$2.15

<b>ACEP</b>	<b>Project Description</b>	<b>Commitment Value</b>
	<b>Element Total</b>	<b>\$3.15</b>
M604-01-01	Positive Train Control	\$26.86
M604-01-02	West of Hudson Signal Improvements	\$1.13
M604-01-03	Replace Fiber/Communication & Signals Cables	\$3.29
M604-01-04	Replace Field code System - Mott Haven	\$.78
M604-01-06	Centralized Train Control/SCADA Intrusion Testing	\$.70
M604-01-08	Design/Replace Harlem and Hudson Track Relays	\$.63
M604-01-09	Replace High Cycle Relays	\$.13
	<b>Element Total</b>	<b>\$33.52</b>
M605-01-03	Harlem & Hudson Lines Power Improvements	\$28.29
M605-01-04	Replace Motors Alternators	\$1.73
M605-01-07	Har. River Lift Bridge Breaker Houses/Controls	\$4.74
M605-01-09	Replace 3rd Rail Brackets - Park Avenue Tunnel	\$5.50
	<b>Element Total</b>	<b>\$40.26</b>
M606-01-01	Harmon Shop Improvements	\$3.48
M606-01-02	Wassaic Yard Expansion-D/C	\$.50
	<b>Element Total</b>	<b>\$3.98</b>
M608-01-01	Systemwide Lead/Asbestos Abatement	\$.50
M608-01-06	Program Administration	\$6.44
M608-01-07	Program Scope Development	\$2.32
	<b>Element Total</b>	<b>\$9.26</b>
E614-03-01	11TSG Harlem River Lift Brg Security Study&Design	\$.64
	<b>Element Total</b>	<b>\$.64</b>
	<b>MNR's Total 2013 Commitment Plan</b>	<b>\$217.50</b>

LIRR  
 2013 Commitment Goals  
 All \$ in Millions

ACEP	Project Description	Commitment Value
<b>2005-2009</b>		
L5020425	JCC BUILDING FITOUT - PHASE 2	\$0.31
L502042E	NEW ELEVATORS-FLUSHING MAIN STREET	\$1.10
	<b>Element Total</b>	<b>\$1.41</b>
L50205U3	RONKONKOMA PARKING GARAGE REHAB	\$1.82
L50205U4	PARKING LOT REHAB (MENTOR)	\$0.44
	<b>Element Total</b>	<b>\$2.25</b>
L50304TQ	MLC-HICKSVILLE NORTH SIDING	\$4.12
L50304TR	MLC-HICKSVILLE STATION IMPROVEMENTS	\$4.03
L50304TT	MLC-ELLISON AVENUE BRIDGE	\$1.03
	<b>Element Total</b>	<b>\$9.18</b>
L50402VA	ERT FIRE & LIFE SAFETY	\$1.89
	<b>Element Total</b>	<b>\$1.89</b>
L50601YD	WHEEL SPUR YARD	\$9.81
	<b>Element Total</b>	<b>\$9.81</b>
L509048B	YAPHANK LANDFILL REMEDIATION	\$0.00
L509048C	LIC YARD REMEDIATION	\$0.06
L509048H	HOLBAN YARD	\$0.10
	<b>Element Total</b>	<b>\$0.16</b>
<b>2010-2014</b>		
L60101MA	M9 PURCHASE FOR M3 REPLACEMENT	\$350.00
	<b>Element Total</b>	<b>\$350.00</b>
L60204UB	MASSAPEQUA STATION PLATFORM REPLACEMENT	\$16.69
L60204UF	METS/WILLETS PT STATION RENOVATION	\$6.00
L60204UH	ELEVATOR REPLACEMENT PROGRAM	\$0.31
	<b>Element Total</b>	<b>\$23.00</b>
L60301TD	2013 ANNUAL TRACK PROGRAM	\$67.90
L60301TF	CONSTRUCTION EQUIPMENT	\$0.43
	<b>Element Total</b>	<b>\$68.33</b>
L60304TU	JAMAICA CAPACITY IMPROVEMENTS	\$1.78
L60304TV	MASSAPEQUA POCKET TRACK	\$0.89
L60304TW	GREAT NECK POCKET TRACK EXTENSION	\$0.42
L60304TX	2ND MAIN LINE TRACK FARM TO KO	\$0.13
	<b>Element Total</b>	<b>\$3.21</b>
L60401BB	BRIDGE PROGRAM	\$9.00
L60401BK	150 TH ST BRIDGE- JAMAICA BRIDGE REHAB	\$0.75
	<b>Element Total</b>	<b>\$9.75</b>

<b>ACEP</b>	<b>Project Description</b>	<b>Commitment Value</b>
L60501L4	IMPROVED RADIO COVERAGE INITIATIVE	<b>\$0.00</b>
L60501L6	PENN STATION RADIO RETROFIT/ERT ANTENNA	\$1.50
	<b>Element Total</b>	<b>\$1.50</b>
L60502LA	POSITIVE TRAIN CONTROL	\$38.58
L60502LC	SPEONK - MONTAUK SIGNALIZATION	\$24.62
L60502LF	CENTRALIZED TRAFFIC CONTROL	\$0.50
	<b>Element Total</b>	<b>\$63.70</b>
L60601YA	SHOP RECONFIG & RCM INFRASTRUCTURE	\$0.88
L60601YB	HILLSIDE FACILITY BLDG REHAB (ROOF)	\$4.37
L60601YC	HILLSIDE MAINTENANCE FACILITY	\$1.31
L60601YN	NEW MID SUFFOLK ELECTRIC YARD	\$0.30
	<b>Element Total</b>	<b>\$6.86</b>
L60604YT	REHAB OF EMPLOYEE FACILITIES	\$0.02
	<b>Element Total</b>	<b>\$0.02</b>
L60904N3	20 SUBSTATIONS CHLORDANE REMEDIATION	\$0.63
L60904N6	SMITHTOWN VIADUCT REMEDIATION & DRAINAGE	\$0.17
L60904NA	PROGRAM ADMIN	\$20.57
L60904NC	INSURANCE	\$0.20
L60904ND	INDEPENDENT ENGINEER	\$1.08
	<b>Element Total</b>	<b>\$22.64</b>
	<b>LIRR's Total 2013 Commitment Plan</b>	<b>\$573.72</b>

MTA CC  
 2013 Commitment Goals  
 All \$ in Millions

ACEP	Project Description	Commitment Value
<b>2000-2004</b>		
G4140203	Penn Station 31st & 33rd at 7th Ave (Design)	\$1.95
	<b>Element Total</b>	<b>\$1.95</b>
G4140401	Integrgraph upgrade (Construction)	\$0.42
	<b>Element Total</b>	<b>\$0.42</b>
<b>2005-2009</b>		
G5140417	Brighton LineColumn - Atlantic Ave - Repackaging (Design)	\$6.04
	<b>Element Total</b>	<b>\$6.04</b>
<b>2010-2014</b>		
G6100102	4C: Station Finishes/MEP 72 St	\$280.27
G6100104	5C: Station Finishes/MEP 86 St	\$265.91
	<b>Element Total</b>	<b>\$546.18</b>
G61401 tbd	Harold Structures (Part 3)	\$71.25
G61401 tbd	CM014B - GCT Concourse & Cavern Finishes	\$179.89
G61401 tbd	System Package 3 (Signal Equipment Procurement)	\$22.07
G61401 tbd	System Package 1	\$530.00
G6140103	West Bound By-Pass/East Bound Re-Route	\$128.15
	<b>Element Total</b>	<b>\$931.36</b>
	<b>MTACC's Total 2013 Commitment Plan</b>	<b>\$1,485.95</b>

B&T  
 2013 Commitment Goals  
 All \$ in Millions

ACEP	Project Description	Commitment Value
<b>2005-2009</b>		
D505QM01	Service & FE Building Rehab	\$4.80
	<b>Element Total</b>	<b>\$4.80</b>
G5140110	B&T 2008 BZPP Grant	\$1.15
	<b>Element Total</b>	<b>\$1.15</b>
G5140108	08TSG ThrogsNeck ElectSecurity	\$17.78
	<b>Element Total</b>	<b>\$17.78</b>
<b>2010-2014</b>		
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	\$5.12
	<b>Element Total</b>	<b>\$5.12</b>
D601BW07	Tower and Pier Fender Protection	\$3.04
D601BW14	Miscellaneous Structural Rehabilitation	\$2.45
D601BW84	Cable Investigation / Monitoring	\$2.89
	<b>Element Total</b>	<b>\$8.37</b>
D601HH89	Skewbacks Retrofit	\$5.13
	<b>Element Total</b>	<b>\$5.13</b>
D601MP16	Miscellaneous Steel Repairs	\$1.31
D601MP06	Substructure & Underwater Scour Protection	\$20.78
	<b>Element Total</b>	<b>\$22.09</b>
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	\$3.37
	<b>Element Total</b>	<b>\$3.37</b>
D601RK76	Miscellaneous Structural Repair	\$1.00
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$6.72
	<b>Element Total</b>	<b>\$7.72</b>
D601TN60	Anchorage Dehumidification	\$2.97
D601TN52	Miscellaneous Structural Rehabilitation	\$4.10
	<b>Element Total</b>	<b>\$7.07</b>
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	\$0.05
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	\$14.73
	<b>Element Total</b>	<b>\$14.78</b>



<b>ACEP</b>	<b>Project Description</b>	<b>Commitment Value</b>
D602BW89	Deck Replacement - Elevated and On Grade Approach	\$2.92
	<b>Element Total</b>	<b>\$2.92</b>
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$24.32
D602RK75	Interim Repairs - Toll Plaza Deck	\$16.27
	<b>Element Total</b>	<b>\$40.60</b>
D602TN49	Miscellaneous Structural Rehabilitation	\$2.21
D602VN80	Replace Upper Level Suspended Span	\$87.55
D602VN84	Widening of Belt Parkway Ramps	\$7.66
	<b>Element Total</b>	<b>\$97.42</b>
D603AW36	Installation of CCTV / Fiber Optic Cable	\$21.16
D603AW48	2nd Generation E-Zpass In-Lane	\$4.43
	<b>Element Total</b>	<b>\$25.59</b>
D604BW15	Necklace Lighting	\$8.37
	<b>Element Total</b>	<b>\$8.37</b>
D604QM30	Tunnel Ventilation Building Electrical Upgrade	\$0.46
D604QM81	Controls / Communication System	\$3.86
	<b>Element Total</b>	<b>\$4.32</b>
D604VN87	Substation #1 Rehabilitation	\$14.62
	<b>Element Total</b>	<b>\$14.62</b>
D605AW12	Hazardous Materials Abatement	\$0.40
	<b>Element Total</b>	<b>\$0.40</b>
D605BB21	Service Building Rehabilitation	\$3.50
	<b>Element Total</b>	<b>\$3.50</b>
D606AW21	Program Administration	\$3.30
D606AW15	MTA Independent Engineer	\$0.62
D606AW18	Protective Liability Insurance	\$1.58
D606AW28	Scope Development	\$2.00
	<b>Element Total</b>	<b>\$7.50</b>
D607RK65	Paint - Plaza and Approach Ramps	\$1.72
	<b>Element Total</b>	<b>\$1.72</b>
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	\$19.03
	<b>Element Total</b>	<b>\$19.25</b>
	<b>B&amp;T's Total 2013 Commitment Plan</b>	<b>\$323.56</b>

MTA Bus  
 2013 Commitment Goals  
 All \$ in Millions

ACEP	Project Description	Commitment Value
<b>2005-2009</b>		
U5030204	Emergency Generators: 6 Depots	\$7.73
U5030216	Additional Fueling Capacity: JFK, Baisley Park and LaGuardia	\$3.50
U5030218	Security Upgrade: Eastchester and LaGuardia	\$7.50
U5030211	Far Rockaway Roof Replacement	\$1.50
U5030219	Service Vehicles	\$4.00
U5030220	Chassis Wash and Oil Water Separator: JFK	\$2.76
	<b>Element Total</b>	<b>\$26.99</b>
<b>2010-2014</b>		
U6030205	Bus Wash: JFK and Baisley Park	\$3.30
U6030208	New Apron: JFK	\$6.50
U6030201	Project Admin & Engineering	\$4.10
U6030204	Security Upgrade: Far Rockaway and Baisley Park	\$6.80
U6030217	45 Diesel Buses	\$25.90
	<b>Element Total</b>	<b>\$46.60</b>
	<b>MTA Bus' 2013 Commitment Plan</b>	<b>\$73.59</b>

MTA PD  
 2013 Commitment Goals  
 All \$ in Millions

ACEP	Project Description	Commitment Value
<b>2005-2009</b>		
N5100104	MTAPD K-9 Facility	\$1.16
N5100109	MTAPD Radio Project Design/Build	\$30.60
	<b>Element Total</b>	<b>\$31.76</b>
<b>2010-2014</b>		
E6100102	MTAPD District 9 HQ Design	\$0.50
E6100103	MTAPD District 2 HQ Land Acquisition	\$1.50
	<b>Element Total</b>	<b>\$2.00</b>
<b>MTAPD's Total 2013 Commitment Plan</b>		<b>\$33.76</b>

## NYCT 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T61204/23	Misc: Bus Projects:Tank Upgrades: Jamaica Depot [Mentor]	\$0.60	Jan-13
T60502/47	Mainline Track Replacement 2012 at Lexington Avenue	\$8.50	Jan-13
T40806/T1	Communications Cable And Equipment:Cable: Network Management (CNMMS)	\$10.83	Jan-13
T51604/02	Computer Hardware & Communications:HP Server Consolidation/Replacement	\$5.20	Jan-13
T60302/21	New Buses:90 Standard Diesel Buses - New Flyer Pilot	\$44.23	Jan-13
T60806/09	Comm Room HVAC Ph2: 2 Stations / Manhattan [Mentor]	\$0.97	Feb-13
T51204/24	Chassis Wash Lift Replacement: East New York Depot [Mentor]	\$0.72	Feb-13
T60502/35	Mainline Track Replacement 2012 at Cranberry Tube / 8 Avenue	\$8.52	Feb-13
T61604/02	Enterprise-Wide SAN/Disaster Recovery Phase 1	\$6.37	Feb-13
T50703/07	Elevated Structure Rehabilitation:Culver Viaduct Rehabilitation - Phase 2	\$154.28	Feb-13
T50411/56	Station Rehabilitation:Beach 60 Street / Far Rockaway	\$18.78	Apr-13
T61004/19	Yard Switches:Yard Switches - 2012	\$3.96	Feb-13
T61004/13	Yard Track Rehabilitation:Yard Track - 2012	\$1.84	Feb-13
T51204/22	Chassis Wash Repl 2 Lifts: Fresh Pond Depot [Mentor]	\$1.08	Feb-13
T50803/12	Signal Systems:Interlocking: 4th Ave / Culver	\$118.26	Feb-13
T50411/59	Station Rehabilitation:Beach 25 Street / Far Rockaway	\$18.54	Apr-13
T50999/01	Substations (IND):Jay St Substation: DC Feeders / CBH #579	\$36.69	Feb-13
T50411/58	Station Rehabilitation:Beach 36 Street / Far Rockaway	\$17.15	Apr-13
T50411/55	Station Rehabilitation:Beach 67 Street / Far Rockaway	\$23.42	Apr-13
T50411/57	Station Rehabilitation:Beach 44 Street / Far Rockaway	\$18.48	Apr-13
T60412/73	Emerg Rehab of Structural Roof/Sidewalk: Longwood Av/ Pelham	\$2.80	Mar-13
T51204/26	Depot Rehabilitation:Ulmer Park: Brick Facade Repair [Mentor]	\$0.97	Mar-13
T60502/32	Mainline Track Replacement 2012 at Jamaica	\$7.88	Mar-13
T40803/CI	Signal Systems:SSI: Bergen St Interlocking / Prospect Park WRAP-UP	\$1.42	Mar-13
T60502/49	Mainline Track Repl 2012: s/o 14 St Union Sq / Broadway	\$5.45	Mar-13
T50806/16	Station Communication Rooms:Comm Room HVAC: 6 Locs (On-Call)	\$4.49	Mar-13
T60503/10	Mainline Track Switches:Mainline Track Switches - 2012 at Queens Blvd	\$5.54	Mar-13
T60503/09	Mainline Track Switches:Mainline Track Switches - 2012 at West End	\$7.06	Mar-13
T31302/RG	Work Train & Special Equipment:1 Rail Grinder	\$11.73	Mar-13
T60502/28	Mainline Track Replacement 2012 at S/O Court Street	\$4.20	Apr-13
T51204/27	Depot Rehabilitation:Flatbush Depot: Facade Repair [Mentor]	\$0.97	Apr-13
T60502/43	Mainline Track Replacement 2012 at Eastern Parkway	\$2.17	Apr-13
T60503/12	Mainline Track Switches:Mainline Track Switches - 2012 at Eastern Parkway	\$3.57	Apr-13
T60503/16	Mainline Track Switches 2012: n/o New Lots Ave / E. Parkway	\$3.80	Apr-13
T61204/09	Misc: Bus Projects:Tank Upgrades: Fresh Pond Depot [Mentor]	\$2.08	Apr-13
T60502/45	Mainline Track Replacement 2012 at Jerome Ave	\$4.90	Apr-13
T40404/M4	Fare Control Modernization:AFC Replacement, Phase 1: Station Controllers	\$7.53	Apr-13
T51204/25	Depot Rehabilitation:Chassis Wash Lifts: MTV [Mentor]	\$0.88	Apr-13
T61607/02	Information Technology:Jay St Systems Phase 1: New PBX Room	\$4.25	Apr-13
T60412/01	Station Component Investments:4 Avenue / Culver	\$12.53	Apr-13
T60703/05	Elevated Structure Rehabilitation:Cypress Hills - 130 Street / Jamaica	\$21.85	Apr-13
T60412/12	Station Rehabilitation:Smith-9 Streets / Prospect Park Line	\$32.31	Apr-13
T50302/21	New Buses:54 Express Buses	\$34.72	Apr-13
T51606/02	Groundwater And Soil Remediation:Groundwater And Soil Remediation (2005)	\$7.25	Apr-13

## NYCT 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60703/18	Line Structure Overcoating:Cypress Hills - 130 Street / Jamaica	\$20.04	Apr-13
T60703/03	Culver Viaduct Rehabilitation Phase 3 - Underside	\$50.64	May-13
T61607/03	Maintenance Of Way:RTO Master Tower Hardening (In-House)	\$3.06	May-13
T50902/16	Substations (IND):Greeley Substation / 6th Avenue	\$30.81	May-13
T51606/09	Groundwater And Soil Remediation:Consultant Srvcs: UST & Remediation 2008	\$7.77	May-13
T61302/03	Work Train & Special Equipment:8 Auger-Type Snowthrowers	\$8.98	May-13
T60902/03	Misc: Power:Substation Hatchways: Phase 2 - 2 Loc CONSTRUCTION ONLY	\$3.81	May-13
T61607/21	Facilities: Distribution:Replace Roofing System at Maspeth Office Building	\$1.02	May-13
T61607/02	Information Technology:Jay St Sys Ph1: Duct & Street Work	\$2.91	May-13
T61607/22	Facilities: Distribution:Structure Repairs at Maspeth Storage Area	\$0.94	May-13
T60902/02	Substations (IND):Modernize 10 Street Substation / Culver	\$20.63	May-13
T61204/24	Bus Washers:2 Bus Washers at Gun Hill Depot [Mentor]	\$0.98	Jun-13
T60407/01	Escalator Replacement:3 Escalators - Southern Manhattan	\$14.48	Jun-13
T61204/26	Bus Washers:2 Bus Washers at Casey Stengel Depot [Mentor]	\$0.98	Jun-13
S60701/02	SIR: Structures:Rehabilitation of 8 Bridges	\$20.64	Jun-13
T60412/71	Station Painting at Component Locations: 207 St / Bway-7thAv	\$0.51	Jun-13
T60413/13	Station Accessibility (ADA):Dyckman Street / Broadway-7th Avenue	\$13.25	Jun-13
T50414/21	Station Component Investments:Platform Edge: 5 Locations / Broadway-7th Ave	\$12.17	Jun-13
T50414/21	Station Component Investments:Street Stairs: 2 Locations / Broadway-7th Ave	\$7.95	Jun-13
T60412/11	Station Normal Replacement:Dyckman Street / Broadway-7th Ave	\$49.38	Aug-13
T50414/07	Platform, Roof & Canopy Replacement:Repair Canopies: 5 Stns / Bway-7th Ave	\$14.14	Jun-13
T60703/01	Flood Mitigation and Relieving Platform Rehab / 148 St Yard	\$26.22	Jun-13
T60502/21	Mainline Track Replacement 2011 at Dyre Av	\$0.33	Jun-13
T40807/01	Rapid Transit Operations:Backup Command Center	\$22.84	Jun-13
S50701/12	SIR: Line Equipment:Signl Sys Mod: St.George-Tottnvil/Wrap-Up	\$1.19	Jun-13
T60502/56	Track Replacement 2013 at Broadway IRT Upper Mnhttn	\$6.56	Jun-13
T60302/06	New Buses:90 Articulated Buses	\$69.75	Jun-13
T51204/16	Depot Rehabilitation:Priority Repairs: Ulmer Park Depot (Terminated I/H Work)	\$7.61	Jun-13
T60503/15	Mainline Track Switches:Mainline Track Switches 2012: n/o Utica Ave / E. Parkway	\$9.27	Jun-13
T60302/05	New Buses:185 Standard Low-floor CNG Buses	\$90.40	Jun-13
T60503/17	Mainline Track Switches:Mainline Track Switches 2013 at Queens Blvd	\$15.33	Jun-13
T50101/01	New Subway Cars:23 A Division Cars - R188; Convert 10 R142A Cars	\$116.46	Jun-13
T30806/BS	Upgrade RTO Radio Base Stations to Fiber Optics	\$15.59	Jun-13
T60502/25	Mainline Track Replacement 2012 at Brighton	\$7.64	Jun-13
T60302/02	New Buses:328 Articulated Buses	\$251.94	Jun-13
T60414/03	Misc: Stations:Water Condition Remedy (2011)	\$3.77	Jun-13
T41302/O4	Work Train & Special Equipment:36 CWR Flatcars & 18 Flatcars	\$15.11	Jun-13
T51302/04	Rubber-Tired Vehicles:Replace Rubber Tire Vehicles - 2008-2009	\$7.49	Jun-13
T51606/04	Fire Protection:Fire Alarm: 130 Livingston & Power Ctr	\$18.10	Jun-13
T51204/16	Depot Rehabilitation:Priority Repairs: Flatbush Depot (Terminated I/H Work)	\$4.85	Jun-13
T60414/01	Station Signage:Station Signage	\$3.93	Jun-13
T60502/50	Mainline Track Repl 2012: Ave U - Sheepshead / Brighton	\$12.27	Jun-13
T60412/79	Station Component Investments:Junction Blvd / Flushing (S2/S4) [Mentor]	\$1.09	Jul-13

## NYCT 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60412/78	Station Component Investments:Junction Blvd / Flushing Line (S1/S3) [Mentor]	\$1.16	Jul-13
T50904/06	Power Distribution Facilities:Neg Cable Repl: Rockaway & Far Rockaway	\$13.12	Jul-13
T61607/13	Consolidated Employee Facilities:Subways:207 Street / 8th Avenue	\$8.84	Jul-13
T60806/03	Communication Equipment: Police:PRS:Time Domain Interference Solution	\$10.15	Jul-13
T50806/08	Communication Equipment: Police:PRS: TDI & Coverage (Pilot)	\$10.00	Jul-13
T60904/01	Power Distribution Facilities:New Duct Bank: 141 St - 148 St / Lenox	\$22.20	Jul-13
T60502/24	Mainline Track Replacement 2012 at Broadway	\$2.55	Aug-13
T50899/02	Stn Comm Room HVAC, Phase 2: 7 Stations / Brooklyn	\$5.27	Aug-13
T60412/68	Station Components: 149 Street-Grand Concourse / WPR	\$8.37	Aug-13
T60902/01	Substation Enclosures: 5 Locations	\$16.64	Aug-13
T60412/67	Station Component Investments:149 Street-Grand Concourse / Jerome	\$6.71	Aug-13
T60502/57	Mainline Track Replacement 2013 at Lexington Avenue	\$14.25	Aug-13
T61204/03	Radio & Data Communication:Bus Radio System Interim Upgrade	\$9.34	Aug-13
T61004/06	Car Maintenance Shops:Power Centers 2&3: CI OH Shop	\$8.38	Aug-13
T60412/85	Station Component Investments:Station Ventilators: Ph 4 - 4Loc / Eastern Queens	\$2.51	Aug-13
T50899/03	Station Communication Rooms:Comm Room HVAC Ph2: 6 Stations / Queens	\$5.46	Sep-13
T60806/07	Copper Cable Upgrade/Replacement Phase 2 - CONSTRUCTION	\$9.37	Sep-13
T60902/07	Roof and Enclosure: Concourse E. 144th St [Mentor]	\$1.40	Sep-13
S60701/01	SIR: Passenger Stations:Station Structural Repairs, 8 Locations	\$15.51	Sep-13
T51302/03	Work Train & Special Equipment:2 Ballast Regulators	\$7.74	Sep-13
T60502/65	Mainline Track Replacement 2013 at Crosstown	\$4.03	Sep-13
T60502/66	Mainline Track Replacement 2013 at Lenox-White Plains Rd	\$5.59	Sep-13
T60302/23	Bus Component Systems:Bus Cameras - 2010-14 Purchases	\$24.83	Sep-13
T61204/05	Depot Equipment And Machinery:IVN For 5 Depots	\$2.60	Sep-13
T61204/25	Bus Washers:3 Bus Washers at Kingsbridge Depot [Mentor]	\$1.30	Oct-13
T50899/05	Station Communication Rooms:Comm Room HVAC: 6 Locations	\$7.89	Oct-13
T61004/02	Car Maintenance Shops:207 St OH: Electrical	\$23.43	Oct-13
T60413/09	Station Accessibility (ADA):ADA: Hunts Point Av / Pelham	\$17.64	Oct-13
S40701/15	SIR: Passenger Stations:Station Security Initiatives	\$22.24	Oct-13
T60502/64	Mainline Track Replacement 2013 at Queens Blvd	\$8.22	Nov-13
T60503/19	Mainline Track Switches:Mainline Track Switches 2013 at 8th Avenue	\$3.13	Nov-13
T60502/60	Mainline Track Replacement 2013 at Dekalb Ave / Canarsie	\$2.48	Nov-13
T51606/10	Asbestos Abatement:Asbestos Waste Disposal I/Q	\$0.84	Nov-13
T60502/62	Mainline Track Replacement 2013 at Jamaica	\$16.75	Nov-13
T60503/18	Mainline Track Switches:Mainline Track Switches 2013 at Jamaica	\$13.87	Nov-13
T51203/06	New Depots & Facilities:Clara Hale Depot: Reconstruction	\$253.02	Nov-13
T50404/01	Fare Control Modernization:Smart Card Implementation Study	\$5.40	Nov-13
T60806/04	Public Address/Customer Info Systems:PA/CIS: 43 Stns: Furnish-Install Cabinets	\$18.64	Nov-13
T60803/01	Signal Systems:AC to DC Line Relay Conversion / Fulton PILOT	\$9.86	Nov-13
T50806/15	Public Address/Customer Info Systems:PA/CIS: 44 Stns: Furnish-Install Cabinets	\$9.76	Nov-13
T50899/04	Station Communication Rooms:Comm Room HVAC Ph2: 9 Stations / Manhattan	\$9.06	Dec-13
S60701/02	SIR: Structures:Lemon Creek Culvert Bridge	\$8.04	Dec-13
T41204/P2	Depot Rehabilitation:Paving: 3 Locations	\$3.13	Dec-13
T60502/41	Mainline Track Replacement 2012 at Broadway-7th Avenue	\$7.04	Dec-13

## NYCT 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60502/48	Mainline Track Replacement 2012 at White Plains Road	\$9.95	Dec-13
T60502/42	Mainline Track Replacement 2012 at Flushing	\$23.84	Dec-13
T60502/46	Mainline Track Replacement 2012 at Pelham	\$1.57	Dec-13
T60502/36	Mainline Track Replacement 2012 at 6th Avenue	\$20.48	Dec-13
T60502/33	Mainline Track Replacement 2012 at Myrtle Avenue	\$15.97	Dec-13
T50904/02	Duct Reconstruction: Ryders - Front St / 8th Avenue (Phase2)	\$21.36	Dec-13
T60502/59	Mainline Track Replacement 2013 at Euclid Ave / 8 Avenue	\$11.31	Dec-13
T60502/12	Welded Rail:Continuous Welded Rail - 2013	\$3.92	Dec-13
T60502/54	Welded Rail:CWR 2012: s/o 59 St Columbus Circle & n/o-s/e 7 Ave / 6 Ave	\$2.04	Dec-13
T60502/09	Welded Rail:Continuous Welded Rail - 2012	\$9.05	Dec-13
T41204/01	Radio & Data Communication:AVLM: Paratransit - 2,273 Veh	\$37.28	Dec-13
T60502/10	Mainline Track Replacement - 2013	\$3.84	Dec-13
T61004/20	Yard Switches:Yard Switches - 2013	\$7.16	Dec-13
T61004/14	Yard Track Rehabilitation:Yard Track - 2013	\$5.64	Dec-13
T60503/04	Mainline Track Switches:29 Mainline Switches - 2013	\$7.14	Dec-13
T60502/11	Mainline Track Rehabilitation:Track Force Account - 2013	\$35.00	Dec-13
T60502/58	Mainline Track Replacement 2013 at 59 St Columbus Cir / 8 Av	\$3.59	Dec-13
T60502/75	Mainline Track Replacement 2013 at 7th Avenue	\$2.97	Dec-13
T60502/74	Mainline Track Replacement 2013 at Pelham	\$1.51	Dec-13
T60502/68	Mainline Track Replacement 2013 at 4th Avenue	\$3.24	Dec-13
T60503/14	Mainline Track Switches:Mainline Track Switches - 2012 at White Plain Road	\$9.30	Dec-13
T60502/67	Mainline Track Replacement 2013 at Brighton	\$2.62	Dec-13
T60502/70	Mainline Track Replacement 2013 at Concourse	\$6.57	Dec-13
T61607/03	Maintenance Of Way:RTO Master Tower Hardening	\$1.54	Dec-13
T60412/26	Station Renewal:Seneca Avenue / Myrtle	\$8.26	Jan-14
T60412/29	Station Renewal:Fresh Pond Road / Myrtle	\$9.07	Jan-14
T60412/25	Station Renewal:Central Avenue / Myrtle	\$11.30	Jan-14
T60412/28	Station Renewal:Knickerbocker Avenue / Myrtle	\$11.13	Jan-14
T60412/27	Station Renewal:Forest Avenue / Myrtle	\$7.38	Jan-14
T60413/01	Station Accessibility (ADA):ADA: Forest Hills - 71 Av / Queens Blvd	\$24.73	Jan-14
T51199/05	Yard Rehabilitation:Yard Fencing: Rockaway Park	\$4.62	Jan-14
T50902/12	Misc: Power:Substation Hatchways: 6 Locations CONSTRUCTION ONLY	\$6.10	Jan-14
T61004/25	207 St Overhaul: Equipment for Car HVAC Repair & Maintenance	\$1.97	Jan-14
T60502/69	Mainline Track Replacement 2013 at Canarsie	\$9.09	Feb-14
T60413/08	Station Accessibility (ADA):ADA: Utica Av / Fulton Line	\$16.95	Feb-14
T61606/05	Fire Protection:Sprinkler & Alarm Systems: Phase 1 - 5 Locations	\$20.01	Feb-14
T61204/06	Bus Washers:3 Bus Washers at Manhattanville Depot	\$4.15	Feb-14
T60412/91	Station Component Investments:3 Locations / Lexington	\$6.71	Feb-14
T60404/02	Purchase Automated Farecard Access System (AFAS) Units	\$1.85	Feb-14
T60703/14	Line Structure Overcoating:Bway Junction - Cypress Hills / Jamaica	\$19.93	Mar-14
T60703/23	Subway Structure Roof: Delancey Street / Nassau Loop	\$2.77	Mar-14
T60404/06	Communications Cable And Equipment:Passenger Station LAN: 31 Stations	\$30.00	Mar-14
T60502/76	Mainline Track Replacement 2013 at White Plains Road	\$7.08	Mar-14
T51302/10	Rubber-Tired Vehicles:Diesel Particulate Filters: Non-Rev Fleet	\$4.97	Mar-14
T60412	Station Ventilators: Ph 6 - 5 Loc / Upper Manhattan & Bronx	\$6.55	Mar-14
T60502/71	Mainline Track Replacement 2013 at Archer Avenue	\$2.42	Mar-14
T51204/11	Depot Rehabilitation:Bus Lifts At Various Locations	\$8.80	Mar-14
T61204/02	Misc: Bus Projects:BRT - Bus Rapid Transit 2010-2011	\$10.00	Mar-14

## NYCT 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T61607/06	Facilities: Distribution:Maspeth Warehouse Repairs	\$8.05	Mar-14
T60503/20	Mainline Track Switches:Mainline Track Switches 2013 at Brighton	\$4.78	Mar-14
T60502/37	Mainline Track Replacement 2012 at Concourse	\$15.13	Mar-14
T60502/40	Mainline Track Replacement 2012 at Rockaway	\$9.16	Mar-14
T60502/73	Mainline Track Replacement 2013 at Jerome Ave	\$6.38	Mar-14
T60502/72	Mainline Track Replacement 2013 at Liberty Ave	\$8.67	Mar-14
T60502/63	Mainline Track Replacement 2013 at 8th Avenue	\$14.04	Mar-14
T60803/01	Maintenance Of Way:Signal Control Modifications Phase 4	\$15.48	Mar-14
T60502/55	Mainline Track Replacement 2013 at 6th Avenue	\$18.10	Mar-14
T50803/07	Signal Systems:Signal Key-By Circuit Mod: Phase 2	\$26.76	Mar-14
T61204/18	Misc: Bus Projects:Bus Lane Enforcement Cameras, Phase 1	\$2.70	Mar-14
T60412/74	Station Component Investments:157 Street / Broadway-7th Ave	\$5.71	Apr-14
T60302/18	Replace Integrated Farebox Unit (IFU) Components, Phase 2	\$21.94	Apr-14
T60806/21	Communications Cable And Equipment:Passenger Station LAN: 30 Stations	\$28.00	Apr-14
T51204/05	Misc: Bus Projects:Bus Time Customer Information System, Phase 1	\$30.69	Apr-14
T60902/03	Misc: Power:Substation Hatchways: 8 Locs	\$5.13	Apr-14
T60412/69	Station Component Investments:Queensboro Plaza / Flushing	\$0.95	Apr-14
T61606/02	Asbestos Abatement:Asbestos Abatement I/Q	\$8.30	May-14
T60803/07	Rapid Transit Operations:Station Time (ST) Improvements, Ph 2 / LEX	\$29.67	May-14
T60803/08	Maintenance Of Way:Stop Cable Repl Ph4: Various Locations	\$4.78	May-14
T41302/P4	Work Train & Special Equipment:Purchase 9 Diesel-Electric Locomotives	\$31.04	May-14
T51302/05	Work Train & Special Equipment:19 Diesel Locomotives	\$72.37	May-14
T60404/07	Passenger Station LAN: 11 Stations - Partial Systems	\$2.00	May-14
T60902/04	Substations (IND):Cabling: Central Substation / 6th Av - Phase 2	\$20.40	May-14
T60412/76	Station Component Investments:2 Locations / Eastern Parkway	\$4.08	Jun-14
T60502/61	Mainline Track Replacement 2013 at Sea Beach	\$12.00	Jun-14
T50599/01	Maintenance Of Way:Third Rail Heater Control System	\$5.95	Jun-14
T61605/03	Capital Program Management:Test Pits Contract	\$2.60	Jun-14
T61607/07	Security:Perimeter Hardening: RCC, PCC & 130 Livingston	\$12.00	Jun-14
T51204/13	Depot Equipment And Machinery:Depot Equipment 2009	\$9.88	Jun-14
T61605/02	Capital Program Management:Boring Services: Manhattan & Bronx	\$1.85	Jun-14
T61605/01	Capital Program Management:Boring Services: Bklyn, Qns, SI	\$1.54	Jun-14
T60413/06	Station Accessibility (ADA):ADA: Kingsbridge Rd / Concourse	\$24.45	Jul-14
T61606/03	Asbestos Abatement:I/Q Asbestos/Lead Air Monitoring - 2010	\$7.52	Jul-14
T60407/03	Escalator Replacement:2 Escalators Roosevelt Av / QBL	\$14.91	Jul-14
T60904/06	Power Distribution Facilities:CBH 146 Prospect Park / Brighton	\$6.95	Jul-14
T50414/03	Intermodal/Transfer Facilities:Myrtle-Wyckoff Intermdl FacI -Signal Wrk	\$0.68	Aug-14
T60803/03	Signal Systems:Church Ave Interlocking & Automatics / Culver	\$210.61	Aug-14
T51602/04	Owner-Controlled Insurance Program:2006-2009 Owner-Controlled Insurance	\$132.35	Aug-14
T51203/07	Depot Rehabilitation:ENY Depot Rehab	\$17.19	Sep-14
T60412/77	Station Component Investments:Station Components: 3 Stations / Brighton	\$6.88	Sep-14
T60412/89	Station Painting at Component Locations: 3 Loc / Brighton	\$2.49	Sep-14
T60703/07	Overcoating:Rockaway Boulevard - Hammels Wye / Rockaway	\$4.48	Oct-14
T60703/04	Viaduct Structure Rehab: Rockaway & Far Rockaway	\$42.09	Oct-14
T60902/03	Misc: Power:Substation Hatchways: 6 Locations CONSTRUCTION ONLY	\$5.50	Oct-14
T61606/05	Fire Protection:Sprinkler & Alarm Systems: Phase 2 / 3 Locations	\$9.40	Nov-14
T60806/04	Public Address/Customer Info Systems:PA/CIS: 43 Stations: Install Cable	\$47.32	Nov-14



## NYCT 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60412/84	Station Component Investments:Delancey St-Essex St / Nassau	\$1.39	Nov-14
T60414/02	Station Rehabilitation:Station Entrance Railings	\$4.02	Dec-14
T61204/10	Depot Equipment And Machinery:HVAC Upgrades - Yukon Depot	\$15.27	Dec-14
T60413/12	Station Accessibility (ADA):ADA: Ozone Park-Lefferts Blvd / Liberty	\$34.65	Dec-14
T41204/HU	New Depots & Facilities:AVL: 126 St Depot - Pilot 2	\$7.97	Dec-14
T61004/21	Yard Switches:Yard Switches - 2014	\$5.46	Dec-14
T60503/05	Mainline Track Switches:29 Mainline Switches - 2014	\$44.65	Dec-14
T60502/16	Welded Rail:Continuous Welded Rail - 2014	\$1.86	Dec-14
T61004/15	Yard Track Rehabilitation:Yard Track - 2014	\$3.45	Dec-14
T60502/13	Mainline Track Replacement - 2014	\$187.21	Dec-14
T60502/14	Mainline Track Rehabilitation:Track Force Account - 2014	\$35.00	Dec-14
T61607/10	Consolidated Employee Facilities:Subways:West 4 Street / 6th Avenue	\$4.13	Dec-14
T60412/32	Station Renewal:Ozone Park-Lefferts Boulevard / Liberty	\$7.99	Dec-14
T61605/04	Capital Program Management:Independent Eng'g Consultant 2010-2014	\$19.48	Dec-14
T61607/05	Employee Facilities:Subways:RTO Fac: Chambers St / Nassau Loop	\$7.07	Dec-14
T61607/15	Employee Facilities:Subways:9 Locations / Crosstown	\$7.51	Dec-14
T60703/02	Rehab Emergency Exits: 75 Locs	\$18.00	Dec-14
T60703/06	Structures:Demolition of Abandoned Structures - Various	\$15.15	Dec-14
T60803/04	Signal Systems:Repl Solid State Sig Equip - 8 Locs	\$27.32	Dec-14
T60703/20	Elevated Structure Rehabilitation:Trackway Stabilization / Franklin Shuttle	\$29.53	Jan-15
T60803/22	Maintenance Of Way:Duct Rehabilitation & Negative Cable: Steinway / Flushing	\$46.46	Jan-15
T60703/21	Capital Program Management:Structural Repairs: Steinway Tube	\$4.87	Jan-15
T50904/14	Misc: Power:Cathodic Protection Manhole Relocation at Queensbridge Park	\$3.50	Jan-15
T60703/15	Line Structure Overcoating:Dyckman Street - 215 Street / Broadway-7th Avenue	\$18.89	Jan-15
T60412/81	Station Component Investments:2 Locations / Culver	\$13.31	Jan-15
T61004/26	Car Maintenance Shops:East 180 St Maintenance Shop: Facility Waterproofing	\$0.30	Jan-15
T60806/20	Hydrogen Gas Ventilation:19 Communications Rooms	\$1.55	Jan-15
T60412/80	Station Component Investments:103 Street / Lexington	\$10.41	Jan-15
T40404/M6	Fare Control Modernization:AFC System Wrap-Up	\$8.10	Feb-15
T50703/22	Steel Repair and Abutments: La Salle - 133 St / Bway-7th Ave	\$0.64	Mar-15
T60703/22	122 St & 135 St Portal Repairs / Broadway-7th Avenue	\$14.90	Mar-15
T61604/03	Computer Hardware & Communications:Enterprise Securty Network Infrastructure	\$10.39	Mar-15
T60412/94	Station Component Investments:Station Components: 6 Locations / Canarsie	\$16.03	Apr-15
T60703/13	Line Structure Rehabilitation:Structure Repairs / Dyre Avenue Line	\$9.66	Apr-15
T61607/09	Roofing Repair & Replacement:DOS Roof Replacement Phase 3	\$13.23	May-15
T50902/17	Substation Equipment (IND):Repl DC Feeder Systems At 4 IND Substns	\$0.02	May-15
T60414/04	Misc: Stations:Scrubber Room Drainage - 3 Locations	\$4.40	Jun-15
T60414/03	Misc: Stations:Water Condition Remedy - 2013	\$3.28	Jun-15
T50803/23	Communication-Based Train Control:CBTC Test Track Pilot/ Culver Line	\$16.01	Jul-15
T60413/10	Station Accessibility (ADA):ADA: 23 Street / Lexington	\$29.42	Jul-15
S60701/03	SIR: Track:St. George Interlocking - Phase 1	\$14.21	Jul-15
T60803/11	Communication-Based Train Control:CBTC Test Track, Phase 2 / Culver	\$84.90	Jul-15
T61004/04	Car Maintenance Shops:207 St Maintenance Shop: DC Power Upgrade	\$19.18	Jul-15
T60412/64	Station Component Investments:3 Locations / Astoria	\$12.32	Jul-15

## NYCT 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60412/60	Station Component Investments:Station Components: 6 Stations / Jamaica	\$23.82	Jul-15
T60412/22	:Brick Arch Repair: 168 Street & 181 Street / Broadway-7th Av	\$40.93	Jul-15
T61607/17	Facilities:Livingston Plaza: Elevators, Roof, Facade	\$21.68	Jul-15
T61204/28	Bus Washers:4 Bus Washers at 2 Depots (East NY & Yukon)	\$17.90	Jul-15
T61602/01	Capital Revolving Fund:Capital Revolving Fund - 2010	\$5.00	Aug-15
S60701/08	SIR: Passenger Stations:Station Construction: Arthur Kill	\$26.43	Aug-15
T60412/07	Station Renewal:Buhre Avenue / Pelham	\$22.19	Aug-15
T60806/13	Antenna Cable Replacement:Antenna Cable Upgrade/Replacement Ph 1	\$15.88	Aug-15
T60412/10	Station Renewal:Castle Hill Avenue / Pelham	\$21.56	Aug-15
T61302/01	Rubber-Tired Vehicles:Purchase 110 Non-Revenue Vehicles - 2011	\$13.20	Aug-15
T60412/06	Station Component Investments:Pelham Bay Park / Pelham	\$9.66	Aug-15
T60412/08	Station Renewal:Middletown Road / Pelham	\$20.29	Aug-15
T60412/09	Station Renewal:Zerega Avenue / Pelham	\$20.69	Aug-15
T60412	Station Component: 2 Locations / Nostrand	\$7.36	Aug-15
T61607/23	Facilities:Sidewalk Shed: Livingston Plaza [Mentor]	\$1.16	Sep-15
T61606/01	Asbestos Abatement:Asbestos Abatement: Priority 7	\$5.00	Sep-15
T60412/36	Station Renewal:80 Street / Liberty	\$18.98	Sep-15
T60412/35	Station Renewal:88 Street / Liberty	\$18.49	Sep-15
T60412/34	Station Renewal:Rockaway Boulevard / Liberty	\$18.51	Sep-15
T60412/33	Station Renewal:111 Street / Liberty	\$17.98	Sep-15
T60412/31	Station Renewal:104 Street / Liberty	\$18.81	Sep-15
T60806/19	Communication Room Waterproofing:17 Locations	\$15.48	Sep-15
T60412/92	Station Component Investments:New Lots Av / New Lots	\$2.68	Sep-15
T61606/06	Fire Protection:Fire Alarm: 207 Street Overhaul Shop	\$5.12	Oct-15
T61606/08	Groundwater And Soil Remediation:Consult: UST & Remed (2011)	\$6.00	Oct-15
T60412/93	Station Component Investments:Station Components: 2 Locations / QBL	\$10.96	Oct-15
T60703/09	Line Structure Overcoating:Portal - East 180 Street / White Plains	\$35.25	Oct-15
T60703/11	Water Conditions Remedy:Alleviate Flooding At 6 Locs: Manhattan	\$48.69	Oct-15
T61607/12	Facilities:Power Upgrade: RCC, PCC	\$22.25	Oct-15
T60412/43	Station Renewal:Ditmas Avenue / Culver	\$19.26	Oct-15
T60412/42	Station Renewal:18 Avenue / Culver	\$19.35	Oct-15
T60412/44	Station Renewal:Avenue I / Culver	\$15.99	Oct-15
T60412/41	Station Renewal:Bay Parkway / Culver	\$13.02	Oct-15
T60412/40	Station Renewal:Avenue P / Culver	\$12.86	Oct-15
T60412/39	Station Renewal:Avenue U / Culver	\$16.66	Oct-15
T60412/38	Station Renewal:Avenue X / Culver	\$14.89	Oct-15
T60603/03	Ventilation Facilities:Vent Plant: Mulry Square / 8AV & BW7	\$71.81	Oct-15
T60412/82	Station Component Investments:4 Locations / Broadway	\$12.12	Oct-15
T60703/19	Line Structure Overcoating:Broadway Junction - New Lots Avenue / CNR	\$25.59	Nov-15
T61004/09	Yard Lighting:Yard Lighting: (Jerome, Pelham)	\$14.61	Nov-15
T60904/05	Power Distribution Facilities:Rehab CBH 403 Vanderbilt / Flushing	\$14.60	Nov-15
T60412/90	Station Component Investments:5 Locations / Fulton	\$12.82	Nov-15
T61004/16	Yard Track Rehabilitation:Yard Track - 2015	\$0.06	Dec-15
T61607/04	Consolidated Employee Facilities:Subways:Employee Facility: Jay St / Fulton	\$12.32	Dec-15
T60414/07	Station Signage:Station Signage	\$4.83	Dec-15
T60806/03	Communication Equipment: Police:Police Radio Wrap-Up	\$17.87	Dec-15
T61004/22	Yard Switches:Yard Switches - 2015	\$0.65	Dec-15
T60503/06	Mainline Track Switches:Mainline Switch Replacement 2015	\$2.90	Dec-15

## NYCT 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60502/15	Mainline Track Replacement - 2015	\$2.00	Dec-15
T60904/09	Power Distribution Facilities:CBH 275: Pearl Street / Clark	\$7.90	Dec-15
T61606/07	Groundwater And Soil Remediation:Groundwater & Soil Remed - 2011	\$6.50	Feb-16
T60101/01	New Subway Cars:103 A Division Cars - R188 Option	\$272.39	Feb-16
T60803/05	Communication-Based Train Control:CBTC Flushing: 370 R-142A Conversions	\$224.78	Feb-16
T60604/03	Pumping Facilities:Pumps: 4 Locations / Pelham - Jerome - Lenox	\$38.01	Feb-16
T61602/02	Capital Revolving Fund:Capital Revolving Fund - 2011	\$5.00	Mar-16
T60407/04	Elevator Replacement:Replace 11 Hydraulic Elevators	\$49.91	Mar-16
T60602/03	Tunnel Lighting Rehabilitation:36 St To Jackson-Roosevelt / Queens Blvd	\$62.14	Mar-16
T60412/45	Station Renewal:Pennsylvania Avenue / New Lots	\$11.55	Mar-16
T60412/49	Station Renewal:Sutter Avenue-Rutland Road / New Lots	\$12.35	Mar-16
T60412/48	Station Renewal:Junius Street / New Lots	\$12.83	Mar-16
T60412/46	Station Renewal:Rockaway Avenue / New Lots	\$10.81	Mar-16
T60412/50	Station Renewal:Van Siclen Avenue / New Lots	\$11.72	Mar-16
T60412/47	Station Renewal:Saratoga Avenue / New Lots	\$11.95	Mar-16
T60806/15	Copper Cable Upgrade/Replacement Phase 3	\$10.00	Mar-16
T60412/30	Station Component Investments:Station Walls-Tile Repl: Borough Hall / Lexington	\$2.73	Apr-16
T60404/01	Fare Control Modernization:AFC Replacement, Phase 2: Electronic Boards	\$30.00	Jun-16
T61607/08	Maintenance Of Way:Emerg Generator Upgrade Livingston Plaza	\$10.39	Jun-16
T60414/05	Misc: Stations:Access Improvements: Grand Central / LEX	\$19.75	Jun-16
T60703/16	Subway Tunnel Rehabilitation:Priority Repairs: 4th Avenue	\$4.82	Jul-16
T60904/04	Power Distribution Facilities:CBH 74 Havermeyer & 74A Bridge / Jamaica	\$23.45	Jul-16
T60806/08	Communications Systems:VHF Radio System Upgrade	\$220.59	Jul-16
T61004/01	Car Maintenance Shops:207 St OH Shop: Expand A/C Shop	\$153.87	Jul-16
T61004/08	Shop Equipment And Machinery:Heavy Shop Equipment Replacement	\$12.88	Jul-16
T60603/04	Ventilation Facilities:Vent Plant: 46 Street-Northern Blvd / Queens Blvd Line	\$91.59	Aug-16
T60603/05	Ventilation Facilities:Replace Vent Controls: 26 Locations	\$15.36	Sep-16
S60701/05	SIR: Power:New Power Substation: Prince's Bay	\$30.46	Sep-16
T60604/01	Water Conditions Remedy:Deep Wells: Nostrand Ph 2: Rehabilitate	\$15.67	Sep-16
T60803/06	Communication-Based Train Control:CBTC Flushing: Additional Support Costs	\$68.82	Nov-16
T50803/08	Communication-Based Train Control:CBTC Flushing Line	\$384.92	Nov-16
T60803/06	CBTC Flushing: Additional Support & Removals	\$95.94	Nov-16
T61606/04	Asbestos Abatement:Asbestos Disposal	\$2.52	Nov-16
T60703/17	Line Structure Overcoating:West 8 Street - Church Avenue Portal / Culver	\$51.43	Nov-16
T60803/14	Signal Systems:Roosevelt Interlocking / Queens Blvd	\$103.57	Nov-16
T60604/04	Pumping Facilities:Pumps: 2 Locs - Manhattan Midtown	\$20.27	Nov-16
T61004/10	Yard Rehabilitation:Yard CCTV, Phase 2	\$17.38	Dec-16
T61605/11	Capital Program Management:Concrete Batch Plant (2012)	\$1.29	Dec-16
T61606/11	Fire Protection:Fire Alarm Systems: 16 DOS Locations	\$39.38	Dec-16
T61605/12	Capital Program Management:Concrete Cylinder Testing (2012)	\$0.75	Dec-16
T60302/24	New Buses:600 Standard Buses	\$450.02	Dec-16
T60302/25	New Buses:285 Express Buses	\$213.04	Dec-16

## MNR 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M8 Cars	M8 Cars; 96 Cars Acceptance	\$84.48	Dec-13
M404-01-07	Optimize Signal Relay Circuits	\$2.61	Dec-13
M502-01-08	GCT Water Conveyance Utilities	\$3.53	Feb-13
M502-02-11	System-Wide Vending Machines	\$0.57	Dec-13
M5030201	Replace/Repair Undergrade Bridge Program	\$27.76	Jun-13
M5040111	C&S Cable Repl GCT-Mott Haven	\$4.20	Mar-13
M5050102	Tagging Relays - Harlem & Hudson Lines	\$12.68	May-13
M5080112	WHRTAS Phase II Study	\$4.01	Sep-13
M6030112	2012 Cyclical Track Program	\$12.58	Jun-13
M6030304	Otisville Tunnel Renewal	\$3.30	Dec-13
M6040105	Crossing Upgrades - Phase 2	\$1.00	Sep-13
M6040113	Rolling Stock Radios and PA Equipment	\$0.25	Feb-13
M6040114	Radio Base Station Replacement	\$0.75	May-13
M6040116	Radio Frequency Rebanding	\$2.59	Apr-13
M3070106	Penn Station Access	\$8.62	Jan-14
M6040104	Replace Field Code System - Mo	\$1.76	Jan-14
M6030303	Moodna / Woodbury Viaducts	\$10.00	Feb-14
M6030113	2013 Cyclical Track Program	\$13.19	Apr-14
M6020102	Park Avenue Tunnel Renewal	\$8.09	May-14
M6020201	Poughkeepsie Station Building	\$1.44	May-14
M6030103	GCT Turnout / Switch Renewal	\$13.63	May-14
M6010102	M8 CARS	\$356.14	May-14
M5020209	Bronx Stations/Capacity Imp	\$15.52	Jun-14
N5100104	Canine Training Facility	\$13.47	Jun-14
Bridge 23	Substation Bridge 23	\$49.35	Jul-14
M6020206	New Haven Line Stations Improvements - Phase II	\$36.75	Aug-14
M6040111	PBX Equipment Upgrade	\$2.93	Sep-14
M6030214	Park Avenue Viaduct Direct Fix	\$1.80	Sep-14
M6060102	Wassaic Yard Expansion - D/C	\$3.00	Nov-14
M5040107	Signal System Replacement	\$31.89	Dec-14
M6020109	Customer Communications - GCT	\$2.04	Dec-14
M6030201	Replace Timbers Undergrade Bri	\$3.68	Dec-14
M6030209	Employee Welfare and Storage F	\$10.00	Dec-14
M6040108	Design / Replace Harlem and Hu	\$1.21	Dec-14
M6050105	Replace Substation Batteries	\$1.00	Dec-14
M6050108	Replace 3rd Rail Sectionalizin	\$1.26	Dec-14
M6050109	Replace 3rd Rail Brackets - Pa	\$5.60	Dec-14
M6080106	Program Administration	\$33.80	Dec-14
M6080107	Program Scope Development	\$10.72	Dec-14
M6080108	OCIP - Insurance	\$19.65	Dec-14
M6080109	Systemwide Security Initiative	\$5.00	Dec-14
M5080109	Customer & Employee Comms.	\$7.96	Dec-14
M6020207	Smart Card Improvements	\$9.08	Dec-14
M6030106	Cyclical Replacement of Insula	\$2.00	Dec-14
M6030301	West of Hudson Track Program	\$21.18	Dec-14
M6060104	Port Jervis Yard Expansion	\$7.30	Jan-15
M6030108	Drainage and Undercutting Improvements	\$14.00	Jan-15
M6050102	Replace Switchgear M505-01-11 - M605-01-02	\$19.10	Jan-15

## MNR 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M6030213	Catenary Painting/Rehabilitate	\$3.50	Jan-15
M4020313	North White Plains Parking	\$41.80	Apr-15
M6030203	Right-of-Way Fencing	\$0.75	Apr-15
M6030114	2014 Cyclical Track Program	\$13.91	Apr-15
M6030305	West of Hudson Replace / Renew	\$11.91	May-15
M6020104	GCT Trainshed Track Structure	\$3.00	Jun-15
M6080103	Railroad Protective Liability	\$4.15	Jun-15
M6080104	Independent Engineer	\$6.73	Jun-15
M6030211	Harlem River Lift Bridge-Cable & Breakers/Control System	\$32.89	Jun-15
M6030205	Bridge Walkways Installation	\$1.87	Jun-15
M6020202	Fordham Station Improvements	\$13.00	Jul-15
M6040103	Replace Fiber / Communication	\$8.79	Jul-15
M6050104	Replace Motor Alternators	\$8.00	Jul-15
M6080101	Systemwide Lead / Asbestos Aba	\$0.50	Aug-15
M6080102	Environmental Remediation	\$0.20	Aug-15
M6030202	Renew / Replace Railtop Culver	\$3.63	Aug-15
M6040106	Centralized Train Control /SCA	\$0.73	Aug-15
M6020107	GCT Platform Improvements	\$3.10	Sep-15
M6020108	GCT Utilities	\$27.39	Sep-15
M5030206	Overhead Bridge Program-E of H	\$15.79	Sep-15
M5020206	Station Building Rehabs.	\$11.31	Dec-15
M6020204	Station Building Renewal / Net	\$4.95	Dec-15
M6030104	Turnouts: Yards / Sidings	\$4.41	Dec-15
M6040109	Replace High Cycle Relays	\$0.63	Dec-15
M6040102	West of Hudson Signal Improvem	\$67.60	Dec-15
M6030204	DC Substation / Signal House	\$1.75	Dec-15
M6030206	Remove Obsolete Facilities	\$3.00	Dec-15
M6040107	Refurbish / Replace Electrical	\$0.50	Dec-15
M6040101	Positive Train Control	\$206.28	2016
M6030212	Overhead Bridge Program - East	\$17.10	Jan-16
M6050103	Harlem & Hudson Lines Power Im	\$35.74	Feb-16
M6020302	Strategic Facilities	\$45.50	Mar-16
M6030210	Replace / Repair Undergrade Br	\$35.78	Mar-16
M6020105	GCT Leaks Remediation	\$13.00	Apr-16
M6020106	GCT Elevator Renewal - Phase 4	\$7.50	Jun-16
M6020101	GCT Trainshed / Park Avenue Tu	\$29.03	Sep-16
M6030107	Rock Slope Remediation	\$7.00	Sep-16
M6020110	GCT Recycling Facility	\$7.50	Dec-16
M6030102	Turnouts: Mainline / High Spee	\$67.38	Dec-16
M6060103	Other Shops / Yards Renewal	\$24.10	Dec-16

## LIRR 2013 - 2016 Completions

Project #	Project	Project Amount (\$ in Mil)	Planned Completion Date
PNYA	SHOP RECONFIG & RCM INFRASTRUCTURE	\$8.72	Mar-13
PN70	FLATBUSH SUBSTATION UPGRADE	\$4.81	May-13
PNTY	MLC-MINEOLA DRAINAGE IMPROVE. T& P EXT	\$0.18	May-13
PNBE	CONSTRUCT 3 MONTAUK BRANCH BRIDGES	\$19.26	Jun-13
PNB8	Queens Blvd Bridge	\$15.03	Aug-13
PNBA	GREAT NECK INFRASTRUCTURE - DESIGN	\$2.98	Jul-13
PNY3	JAMAICA STATION BUILDING REHAB	\$6.71	Sep-13
PN2D	NEW ELEVATORS-QUEENS VILLAGE STATION	\$7.60	Aug-13
PNAE	THIRD RAIL SYSTEM-2000 MCM CABLE	\$2.50	Aug-13
PN8C	LIC YARD REMEDIATION	\$0.91	Oct-13
PN8D	RICHMOND HILL YARD REMEDIATION	\$0.94	Sep-13
PN28	FOREST HILL STATION-RAMP	\$2.00	Oct-13
PNFT	LOCUST MANOR STATION IMPROVEMENTS	\$0.59	Oct-13
PNYB	HILLSIDE FACILITY BLDG REHAB (ROOF)	\$5.00	Oct-13
PN8K	MORRIS PARK ENVIRONMENTAL STUDY	\$8.59	Nov-13
PNUF	METS/WILLETS PT STATION RENOVATION	\$0.35	Dec-13
PNAC	SIGNAL POWER MOTOR GENERATOR REPLACEMENT	\$2.00	Apr-14
PNVC	PENN STA - EMP FAC YARDS /BLDG/ESCALATOR	\$2.18	Mar-14
PNEC	LITTLE NECK STATION PLATFORM IMPROVEMENT	\$1.30	Apr-14
PN27	NEW ATLANTIC TERMINAL ELEVATOR	\$3.43	May-14
PNTD	2013 ANNUAL TRACK PROGRAM	\$67.90	May-14
PNTF	CONSTRUCTION EQUIPMENT	\$7.00	Jul-14
PNAL	POWER POLE REPLACEMENT	\$3.00	Jun-14
PNC1	F CIRCUIT BREAKER HOUSE	\$7.15	Aug-14
PNTT	MLC-ELLISON AVENUE BRIDGE	\$0.45	Jun-14
PNAH	Composite Third Rail	\$10.90	Dec-14
PNAJ	ATLANTIC AVE TUNNEL LIGHTING	\$7.00	Nov-14
PNAK	SIGNAL POWER LINE REPLACEMENT	\$3.00	Dec-14
PNTE	2014 ANNUAL TRACK PROGRAM	\$57.10	Dec-14
PNBP	ERT FIRE & LIFE SAFETY	\$16.60	May-15
PNM4	PROTECT & WORK LOCO SPEC DEVELOPMENT	\$0.05	Jan-15
PNTJ	ROW-CULVERTS	\$2.50	Apr-15
PNTK	ROW-DRAINAGE CONTROL	\$3.50	Apr-15
PNTN	ROW-TRACK STABILITY /RETAINING WALLS	\$1.10	Jan-15
PNU1	INTERMODAL FACILITY DEVELOPMENT	\$40.00	Jun-15
PNBB	BRIDGE PROGRAM	\$24.60	Nov-15
PNUB	MASSAPEQUA STATION PLATFORM REPLACEMENT	\$19.82	Aug-15
PNBD	BROADWAY/PT. WASH BRIDGE REHABILITATION	\$4.75	Sep-15
PN2E	NEW ELEVATORS-FLUSHING MAIN STREET	\$8.29	Nov-15
PNV4	ESCALATOR REPLACEMENT PROGRAM	\$9.70	Nov-15
PNLC	SPEONK - MONTAUK SIGNALIZATION	\$49.91	Oct-15
PNSM	PTC DESIGN	\$9.50	Dec-15
PNVL	PENN STATION HVAC	\$11.00	Jan-16
PNBF	Atlantic Ave Viaduct - Phase IIB	\$46.80	Sep-16
PNUH	ELEVATOR REPLACEMENT PROGRAM	\$4.82	Oct-16

## MTACC 2013 - 2016 Completions

<b>Project #</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
G5090148	Northern Blvd Crossing	\$103.29	May-13
G4090119	MH Tunnel Excavation	\$415.85	May-13
G5090114	GCT Concourse Civil&Structural	\$556.04	May-13
G6090130	GCT Concourse Civil&Structural	\$254.70	May-13
G5110108	Construction (Site J)	\$129.19	May-13
G4090143	44th St and 245 Park Ave Entr	\$55.70	Jun-13
G5100101	Contract 2A 96 St Stn Structure	\$381.61	Jul-13
G6100107	Contract 2A 96 St Stn Structure	\$8.00	Jul-13
G5090115	50th St. Vent Plant Facility	\$99.80	Jul-13
G4090126	Harold Structures (Part 2A)	\$27.07	Nov-13
G5090155	Harold Structures (Part 2A)	\$19.13	Nov-13
G5090119	Harold & Point CIL	\$8.09	Dec-13
G5100102	Contract 4B 72 St Stn Structure	\$481.16	Jan-14
G5090117	Harold Structures (Part 1)	\$204.87	Apr-14
G6090122	Harold Structures (Part 1)	\$62.93	Apr-14
G4120107	FSTC 4F-Transit Center Enclosure	\$224.92	Jun-14
G5110106	Site A Fac; Finishes and Systems	\$578.79	Jun-14
G5100107	Cnt 5B 86St Stn Mining&Lining	\$76.90	Sep-14
G6100103	Cnt 5B 86St Stn Mining&Lining	\$260.88	Sep-14
G5100108	Contract 3: 63rd St Stn Rehab	\$201.74	Oct-14
G6090112	55th St. Ventilation Facility	\$58.85	Apr-15
G6090120	Plaza Substation & Structures	\$177.20	May-15
G5090119	Harold & Point CIL	\$30.75	Jul-15
G6100102	4C: Station Finishes/MEP 72 St	\$272.29	Nov-15
G5090118	Harold Interlocking Stage 1-4	\$122.06	Dec-15
G6100101	2B/C: Shell/Finishes/MEP 96 St	\$363.74	Dec-15
G5110112	Construction: Core&Shell (Site P)	\$96.48	Apr-16
G6100104	5C: Station Finishes/MEP 86 St	\$265.91	May-16
G5100104	Contract 6: SAS Systems	\$324.37	Aug-16

## B&T 2013 - 2016 Completions

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
D602HH10	Upper Level Sidewalk / Curb Stringers	\$42.00	Sep-13
D607HH10	Paint - Curb Stringers	\$0.81	Sep-13
D601HH07	Structural Rehabilitation - Phase I	\$8.58	Dec-13
D607TN82	Paint - Bronx and Queens Approach Spans	\$46.24	Jan-14
D503HH85	Upper Level Toll Plaza Deck	\$5.66	Feb-14
D405BB43	Rehab Battery Parking Garage - Elevator (Ph. 4)	\$4.51	Apr-14
D604BW1	Necklace Lighting	\$10.17	May-14
D601RK19	Seismic and Wind Study	\$5.40	Jul-14
D607TN85	Steel Repairs - Suspended Span	\$6.24	Jul-14
D501TN85	Suspended Span Cable Rewrap	\$40.40	Jul-14
D601AW9	Feasibility Study:BBT/QMT Improve/Modernize	\$3.37	Aug-14
D604BB45	Replace Electrical Switchgear & Equipment	\$56.74	Sep-14
D601BW0	Tower and Pier Fender Protection	\$3.12	Sep-14
D602RK73	Deck Replacement- RFK MQ Ramp	\$63.59	Sep-14
D601BW9	Concrete Anchorage Repairs	\$8.04	Oct-14
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	\$19.09	Nov-14
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	\$19.61	Nov-14
D607AW9	Miscellaneous Agency Wide Painting	\$6.33	Dec-14
D502TN82	Rehab of Orthotropic Deck	\$2.73	Dec-14
D602TN82	Rehabilitate Orthotropic Deck - Phase B	\$25.37	Dec-14
D605AW1	Hazardous Materials Abatement	\$8.65	Jan-15
D606AW1	MTA Independent Engineer	\$3.85	Jan-15
D606AW2	Program Administration	\$15.96	Jan-15
D503AW37	Operation Centers TS Systems	\$3.28	Jan-15
D602BW8	Deck Replacement - Elevated and On Grade	\$161.97	Jan-15
D601MP16	Miscellaneous Steel Repairs	\$2.51	Jan-15
D606AW2	Miscellaneous	\$3.11	Feb-15
D606AW8	Traffic Enforcement Support	\$5.75	Feb-15
D604QM81	Controls / Communication System	\$4.31	Feb-15
D601BW8	Cable Investigation / Monitoring	\$9.24	Apr-15
D601MP06	Substructure & Underwater Scour Protection	\$27.65	Apr-15
D604VN87	Substation #1 Rehabilitation	\$16.63	May-15
D606AW1	Protective Liability Insurance	\$6.60	Jun-15
D504BB45	Rehabilitation of Tunnel Vent.	\$4.96	Jun-15
D601HH89	Skewbacks Retrofit	\$5.73	Jun-15
D601TN52	Miscellaneous Structural Rehabilitation	\$22.04	Jun-15
D601TN60	Anchorage Dehumidification	\$3.30	Jun-15
D603AW3	Installation of CCTV / Fiber Optic Cable	\$22.42	Jul-15
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	\$70.58	Jul-15
D606AW2	Scope Development	\$7.12	Aug-15
D605BB21	Service Building Rehabilitation	\$4.43	Nov-15
D505QM01	Service & FE Building Rehab	\$13.32	Nov-15



## B&T 2013 - 2016 Completions

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
D603AW3	Weather Information Systems	\$1.24	Dec-15
D501BW84	Cable and Anchorage Investigat	\$8.18	Dec-15
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	\$49.44	Dec-15
D605BB43	Misc. Repairs at BP Garage	\$6.27	Jan-16
D604MP03	Programmable Logic Controller & Mechanical Rehab.	\$24.03	Mar-16
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	\$20.59	Apr-16
D602BB54	Replacement Brooklyn Plaza Structural Slab	\$22.33	Jun-16
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	\$5.36	Aug-16
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	\$7.61	Sep-16
D607MP21	Paint - Rockaway Point Overpass	\$1.09	Sep-16
D601BW1	Miscellaneous Structural Rehabilitation	\$13.51	Oct-16
D603AW4	2nd Generation E-Zpass In-Lane	\$21.44	Dec-16
D604AW8	Advanced Traveler Infomation Systems	\$11.55	Dec-16
D601RK76	Miscellaneous Structural Repair	\$20.00	Dec-16
D602TN49	Suspended Span Replacement - Phase A	\$22.51	Dec-16

## MTA Bus 2013 - 2016 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
U5030204	Power Upgrade at JFK	\$1.6M	Jan-13
U5030220	New Boiler and A/C at JFK	\$1.4M	Jan-13
U5030214	New Roof and Ventilation System at JFK	\$9.5M	Feb-13
U5030204	Power Upgrade at Baisley Park	\$1.7M	Mar-13
U6030216	74 CNG Buses	\$46.3M	Mar-13
U5030202	Storage Building at College Point	\$3.00	May-13
U5030217	Fire Protection at JFK	\$4.02	May-13
U5030213	New Roof and Ventilation System at Eastchester	\$3.64	Jun-13
U5030217	Fire Protection: LaGuardia and Baisley Park	\$4.61	Jun-13
U6030224	Bus Cameras - 10-14 Purchases	\$2.20	Jun-13
U5030209	Upgrade Parking Lot: JFK and Baisley Park	\$9.76	Aug-13
U5030215	New Bus Wash at LaGuardia	\$2.39	Aug-13
U4030299	Diesel Emission Fluid Tanks at 8 Depots	\$1.00	Dec-13
U5030210	Security Upgrade at College Point	\$2.09	Dec-13
U5030218	Security Upgrade: Eastchester and LaGuardia	\$7.50	Dec-13
U5030211	New Roof and Ventilation System at Far Rockaway	\$6.93	Feb-14
U5030211	Far Rockaway Roof Replacement	\$1.50	Feb-14
U5030205	Relocate Tanks and Rehabilitation at Eastchester	\$12.88	Mar-14
U6030205	Bus Wash: JFK and Baisley Park	\$3.30	Apr-14
U4030214	Bus Time Customer Information System	\$2.04	Apr-14
U6030208	New Apron: JFK	\$6.50	May-14
U5030204	Emergency Generators: 6 Depots	\$7.60	Aug-14
U6030204	Security Upgrade: Far Rockaway and Baisley Park	\$6.80	Aug-14
U5030216	Additional Fueling Capacity at LaGuardia, JFK and Baisley Park	\$3.53	Dec-14
U5030219	Service Vehicles	\$4.00	Dec-14
U6030217	34 Diesel Buses	\$25.90	Dec-14
U5030220	Chassis Wash and Oil Water Separator: JFK	\$2.76	Mar-15

**MTA PD 2013-16 Completions**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
N5100104	K-9 Facility	\$13.47	Jul-14

**OPERATING IMPACTS EXCEEDING \$1 MILLION  
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2013-2016**

**NEW YORK CITY TRANSIT CAPITAL PROJECTS**

**Project:** Second Avenue Subway Phase I – MTA Capital Construction is managing construction of the Second Avenue Subway on Manhattan’s east side from 125th Street to the Financial District in Lower Manhattan. The first phase of this four-phase project will utilize an existing tunnel under Central Park from 57th Street/Seventh Avenue on the Broadway Line to 63rd Street/Lexington. From 63rd Street, a new tunnel will be built along Second Avenue between 63rd Street and 96th Street. The first phase will be served by an extension of the Q Line and have new stations at 63rd Street/Lexington (connection to F train), 72nd Street, 86th Street and finally 96th Street and is slated to open in December 2016. This will result in \$31.4 million in additional expenses.

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

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

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

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

**Project:** R188 Subway Car Purchase (126 cars). The purchase of 23 cars, in conjunction with the option for 103 cars, is to grow the A-Division fleet in anticipation of beginning CBTC on the Flushing Line and to support the extension of the Flushing Line. Additional new cars to the fleet have maintenance, energy, and personnel costs. Total impacts of 55 cars are included

with the 7 West Extension above. Total impacts of the remaining 71 cars have an estimated impact of \$1.3 million; however, this has not yet been included in NYCT's budget.

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

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

## **LONG ISLAND RAIL ROAD CAPITAL PROJECTS**

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

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

## **METRO-NORTH RAILROAD CAPITAL PROJECTS**

**Project:** M-8 New Haven Line Purchase [May 2014]. This project is for the design, manufacture, test and delivery of the new New Haven Line M8 EMU Cars. The first one hundred cars will be utilized to supplement the existing fleet to fill out trains and reduce standees. The base contract for 210 cars and the first option for 90 additional cars were awarded on August 21, 2006. Two additional options 42 and 38 cars respectively. A change order was executed for 25 Single Cars for a total of 405 cars. As of the end of December 2012, 168 Cars have been conditionally accepted and were placed into revenue service.

Anticipated steady-state Operating Budget Impact of approximately \$3 million (NYS portion) once all 405 cars are in service.

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

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

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

## **OTHER AGENCIES**

Other MTA agencies have no capital projects entering beneficial use in 2013-2016 that have impacts on the operating budget over \$1 million.

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



# **Bridges and Tunnels**

**MTA BRIDGES AND TUNNELS  
FEBRUARY FINANCIAL PLAN FOR 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

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

- A toll increase, to be implemented on March 3, 2013, generates additional revenue of \$95.5 million in 2013, \$112.5 million in 2014, \$112.9 million in 2015, and \$113.7 million in 2016;
- Total operating losses of nearly \$59.0 million (\$24.8 million in revenue losses and \$34.1 million in additional expenses) associated with Tropical Storm Sandy are realized in 2012, and reimbursements totaling nearly \$56.5 million (\$18.8 million each year from 2013 through 2015) are expected from insurance and the Federal Emergency Management Agency (FEMA).
- Reimbursements from insurance and FEMA totaling \$0.4 million are expected in 2013 for expenses associated with Tropical Storm Irene;
- Beginning in 2014, electricity expenses have been increased by \$0.4 million annually to incorporate a Federal Energy Regulatory Commission ruling that will result in higher New York Power Authority charges;
- A technical adjustment to fund additional credit card fees from higher E-ZPass tolls associated with the toll increase raises expenses by \$1.5 million in 2013, \$1.8 million each year in 2014 and 2015, and \$1.9 million in 2016.

The plan also includes schedules detailing the monthly allocation of financial, headcount, and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>1,604</b>	<b>\$1,132.559</b>	<b>1,608</b>	<b>\$1,100.287</b>	<b>1,608</b>	<b>\$1,077.420</b>	<b>1,608</b>	<b>\$1,053.946</b>	<b>1,608</b>	<b>\$1,051.654</b>
<b>Technical Adjustments:</b>										
<i>Expenses associated with toll Increase</i>				(\$1.494)		(\$1.778)		(\$1.820)		(\$1.862)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>(\$1.494)</b>	<b>0</b>	<b>(\$1.778)</b>	<b>0</b>	<b>(\$1.820)</b>	<b>0</b>	<b>(\$1.862)</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/3/13				\$95.483		\$112.471		\$112.884		\$113.691
Operating Loss/Recovery from Tropical Storm Sandy		(58.964)		18.825		18.825		18.831		
Recovery of Tropical Storm Irene				0.432						
Electricity-Federal Energy Regulatory Commission Ruling						(0.378)		(0.383)		(0.401)
Other										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>(\$58.964)</b>	<b>0</b>	<b>\$114.740</b>	<b>0</b>	<b>\$130.918</b>	<b>0</b>	<b>\$131.332</b>	<b>0</b>	<b>\$113.290</b>
<b>2013 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>1,604</b>	<b>\$ 1,073.595</b>	<b>1,608</b>	<b>\$ 1,213.533</b>	<b>1,608</b>	<b>\$ 1,206.560</b>	<b>1,608</b>	<b>\$ 1,183.458</b>	<b>1,608</b>	<b>\$ 1,163.082</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>44</b>	<b>\$0.000</b>	<b>44</b>	<b>\$0.000</b>	<b>44</b>	<b>\$0.000</b>	<b>44</b>	<b>\$0.000</b>	<b>44</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 3/3/13  
Metro-Card Green Fee and Cost Savings  
Operating Loss/Recovery from Tropical Storm Sandy  
Recovery of Tropical Storm Irene  
Move from Madison Ave.  
Residual LI Bus Costs-Responsibility of Nassau Cnty.  
Other

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>2013 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>44</b>	<b>\$ -</b>	<b>44</b>	<b>\$ -</b>	<b>44</b>	<b>\$ -</b>	<b>44</b>	<b>\$ -</b>	<b>44</b>	<b>\$ -</b>
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**MTA BRIDGES AND TUNNELS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE

	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/3/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	\$0.000								\$0.000
Vehicle Toll Revenue	1,499.483	95.483							1,594.966
Other Operating Revenue	14.616			18.825	0.432				33.873
Capital and Other Reimbursements	0.000								0.000
Investment Income	0.110								0.110
<b>Total Revenue</b>	<b>\$1,514.210</b>	<b>\$95.483</b>	<b>\$0.000</b>	<b>\$18.825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,628.950</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$125.862								\$125.862
Overtime	20.882								20.882
Health and Welfare	25.894								25.894
OPEB Current Payment	16.349								16.349
Pensions	32.823								32.823
Other Fringe Benefits	16.731								16.731
Reimbursable Overhead	(5.114)								(5.114)
<b>Total Labor Expenses</b>	<b>\$233.427</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>\$233.427</b>
<b>Non-Labor:</b>									
Electric Power	\$7.180	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.180
Fuel	2.894	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.894
Insurance	8.055								8.055
Claims	0.000								0.000
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	106.117								106.117
Professional Service Contracts	25.184								25.184
Materials & Supplies	4.209								4.209
Other Business Expenses	26.856							1.494	28.350
<b>Total Non-Labor Expenses</b>	<b>\$180.496</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>\$1.494</b>	<b>\$181.990</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
<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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$413.923</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>\$1.494</b>	<b>\$415.417</b>
Depreciation	\$94.429								\$94.429
OPEB Obligation	76.650								76.650
Environmental Remediation	0.000								0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$585.002</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>\$1.494</b>	<b>\$586.496</b>
Less: Depreciation	\$94.429								\$94.429
Less: OPEB Obligation	76.650								76.650
<b>Total Expenses</b>	<b>\$413.923</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>\$1.494</b>	<b>\$415.417</b>
<b>Net Income/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,100.287</b>	<b>\$95.483</b>	<b>\$0.000</b>	<b>\$18.825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.494)</b>	<b>\$1,213.533</b>

-- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE

	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/3/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	\$0.000								\$0.000
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	0.000								0.000
Capital and Other Reimbursements	14.454								14.454
Investment Income	0.000								0.000
<b>Total Revenue</b>	<b>\$14.454</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>\$14.454</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$5.566								\$5.566
Overtime	0.400								0.400
Health and Welfare	1.202								1.202
OPEB Current Payment	0.000								0.000
Pensions	1.475								1.475
Other Fringe Benefits	0.697								0.697
Reimbursable Overhead	5.114								5.114
<b>Total Labor Expenses</b>	<b>\$14.454</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>\$14.454</b>
<b>Non-Labor:</b>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	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
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	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
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</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
<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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$14.454</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>\$14.454</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$14.454</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>\$14.454</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$14.454</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>\$14.454</b>
<b>Net Income/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<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>

-- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 1 of 2)

	2013								February Adopted Budget
	MTA Plan Adjustments								
	2013 Final Proposed Budget	Fare/Toll Yield on 3/3/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue									
Vehicle Toll Revenue	1,499,483	95,483							1,594,966
Other Operating Revenue	14,616			18,825	0.432				33,873
Capital and Other Reimbursements	14,454								14,454
Investment Income	0.110								0.110
<b>Total Revenue</b>	<b>\$1,528,663</b>	<b>\$95,483</b>	<b>\$0.000</b>	<b>\$18,825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,643,403</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$131,428								\$131,428
Overtime	21,282								21,282
Health and Welfare	27,096								27,096
OPEB Current Payment	16,349								16,349
Pensions	34,298								34,298
Other Fringe Benefits	17,428								17,428
Reimbursable Overhead	0.000	\$0.000	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$247,881</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>\$247,881</b>
<b>Non-Labor:</b>									
Electric Power	\$7,180	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7,180
Fuel	2,894	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2,894
Insurance	8,055								8,055
Claims	0.000								0.000
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	106,117								106,117
Professional Service Contracts	25,184								25,184
Materials & Supplies	4,209								4,209
Other Business Expenses	26,856							1,494	28,350
<b>Total Non-Labor Expenses</b>	<b>\$180,496</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>\$1,494</b>	<b>\$181,990</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
<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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$428,377</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>\$1,494</b>	<b>\$429,871</b>
<b>Depreciation</b>									
OPEB Obligation	\$94,429								\$94,429
Environmental Remediation	76,650								76,650
	0.000								0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$599,456</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>\$1,494</b>	<b>\$600,950</b>
<b>Less: Depreciation</b>									
Less: Depreciation	\$94,429								\$94,429
Less: OPEB Obligation	76,650								76,650
<b>Total Expenses</b>	<b>\$428,377</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>\$1,494</b>	<b>\$429,871</b>
<b>Net Income/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,100,287</b>	<b>\$95,483</b>	<b>\$0.000</b>	<b>\$18,825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1,494)</b>	<b>\$1,213,533</b>

-- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 2 of 2)

	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/3/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Net Income/(Deficit)</b>	<b>\$1,100.287</b>	<b>\$95.483</b>	<b>\$0.000</b>	<b>\$18.825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.494)</b>	<b>\$1,213.533</b>
<u>Deductions from Income:</u>									
Less: Capitalized Assets	\$17.781								\$17.781
Reserves and Prepaid Expenses	25.415								25.415
GASB 45 Reserve	1.815							0.639	2.454
Total Deductions from Income	\$45.011	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.639	\$45.650
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,055.276</b>	<b>\$95.483</b>	<b>\$0.000</b>	<b>\$18.825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.133)</b>	<b>\$1,167.883</b>
Less: Debt Service	610.747	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$610.747
<b>Income Available for Distribution</b>	<b>\$444.529</b>	<b>\$95.483</b>	<b>\$0.000</b>	<b>\$18.825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.133)</b>	<b>\$557.136</b>
<b>Distributable To:</b>									
MTA - Investment Income	\$0.110								\$0.110
MTA - Distributable Income	280.274	47.742		9.413	0.216			(1.067)	336.577
NYCT - Distributable Income	164.145	47.742		9.413	0.216			(1.067)	220.448
									0.000
<b>Total Distributable Income:</b>	<b>\$444.529</b>	<b>\$95.483</b>	<b>\$0.000</b>	<b>\$18.825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.133)</b>	<b>\$557.136</b>
<b>Actual Cash Transfers:</b>									
MTA - Investment Income	\$0.110								\$0.110
MTA - Transfers	283.807	42.967		8.471	0.194			(3.939)	331.501
NYCT - Transfers	166.722	42.967		8.471	0.194			(3.939)	214.417
									0.000
<b>Total Cash Transfers:</b>	<b>\$450.639</b>	<b>\$85.935</b>	<b>\$0.000</b>	<b>\$16.943</b>	<b>\$0.389</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$7.877)</b>	<b>\$546.028</b>
<b>SUPPORT TO MASS TRANSIT:</b>									
Total Revenues	\$1,528.663	\$95.483	\$0.000	\$18.825	\$0.432	\$0.000	\$0.000	\$0.000	\$1,643.403
Less: Net Operating Expenses	428.377	0.000	0.000	0.000	0.000	0.000	0.000	1.494	429.871
<b>Net Surplus/(Deficit)</b>	<b>\$1,100.287</b>	<b>\$95.483</b>	<b>\$0.000</b>	<b>\$18.825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.494)</b>	<b>\$1,213.533</b>
<b>Deductions from Operating Income:</b>									
B&T Debt Service	\$231.101	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$231.101
Capitalized Assets	17.781	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.781
Reserves and Prepaid Expenses	25.415	0.000	0.000	0.000	0.000	0.000	0.000	0.000	25.415
GASB 45 Reserve	1.815	0.000	0.000	0.000	0.000	0.000	0.000	0.639	2.454
<b>Total Deductions from Operating Inc.</b>	<b>\$276.112</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>\$0.639</b>	<b>\$276.751</b>
<b>Total Support to Mass Transit:</b>	<b>\$824.175</b>	<b>\$95.483</b>	<b>\$0.000</b>	<b>\$18.825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.133)</b>	<b>\$936.782</b>

-- Differences are due to rounding.



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

<b>NON-REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
Vehicle Toll Revenue	\$1,479.934	\$1,594.966	\$1,615.730	\$1,620.457	\$1,633.003
Other Operating Revenue	15.916	33.873	33.074	32.903	14.240
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.110	0.110	0.294	1.457	2.975
<b>Total Revenue</b>	<b>\$1,495.960</b>	<b>\$1,628.950</b>	<b>\$1,649.098</b>	<b>\$1,654.817</b>	<b>\$1,650.218</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$119.018	\$125.862	\$128.475	\$131.802	\$134.147
Overtime	20.942	20.882	21.228	21.656	22.103
Health and Welfare	23.029	25.894	26.475	28.414	30.495
OPEB Current Payment	14.623	16.349	16.741	17.913	19.167
Pensions	34.818	32.823	36.224	39.118	38.829
Other Fringe Benefits	16.016	16.731	17.023	17.318	17.564
Reimbursable Overhead	(5.116)	(5.114)	(5.095)	(5.145)	(5.196)
<b>Total Labor Expenses</b>	<b>\$223.331</b>	<b>\$233.427</b>	<b>\$241.071</b>	<b>\$251.077</b>	<b>\$257.109</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$6.500	\$7.180	\$7.700	\$8.283	\$8.931
Fuel	2.987	2.894	2.797	2.738	2.932
Insurance	6.657	8.055	9.783	11.430	13.413
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	129.599	106.117	122.140	137.677	143.268
Professional Service Contracts	24.127	25.184	25.493	25.873	26.380
Materials & Supplies	4.296	4.209	4.329	4.410	4.567
Other Business Expenses	24.869	28.350	29.226	29.871	30.536
<b>Total Non-Labor Expenses</b>	<b>\$199.035</b>	<b>\$181.990</b>	<b>\$201.468</b>	<b>\$220.282</b>	<b>\$230.027</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>\$422.366</b>	<b>\$415.417</b>	<b>\$442.538</b>	<b>\$471.359</b>	<b>\$487.136</b>
Add: Depreciation	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Add: OPEB Obligation	73.000	76.650	80.483	84.507	88.732
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$585.294</b>	<b>\$586.496</b>	<b>\$627.410</b>	<b>\$667.532</b>	<b>\$695.389</b>
Less: Depreciation	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Less: OPEB Obligation	73.000	76.650	80.483	84.507	88.732
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$422.366</b>	<b>\$415.417</b>	<b>\$442.538</b>	<b>\$471.359</b>	<b>\$487.136</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,073.595</b>	<b>\$1,213.533</b>	<b>\$1,206.560</b>	<b>\$1,183.458</b>	<b>\$1,163.082</b>

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

REIMBURSABLE	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<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	14.051	14.454	14.575	14.833	15.132
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$5.577	\$5.566	\$5.522	\$5.522	\$5.522
Overtime	0.202	0.400	0.407	0.415	0.420
Health and Welfare	1.115	1.202	1.276	1.358	1.458
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.366	1.475	1.574	1.679	1.811
Other Fringe Benefits	0.675	0.697	0.701	0.714	0.725
Reimbursable Overhead	5.116	5.114	5.095	5.145	5.196
<b>Total Labor Expenses</b>	<b>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<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					
<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>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses After Depreciation</b>	<b>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
<b>Baseline Net 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 & TUNNELS**  
**February Financial Plan 2013-2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
<b>Page 1 of 2</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Vehicle Toll Revenue	\$1,479.934	\$1,594.966	\$1,615.730	\$1,620.457	\$1,633.003
Other Operating Revenue	15.916	33.873	33.074	32.903	14.240
Capital and Other Reimbursements	14.051	14.454	14.575	14.833	15.132
Investment Income	0.110	0.110	0.294	1.457	2.975
<b>Total Revenue</b>	<b>\$1,510.011</b>	<b>\$1,643.403</b>	<b>\$1,663.673</b>	<b>\$1,669.650</b>	<b>\$1,665.350</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$124.595	\$131.428	\$133.997	\$137.324	\$139.669
Overtime	21.144	21.282	21.635	22.071	22.523
Health and Welfare	24.144	27.096	27.751	29.772	31.953
OPEB Current Payment	14.623	16.349	16.741	17.913	19.167
Pensions	36.184	34.298	37.798	40.797	40.640
Other Fringe Benefits	16.691	17.428	17.724	18.032	18.289
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$237.382</b>	<b>\$247.881</b>	<b>\$255.646</b>	<b>\$265.910</b>	<b>\$272.240</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$6.500	\$7.180	\$7.700	\$8.283	\$8.931
Fuel	2.987	2.894	2.797	2.738	2.932
Insurance	6.657	8.055	9.783	11.430	13.413
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	129.599	106.117	122.140	137.677	143.268
Professional Service Contracts	24.127	25.184	25.493	25.873	26.380
Materials & Supplies	4.296	4.209	4.329	4.410	4.567
Other Business Expenses	24.869	28.350	29.226	29.871	30.536
<b>Total Non-Labor Expenses</b>	<b>\$199.035</b>	<b>\$181.990</b>	<b>\$201.468</b>	<b>\$220.282</b>	<b>\$230.027</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>\$436.417</b>	<b>\$429.871</b>	<b>\$457.113</b>	<b>\$486.191</b>	<b>\$502.268</b>
Add: Depreciation	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Add: OPEB Obligation	73.000	76.650	80.483	84.507	88.732
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$599.345</b>	<b>\$600.950</b>	<b>\$641.985</b>	<b>\$682.365</b>	<b>\$710.521</b>
Less: Depreciation	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Less: OPEB Obligation	73.000	76.650	80.483	84.507	88.732
<b>Total Expenses</b>	<b>\$436.417</b>	<b>\$429.871</b>	<b>\$457.113</b>	<b>\$486.191</b>	<b>\$502.268</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,073.595</b>	<b>\$1,213.533</b>	<b>\$1,206.560</b>	<b>\$1,183.458</b>	<b>\$1,163.082</b>

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

<b>NON-REIMBURSABLE / REIMBURSABLE</b> Page 2 of 2	<b>2012</b> Final Estimate	<b>2013</b> Adopted Budget	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,073.595</b>	<b>\$1,213.533</b>	<b>\$1,206.560</b>	<b>\$1,183.458</b>	<b>\$1,163.082</b>
<b><i>Deductions from Income:</i></b>					
Less: Capitalized Assets	\$10.370	\$17.781	\$17.843	\$17.849	\$20.635
Reserves	25.000	25.415	25.895	26.382	26.881
GASB Reserves	2.309	2.454	2.490	2.575	2.623
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$1,035.915</b>	<b>\$1,167.883</b>	<b>\$1,160.332</b>	<b>\$1,136.652</b>	<b>\$1,112.944</b>
Less: Debt Service	\$589.860	\$610.747	\$623.988	\$643.794	\$667.722
<b>Income Available for Distribution</b>	<b>\$446.056</b>	<b>\$557.136</b>	<b>\$536.343</b>	<b>\$492.858</b>	<b>\$445.222</b>
<b><i>Distributable To:</i></b>					
MTA - Investment Income	\$0.110	\$0.110	\$0.294	\$1.457	\$2.975
MTA - Distributable Income	285.813	336.577	326.327	303.960	279.485
NYCT - Distributable Income	160.132	220.448	209.723	187.441	162.761
<b>Total Distributable Income:</b>	<b>\$446.056</b>	<b>\$557.136</b>	<b>\$536.343</b>	<b>\$492.858</b>	<b>\$445.222</b>
<b><i>Actual Cash Transfers:</i></b>					
MTA - Investment Income	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457
MTA - Transfers	303.463	331.501	327.352	306.197	281.933
NYCT - Transfers	169.261	214.417	210.795	189.669	165.229
<b>Total Cash Transfers:</b>	<b>\$472.809</b>	<b>\$546.028</b>	<b>\$538.257</b>	<b>\$496.159</b>	<b>\$448.619</b>
<b><i>SUPPORT TO MASS TRANSIT:</i></b>					
Total Revenues	\$1,510.011	\$1,643.403	\$1,663.673	\$1,669.650	\$1,665.350
Less: Net Operating Expenses	436.417	429.871	457.113	486.191	502.268
<b>Baseline Net Operating Income:</b>	<b>\$1,073.595</b>	<b>\$1,213.533</b>	<b>\$1,206.560</b>	<b>\$1,183.458</b>	<b>\$1,163.082</b>
<b><i>Deductions from Operating Income:</i></b>					
B&T Debt Service	\$196.958	\$231.101	\$243.094	\$263.106	\$286.536
Capitalized Assets	10.370	17.781	17.843	17.849	20.635
Reserves	25.000	25.415	25.895	26.382	26.881
GASB Reserves	2.309	2.454	2.490	2.575	2.623
<b>Total Deductions from Operating Income:</b>	<b>\$234.637</b>	<b>\$276.751</b>	<b>\$289.322</b>	<b>\$309.913</b>	<b>\$336.674</b>
<b>Total Support to Mass Transit:</b>	<b>\$838.957</b>	<b>\$936.782</b>	<b>\$917.238</b>	<b>\$873.545</b>	<b>\$826.408</b>

**MTA BRIDGES TUNNELS**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<b>OPERATIONS &amp; MAINTENANCE</b>			
<u>Scheduled Service</u>	45,800	\$2.540	12.2%
<u>Unscheduled Service</u>	16,263	0.879	4.2%
<u>Programmatic/Routine Maintenance</u>	520	0.041	0.2%
<u>Unscheduled Maintenance</u>	22,493	1.755	8.4%
<u>Vacancy/Absentee Coverage</u>	168,944	9.642	46.2%
<u>Weather Emergencies</u>	16,750	1.164	5.6%
<u>Safety/Security/Law Enforcement</u>	46,583	2.538	12.2%
<u>Other</u>	7,431	0.552	2.6%
<u>All Other Departments and Accruals<sup>1</sup></u>		1.772	8.5%
Subtotal	<b>324,784</b>	<b>\$20.882</b>	100%
<b>REIMBURSABLE OVERTIME</b>	7,200	0.400	
<b>TOTAL OVERTIME</b>	<b>331,984</b>	<b>\$21.282</b>	

<sup>1</sup> Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2013-2016**  
**Traffic Volume/(Utilization)**  
(in millions)

<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
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**TRAFFIC VOLUME**

**Baseline Total Traffic Volume**

<b>281.380</b>	<b>277.094</b>	<b>276.918</b>	<b>278.425</b>	<b>280.946</b>
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**TOLL REVENUE**

**Baseline Total Toll Revenue**

<b>\$1,479.934</b>	<b>\$1,594.966</b>	<b>\$1,615.730</b>	<b>\$1,620.457</b>	<b>\$1,633.003</b>
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**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2013-2016**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time /Full-Time Equivalents**

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Executive	2	2	2	2	2
Law	7	7	7	7	7
CFO <sup>(1)</sup>	20	20	20	20	20
Labor Relations	5	5	5	5	5
Staff Services <sup>(2)</sup>	17	17	17	17	17
EEO	1	1	1	1	1
<b>Total Administration</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
<b>Operations</b>					
Revenue Management	39	39	39	39	39
Operations (Non-Security)	729	729	729	729	729
<b>Total Operations</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>
<b>Maintenance</b>					
Maintenance	179	183	183	183	183
Operations - Maintainers	172	172	172	172	172
Technology	52	52	52	52	52
Internal Security - Tech Svcs	8	8	8	8	8
<b>Total Maintenance</b>	<b>411</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</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	38	38	38	38	38
<b>Total Public Safety</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Baseline Positions</b>	<b>1,648</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>
<i>Non-Reimbursable</i>	1,604	1,608	1,608	1,608	1,608
<i>Reimbursable</i>	44	44	44	44	44
<i>Total Full-Time</i>	1,648	1,652	1,652	1,652	1,652
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

<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 2013-2016**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors	19	19	19	19	19
Professional, Technical, Clerical	33	33	33	33	33
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
<b>Operations</b>					
Managers/Supervisors	54	54	54	54	54
Professional, Technical, Clerical	35	35	35	35	35
Operational Hourlies <sup>(1)</sup>	679	679	679	679	679
<b>Total Operations</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>
<b>Maintenance</b>					
Managers/Supervisors	34	34	34	34	34
Professional, Technical, Clerical	62	62	62	62	62
Operational Hourlies <sup>(2)</sup>	315	319	319	319	319
<b>Total Maintenance</b>	<b>411</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	31	31	31	31	31
Professional, Technical, Clerical	116	116	116	116	116
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	7	7	7	7	7
Professional, Technical, Clerical	29	29	29	29	29
Operational Hourlies <sup>(3)</sup>	234	234	234	234	234
<b>Total Public Safety</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Baseline Positions</b>					
Managers/Supervisors	145	145	145	145	145
Professional, Technical, Clerical	275	275	275	275	275
Operational Hourlies	1,228	1,232	1,232	1,232	1,232
<b>Total Baseline Positions</b>	<b>1,648</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>

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

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

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



**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 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
VehicleToll Revenue	112.630	104.437	133.618	133.251	142.753	143.146	141.479	144.077	136.084	139.156	133.350	130.985	1,594.966
Other Operating Revenue	1.131	1.093	1.237	1.176	1.413	1.670	1.213	1.213	1.238	1.213	1.195	20.081	33.873
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	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.110
<b>Total Revenue</b>	<b>\$113.771</b>	<b>\$105.539</b>	<b>\$134.864</b>	<b>\$134.436</b>	<b>\$144.176</b>	<b>\$144.825</b>	<b>\$142.701</b>	<b>\$145.300</b>	<b>\$137.330</b>	<b>\$140.378</b>	<b>\$134.555</b>	<b>\$151.075</b>	<b>\$1,628.950</b>
<b>Operating Expenses</b>													
<u>Labor:</u>													
Payroll	\$10.299	\$9.181	\$10.144	\$9.823	\$10.244	\$9.926	\$10.516	\$10.219	\$9.898	\$10.218	\$9.898	\$15.495	\$125.862
Overtime	2.027	2.145	1.801	1.634	1.762	1.546	1.668	1.635	1.609	1.496	1.698	1.861	20.882
Health and Welfare	2.302	2.302	2.302	2.302	2.302	2.302	2.302	2.302	2.302	2.302	2.302	0.571	25.894
OPEB Current Payment	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	16.349
Pensions	2.681	2.681	2.681	2.681	2.681	2.681	2.790	2.790	2.790	2.790	2.790	2.790	32.823
Other Fringe Benefits	2.135	0.932	1.967	0.941	0.971	0.928	0.977	0.961	1.931	0.952	0.944	2.093	16.731
Reimbursable Overhead	(0.434)	(0.392)	(0.434)	(0.420)	(0.434)	(0.420)	(0.434)	(0.434)	(0.420)	(0.434)	(0.420)	(0.434)	(5.114)
<b>Total Labor Expenses</b>	<b>\$20.372</b>	<b>\$18.211</b>	<b>\$19.823</b>	<b>\$18.322</b>	<b>\$18.889</b>	<b>\$19.325</b>	<b>\$19.181</b>	<b>\$18.835</b>	<b>\$19.471</b>	<b>\$18.685</b>	<b>\$18.574</b>	<b>\$23.739</b>	<b>\$233.427</b>
<u>Non-Labor:</u>													
Electric Power	\$0.525	\$0.621	\$0.458	\$0.585	\$0.566	\$0.451	\$0.728	\$0.843	\$0.637	\$0.694	\$0.535	\$0.535	\$7.180
Fuel	0.319	0.308	0.319	0.240	0.243	0.240	0.122	0.122	0.118	0.289	0.285	0.289	2.894
Insurance	0.520	0.520	0.520	0.520	0.557	0.557	0.557	0.557	0.557	0.557	0.557	2.072	8.055
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	4.861	5.731	9.918	5.024	6.981	11.354	7.303	7.155	12.347	6.208	7.418	21.816	106.117
Professional Service Contracts	1.856	1.804	2.253	1.923	1.983	2.211	1.987	1.987	2.247	1.987	1.927	3.020	25.184
Materials & Supplies	0.357	0.323	0.357	0.346	0.357	0.346	0.357	0.357	0.346	0.357	0.346	0.361	4.209
Other Business Expenses	1.848	1.697	2.245	2.225	1.970	2.497	2.327	2.396	2.387	2.112	2.160	4.485	28.350
<b>Total Non-Labor Expenses</b>	<b>\$10.288</b>	<b>\$11.004</b>	<b>\$16.072</b>	<b>\$10.863</b>	<b>\$12.658</b>	<b>\$17.656</b>	<b>\$13.381</b>	<b>\$13.418</b>	<b>\$18.639</b>	<b>\$12.204</b>	<b>\$13.229</b>	<b>\$32.578</b>	<b>\$181.990</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 Depreciation &amp; GASB Adjs.</b>	<b>\$30.659</b>	<b>\$29.215</b>	<b>\$35.895</b>	<b>\$29.185</b>	<b>\$31.547</b>	<b>\$36.980</b>	<b>\$32.563</b>	<b>\$32.253</b>	<b>\$38.110</b>	<b>\$30.890</b>	<b>\$31.802</b>	<b>\$56.317</b>	<b>\$415.417</b>
Add: Depreciation	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$94.429
Add: OPEB Obligation	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	76.650
Add: Environmental Remediation	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/Expenditures</b>	<b>\$44.916</b>	<b>\$43.472</b>	<b>\$50.151</b>	<b>\$43.442</b>	<b>\$45.803</b>	<b>\$51.237</b>	<b>\$46.819</b>	<b>\$46.509</b>	<b>\$52.367</b>	<b>\$45.146</b>	<b>\$46.059</b>	<b>\$70.574</b>	<b>\$586.496</b>
Less: Depreciation	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$94.429)
Less: OPEB Obligation	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(76.650)
<b>Total Expenses</b>	<b>\$30.659</b>	<b>\$29.215</b>	<b>\$35.895</b>	<b>\$29.185</b>	<b>\$31.547</b>	<b>\$36.980</b>	<b>\$32.563</b>	<b>\$32.253</b>	<b>\$38.110</b>	<b>\$30.890</b>	<b>\$31.802</b>	<b>\$56.317</b>	<b>\$415.417</b>
<b>Net Income/(Deficit)</b>	<b>\$83.111</b>	<b>\$76.323</b>	<b>\$98.969</b>	<b>\$105.251</b>	<b>\$112.629</b>	<b>\$107.845</b>	<b>\$110.138</b>	<b>\$113.047</b>	<b>\$99.220</b>	<b>\$109.488</b>	<b>\$102.752</b>	<b>\$94.758</b>	<b>\$1,213.533</b>



**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE/ REIMBURSABLE</b> (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	112.630	104.437	133.618	133.251	142.753	143.146	141.479	144.077	136.084	139.156	133.350	130.985	1,594.966
Other Operating Revenue	1.131	1.093	1.237	1.176	1.413	1.670	1.213	1.213	1.238	1.213	1.195	20.081	33.873
Capital and Other Reimbursements	1.220	1.127	1.220	1.189	1.220	1.189	1.225	1.225	1.194	1.225	1.194	1.225	14.454
Investment Income	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.110
<b>Total Revenue</b>	<b>\$114.991</b>	<b>\$106.665</b>	<b>\$136.084</b>	<b>\$135.625</b>	<b>\$145.396</b>	<b>\$146.014</b>	<b>\$143.926</b>	<b>\$146.525</b>	<b>\$138.524</b>	<b>\$141.603</b>	<b>\$135.749</b>	<b>\$152.300</b>	<b>\$1,643.403</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$10.772	\$9.608	\$10.616	\$10.281	\$10.717	\$10.383	\$10.989	\$10.692	\$10.356	\$10.691	\$10.356	\$15.968	\$131.428
Overtime	2.060	2.179	1.834	1.667	1.796	1.579	1.701	1.668	1.642	1.529	1.731	1.895	21.282
Health and Welfare	2.402	2.402	2.402	2.402	2.402	2.402	2.402	2.402	2.402	2.402	2.402	0.671	27.096
OPEB Current Payment	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	16.349
Pensions	2.801	2.801	2.801	2.801	2.801	2.801	2.915	2.915	2.915	2.915	2.915	2.915	34.298
Other Fringe Benefits	2.194	0.985	2.026	0.998	1.031	1.985	1.036	1.020	1.988	1.011	1.001	2.152	17.428
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>\$21.592</b>	<b>\$19.338</b>	<b>\$21.043</b>	<b>\$19.511</b>	<b>\$20.109</b>	<b>\$20.514</b>	<b>\$20.407</b>	<b>\$20.060</b>	<b>\$20.665</b>	<b>\$19.910</b>	<b>\$19.768</b>	<b>\$24.964</b>	<b>\$247.881</b>
<b>Non-Labor:</b>													
Electric Power	\$0.525	\$0.621	\$0.458	\$0.585	\$0.566	\$0.451	\$0.728	\$0.843	\$0.637	\$0.694	\$0.535	\$0.535	\$7.180
Fuel	0.319	0.308	0.319	0.240	0.243	0.240	0.122	0.122	0.118	0.289	0.285	0.289	2.894
Insurance	0.520	0.520	0.520	0.520	0.557	0.557	0.557	0.557	0.557	0.557	0.557	2.072	8.055
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	4.861	5.731	9.918	5.024	6.981	11.354	7.303	7.155	12.347	6.208	7.418	21.816	106.117
Professional Service Contracts	1.856	1.804	2.253	1.923	1.983	2.211	1.987	1.987	2.247	1.987	1.927	3.020	25.184
Materials & Supplies	0.357	0.323	0.357	0.346	0.357	0.346	0.357	0.357	0.346	0.357	0.346	0.361	4.209
Other Business Expenses	1.848	1.697	2.245	2.225	1.970	2.497	2.327	2.396	2.387	2.112	2.160	4.485	28.350
<b>Total Non-Labor Expenses</b>	<b>\$10.288</b>	<b>\$11.004</b>	<b>\$16.072</b>	<b>\$10.863</b>	<b>\$12.658</b>	<b>\$17.656</b>	<b>\$13.381</b>	<b>\$13.418</b>	<b>\$18.639</b>	<b>\$12.204</b>	<b>\$13.229</b>	<b>\$32.578</b>	<b>\$181.990</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>\$31.880</b>	<b>\$30.342</b>	<b>\$37.115</b>	<b>\$30.374</b>	<b>\$32.767</b>	<b>\$38.169</b>	<b>\$33.788</b>	<b>\$33.478</b>	<b>\$39.304</b>	<b>\$32.115</b>	<b>\$32.996</b>	<b>\$57.542</b>	<b>\$429.871</b>
Add: Depreciation	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$94.429
Add: OPEB Obligation	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	76.650
Add: Environmental Remediation	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>\$46.136</b>	<b>\$44.599</b>	<b>\$51.371</b>	<b>\$44.631</b>	<b>\$47.024</b>	<b>\$52.426</b>	<b>\$48.045</b>	<b>\$47.735</b>	<b>\$53.561</b>	<b>\$46.372</b>	<b>\$47.253</b>	<b>\$71.799</b>	<b>\$600.950</b>
Less: Depreciation	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$94.429)
Less: OPEB Obligation	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(76.650)
<b>Total Expenses</b>	<b>\$31.880</b>	<b>\$30.342</b>	<b>\$37.115</b>	<b>\$30.374</b>	<b>\$32.767</b>	<b>\$38.169</b>	<b>\$33.788</b>	<b>\$33.478</b>	<b>\$39.304</b>	<b>\$32.115</b>	<b>\$32.996</b>	<b>\$57.542</b>	<b>\$429.871</b>
<b>Net Income/(Deficit)</b>	<b>\$83.111</b>	<b>\$76.323</b>	<b>\$98.969</b>	<b>\$105.251</b>	<b>\$112.629</b>	<b>\$107.845</b>	<b>\$110.138</b>	<b>\$113.047</b>	<b>\$99.220</b>	<b>\$109.488</b>	<b>\$102.752</b>	<b>\$94.758</b>	<b>\$1,213.533</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 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>\$83.111</b>	<b>\$76.323</b>	<b>\$98.969</b>	<b>\$105.251</b>	<b>\$112.629</b>	<b>\$107.845</b>	<b>\$110.138</b>	<b>\$113.047</b>	<b>\$99.220</b>	<b>\$109.488</b>	<b>\$102.752</b>	<b>\$94.758</b>	<b>\$1,213.533</b>
<i>Deductions from Income:</i>													
Less: Capitalized Assets	\$0.806	\$0.703	\$1.884	\$1.259	\$0.967	\$2.575	\$1.939	\$0.873	\$1.816	\$1.622	\$1.066	\$2.270	\$17.781
Reserves	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	25.415
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.454	2.454
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$80.187</b>	<b>\$73.502</b>	<b>\$94.968</b>	<b>\$101.874</b>	<b>\$109.544</b>	<b>\$103.152</b>	<b>\$106.081</b>	<b>\$110.056</b>	<b>\$95.286</b>	<b>\$105.749</b>	<b>\$99.568</b>	<b>\$87.916</b>	<b>\$1,167.883</b>
Less: Debt Service	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$610.747
<b>Income Available for Distribution</b>	<b>\$29.292</b>	<b>\$22.606</b>	<b>\$44.072</b>	<b>\$50.978</b>	<b>\$58.648</b>	<b>\$52.256</b>	<b>\$55.186</b>	<b>\$59.160</b>	<b>\$44.390</b>	<b>\$54.853</b>	<b>\$48.673</b>	<b>\$37.021</b>	<b>\$557.136</b>
<i>Distributable To:</i>													
MTA - Investment Income	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.110
MTA - Distributable Income	19.480	16.137	26.870	30.323	34.158	30.962	32.427	34.414	27.029	32.261	29.170	23.344	336.577
NYCT - Distributable Income	9.803	6.460	17.193	20.646	24.481	21.285	22.750	24.737	17.352	22.583	19.493	13.667	220.448
<b>Total Distributable Income:</b>	<b>\$29.292</b>	<b>\$22.606</b>	<b>\$44.072</b>	<b>\$50.978</b>	<b>\$58.648</b>	<b>\$52.256</b>	<b>\$55.186</b>	<b>\$59.160</b>	<b>\$44.390</b>	<b>\$54.853</b>	<b>\$48.672</b>	<b>\$37.021</b>	<b>\$557.136</b>
<i>Cash Transfers:</i>													
MTA - Investment Income	\$0.000	\$0.110	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.110
MTA - Transfers	0.000	46.000	14.524	24.183	27.291	30.742	27.866	29.184	30.973	24.326	29.035	47.377	331.501
NYCT - Transfers	0.000	25.000	5.814	15.473	18.581	22.033	19.156	20.475	22.263	15.617	20.325	29.680	214.417
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$71.110</b>	<b>\$20.338</b>	<b>\$39.657</b>	<b>\$45.872</b>	<b>\$52.775</b>	<b>\$47.022</b>	<b>\$49.659</b>	<b>\$53.236</b>	<b>\$39.943</b>	<b>\$49.359</b>	<b>\$77.056</b>	<b>\$546.028</b>
<i>SUPPORT TO MASS TRANSIT:</i>													
Total Revenues	\$114.991	\$106.665	\$136.084	\$135.625	\$145.396	\$146.014	\$143.926	\$146.525	\$138.524	\$141.603	\$135.749	\$152.300	\$1,643.403
Less: Net Operating Expenses	31.880	30.342	37.115	30.374	32.767	38.169	33.788	33.478	39.304	32.115	32.996	57.542	429.871
<b>Net Operating Income:</b>	<b>\$83.111</b>	<b>\$76.323</b>	<b>\$98.969</b>	<b>\$105.251</b>	<b>\$112.629</b>	<b>\$107.845</b>	<b>\$110.138</b>	<b>\$113.047</b>	<b>\$99.220</b>	<b>\$109.488</b>	<b>\$102.752</b>	<b>\$94.758</b>	<b>\$1,213.533</b>
<i>Deductions from Operating Income:</i>													
B&T Debt Service	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$231.101
Capitalized Assets	0.806	0.703	1.884	1.259	0.967	2.575	1.939	0.873	1.816	1.622	1.066	2.270	17.781
Reserves	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	25.415
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.454	2.454
<b>Total Deductions from Operating Income</b>	<b>\$22.182</b>	<b>\$22.080</b>	<b>\$23.260</b>	<b>\$22.635</b>	<b>\$22.344</b>	<b>\$23.951</b>	<b>\$23.315</b>	<b>\$22.250</b>	<b>\$23.193</b>	<b>\$22.998</b>	<b>\$22.443</b>	<b>\$26.100</b>	<b>\$276.751</b>
<b>Total Support to Mass Transit:</b>	<b>\$60.929</b>	<b>\$54.244</b>	<b>\$75.709</b>	<b>\$82.616</b>	<b>\$90.285</b>	<b>\$83.893</b>	<b>\$86.823</b>	<b>\$90.797</b>	<b>\$76.028</b>	<b>\$86.490</b>	<b>\$80.310</b>	<b>\$68.658</b>	<b>\$936.782</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>OPERATIONS &amp; MAINTENANCE</b>													
<u>Scheduled Service</u>	\$0.192	\$0.192	\$0.192	\$0.196	\$0.239	\$0.196	\$0.198	\$0.196	\$0.239	\$0.196	\$0.311	\$0.192	\$2.540
<u>Unscheduled Service</u>	0.079	0.070	0.064	0.075	0.099	0.069	0.092	0.060	0.070	0.062	0.076	0.065	0.879
<u>Programmatic/Routine Maintenance</u>	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.041
<u>Unscheduled Maintenance</u>	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	1.755
<u>Vacancy/Absentee Coverage</u>	0.860	0.930	0.788	0.790	0.860	0.741	0.824	0.824	0.748	0.703	0.738	0.836	9.642
<u>Weather Emergencies</u>	0.318	0.371	0.202	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.026	0.216	1.164
<u>Safety/Security/Law Enforcement</u>	0.211	0.206	0.207	0.208	0.220	0.213	0.217	0.221	0.219	0.212	0.208	0.194	2.538
<u>Other</u>	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.552
<u>All Other Departments and Accruals<sup>1</sup></u>	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	1.772
Subtotal	\$2.004	\$2.113	\$1.797	\$1.643	\$1.761	\$1.562	\$1.674	\$1.644	\$1.620	\$1.516	\$1.702	\$1.847	\$20.882
<b>REIMBURSABLE OVERTIME</b>	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.400
<b>TOTAL OVERTIME</b>	\$2.037	\$2.146	\$1.830	\$1.676	\$1.794	\$1.596	\$1.708	\$1.677	\$1.653	\$1.549	\$1.735	\$1.880	\$21.282

Numbers may not add due to rounding.

<sup>1</sup> Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Ridership/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>Traffic Volume</b>	21.539	20.008	22.907	22.801	24.425	24.461	24.213	24.560	23.250	23.779	22.776	22.374	277.094
<b>Toll Revenue</b>	\$112.630	\$104.437	\$133.618	\$133.251	\$142.753	\$143.146	\$141.479	\$144.077	\$136.084	\$139.156	\$133.350	\$130.985	\$1,594.966

**MTA BRIDGES & TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Total Positions by Function**  
**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>	20	20	20	20	20	20	20	20	20	20	20	20
Labor Relations	5	5	5	5	5	5	5	5	5	5	5	5
Staff Services <sup>(2)</sup>	17	17	17	17	17	17	17	17	17	17	17	17
EEO	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total Administration</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
<b>Operations</b>												
Revenue Management	39	39	39	39	39	39	39	39	39	39	39	39
Operations (Non-Security)	729	729	729	729	729	729	729	729	729	729	729	729
<b>Total Operations</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>
<b>Maintenance</b>												
Maintenance	183	183	183	183	183	183	183	183	183	183	183	183
Operations - Maintainers	172	172	172	172	172	172	172	172	172	172	172	172
Technology	52	52	52	52	52	52	52	52	52	52	52	52
Internal Security - Tech Svcs	8	8	8	8	8	8	8	8	8	8	8	8
<b>Total Maintenance</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</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	38	38	38	38	38	38	38	38	38	38	38	38
<b>Total Public Safety</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Positions</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>
<i>Non-Reimbursable</i>	1,608	1,608	1,608	1,608	1,608	1,608	1,608	1,608	1,608	1,608	1,608	1,608
<i>Reimbursable</i>	44	44	44	44	44	44	44	44	44	44	44	44
<i>Total Full-Time</i>	1,652	1,652	1,652	1,652	1,652	1,652	1,652	1,652	1,652	1,652	1,652	1,652
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

(1) Includes Capital Accounting, General Accounting, Payroll and Operating Budget staff.

(2) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 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	19	19	19	19	19	19	19	19	19	19	19	19
Professional, Technical, Clerical	33	33	33	33	33	33	33	33	33	33	33	33
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
<b>Operations</b>												
Managers/Supervisors	54	54	54	54	54	54	54	54	54	54	54	54
Professional, Technical, Clerical	35	35	35	35	35	35	35	35	35	35	35	35
Operational Hourlies <sup>(1)</sup>	679	679	679	679	679	679	679	679	679	679	679	679
<b>Total Operations</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>
<b>Maintenance</b>												
Managers/Supervisors	34	34	34	34	34	34	34	34	34	34	34	34
Professional, Technical, Clerical	62	62	62	62	62	62	62	62	62	62	62	62
Operational Hourlies <sup>(2)</sup>	319	319	319	319	319	319	319	319	319	319	319	319
<b>Total Maintenance</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	31	31	31	31	31	31	31	31	31	31	31	31
Professional, Technical, Clerical	116	116	116	116	116	116	116	116	116	116	116	116
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<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>												
Managers/Supervisors	7	7	7	7	7	7	7	7	7	7	7	7
Professional, Technical, Clerical	29	29	29	29	29	29	29	29	29	29	29	29
Operational Hourlies <sup>(3)</sup>	234	234	234	234	234	234	234	234	234	234	234	234
<b>Total Public Safety</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Positions</b>												
Managers/Supervisors	145	145	145	145	145	145	145	145	145	145	145	145
Professional, Technical, Clerical	275	275	275	275	275	275	275	275	275	275	275	275
Operational Hourlies	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232
<b>Total Positions</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>

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

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

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



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# **Capital Construction Company**

**MTA CAPITAL CONSTRUCTION  
FEBRUARY FINANCIAL PLAN 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA approved budget procedures, the following information presents MTA Capital Construction's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2014-2016. The Adopted Budget remains unchanged from the November Financial Plan, which was adopted by the Board in December 2012.

The projections of the February Financial Plan remain unchanged from the November Financial Plan, as such, from 2013 through 2016, expenditures are projected at \$35.192, \$35.726, \$36.371 and \$36.225 respectively. MTACC's headcount is projected at 140 in 2013 and remains constant through 2016.

The plan also includes schedules detailing the monthly allocation of financial and headcount data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>132</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</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 3/1/13										
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2013 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>132</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>132</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</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 3/1/13										
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2013 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>132</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>









**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	30.107	35.192	35.726	36.371	36.225
<b>Total Revenue</b>	<b>\$30.107</b>	<b>\$35.192</b>	<b>\$35.726</b>	<b>\$36.371</b>	<b>\$36.225</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$14.371	\$15.497	\$15.780	\$16.060	\$16.344
Overtime					
Health and Welfare	2.743	3.128	3.068	3.437	3.700
OPEB Current Payment					
Pensions	2.608	2.901	2.994	3.082	3.170
Other Fringe Benefits	5.231	5.605	5.745	5.864	5.996
Reimbursable Overhead					
<b>Total Labor Expenses</b>	<b>\$24.954</b>	<b>\$27.130</b>	<b>\$27.587</b>	<b>\$28.442</b>	<b>\$29.209</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	0.392	0.240	0.264	0.290	0.319
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts	3.863	3.945	3.932	3.639	2.694
Materials & Supplies	0.060	0.059	0.061	0.062	0.063
Other Business Expenses	0.838	3.818	3.883	3.937	3.940
<b>Total Non-Labor Expenses</b>	<b>\$5.153</b>	<b>\$8.062</b>	<b>\$8.139</b>	<b>\$7.928</b>	<b>\$7.016</b>
<b><u>Other Expense 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>\$30.107</b>	<b>\$35.192</b>	<b>\$35.726</b>	<b>\$36.371</b>	<b>\$36.225</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$30.107</b>	<b>\$35.192</b>	<b>\$35.726</b>	<b>\$36.371</b>	<b>\$36.225</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 2013 - 2016**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	30.107	35.192	35.726	36.371	36.225
<b>Total Receipts</b>	<b>\$30.107</b>	<b>\$35.192</b>	<b>\$35.726</b>	<b>\$36.371</b>	<b>\$36.225</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$14.371	\$15.497	\$15.780	\$16.060	\$16.344
Overtime					
Health and Welfare	2.743	3.128	3.068	3.437	3.700
OPEB Current Payment					
Pensions	2.608	2.901	2.994	3.082	3.170
Other Fringe Benefits	5.231	5.605	5.745	5.864	5.996
Reimbursable Overhead					
<b>Total Labor Expenditures</b>	<b>\$24.954</b>	<b>\$27.130</b>	<b>\$27.587</b>	<b>\$28.442</b>	<b>\$29.209</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	0.392	0.240	0.264	0.290	0.319
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts	3.863	3.945	3.932	3.639	2.694
Materials & Supplies	0.060	0.059	0.061	0.062	0.063
Other Business Expenditures	0.838	3.818	3.883	3.937	3.940
<b>Total Non-Labor Expenditures</b>	<b>\$5.153</b>	<b>\$8.062</b>	<b>\$8.139</b>	<b>\$7.928</b>	<b>\$7.016</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>\$30.107</b>	<b>\$35.192</b>	<b>\$35.726</b>	<b>\$36.371</b>	<b>\$36.225</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 2013 - 2016**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipt Adjustments</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>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
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					
<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					
<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 2013 - 2016**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>Function/Department</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Administration</b>					
MTACC	16	18	18	18	18
<b>Engineering/Capital</b>					
MTACC	37	37	37	37	37
East Side Access	22	22	22	22	22
Second Avenue Subway	16	19	19	19	19
Security Program	12	12	12	12	12
Lower Manhattan Projects	19	20	20	20	20
7 Line Extension	10	12	12	12	12
<b>Total Engineering/Capital</b>	116	122	122	122	122
<b>Total Baseline Positions</b>	132	140	140	140	140
<i>Non-Reimbursable</i>					
<i>Reimbursable</i>	132	140	140	140	140
<i>Total Full-Time</i>	132	140	140	140	140
<i>Total Full-Time Equivalents</i>	132	140	140	140	140

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

Function/Occupational Group	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors					
Professional, Technical, Clerical	16	18	18	18	18
Operational Hourlies					
<b>Total Administration</b>	16	18	18	18	18
<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	116	122	122	122	122
Operational Hourlies					
<b>Total Engineering/Capital</b>	116	122	122	122	122
<b>Public Safety</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
<b>Total Public Safety</b>	-	-	-	-	-
<b>Total</b>					
Managers/Supervisors					
Professional, Technical, Clerical	132	140	140	140	140
Operational Hourlies					
<b>Baseline Total Positions</b>	132	140	140	140	140













# **Long Island Rail Road**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

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

- 2013 Fare increases that were approved and will take effect at the beginning of March 2013 resulting in increased Farebox Revenue of approximately \$37.6 million in 2013 and \$45.0 million per year in 2014 – 2016. In addition, the corresponding increase in Debit/Credit card fees associated with the fare increase have also been included. This results in an increase in expenses of approximately \$0.5 million per year.
- The impact of Tropical Storm Sandy on both revenues and expenses has been incorporated into the baseline of 2012. Farebox Revenue has been reduced by \$4.5 million and expenses increased by \$16.6 million for a net increase in operating subsidies of \$21.1 million.
- The recovery of operating losses through FEMA and/or Insurance from Tropical Storms Sandy and Irene. Tropical Storm Sandy is assumed to be recovered over the period 2013 – 2015 of approximately \$6.9 million per year. Tropical Storm Irene recovery is assumed to take place in 2013 at approximately \$5.3 million.
- Re-estimates of Electric Power expenses, based on a Federal Energy Regulatory Commission ruling, resulting from an increase in NYPA electric rates. Expenses increased by approximately \$2.4 million per year in 2014 – 2016.
- A proportionate increase in the Annual Required Contribution for Other Post-Employment Benefits was made to the annual GASB contribution. This resulted in an increase on a cash basis of \$2.6 million in 2012 growing to \$3.7 million in 2016.
- Effective January 1, 2013, advertising revenue receipts will be reassigned from MTA Long Island Rail Road to MTA Headquarters, since the support (and related expenditures) of this real estate function is largely performed at MTA Headquarters. Since advertising revenue is primarily location-specific, the advertising revenue (and expenses), on an accrued basis only, will continue to be allocated to the Agency where the advertising revenue is generated. The resulting reduction in Other Operating Revenue cash receipts will be matched by additional cash subsidies to the Agency, and therefore have no adverse impact on the Agency's cash position. As a result, Other Operating Revenue cash receipts will decrease by \$12.4 million in 2013, \$14.3 in 2014, \$14.7 in 2015 and \$15.1 in 2016.

The plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,053</b>	<b>(\$1,010.601)</b>	<b>6,058</b>	<b>(\$1,080.101)</b>	<b>6,142</b>	<b>(\$1,096.247)</b>	<b>6,353</b>	<b>(\$1,171.090)</b>	<b>6,669</b>	<b>(\$1,267.087)</b>
<i>Technical Adjustments:</i>										
Miscellaneous						\$0.001		\$0.001		\$0.002
Debit/Credit Card Fees associated with Fare Increase				(0.453)		(0.538)		(0.542)		(0.545)
Shift of On Board Ticketing and Mobile Ticketing initiatives from Operating Budget to Operating Funded Capital				2.473		0.799		0.572		0.572
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$2.020</b>	<b>0</b>	<b>\$0.261</b>	<b>0</b>	<b>\$0.031</b>	<b>0</b>	<b>\$0.029</b>
<i>MTA Plan Adjustments:</i>										
Fare/Toll Yields on 3/1/13				\$37.633		\$44.683		\$44.999		\$45.221
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(21.126)		6.892		6.892		6.894		
Recovery of Tropical Storm Irene				5.298						
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Top Level Electric Power						(2.399)		(2.433)		(2.548)
Other										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>(\$21.126)</b>	<b>0</b>	<b>\$49.822</b>	<b>0</b>	<b>\$49.176</b>	<b>0</b>	<b>\$49.460</b>	<b>0</b>	<b>\$42.673</b>
<b>2013 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,053</b>	<b>(\$1,031.727)</b>	<b>6,058</b>	<b>(\$1,028.259)</b>	<b>6,142</b>	<b>(\$1,046.810)</b>	<b>6,353</b>	<b>(\$1,121.599)</b>	<b>6,669</b>	<b>(\$1,224.385)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>544</b>	<b>\$0.000</b>	<b>673</b>	<b>\$0.000</b>	<b>685</b>	<b>\$0.000</b>	<b>670</b>	<b>\$0.000</b>	<b>645</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
Miscellaneous										
Shift of On Board Ticketing and Mobile Ticketing initiatives from Operating Budget to Operating Funded Capital				(2.473)		(0.799)		(0.572)		(0.572)
Sub-Total Technical Adjustments	0	\$0.000	0	(\$2.473)	0	(\$0.799)	0	(\$0.572)	0	(\$0.572)
<b>MTA Plan Adjustments</b>										
Fare/Toll Yields on 3/1/13										
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Total Revenue Offset		\$0.000		\$2.473		\$0.799		\$0.572		\$0.572
<b>2013 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>544</b>	<b>\$0.000</b>	<b>673</b>	<b>\$0.000</b>	<b>685</b>	<b>\$0.000</b>	<b>670</b>	<b>\$0.000</b>	<b>645</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,597</b>	<b>(\$606.552)</b>	<b>6,731</b>	<b>(\$681.377)</b>	<b>6,827</b>	<b>(\$723.396)</b>	<b>7,023</b>	<b>(\$779.184)</b>	<b>7,314</b>	<b>(\$868.232)</b>
<b>Technical Adjustments:</b>										
Miscellaneous		\$0.001		(\$0.012)		(\$0.008)		(\$0.001)		(\$0.004)
Debit/Credit Card Fees associated with Fare Increase				(0.453)		(0.538)		(0.542)		(0.545)
Other Operating Revenue Reallocation				(12.405)		(14.277)		(14.661)		(15.055)
Sub-Total Technical Adjustments	0	\$0.001	0	(\$12.871)	0	(\$14.824)	0	(\$15.204)	0	(\$15.604)
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13				\$37.633		\$44.683		\$44.999		\$45.221
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(21.126)		6.892		6.892		6.894		
Recovery of Tropical Storm Irene				5.298						
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Top Level Electric Power						(2.399)		(2.433)		(2.548)
Other (GASB)		(2.639)		(2.787)		(3.236)		(3.379)		(3.746)
Sub-Total MTA Plan Adjustments	0	(\$23.765)	0	\$47.035	0	\$45.940	0	\$46.081	0	\$38.927
<b>2013 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,597</b>	<b>(\$630.316)</b>	<b>6,731</b>	<b>(\$647.213)</b>	<b>6,827</b>	<b>(\$692.280)</b>	<b>7,023</b>	<b>(\$748.307)</b>	<b>7,314</b>	<b>(\$844.909)</b>

**MTA LONG ISLAND RAIL ROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	\$593.844	\$37.632							\$631.476
Vehicle Toll Revenue									
Other Operating Revenue	38.879			6.892	5.298				51.069
Capital & Other Reimbursements									
<b>Total Revenue</b>	<b>\$632.723</b>	<b>\$37.632</b>	<b>\$0.000</b>	<b>\$6.892</b>	<b>\$5.298</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$682.545</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$434.365							(\$0.058)	\$434.307
Overtime	76.994							0.002	76.996
Health and Welfare	102.993							(0.034)	102.959
OPEB Current Payment	66.847							0.000	66.847
Pensions	181.046							0.910	181.956
Other Fringe Benefits	109.459							(0.043)	109.416
Reimbursable Overhead	(22.312)							(0.824)	(23.136)
<b>Total Labor Expenses</b>	<b>\$949.392</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>(\$0.047)</b>	<b>\$949.345</b>
<b>Non-Labor:</b>									
Electric Power	\$103.895	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$103.895
Fuel	31.171	0.000	0.000	0.000	0.000	0.000	0.000	0.000	31.171
Insurance	17.661							0.000	17.661
Claims	3.401							0.000	3.401
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	59.446							0.870	60.316
Professional Service Contracts	35.067							(2.678)	32.389
Materials & Supplies	108.998							(0.526)	108.472
Other Business Expenses	10.093	0.453						(0.093)	10.454
<b>Total Non-Labor Expenses</b>	<b>\$369.732</b>	<b>\$0.453</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(2.426)</b>	<b>367.759</b>
<b>Other Expense Adjustments:</b>									
Other								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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,319.124</b>	<b>\$0.453</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.474)</b>	<b>1,317.104</b>
Depreciation	\$309.649							\$0.000	\$309.649
OPEB Obligation	82.051							0.000	82.051
Environmental Remediation	2.000							0.000	2.000
<b>Total Expenses</b>	<b>\$1,712.824</b>	<b>\$0.453</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.474)</b>	<b>\$1,710.804</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,080.101)</b>	<b>\$37.179</b>	<b>\$0.000</b>	<b>6.892</b>	<b>5.298</b>	<b>0.000</b>	<b>0.000</b>	<b>2.474</b>	<b>(1,028.259)</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation	\$309.649							\$0.000	\$309.649
Operating/Capital	(23.921)							(2.484)	(26.405)
Other Cash Adjustments	112.996					(12.405)		(2.788)	97.803
<b>Total Cash Conversion Adjustments</b>	<b>\$398.724</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$12.405)</b>	<b>\$0.000</b>	<b>(\$5.272)</b>	<b>\$381.046</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$681.377)</b>	<b>\$37.179</b>	<b>\$0.000</b>	<b>\$6.892</b>	<b>\$5.298</b>	<b>(\$12.405)</b>	<b>\$0.000</b>	<b>(\$2.799)</b>	<b>(\$647.213)</b>

-- Differences are due to rounding.



**MTA LONG ISLAND RAIL ROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	\$0.000								\$0.000
Vehicle Toll Revenue	0.000								0.000
<i>Total Capital and Other Reimbursements</i>	241.097							2.472	243.569
<b>Total Revenue</b>	<b>\$241.097</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>\$2.472</b>	<b>\$243.569</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$81.069							\$0.057	\$81.126
Overtime	12.903							0.000	12.903
Health and Welfare	14.244							0.034	14.278
OPEB Current Payment	0.000							0.000	0.000
Pensions	19.954							(0.910)	19.044
Other Fringe Benefits	17.155							0.041	17.196
Reimbursable Overhead	22.312							0.824	23.136
<b>Total Labor Expenses</b>	<b>\$167.637</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>\$0.047</b>	<b>\$167.684</b>
<b>Non-Labor:</b>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	6.682							0.000	6.682
Claims	0.000							0.000	0.000
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	13.628							0.006	13.634
Professional Service Contracts	4.034							2.475	6.509
Materials & Supplies	47.755							(0.054)	47.701
Other Business Expenses	1.361							(0.000)	1.361
<b>Total Non-Labor Expenses</b>	<b>\$73.460</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>\$2.425</b>	<b>\$75.885</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
<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>Total Expenses before Depreciation</b>	<b>\$241.097</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>\$2.472</b>	<b>\$243.569</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$241.097</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>\$2.472</b>	<b>\$243.569</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>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<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>\$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>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>

-- Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013									
	2013 Final Proposed Budget	MTA Plan Adjustments							All Other	February Adopted Budget
Fare/Toll Yield on 3/1/13		Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual LI Bus Costs				
<b>Revenue</b>										
Farebox Revenue	\$593.844	\$37.632								\$631.476
Vehicle Toll Revenue										
Other Operating Revenue	38.879			6.892	5.298	0.000				51.069
Total Capital and Other Reimbursements	241.097	0.000	0.000	0.000	0.000	0.000	0.000	2.472		243.569
<b>Total Revenue</b>	<b>\$873.820</b>	<b>\$37.632</b>	<b>\$0.000</b>	<b>\$6.892</b>	<b>\$5.298</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.472</b>		<b>\$926.114</b>
<b>Expenses</b>										
<b>Labor:</b>										
Payroll	\$515.434								(\$0.001)	\$515.433
Overtime	89.897								0.002	89.899
Health and Welfare	117.237								0.000	117.237
OPEB Current Payment	66.847								0.000	66.847
Pensions	201.000								0.000	201.000
Other Fringe Benefits	126.614								(0.002)	126.612
Reimbursable Overhead	0.000								0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1,117.029</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>\$1,117.029</b>
<b>Non-Labor:</b>										
Electric Power	\$103.895	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$103.895
Fuel	31.171	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	31.171
Insurance	24.343								0.000	24.343
Claims	3.401								0.000	3.401
Paratransit Service Contracts	0.000								0.000	0.000
Maintenance and Other Operating Contracts	73.074								0.876	73.950
Professional Service Contracts	39.101								(0.203)	38.898
Materials & Supplies	156.753								(0.580)	156.173
Other Business Expenses	11.454	0.453							(0.093)	11.814
<b>Total Non-Labor Expenses</b>	<b>\$443.192</b>	<b>\$0.453</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>(\$0.001)</b>	<b>\$443.644</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
<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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,560.221</b>	<b>\$0.453</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>(\$0.001)</b>	<b>\$1,560.673</b>
Depreciation	\$309.649								\$0.000	\$309.649
OPEB Obligation	82.051								0.000	82.051
Environmental Remediation	2.000								0.000	2.000
<b>Total Expenses</b>	<b>\$1,953.921</b>	<b>\$0.453</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>(\$0.001)</b>	<b>\$1,954.373</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,080.101)</b>	<b>\$37.179</b>	<b>\$0.000</b>	<b>\$6.892</b>	<b>\$5.298</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.474</b>		<b>(\$1,028.259)</b>
<b>Cash Conversion Adjustments:</b>										
Depreciation	\$309.649								\$0.000	\$309.649
Operating/Capital	(23.921)								(2.484)	(26.405)
Other Cash Adjustments	112.996						(12.405)		(2.789)	97.802
<b>Total Cash Conversion Adjustments</b>	<b>\$398.724</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$12.405)</b>	<b>\$0.000</b>	<b>(\$5.273)</b>	<b>\$381.046</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$681.377)</b>	<b>\$37.179</b>	<b>\$0.000</b>	<b>\$6.892</b>	<b>\$5.298</b>	<b>(\$12.405)</b>	<b>\$0.000</b>	<b>(\$2.799)</b>		<b>(\$647.213)</b>

-- Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2013									
	2013 Final Proposed Budget	MTA Plan Adjustments							All Other	February Adopted Budget
Fare/Toll Yield on 3/1/13		Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual LI Bus Costs				
<b>Receipts</b>										
Farebox Revenue	\$622.844	\$37.632								\$660.476
Vehicle Toll Revenue										0.000
Other Operating Revenue	51.765			6.892	5.298	(12.405)		(0.001)		51.549
Total Capital and Other Reimbursements	210.953	0.000	0.000	0.000	0.000	0.000	0.000	(0.012)		210.941
<b>Total Receipts</b>	<b>\$885.562</b>	<b>\$37.632</b>	<b>\$0.000</b>	<b>\$6.892</b>	<b>\$5.298</b>	<b>(\$12.405)</b>	<b>\$0.000</b>	<b>(\$0.013)</b>		<b>\$922.966</b>
<b>Expenditures</b>										
<b>Labor:</b>										
Payroll	\$513.006								(\$0.001)	\$513.005
Overtime	89.897							0.002		89.899
Health and Welfare	117.237							0.000		117.237
OPEB Current Payment	66.847							0.000		66.847
Pensions	201.000							0.000		201.000
Other Fringe Benefits	126.614							(0.002)		126.612
GASB Account	7.909							2.787		10.696
Reimbursable Overhead	0.000							0.000		0.000
<b>Total Labor Expenditures</b>	<b>\$1,122.510</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>\$2.786</b>		<b>\$1,125.296</b>
<b>Non-Labor:</b>										
Electric Power	\$101.678	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$101.678
Fuel	31.171	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	31.171
Insurance	23.589							0.000		23.589
Claims	1.609							0.000		1.609
Paratransit Service Contracts	0.000							0.000		0.000
Maintenance and Other Operating Contracts	73.374							0.876		74.250
Professional Service Contracts	36.101							(0.203)		35.898
Materials & Supplies	136.871							(0.580)		136.291
Other Business Expenditures	11.036	0.453						(0.093)		11.397
<b>Total Non-Labor Expenditures</b>	<b>\$415.429</b>	<b>\$0.453</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.001</b>		<b>\$415.883</b>
<b>Other Expenditure Adjustments:</b>										
Other	\$29.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$29.000
<b>Total Other Expenditure Adjustments</b>	<b>\$29.000</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>\$29.000</b>
<b>Total Expenditures</b>	<b>\$1,566.939</b>	<b>\$0.453</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.787</b>		<b>\$1,570.179</b>
<b>Baseline Cash Deficit</b>	<b>(\$681.377)</b>	<b>\$37.179</b>	<b>\$0.000</b>	<b>\$6.892</b>	<b>\$5.298</b>	<b>(\$12.405)</b>	<b>\$0.000</b>	<b>(\$2.799)</b>		<b>(\$647.213)</b>

-- Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2013								
	2013 Final Proposed Budget	MTA Plan Adjustments							All Other
Fare/Toll Yield on 3/1/13		Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual LI Bus Costs			
<b>Receipts</b>									
Farebox Revenue	\$29.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$29.000
Vehicle Toll Revenue		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	12.886	0.000	0.000	0.000	0.000	(12.405)	0.000	(0.001)	0.480
Total Capital and Other Reimbursements	(30.144)	0.000	0.000	0.000	0.000	0.000	0.000	(2.484)	(32.628)
<b>Total Receipt Adjustments</b>	<b>\$11.742</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$12.405)</b>	<b>\$0.000</b>	<b>(\$2.485)</b>	<b>(\$3.148)</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	\$2.428	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.428
Overtime	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
OPEB Current Payment	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
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Account	(7.909)	0.000	0.000	0.000	0.000	0.000	(2.787)	0.000	(10.696)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$5.481)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.787)</b>	<b>\$0.000</b>	<b>(\$8.268)</b>
<b>Non-Labor:</b>									
Electric Power	\$2.217	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.217
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.754	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	0.754
Claims	1.792	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.792
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.300)	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.300)
Professional Service Contracts	3.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	3.000
Materials & Supplies	19.882	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	19.882
Other Business Expenditures	0.418	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	0.418
<b>Total Non-Labor Expenditures</b>	<b>\$27.763</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>(\$0.001)</b>	<b>\$27.762</b>
<b>Other Expenditure Adjustments:</b>									
Other	(\$29.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$29.000)
<b>Total Other Expenditure Adjustments</b>	<b>(\$29.000)</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>(\$29.000)</b>
<b>Total Expenditure Adjustments</b>	<b>(\$6.718)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.787)</b>	<b>(\$0.001)</b>	<b>(\$9.506)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$5.024</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$12.405)</b>	<b>(\$2.787)</b>	<b>(\$2.486)</b>	<b>(\$12.655)</b>
Depreciation Adjustment	\$309.649	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$309.649
OPEB Obligation	82.051	0.000	0.000	0.000	0.000	0.000	0.000	0.000	82.051
Environmental Remediation	2.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$398.724</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$12.405)</b>	<b>(\$2.787)</b>	<b>(\$2.486)</b>	<b>\$381.045</b>

-- Differences are due to rounding.

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

<b>NON-REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$582.329	\$631.476	\$642.930	\$647.614	\$651.078
Toll Revenue	-	-	-	-	-
Other Operating Revenue	36.902	51.069	45.341	46.195	40.589
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$619.232</b>	<b>\$682.545</b>	<b>\$688.271</b>	<b>\$693.809</b>	<b>\$691.667</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$422.656	\$434.307	\$446.250	\$471.467	\$502.352
Overtime	95.272	76.996	78.204	79.969	81.282
Health and Welfare	88.142	102.959	106.485	117.913	132.514
OPEB Current Payment	59.105	66.847	69.104	74.457	80.278
Pensions	161.902	181.956	178.765	181.513	185.672
Other Fringe Benefits	105.057	109.416	113.158	119.694	127.441
Reimbursable Overhead	(25.559)	(23.136)	(24.664)	(18.188)	(18.759)
<b>Total Labor Expenses</b>	<b>\$906.576</b>	<b>\$949.345</b>	<b>\$967.302</b>	<b>\$1,026.826</b>	<b>\$1,090.780</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$90.641	\$103.895	\$108.835	\$113.978	\$119.630
Fuel	27.338	31.171	30.634	29.900	31.643
Insurance	15.621	17.661	20.427	23.708	27.554
Claims	3.400	3.401	3.456	3.513	3.570
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	60.095	60.316	56.880	56.888	63.091
Professional Service Contracts	31.072	32.389	29.800	28.302	29.307
Materials & Supplies	103.160	108.472	118.744	120.239	125.933
Other Business Expenses	13.477	10.454	13.841	15.358	16.052
<b>Total Non-Labor Expenses</b>	<b>\$344.804</b>	<b>\$367.759</b>	<b>\$382.617</b>	<b>\$391.886</b>	<b>\$416.780</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>\$1,251.379</b>	<b>\$1,317.104</b>	<b>\$1,349.919</b>	<b>\$1,418.711</b>	<b>\$1,507.560</b>
Depreciation	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
OPEB Obligation	79.662	82.051	84.513	87.048	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,650.958</b>	<b>\$1,710.804</b>	<b>\$1,735.081</b>	<b>\$1,815.408</b>	<b>\$1,916.052</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,031.727)</b>	<b>(\$1,028.259)</b>	<b>(\$1,046.810)</b>	<b>(\$1,121.599)</b>	<b>(\$1,224.385)</b>
<b><u>Cash Conversion Adjustments</u></b>					
Depreciation	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
Operating/Capital	(8.074)	(26.405)	(17.451)	(10.654)	(10.723)
Other Cash Adjustment	91.568	97.802	73.332	76.297	73.367
<b>Total Cash Conversion Adjustments</b>	<b>\$401.411</b>	<b>\$381.046</b>	<b>\$354.530</b>	<b>\$373.292</b>	<b>\$379.476</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$630.316)</b>	<b>(\$647.213)</b>	<b>(\$692.280)</b>	<b>(\$748.307)</b>	<b>(\$844.909)</b>

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

<b>REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</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	205.368	243.569	256.236	236.680	235.595
<b>Total Revenue</b>	<b>\$205.368</b>	<b>\$243.569</b>	<b>\$256.236</b>	<b>\$236.680</b>	<b>\$235.595</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$66.836	\$81.126	\$87.513	\$87.596	\$87.423
Overtime	12.091	12.903	13.144	12.767	12.514
Health and Welfare	12.104	14.278	15.548	15.485	15.314
OPEB Current Payment	-	-	-	-	-
Pensions	21.198	19.044	20.693	20.675	20.522
Other Fringe Benefits	14.192	17.196	18.725	18.649	18.444
Reimbursable Overhead	25.559	23.136	24.664	18.188	18.759
<b>Total Labor Expenses</b>	<b>\$151.980</b>	<b>\$167.684</b>	<b>\$180.288</b>	<b>\$173.361</b>	<b>\$172.976</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.145	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	4.186	6.682	7.466	7.413	7.320
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	12.424	13.634	11.768	9.794	9.896
Professional Service Contracts	2.052	6.509	2.558	2.030	1.806
Materials & Supplies	33.694	47.701	52.754	43.982	43.501
Other Business Expenses	0.887	1.361	1.403	0.099	0.098
<b>Total Non-Labor Expenses</b>	<b>\$53.388</b>	<b>\$75.885</b>	<b>\$75.948</b>	<b>\$63.319</b>	<b>\$62.619</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>\$205.368</b>	<b>\$243.569</b>	<b>\$256.236</b>	<b>\$236.680</b>	<b>\$235.595</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation					
<b>Total Expenses</b>	<b>\$205.368</b>	<b>\$243.569</b>	<b>\$256.236</b>	<b>\$236.680</b>	<b>\$235.595</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 RAIL ROAD**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Farebox Revenue	\$582.329	\$631.476	\$642.930	\$647.614	\$651.078
Toll Revenue	-	-	-	-	-
Other Operating Revenue	36.902	51.069	45.341	46.195	40.589
Capital and Other Reimbursements	205.368	243.569	256.236	236.680	235.595
<b>Total Revenue</b>	<b>\$824.600</b>	<b>\$926.114</b>	<b>\$944.506</b>	<b>\$930.489</b>	<b>\$927.262</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$489.492	\$515.433	\$533.763	\$559.064	\$589.775
Overtime	107.363	89.899	91.348	92.736	93.796
Health and Welfare	100.246	117.237	122.033	133.398	147.828
OPEB Current Payment	59.105	66.847	69.104	74.457	80.278
Pensions	183.100	201.000	199.458	202.188	206.194
Other Fringe Benefits	119.249	126.612	131.883	138.343	145.885
Reimbursable Overhead	-	-	0.000	-	-
<b>Total Labor Expenses</b>	<b>\$1,058.556</b>	<b>\$1,117.029</b>	<b>\$1,147.590</b>	<b>\$1,200.187</b>	<b>\$1,263.756</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$90.786	\$103.895	\$108.835	\$113.978	\$119.630
Fuel	27.338	31.171	30.634	29.900	31.643
Insurance	19.807	24.343	27.893	31.121	34.874
Claims	3.400	3.401	3.456	3.513	3.570
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	72.519	73.950	68.648	66.682	72.987
Professional Service Contracts	33.124	38.898	32.358	30.332	31.113
Materials & Supplies	136.854	156.173	171.498	164.221	169.434
Other Business Expenses	14.364	11.815	15.244	15.457	16.150
<b>Total Non-Labor Expenses</b>	<b>\$398.192</b>	<b>\$443.644</b>	<b>\$458.564</b>	<b>\$455.204</b>	<b>\$479.399</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>\$1,456.747</b>	<b>\$1,560.673</b>	<b>\$1,606.154</b>	<b>\$1,655.391</b>	<b>\$1,743.155</b>
Depreciation	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
OPEB Obligation	79.662	82.051	84.513	87.048	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,856.326</b>	<b>\$1,954.373</b>	<b>\$1,991.316</b>	<b>\$2,052.088</b>	<b>\$2,151.647</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,031.727)</b>	<b>(\$1,028.259)</b>	<b>(\$1,046.810)</b>	<b>(\$1,121.599)</b>	<b>(\$1,224.385)</b>
<b><u>Cash Conversion Adjustments</u></b>					
Depreciation	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
Operating/Capital	(8.074)	(26.405)	(17.451)	(10.654)	(10.723)
Other Cash Adjustment	91.568	97.802	73.332	76.297	73.367
<b>Total Cash Conversion Adjustments</b>	<b>\$401.411</b>	<b>\$381.046</b>	<b>\$354.530</b>	<b>\$373.292</b>	<b>\$379.476</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$630.316)</b>	<b>(\$647.213)</b>	<b>(\$692.280)</b>	<b>(\$748.307)</b>	<b>(\$844.909)</b>

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

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$610.457	\$660.476	\$671.930	\$676.614	\$680.078
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	91.392	51.549	43.691	44.279	38.399
Capital and Other Reimbursements	209.391	210.941	232.715	219.841	218.332
<b>Total Receipts</b>	<b>\$911.240</b>	<b>\$922.966</b>	<b>\$948.336</b>	<b>\$940.734</b>	<b>\$936.809</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$486.115	\$513.005	\$531.263	\$556.488	\$587.122
Overtime	107.363	89.899	91.348	92.736	93.796
Health and Welfare	100.246	117.237	122.033	133.398	147.828
OPEB Current Payment	59.105	66.847	69.104	74.457	80.278
Pensions	183.100	201.000	199.458	202.188	206.194
Other Fringe Benefits	122.249	126.612	131.883	138.343	145.885
GASB Account	10.010	10.696	12.412	12.972	14.382
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$1,068.188</b>	<b>\$1,125.296</b>	<b>\$1,157.501</b>	<b>\$1,210.582</b>	<b>\$1,275.485</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$130.003	\$101.678	\$111.804	\$117.146	\$123.010
Fuel	30.978	31.171	30.634	29.900	31.643
Insurance	25.189	23.589	28.435	30.761	34.499
Claims	2.934	1.609	1.646	1.684	1.722
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	85.075	74.250	68.948	66.982	73.287
Professional Service Contracts	32.350	35.898	29.208	27.025	27.640
Materials & Supplies	125.765	136.291	168.628	160.951	169.744
Other Business Expenses	14.074	11.397	14.812	15.010	15.688
<b>Total Non-Labor Expenses</b>	<b>\$446.368</b>	<b>\$415.883</b>	<b>\$454.115</b>	<b>\$449.459</b>	<b>\$477.233</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$27.000	\$29.000	\$29.000	\$29.000	\$29.000
<b>Total Other Expenditure Adjustments</b>	<b>\$27.000</b>	<b>\$29.000</b>	<b>\$29.000</b>	<b>\$29.000</b>	<b>\$29.000</b>
<b>Total Expenditures</b>	<b>\$1,541.556</b>	<b>\$1,570.179</b>	<b>\$1,640.616</b>	<b>\$1,689.041</b>	<b>\$1,781.718</b>
Cash Timing and Availability Adjustment					
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$630.316)</b>	<b>(\$647.213)</b>	<b>(\$692.280)</b>	<b>(\$748.307)</b>	<b>(\$844.909)</b>



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

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$28.128	\$29.000	\$29.000	\$29.000	\$29.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	54.490	0.480	(1.650)	(1.916)	(2.190)
Capital and Other Reimbursements	4.023	(32.628)	(23.521)	(16.839)	(17.263)
<b>Total Receipts</b>	<b>\$86.640</b>	<b>(\$3.148)</b>	<b>\$3.830</b>	<b>\$10.245</b>	<b>\$9.547</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$3.377	\$2.428	\$2.500	\$2.576	\$2.653
Overtime	-	0.000	0.000	0.000	-
Health and Welfare	0.000	-	-	0.000	-
OPEB Current Payment	-	-	-	-	-
Pensions	-	-	(0.000)	-	-
Other Fringe Benefits	(3.000)	-	(0.000)	-	-
GASB Account	(10.010)	(10.696)	(12.412)	(12.972)	(14.382)
Reimbursable Overhead	-	-	0.000	-	-
<b>Total Labor Expenditures</b>	<b>(\$9.632)</b>	<b>(\$8.267)</b>	<b>(\$9.911)</b>	<b>(\$10.395)</b>	<b>(\$11.729)</b>
<b><u>Non-Labor:</u></b>					
Electric Power	(\$39.217)	\$2.217	(\$2.969)	(\$3.168)	(\$3.380)
Fuel	(3.640)	-	-	-	-
Insurance	(5.382)	0.754	(0.542)	0.360	0.375
Claims	0.466	1.792	1.810	1.829	1.848
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(12.556)	(0.300)	(0.300)	(0.300)	(0.300)
Professional Service Contracts	0.774	3.000	3.150	3.307	3.473
Materials & Supplies	11.089	19.882	2.870	3.270	(0.310)
Other Business Expenditures	0.290	0.418	0.432	0.447	0.462
<b>Total Non-Labor Expenses</b>	<b>(\$48.176)</b>	<b>\$27.761</b>	<b>\$4.449</b>	<b>\$5.745</b>	<b>\$2.166</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	(\$27.000)	(\$29.000)	(\$29.000)	(\$29.000)	(\$29.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$27.000)</b>	<b>(\$29.000)</b>	<b>(\$29.000)</b>	<b>(\$29.000)</b>	<b>(\$29.000)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$1.832</b>	<b>(\$12.654)</b>	<b>(\$30.632)</b>	<b>(\$23.405)</b>	<b>(\$29.016)</b>
Depreciation Adjustment	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
OPEB Obligation	79.662	82.051	84.513	87.048	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment					
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$401.411</b>	<b>\$381.046</b>	<b>\$354.530</b>	<b>\$373.292</b>	<b>\$379.476</b>

**MTA Long Island Rail Road**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Total		
	Hours	\$	%
<b><i>NON-REIMBURSABLE OVERTIME</i></b>			
<u>Scheduled Service</u>	362,915	\$18.397	23.9%
<u>Unscheduled Service</u>	114,607	5.919	7.7%
<u>Programmatic/Routine Maintenance</u>	475,288	22.308	29.0%
<u>Unscheduled Maintenance</u>	6,229	0.284	0.4%
<u>Vacancy/Absentee Coverage</u>	529,852	26.361	34.2%
<u>Weather Emergencies</u>	62,316	2.963	3.8%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	17,583	0.764	1.0%
Subtotal	<b>1,568,791</b>	<b>\$76.996</b>	100.0%
<b><i>REIMBURSABLE OVERTIME</i></b>	248,142	\$12.903	
<b>TOTAL OVERTIME</b>	<b>1,816,934</b>	<b>\$89.899</b>	

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2013 - 2016**  
**Ridership/ (Utilization)**  
(in millions)

	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
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**RIDERSHIP**

Monthly	46.402	46.619	46.908	47.243	47.511
Weekly	1.717	1.725	1.735	1.747	1.756
<b>Total Commutation</b>	<b>48.119</b>	<b>48.344</b>	<b>48.643</b>	<b>48.991</b>	<b>49.267</b>
One-Way Full Fare	7.935	8.000	8.026	8.083	8.126
One-Way Off Peak	17.392	17.609	17.693	17.817	17.914
All Other	9.452	9.518	9.569	9.664	9.714
<b>Total Non Commutation</b>	<b>34.778</b>	<b>35.127</b>	<b>35.288</b>	<b>35.564</b>	<b>35.754</b>
<b>Total Ridership</b>	<b>82.897</b>	<b>83.471</b>	<b>83.931</b>	<b>84.555</b>	<b>85.021</b>

**FAREBOX REVENUE**

Passenger Revenue	<b>\$582.329</b>	<b>\$631.476</b>	<b>\$642.930</b>	<b>\$647.614</b>	<b>\$651.078</b>
<b>Total Revenue</b>	<b>\$582.329</b>	<b>\$631.476</b>	<b>\$642.930</b>	<b>\$647.614</b>	<b>\$651.078</b>

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

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

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

FUNCTION/OCCUPATIONAL GROUP	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors	310	324	324	330	338
Professional, Technical, Clerical	310	304	306	306	306
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>620</b>	<b>628</b>	<b>630</b>	<b>636</b>	<b>644</b>
<b>Operations</b>					
Managers/Supervisors	329	322	321	321	322
Professional, Technical, Clerical	162	161	161	161	161
Operational Hourlies	1,738	1,761	1,760	1,918	2,010
<b>Total Operations</b>	<b>2,229</b>	<b>2,244</b>	<b>2,242</b>	<b>2,400</b>	<b>2,493</b>
<b>Maintenance</b>					
Managers/Supervisors	688	723	715	751	794
Professional, Technical, Clerical	272	269	265	267	267
Operational Hourlies	2,661	2,723	2,831	2,825	2,972
<b>Total Maintenance</b>	<b>3,621</b>	<b>3,715</b>	<b>3,811</b>	<b>3,843</b>	<b>4,033</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	106	113	113	113	113
Professional, Technical, Clerical	21	31	31	31	31
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>127</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</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 Positions</b>					
Managers/Supervisors	1,433	1,482	1,473	1,515	1,567
Professional, Technical, Clerical	765	765	763	765	765
Operational Hourlies	4,399	4,484	4,591	4,743	4,982
<b>Total Baseline Positions</b>	<b>6,597</b>	<b>6,731</b>	<b>6,827</b>	<b>7,023</b>	<b>7,314</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-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>Operating Revenue</b>													
Farebox Revenue	\$45.873	\$44.548	\$51.735	\$51.984	\$53.654	\$56.603	\$57.799	\$55.623	\$53.962	\$53.087	\$52.618	\$53.990	\$631.476
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.682	2.696	3.710	2.759	3.773	8.280	2.732	2.990	2.736	2.763	3.053	12.895	51.069
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$48.555</b>	<b>\$47.244</b>	<b>\$55.445</b>	<b>\$54.743</b>	<b>\$57.427</b>	<b>\$64.883</b>	<b>\$60.531</b>	<b>\$58.613</b>	<b>\$56.698</b>	<b>\$55.850</b>	<b>\$55.671</b>	<b>\$66.885</b>	<b>\$682.545</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$39.175	\$33.796	\$34.379	\$34.620	\$37.975	\$33.044	\$34.930	\$37.186	\$36.443	\$37.317	\$36.754	\$38.688	\$434.307
Overtime	6.255	6.544	5.105	6.455	5.531	5.720	7.536	6.070	6.390	6.695	6.000	8.695	76.996
Health and Welfare	8.910	8.913	8.716	8.352	8.472	8.518	8.093	8.458	8.631	8.460	8.762	8.674	102.959
OPEB Current Payment	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	66.847
Pensions	15.593	15.628	15.338	14.875	15.025	15.057	14.527	15.020	15.193	14.999	15.443	15.258	181.956
Other Fringe Benefits	10.046	9.458	9.174	10.376	9.403	9.185	10.664	9.184	9.056	8.654	7.127	7.089	109.416
Reimbursable Overhead	(1.172)	(1.110)	(1.619)	(2.435)	(2.171)	(2.115)	(3.048)	(2.179)	(1.876)	(2.217)	(1.434)	(1.760)	(23.136)
<b>Total Labor Expenses</b>	<b>\$84.378</b>	<b>\$78.800</b>	<b>\$76.664</b>	<b>\$77.814</b>	<b>\$79.806</b>	<b>\$74.980</b>	<b>\$78.273</b>	<b>\$79.310</b>	<b>\$79.408</b>	<b>\$79.479</b>	<b>\$78.223</b>	<b>\$82.215</b>	<b>\$949.345</b>
<b>Non-Labor:</b>													
Electric Power	\$8.588	\$8.576	\$8.302	\$7.882	\$7.993	\$9.325	\$9.729	\$9.350	\$9.283	\$8.156	\$7.787	\$8.924	\$103.895
Fuel	2.563	2.374	2.678	2.633	2.714	2.597	2.629	2.704	2.565	2.628	2.594	2.492	31.171
Insurance	1.392	1.392	1.404	1.404	1.489	1.489	1.489	1.489	1.489	1.489	1.555	1.580	17.661
Claims	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	3.401
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4.601	5.094	4.892	4.797	4.970	4.708	5.711	4.839	5.186	4.832	5.234	5.450	60.316
Professional Service Contracts	2.227	2.615	2.738	2.544	2.723	2.878	2.707	2.622	2.745	2.550	2.589	3.451	32.389
Materials & Supplies	8.274	8.281	10.698	8.293	8.257	10.276	8.293	8.361	10.348	8.403	8.503	10.485	108.472
Other Business Expenses	1.236	1.152	1.254	1.213	1.239	1.279	1.293	1.335	1.289	(3.066)	1.257	0.973	10.454
<b>Total Non-Labor Expenses</b>	<b>\$29.164</b>	<b>\$29.767</b>	<b>\$32.249</b>	<b>\$29.049</b>	<b>\$29.668</b>	<b>\$32.835</b>	<b>\$32.135</b>	<b>\$30.984</b>	<b>\$33.189</b>	<b>\$25.276</b>	<b>\$29.803</b>	<b>\$33.639</b>	<b>\$367.759</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>\$113.542</b>	<b>\$108.567</b>	<b>\$108.913</b>	<b>\$106.863</b>	<b>\$109.474</b>	<b>\$107.815</b>	<b>\$110.407</b>	<b>\$110.293</b>	<b>\$112.596</b>	<b>\$104.754</b>	<b>\$108.025</b>	<b>\$115.853</b>	<b>\$1,317.104</b>
Depreciation	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$25.229	\$25.129	\$25.129	\$25.129	\$309.649
OPEB Obligation	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.851	7.000	7.000	82.051
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>\$146.638</b>	<b>\$141.663</b>	<b>\$142.009</b>	<b>\$139.959</b>	<b>\$142.570</b>	<b>\$140.911</b>	<b>\$143.503</b>	<b>\$143.389</b>	<b>\$144.792</b>	<b>\$136.901</b>	<b>\$140.321</b>	<b>\$148.149</b>	<b>\$1,710.804</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$98.083)</b>	<b>(\$94.419)</b>	<b>(\$86.564)</b>	<b>(\$85.216)</b>	<b>(\$85.143)</b>	<b>(\$76.028)</b>	<b>(\$82.972)</b>	<b>(\$84.776)</b>	<b>(\$88.094)</b>	<b>(\$81.051)</b>	<b>(\$84.650)</b>	<b>(\$81.264)</b>	<b>(\$1,028.259)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$25.229	\$25.129	\$25.129	\$25.129	\$309.648
Operating Capital	(0.953)	(0.983)	(2.752)	(2.720)	(2.567)	(1.337)	(1.625)	(1.602)	(1.521)	(4.145)	(3.121)	(3.079)	(26.405)
Other Cash Adjustments	1.028	8.242	10.658	(2.215)	(2.529)	11.560	10.193	2.932	12.276	10.410	19.033	16.217	97.803
<b>Total Cash Conversion Adjustments</b>	<b>\$26.204</b>	<b>\$33.388</b>	<b>\$34.035</b>	<b>\$21.195</b>	<b>\$21.033</b>	<b>\$36.352</b>	<b>\$34.696</b>	<b>\$27.458</b>	<b>\$35.983</b>	<b>\$31.394</b>	<b>\$41.041</b>	<b>\$38.267</b>	<b>\$381.046</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$71.879)</b>	<b>(\$61.031)</b>	<b>(\$52.529)</b>	<b>(\$64.021)</b>	<b>(\$64.110)</b>	<b>(\$39.676)</b>	<b>(\$48.276)</b>	<b>(\$57.318)</b>	<b>(\$52.111)</b>	<b>(\$49.657)</b>	<b>(\$43.610)</b>	<b>(\$42.997)</b>	<b>(\$647.213)</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2013 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	\$45.873	\$44.548	\$51.735	\$51.984	\$53.654	\$56.603	\$57.799	\$55.623	\$53.962	\$53.087	\$52.618	\$53.990	\$631.476
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	2.682	2.696	3.710	2.759	3.773	8.280	2.732	2.990	2.736	2.763	3.053	12.895	51.069
Capital and Other Reimbursements	14.017	13.704	19.434	24.215	22.594	20.998	26.496	21.504	19.395	23.978	17.940	19.294	243.569
<b>Total Revenue</b>	<b>\$62.572</b>	<b>\$60.948</b>	<b>\$74.879</b>	<b>\$78.958</b>	<b>\$80.021</b>	<b>\$85.881</b>	<b>\$87.027</b>	<b>\$80.117</b>	<b>\$76.093</b>	<b>\$79.828</b>	<b>\$73.611</b>	<b>\$86.179</b>	<b>\$926.114</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$44.261	\$38.777	\$40.176	\$42.522	\$45.084	\$40.181	\$44.570	\$44.532	\$42.964	\$44.828	\$42.323	\$45.215	\$515.433
Overtime	6.781	6.994	6.447	7.977	7.164	6.987	8.719	7.207	7.503	7.786	6.869	9.465	89.899
Health and Welfare	9.765	9.743	9.777	9.770	9.783	9.803	9.773	9.761	9.793	9.765	9.728	9.776	117.237
OPEB Current Payment	5.570	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	66.847
Pensions	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	201.000
Other Fringe Benefits	11.076	10.458	10.452	12.083	10.982	10.732	12.688	10.754	10.456	10.225	8.290	8.416	126.612
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>\$94.203</b>	<b>\$88.293</b>	<b>\$89.173</b>	<b>\$94.673</b>	<b>\$95.334</b>	<b>\$90.024</b>	<b>\$98.071</b>	<b>\$94.575</b>	<b>\$93.037</b>	<b>\$94.925</b>	<b>\$89.531</b>	<b>\$95.193</b>	<b>\$1,117.029</b>
<b>Non-Labor:</b>													
Electric Power	\$8.588	\$8.576	\$8.302	\$7.882	\$7.993	\$9.325	\$9.729	\$9.350	\$9.283	\$8.156	\$7.787	\$8.923	\$103.895
Fuel	2.563	2.374	2.678	2.633	2.714	2.597	2.629	2.704	2.565	2.628	2.594	2.492	31.171
Insurance	1.711	1.710	1.872	2.085	2.155	2.154	2.411	2.167	2.031	2.081	1.944	2.021	24.342
Claims	0.284	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	3.401
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	5.128	5.600	6.341	6.450	6.572	5.669	6.796	5.700	5.934	6.402	6.574	6.782	73.950
Professional Service Contracts	2.757	3.152	3.290	3.110	3.289	3.681	3.203	3.106	3.222	3.060	3.086	3.942	38.898
Materials & Supplies	10.978	11.020	15.041	12.634	12.375	13.687	12.371	12.463	14.234	14.149	12.797	14.424	156.173
Other Business Expenses	1.347	1.263	1.367	1.328	1.353	1.393	1.410	1.449	1.402	(2.952)	1.369	1.086	11.815
<b>Total Non-Labor Expenses</b>	<b>\$33.356</b>	<b>\$33.978</b>	<b>\$39.174</b>	<b>\$36.405</b>	<b>\$36.734</b>	<b>\$38.789</b>	<b>\$38.833</b>	<b>\$37.223</b>	<b>\$38.955</b>	<b>\$33.808</b>	<b>\$36.435</b>	<b>\$39.952</b>	<b>\$443.644</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>\$127.559</b>	<b>\$122.271</b>	<b>\$128.347</b>	<b>\$131.078</b>	<b>\$132.068</b>	<b>\$128.813</b>	<b>\$136.904</b>	<b>\$131.798</b>	<b>\$131.992</b>	<b>\$128.732</b>	<b>\$125.966</b>	<b>\$135.145</b>	<b>\$1,560.673</b>
Depreciation	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$25.229	\$25.129	\$25.129	\$25.129	\$309.649
OPEB Obligation	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.851	7.000	7.000	82.051
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>\$160.655</b>	<b>\$155.367</b>	<b>\$161.443</b>	<b>\$164.174</b>	<b>\$165.164</b>	<b>\$161.909</b>	<b>\$169.999</b>	<b>\$164.893</b>	<b>\$164.187</b>	<b>\$160.879</b>	<b>\$158.262</b>	<b>\$167.441</b>	<b>\$1,954.373</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$98.083)</b>	<b>(\$94.419)</b>	<b>(\$86.564)</b>	<b>(\$85.216)</b>	<b>(\$85.143)</b>	<b>(\$76.028)</b>	<b>(\$82.972)</b>	<b>(\$84.776)</b>	<b>(\$88.094)</b>	<b>(\$81.051)</b>	<b>(\$84.651)</b>	<b>(\$81.262)</b>	<b>(\$1,028.259)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$25.229	\$25.129	\$25.129	\$25.129	\$309.648
Operating Capital	(0.953)	(0.983)	(2.752)	(2.720)	(2.567)	(1.337)	(1.625)	(1.602)	(1.521)	(4.145)	(3.121)	(3.079)	(26.405)
Other Cash Adjustments	1.028	8.242	10.658	(2.215)	(2.529)	11.560	10.193	2.932	12.276	10.410	19.033	16.217	97.803
<b>Total Cash Conversion Adjustments</b>	<b>\$26.204</b>	<b>\$33.388</b>	<b>\$34.035</b>	<b>\$21.195</b>	<b>\$21.033</b>	<b>\$36.352</b>	<b>\$34.696</b>	<b>\$27.458</b>	<b>\$35.983</b>	<b>\$31.394</b>	<b>\$41.041</b>	<b>\$38.267</b>	<b>\$381.046</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$71.879)</b>	<b>(\$61.031)</b>	<b>(\$52.529)</b>	<b>(\$64.021)</b>	<b>(\$64.110)</b>	<b>(\$39.676)</b>	<b>(\$48.276)</b>	<b>(\$57.318)</b>	<b>(\$52.111)</b>	<b>(\$49.657)</b>	<b>(\$43.610)</b>	<b>(\$42.995)</b>	<b>(\$647.213)</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2013 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	\$48.289	\$46.965	\$54.152	\$54.401	\$56.071	\$59.019	\$60.216	\$58.040	\$56.378	\$55.503	\$55.034	\$56.408	\$660.476
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	2.692	2.681	3.800	2.867	3.758	8.265	2.847	2.980	2.727	2.879	3.044	13.009	51.549
Capital and Other Reimbursements	9.710	11.553	15.095	10.047	15.230	21.190	20.880	21.534	16.170	21.249	21.905	26.378	210.941
<b>Total Receipts</b>	<b>\$60.691</b>	<b>\$61.199</b>	<b>\$73.047</b>	<b>\$67.315</b>	<b>\$75.059</b>	<b>\$88.474</b>	<b>\$83.943</b>	<b>\$82.554</b>	<b>\$75.275</b>	<b>\$79.631</b>	<b>\$79.983</b>	<b>\$95.795</b>	<b>\$922.966</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$44.726	\$38.652	\$39.346	\$40.412	\$49.483	\$39.032	\$39.327	\$49.962	\$40.281	\$46.432	\$42.606	\$42.746	\$513.005
Overtime	8.073	6.994	6.447	6.381	8.955	6.987	6.975	9.009	7.503	7.786	6.869	7.920	89.899
Health and Welfare	9.765	9.743	9.777	9.770	9.783	9.803	9.773	9.762	9.793	9.764	9.728	9.776	117.237
OPEB Current Payment	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.566	66.847
Pensions	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.750	201.000
Other Fringe Benefits	10.721	10.260	10.137	12.900	12.620	10.456	11.176	12.476	10.066	9.154	9.587	7.059	126.612
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.696	10.696
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>\$95.606</b>	<b>\$87.970</b>	<b>\$88.028</b>	<b>\$91.784</b>	<b>\$103.162</b>	<b>\$88.599</b>	<b>\$89.572</b>	<b>\$103.530</b>	<b>\$89.964</b>	<b>\$95.457</b>	<b>\$91.111</b>	<b>\$100.513</b>	<b>\$1,125.296</b>
<b>Non-Labor:</b>													
Electric Power	\$8.820	\$8.808	\$8.534	\$8.114	\$8.225	\$9.557	\$9.961	\$9.582	\$9.515	\$6.722	\$6.353	\$7.487	\$101.678
Fuel	2.563	2.374	2.678	2.633	2.714	2.597	2.629	2.704	2.565	2.628	2.594	2.492	31.171
Insurance	3.568	2.168	1.642	3.527	0.399	2.131	3.505	0.481	1.322	3.250	0.238	1.358	23.589
Claims	0.134	0.134	0.134	0.134	0.134	0.134	0.134	0.134	0.134	0.134	0.134	0.135	1.609
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	4.245	4.717	5.460	6.308	6.614	5.711	6.838	5.743	5.976	6.442	6.614	9.582	74.250
Professional Service Contracts	3.293	2.509	2.647	3.646	2.645	3.039	3.739	2.463	2.580	3.595	2.443	3.299	35.898
Materials & Supplies	10.613	9.905	12.705	11.481	11.541	12.608	12.050	11.405	11.541	11.626	10.350	10.466	136.291
Other Business Expenditures	1.311	1.228	1.331	1.292	1.318	1.357	1.374	1.413	1.372	(2.983)	1.339	1.045	11.397
<b>Total Non-Labor Expenditures</b>	<b>\$34.547</b>	<b>\$31.843</b>	<b>\$35.131</b>	<b>\$37.135</b>	<b>\$33.590</b>	<b>\$37.134</b>	<b>\$40.230</b>	<b>\$33.925</b>	<b>\$35.005</b>	<b>\$31.414</b>	<b>\$30.065</b>	<b>\$35.864</b>	<b>\$415.883</b>
<b>Other Adjustments:</b>													
Other	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.413	\$29.000
<b>Total Other Expenditure Adjustments</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.413</b>	<b>\$29.000</b>
<b>Total Expenditures</b>	<b>\$132.570</b>	<b>\$122.230</b>	<b>\$125.576</b>	<b>\$131.336</b>	<b>\$139.169</b>	<b>\$128.150</b>	<b>\$132.219</b>	<b>\$139.872</b>	<b>\$127.386</b>	<b>\$129.288</b>	<b>\$123.593</b>	<b>\$138.790</b>	<b>\$1,570.179</b>
Cash Timing and Availability Adjustments													
<b>Baseline Net Cash Deficit</b>	<b>(\$71.879)</b>	<b>(\$61.031)</b>	<b>(\$52.529)</b>	<b>(\$64.021)</b>	<b>(\$64.110)</b>	<b>(\$39.676)</b>	<b>(\$48.276)</b>	<b>(\$57.318)</b>	<b>(\$52.111)</b>	<b>(\$49.657)</b>	<b>(\$43.610)</b>	<b>(\$42.995)</b>	<b>(\$647.213)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2013 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	\$2.416	\$2.417	\$2.417	\$2.417	\$2.417	\$2.416	\$2.417	\$2.417	\$2.416	\$2.416	\$2.416	\$2.418	\$29.000
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	0.010	(0.015)	0.090	0.108	(0.015)	(0.015)	0.115	(0.010)	(0.009)	0.116	(0.009)	0.114	0.480
Capital and Other Reimbursements	(4.307)	(2.151)	(4.339)	(14.168)	(7.364)	0.192	(5.616)	0.030	(3.225)	(2.729)	3.965	7.084	(32.628)
<b>Total Receipts</b>	<b>(\$1.881)</b>	<b>\$0.251</b>	<b>(\$1.832)</b>	<b>(\$11.643)</b>	<b>(\$4.962)</b>	<b>\$2.593</b>	<b>(\$3.084)</b>	<b>\$2.437</b>	<b>(\$0.818)</b>	<b>(\$0.197)</b>	<b>\$6.372</b>	<b>\$9.616</b>	<b>(\$3.148)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$0.465)	\$0.125	\$0.830	\$2.110	(\$4.399)	\$1.149	\$5.243	(\$5.430)	\$2.683	(\$1.604)	(\$0.283)	\$2.469	\$2.428
Overtime	(1.292)	0.000	0.000	1.596	(1.791)	0.000	1.744	(1.802)	0.000	0.000	0.000	1.545	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000	0.001	0.000	0.000	0.000
OPEB Current Payment	(0.001)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.005	(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	0.355	0.198	0.315	(0.817)	(1.638)	0.276	1.512	(1.722)	0.390	1.071	(1.297)	1.357	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	(10.696)	(10.696)
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>(\$1.403)</b>	<b>\$0.323</b>	<b>\$1.145</b>	<b>\$2.889</b>	<b>(\$7.828)</b>	<b>\$1.425</b>	<b>\$8.499</b>	<b>(\$8.955)</b>	<b>\$3.073</b>	<b>(\$0.532)</b>	<b>(\$1.580)</b>	<b>(\$5.320)</b>	<b>(\$8.267)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	\$1.434	\$1.434	\$1.436	\$2.217
Fuel	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	(1.857)	(0.458)	0.230	(1.442)	1.756	0.023	(1.094)	1.686	0.709	(1.169)	1.706	0.663	0.753
Claims	0.150	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.148	1.792
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	0.883	0.883	0.881	0.142	(0.042)	(0.042)	(0.042)	(0.043)	(0.042)	(0.040)	(0.040)	(2.800)	(0.300)
Professional Service Contracts	(0.536)	0.643	0.643	(0.536)	0.644	0.642	(0.536)	0.643	0.642	(0.535)	0.643	0.643	3.000
Materials & Supplies	0.365	1.115	2.336	1.153	0.834	1.079	0.321	1.058	2.693	2.523	2.447	3.958	19.882
Other Business Expenditures	0.036	0.035	0.036	0.036	0.035	0.036	0.036	0.036	0.030	0.031	0.030	0.041	0.418
<b>Total Non-Labor Expenditures</b>	<b>(\$1.191)</b>	<b>\$2.135</b>	<b>\$4.043</b>	<b>(\$0.730)</b>	<b>\$3.144</b>	<b>\$1.655</b>	<b>(\$1.397)</b>	<b>\$3.298</b>	<b>\$3.950</b>	<b>\$2.394</b>	<b>\$6.370</b>	<b>\$4.088</b>	<b>\$27.761</b>
<b>Other Adjustments:</b>													
Other	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.413)	(\$29.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.413)</b>	<b>(\$29.000)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$6.892)</b>	<b>\$0.292</b>	<b>\$0.939</b>	<b>(\$11.901)</b>	<b>(\$12.063)</b>	<b>\$3.256</b>	<b>\$1.601</b>	<b>(\$5.637)</b>	<b>\$3.788</b>	<b>(\$0.753)</b>	<b>\$8.745</b>	<b>\$5.971</b>	<b>(\$12.654)</b>
Depreciation Adjustment	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$25.229	\$25.129	\$25.129	\$25.129	\$309.649
OPEB Obligation	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.851	7.000	7.000	82.051
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>Baseline Total Cash Conversion Adjustments</b>	<b>\$26.204</b>	<b>\$33.388</b>	<b>\$34.035</b>	<b>\$21.195</b>	<b>\$21.033</b>	<b>\$36.352</b>	<b>\$34.696</b>	<b>\$27.458</b>	<b>\$35.983</b>	<b>\$31.394</b>	<b>\$41.041</b>	<b>\$38.267</b>	<b>\$381.046</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
**(\$ in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$2.086	\$2.143	\$0.799	\$1.606	\$1.484	\$0.801	\$1.597	\$0.765	\$1.440	\$1.750	\$1.670	\$2.255	\$18.397
<u>Unscheduled Service</u>	0.460	0.468	0.394	0.596	0.385	0.411	0.697	0.448	0.496	0.546	0.356	0.662	5.919
<u>Programmatic/Routine Maintenance</u>	1.806	1.810	1.711	2.084	1.694	1.770	2.065	1.797	1.695	2.050	1.662	2.163	22.308
<u>Unscheduled Maintenance</u>	0.030	0.023	0.024	0.022	0.022	0.021	0.023	0.020	0.020	0.026	0.022	0.029	0.284
<u>Vacancy/Absentee Coverage</u>	1.272	1.512	1.755	1.982	1.783	2.537	2.977	2.864	2.562	2.119	2.030	2.968	26.361
<u>Weather Emergencies</u>	0.537	0.525	0.358	0.102	0.099	0.115	0.113	0.112	0.113	0.140	0.195	0.553	2.963
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.063	0.063	0.063	0.063	0.063	0.063	0.064	0.064	0.064	0.064	0.064	0.064	0.764
<b>Sub-Total</b>	<b>\$6.255</b>	<b>\$6.544</b>	<b>\$5.105</b>	<b>\$6.455</b>	<b>\$5.531</b>	<b>\$5.720</b>	<b>\$7.536</b>	<b>\$6.070</b>	<b>\$6.390</b>	<b>\$6.695</b>	<b>\$6.000</b>	<b>\$8.696</b>	<b>\$76.996</b>
<b>REIMBURSABLE OVERTIME</b>	0.526	0.450	1.342	1.522	1.633	1.267	1.183	1.137	1.113	1.091	0.869	0.770	12.903
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$6.781</b>	<b>\$6.994</b>	<b>\$6.447</b>	<b>\$7.977</b>	<b>\$7.164</b>	<b>\$6.987</b>	<b>\$8.719</b>	<b>\$7.207</b>	<b>\$7.503</b>	<b>\$7.786</b>	<b>\$6.869</b>	<b>\$9.466</b>	<b>\$89.899</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2013 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	3.876	3.536	3.967	4.052	4.054	3.766	3.905	3.764	3.791	4.369	3.672	3.866	<b>46.619</b>
Weekly	0.134	0.125	0.140	0.137	0.131	0.154	0.177	0.207	0.142	0.142	0.107	0.128	<b>1.725</b>
<b>Total Commutation</b>	<b>4.009</b>	<b>3.661</b>	<b>4.107</b>	<b>4.189</b>	<b>4.186</b>	<b>3.920</b>	<b>4.083</b>	<b>3.971</b>	<b>3.933</b>	<b>4.512</b>	<b>3.779</b>	<b>3.994</b>	<b>48.344</b>
One-Way Full Fare	0.592	0.563	0.647	0.654	0.687	0.730	0.767	0.746	0.682	0.665	0.622	0.645	<b>8.000</b>
One-Way Off-Peak	1.315	1.181	1.353	1.390	1.501	1.571	1.745	1.684	1.490	1.361	1.442	1.576	<b>17.609</b>
All Other	0.686	0.670	0.742	0.780	0.797	0.907	0.881	0.894	0.785	0.785	0.762	0.830	<b>9.518</b>
<b>Total Non-Commutation</b>	<b>2.592</b>	<b>2.413</b>	<b>2.741</b>	<b>2.824</b>	<b>2.985</b>	<b>3.208</b>	<b>3.394</b>	<b>3.324</b>	<b>2.957</b>	<b>2.811</b>	<b>2.826</b>	<b>3.051</b>	<b>35.127</b>
<b>Total Ridership</b>	<b>6.602</b>	<b>6.075</b>	<b>6.848</b>	<b>7.012</b>	<b>7.171</b>	<b>7.128</b>	<b>7.477</b>	<b>7.295</b>	<b>6.890</b>	<b>7.323</b>	<b>6.605</b>	<b>7.046</b>	<b>83.471</b>
<b><u>Farebox Revenue</u></b>													
Passenger Revenue	\$45.873	\$44.548	\$51.735	\$51.984	\$53.654	\$56.603	\$57.799	\$55.623	\$53.962	\$53.087	\$52.618	\$53.990	\$631.476
Total Revenue	\$45.873	\$44.548	\$51.735	\$51.984	\$53.654	\$56.603	\$57.799	\$55.623	\$53.962	\$53.087	\$52.618	\$53.990	\$631.476



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents 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	324	324	325	324	324	325	324	324	324	324	324	324
Professional, Technical, Clerical	304	304	304	305	304	304	304	304	304	304	304	304
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>628</b>	<b>628</b>	<b>629</b>	<b>629</b>	<b>628</b>	<b>629</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>
<b>Operations</b>												
Managers/Supervisors	322	322	322	322	322	323	323	323	322	322	322	322
Professional, Technical, Clerical	162	162	162	163	166	173	173	173	166	162	161	161
Operational Hourlies	1,720	1,719	1,719	1,713	1,742	1,746	1,741	1,732	1,728	1,726	1,726	1,761
<b>Total Operations</b>	<b>2,204</b>	<b>2,203</b>	<b>2,203</b>	<b>2,198</b>	<b>2,230</b>	<b>2,242</b>	<b>2,237</b>	<b>2,228</b>	<b>2,216</b>	<b>2,210</b>	<b>2,209</b>	<b>2,244</b>
<b>Maintenance</b>												
Managers/Supervisors	723	723	723	723	723	723	723	723	723	723	723	723
Professional, Technical, Clerical	268	268	269	269	269	269	269	269	269	269	269	269
Operational Hourlies	2,757	2,742	2,766	2,766	2,742	2,742	2,727	2,727	2,762	2,748	2,723	2,723
<b>Total Maintenance</b>	<b>3,748</b>	<b>3,733</b>	<b>3,758</b>	<b>3,758</b>	<b>3,734</b>	<b>3,734</b>	<b>3,719</b>	<b>3,719</b>	<b>3,754</b>	<b>3,740</b>	<b>3,715</b>	<b>3,715</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	112	112	112	112	112	114	114	114	112	112	112	113
Professional, Technical, Clerical	31	31	31	31	31	31	31	31	31	31	31	31
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>143</b>	<b>143</b>	<b>143</b>	<b>143</b>	<b>143</b>	<b>145</b>	<b>145</b>	<b>145</b>	<b>143</b>	<b>143</b>	<b>143</b>	<b>144</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	1,481	1,481	1,482	1,481	1,481	1,485	1,484	1,484	1,481	1,481	1,481	1,482
Professional, Technical, Clerical	765	765	766	768	770	777	777	777	770	766	765	765
Operational Hourlies	4,477	4,461	4,486	4,479	4,485	4,488	4,468	4,460	4,491	4,474	4,450	4,484
<b>Total Positions</b>	<b>6,723</b>	<b>6,707</b>	<b>6,733</b>	<b>6,728</b>	<b>6,736</b>	<b>6,751</b>	<b>6,729</b>	<b>6,721</b>	<b>6,742</b>	<b>6,722</b>	<b>6,696</b>	<b>6,731</b>

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# **Metro-North Railroad**



**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

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

- New York State Fare Increase effective March 1, 2013 results in increased revenues of \$25.7 million in 2013, \$31.3 million in 2014, \$32.0 million in 2015 and \$32.7 million in 2016.
- The 2013 Adopted Budget includes an anticipated cost recovery of \$11.0 million for losses incurred due to Tropical Storm Irene.
- The 2012 Final Estimate includes losses incurred from Tropical Storm Sandy totaling \$27.0 million. Recovery of these losses is estimated to be recovered over the three year period of 2013 – 2016 at the rate of \$9 million per year.
- A Federal Energy Regulatory Commission ruling results in increased Revenue and Non-Revenue electric power charges adding \$3.1 million in 2014, \$3.1 million in 2015 and \$3.3 million in 2016.
- A proportionate increase in the Annual Required Contribution for Other Post-Employment Benefits was made to the annual GASB contribution. This resulted in an increase on a cash basis of \$3.1 million in 2012 growing to \$4.3 million in 2016.
- Changes in Overhead Recovery rates on capital projects result in additional cost recoveries of \$1.3 million in the years 2013-2016.
- Approximately \$5.0 million in Operating Capital project costs have been rescheduled from 2012 to 2013.
- Refinement of the 2013 Adopted Budget for reimbursable capital projects adds \$7.8 million in expenditures offset by a corresponding increase in capital reimbursements.
- Effective January 1, 2013, advertising receipts will be reassigned from MTA Metro-North Railroad to MTA Headquarters, since the support (and related expenditures) of this real estate function is largely performed by MTA Headquarters. Since advertising is primarily location-specific, the advertising revenue (and expenses), on an accrued basis only, will continue to be allocated to the Agency where the advertising revenue is generated. The resulting reduction in Other Operating Revenue cash receipts will be matched by additional cash subsidies to the Agency, and therefore have no adverse impact on the Agency's cash position. As a result, Other Operating Revenue cash receipts will decrease by \$9.4 million in 2013, \$8.4 million in 2014, \$8.8 million in 2015 and \$9.3 million in 2016.
- The 2012 Final Estimate shows position reporting by Function/Occupation Group to reflect a revised methodology that improves consistency with MTA position definitions.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,773</b>	<b>(\$657.375)</b>	<b>5,850</b>	<b>(\$717.625)</b>	<b>5,893</b>	<b>(\$730.014)</b>	<b>5,904</b>	<b>(\$760.328)</b>	<b>5,910</b>	<b>(\$795.752)</b>
<b>Technical Adjustments:</b>										
Other Operating Revenue Adjustment										
Increase in Capital Overhead Rate				1.272		1.272		1.272		1.272
Other Miscellaneous Adjustments				0.016		(0.054)		(0.122)		(0.182)
Sub-Total Technical Adjustments	0	\$0.000	0	\$1.288	0	\$1.218	0	\$1.150	0	\$1.090
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13*				25.685		31.314		32.044		32.658
Operating Loss/Recovery from Tropical Storm Sandy		(26.993)		8.821		8.821		8.823		
Recovery of Tropical Storm Irene				11.026						
Electric Power Re-estimate						(3.076)		(3.119)		(3.267)
Metro-Card Green Fee and Cost Savings										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	(\$26.993)	0	\$45.532	0	\$37.059	0	\$37.748	0	\$29.391
<b>2013 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,773</b>	<b>(\$684.368)</b>	<b>5,850</b>	<b>(\$670.805)</b>	<b>5,893</b>	<b>(\$691.737)</b>	<b>5,904</b>	<b>(\$721.430)</b>	<b>5,910</b>	<b>(\$765.271)</b>

\*Includes Farebox Revenue increase for East of Hudson Lines and a credit to Other Business Expenses – For West of Hudson Lines service payments to New Jersey Transit.

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>567</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
Receipts			7.778		1.272		1.272		1.272	
Increase in Capital Overhead Rate			(1.806)		(1.272)		(1.272)		(1.272)	
Disbursements for Omitted Capital Costs			(5.971)							
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Metro-Card Green Fee and Cost Savings										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2013 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>567</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan - (Cash)**  
(\$ in millions)

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>6,340</b>	<b>(\$343.733)</b>	<b>6,418</b>	<b>(\$468.804)</b>	<b>6,461</b>	<b>(\$438.099)</b>	<b>6,472</b>	<b>(\$437.312)</b>	<b>6,478</b>	<b>(\$457.365)</b>
<b>Technical Adjustments:</b>										
Other Operating Revenue Adjustment			(9.409)		(8.401)		(8.821)		(9.262)	
Increase in Capital Overhead Rate			1.272		1.272		1.272		1.272	
Operating Capital	4.979		(5.105)		0.221					
Eliminate OpCap Project for Ferry Svc Swap			1.600							
Eliminate cash adj for Ferry Svc Swap			(1.600)							
Other Miscellaneous Adjustments	0.045		2.902		(0.134)		0.487		1.425	
Sub-Total Technical Adjustments	0	\$5.024	0	(\$10.340)	0	(\$7.042)	0	(\$7.062)	0	(\$6.565)
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13			25.685		31.314		32.044		32.658	
Operating Loss/Recovery from Tropical Storm Sandy		(26.993)	8.821		8.821		8.823			
Recovery of Tropical Storm Irene			11.026							
Electric Power Re-estimate					(3.076)		(3.119)		(3.267)	
Metro-Card Green Fee and Cost Savings										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other GASB OPEB	(3.131)		(3.385)		(3.707)		(4.004)		(4.344)	
Other Cash Adjustments										
Sub-Total MTA Plan Adjustments	0	(\$30.124)	0	\$42.147	0	\$33.352	0	\$33.744	0	\$25.047
<b>2013 February Financial Plan: Cash Baseline Surplus/(Deficit)</b>	<b>6,340</b>	<b>(\$368.833)</b>	<b>6,418</b>	<b>(\$436.997)</b>	<b>6,461</b>	<b>(\$411.789)</b>	<b>6,472</b>	<b>(\$410.630)</b>	<b>6,478</b>	<b>(\$438.883)</b>

**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Adjustments	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	621.194	24.794							645.988
Vehicle Toll Revenue	0.000								
Other Operating Revenue	48.274			8.821	11.026				68.121
<i>Capital &amp; Other Reimbursements:</i>									
MTA	0.000								0.000
CDOT	0.000								0.000
Other	0.000								0.000
<b>Total 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>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Revenue</b>	<b>\$669.467</b>	<b>\$24.794</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$714.108</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	413.523							0.000	413.523
Overtime	54.917							0.000	54.917
Health and Welfare	104.466							(0.005)	104.462
OPEB Current Payment	19.000								19.000
Pensions	73.268							0.002	73.270
Other Fringe Benefits	94.703							(0.009)	94.694
Reimbursable Overhead	(38.395)							(1.272)	(39.667)
<b>Total Labor Expenses</b>	<b>\$721.482</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>(\$1.283)</b>	<b>\$720.198</b>
<b>Non-Labor:</b>									
Electric Power	84.823	0.000	0.000	0.000	0.000	0.000	0.000	0.000	84.823
Fuel	28.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	28.000
Insurance	12.551								12.551
Claims	0.535								0.535
Paratransit Service Contracts	0.000								
Maintenance and Other Operating Contracts	96.185							0.287	96.472
Professional Service Contracts	29.312							(0.500)	28.812
Materials & Supplies	65.190							1.410	66.600
Other Business Expenses	26.797	(0.891)						(1.201)	24.706
<b>Total Non-Labor Expenses</b>	<b>\$343.393</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(0.004)</b>	<b>342.498</b>
<b>Other Expense 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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,064.875</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.287)</b>	<b>1,062.697</b>
Depreciation	242.189								242.189
OPEB Obligation	76.073								76.073
Environmental Remediation	3.955								3.955
<b>Total Expenses</b>	<b>\$1,387.092</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.287)</b>	<b>\$1,384.913</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$717.625)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>8.821</b>	<b>11.026</b>	<b>0.000</b>	<b>0.000</b>	<b>1.287</b>	<b>(670.805)</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation	242.189								242.189
Operating/Capital	(33.046)							(3.505)	(36.551)
Other Cash Adjustments	39.678							(11.508)	28.170
<b>Total Cash Conversion Adjustments</b>	<b>\$248.821</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>(\$15.013)</b>	<b>\$233.808</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$468.804)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$13.72)</b>	<b>(\$436.997)</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2013									
	2013 Final Proposed Budget	MTA Plan Adjustments							February Adopted Budget	
Fare/Toll Yield on 3/1/13		Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other			
<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
Vehicle Toll Revenue	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
<i>Capital &amp; Other Reimbursements:</i>										
MTA	117.803								0.385	118.188
CDOT	62.911								4.834	67.746
Other	10.358								2.558	12.916
<b>Total Capital and Other Reimbursements</b>	<b>191.073</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>7.778</b>	<b>198.850</b>
<b>Total Revenue</b>	<b>\$191.073</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>\$7.778</b>	<b>\$198.850</b>
<b>Expenses</b>										
<b>Labor:</b>										
Payroll	43.243								0.537	43.780
Overtime	16.248								(0.255)	15.992
Health and Welfare	14.990								0.100	15.090
OPEB Current Payment	0.000									0.000
Pensions	8.789								0.060	8.849
Other Fringe Benefits	9.925								0.068	9.993
Reimbursable Overhead	37.740								1.806	39.546
<b>Total Labor Expenses</b>	<b>\$130.935</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>\$2.315</b>	<b>\$133.250</b>
<b>Non-Labor:</b>										
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.241								(0.096)	4.145
Claims	0.000									0.000
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	22.056								1.577	23.633
Professional Service Contracts	7.156								2.812	9.967
Materials & Supplies	26.054								0.565	26.618
Other Business Expenses	0.631								0.605	1.236
<b>Total Non-Labor Expenses</b>	<b>\$60.138</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>\$5.462</b>	<b>\$65.600</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
<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>Total Expenses before Depreciation</b>	<b>\$191.073</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>\$7.778</b>	<b>\$198.850</b>
Depreciation	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>\$191.073</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>\$7.778</b>	<b>\$198.850</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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Conversion Adjustments:</b>										
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<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>\$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>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	621.194	24.794						(0.000)	645.988
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	48.274			8.821	11.026	0.000		0.000	68.121
<i>Capital &amp; Other Reimbursements:</i>									
MTA	117.803							0.385	118.188
CDOT	62.911							4.834	67.746
Other	10.358							2.558	12.916
<b>Total Capital and Other Reimbursements</b>	<b>191.073</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>7.778</b>	<b>198.850</b>
<b>Total Revenue</b>	<b>\$860.540</b>	<b>\$24.794</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.777</b>	<b>\$912.959</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	456.766							0.536	457.303
Overtime	71.165							(0.256)	70.909
Health and Welfare	119.457							0.095	119.552
OPEB Current Payment	19.000							0.000	19.000
Pensions	82.057							0.062	82.119
Other Fringe Benefits	104.628							0.059	104.687
Reimbursable Overhead	(0.655)							0.534	(0.121)
<b>Total Labor Expenses</b>	<b>\$852.417</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>\$1.031</b>	<b>\$853.448</b>
<b>Non-Labor:</b>									
Electric Power	84.823	0.000	0.000	0.000	0.000	0.000	0.000	0.000	84.823
Fuel	28.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	28.000
Insurance	16.792							(0.096)	16.696
Claims	0.535							0.000	0.535
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	118.241							1.864	120.105
Professional Service Contracts	36.468							2.312	38.779
Materials & Supplies	91.244							1.975	93.219
Other Business Expenses	27.428	(0.891)						(0.596)	25.942
<b>Total Non-Labor Expenses</b>	<b>\$403.531</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$5.459</b>	<b>\$408.099</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
<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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,255.948</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$6.489</b>	<b>\$1,261.547</b>
Depreciation	242.189							0.000	242.189
OPEB Obligation	76.073							(0.000)	76.073
Environmental Remediation	3.955							0.000	3.955
<b>Total Expenses</b>	<b>\$1,578.165</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$6.489</b>	<b>\$1,583.764</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$717.625)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.288</b>	<b>(\$670.805)</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation	242.189							0.000	242.189
Operating/Capital	(33.046)							(3.505)	(36.551)
Other Cash Adjustments	39.678							(11.508)	28.170
<b>Total Cash Conversion Adjustments</b>	<b>\$248.821</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>(\$15.013)</b>	<b>\$233.808</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$468.804)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$13.725)</b>	<b>(\$436.997)</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Receipts</b>									
Farebox Revenue	629.144	24.794							653.938
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	75.143			8.821	11.026	(9.409)			85.581
<i>Capital &amp; Other Reimbursements:</i>									
MTA	113.451							2.599	116.050
CDOT	61.417							4.908	66.325
Other	9.847							2.655	12.502
<b>Total Capital and Other Reimbursements</b>	<b>184.715</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>10.162</b>	<b>194.877</b>
<b>Total Receipts</b>	<b>\$889.002</b>	<b>\$24.794</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>(\$9.409)</b>	<b>\$0.000</b>	<b>\$10.162</b>	<b>\$934.396</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	461.007							0.537	461.544
Overtime	71.671							(0.255)	71.416
Health and Welfare	123.998							0.089	124.087
OPEB Current Payment	19.000							0.000	19.000
Pensions	82.203							0.063	82.266
Other Fringe Benefits	105.225							0.064	105.289
GASB Account	9.607							3.385	12.992
Reimbursable Overhead	0.000							0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$872.711</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>\$3.883</b>	<b>\$876.594</b>
<b>Non-Labor:</b>									
Electric Power	87.016	0.000	0.000	0.000	0.000	0.000	0.000	0.000	87.016
Fuel	24.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	24.400
Insurance	16.295							(0.096)	16.199
Claims	0.681							0.000	0.681
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	141.969							6.606	148.575
Professional Service Contracts	38.538							6.057	44.595
Materials & Supplies	115.604							(1.976)	113.628
Other Business Expenditures	56.992	(0.891)						0.005	56.106
<b>Total Non-Labor Expenditures</b>	<b>\$481.495</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$10.596</b>	<b>\$491.200</b>
<b>Other Expenditure Adjustments:</b>									
Other (CDOT Fuel Billing Adjustment)	3.600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.600
Cash Timing and Availability Adjustment	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>\$3.600</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>\$3.600</b>
<b>Total Expenditures</b>	<b>\$1,357.806</b>	<b>(\$0.891)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$14.479</b>	<b>\$1,371.394</b>
<b>Baseline Cash Deficit</b>	<b>(\$468.804)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>(\$9.409)</b>	<b>\$0.000</b>	<b>(\$4.317)</b>	<b>(\$436.997)</b>
<b>Subsidies</b>									
MTA	(367.014)	25.685		6.528	8.159	(9.409)		(4.730)	(340.782)
CDOT	(101.790)			2.293	2.867			0.414	(96.216)
<b>Total Subsidies</b>	<b>(\$468.804)</b>	<b>\$25.685</b>	<b>\$0.000</b>	<b>\$8.821</b>	<b>\$11.026</b>	<b>(\$9.409)</b>	<b>\$0.000</b>	<b>(\$4.317)</b>	<b>(\$436.997)</b>

-- Differences are due to rounding.



**MTA METRO-NORTH RAILROAD**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Receipts</b>									
Farebox Revenue	7.950	0.000						(0.000)	7.950
Vehicle Toll Revenue	0.000							0.000	0.000
Other Operating Revenue	26.869			0.000	0.000	(9.409)		0.000	17.460
<i>Capital &amp; Other Reimbursements:</i>									
MTA	(4.352)							0.000	0.000
CDOT	(1.494)							0.074	(1.421)
Other	(0.511)							0.097	(0.414)
<b>Total Capital and Other Reimbursements</b>	<b>(6.358)</b>							<b>2.384</b>	<b>(3.973)</b>
<b>Total Receipt Adjustments</b>	<b>\$28.462</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$9.409)</b>	<b>\$0.000</b>	<b>\$2.384</b>	<b>\$21.437</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	(4.241)							(0.001)	(4.241)
Overtime	(0.506)							(0.001)	(0.507)
Health and Welfare	(4.541)							0.006	(4.535)
OPEB Current Payment	0.000							0.000	0.000
Pensions	(0.146)							(0.001)	(0.147)
Other Fringe Benefits	(0.597)							(0.005)	(0.602)
GASB Account	(9.607)							(3.385)	(12.992)
Reimbursable Overhead	(0.655)							0.534	(0.121)
<b>Total Labor Expenditures</b>	<b>(\$20.294)</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>(\$2.852)</b>	<b>(\$23.146)</b>
<b>Non-Labor:</b>									
Electric Power	(2.193)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(2.193)
Fuel	3.600	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	3.600
Insurance	0.497							(0.000)	0.497
Claims	(0.146)							0.000	(0.146)
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	(23.728)							(4.742)	(28.470)
Professional Service Contracts	(2.070)							(3.745)	(5.816)
Materials & Supplies	(24.360)							3.951	(20.409)
Other Business Expenditures	(29.564)	0.000						(0.600)	(30.164)
<b>Total Non-Labor Expenditures</b>	<b>(\$77.964)</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>(\$5.137)</b>	<b>(\$83.101)</b>
<b>Other Expenditure Adjustments:</b>									
Other	(3.600)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(3.600)
<b>Total Other Expenditure Adjustments</b>	<b>(\$3.600)</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>(\$3.600)</b>
<b>Total Expenditure Adjustments</b>	<b>(\$101.858)</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>(\$7.989)</b>	<b>(\$109.847)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$73.396)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$9.409)</b>	<b>\$0.000</b>	<b>(\$5.605)</b>	<b>(\$88.410)</b>
Depreciation Adjustment	242.189								242.189
OPEB Obligation	76.073								76.073
Environmental Remediation	3.955								3.955
<b>Total Cash Conversion Adjustments</b>	<b>\$248.821</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$9.409)</b>	<b>\$0.000</b>	<b>(\$5.605)</b>	<b>\$233.808</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Operating Revenue</b>					
Farebox Revenue	\$590.040	\$645.988	\$678.439	\$693.387	\$707.432
Other Operating Revenue	48.962	68.121	58.122	59.590	52.593
MNR - MTA					
MNR - CDOT					
MNR - Other					
Capital and Other Reimbursements					
<b>Total Revenue</b>	<b>\$639.002</b>	<b>\$714.108</b>	<b>\$736.561</b>	<b>\$752.976</b>	<b>\$760.025</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$403.616	\$413.523	\$424.548	\$432.738	\$442.195
Overtime	57.071	54.917	53.890	54.901	55.928
Health and Welfare	88.152	104.462	105.816	114.174	123.183
OPEB Current Payment	18.000	19.000	21.000	21.500	22.000
Pensions	62.697	73.270	72.257	73.217	74.643
Other Fringe Benefits	92.440	94.694	99.175	100.837	102.878
Reimbursable Overhead	(36.986)	(39.667)	(40.344)	(41.084)	(41.847)
<b>Total Labor Expenses</b>	<b>\$684.990</b>	<b>\$720.198</b>	<b>\$736.342</b>	<b>\$756.283</b>	<b>\$778.979</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$74.619	\$84.823	\$90.466	\$95.762	\$101.364
Fuel	28.318	28.000	27.513	26.924	28.612
Insurance	10.942	12.551	14.396	16.564	19.056
Claims	0.483	0.535	0.510	0.510	0.510
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	100.928	96.472	97.326	103.583	104.276
Professional Service Contracts	25.767	28.812	28.508	28.184	28.751
Materials & Supplies	73.632	66.600	77.022	78.477	82.403
Other Business Expenses	23.744	24.706	27.173	28.623	30.946
<b>Total Non-Labor</b>	<b>\$338.433</b>	<b>\$342.499</b>	<b>\$362.913</b>	<b>\$378.627</b>	<b>\$395.918</b>
<b><u>Other Expenses Adjustments:</u></b>					
<b>Other</b>					
<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>\$1,023.423</b>	<b>\$1,062.696</b>	<b>\$1,099.255</b>	<b>\$1,134.910</b>	<b>\$1,174.897</b>
Depreciation	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
OPEB Obligation	68.044	76.073	77.899	83.352	89.187
Environmental Remediation	2.726	3.955	3.955	3.955	3.955
<b>Total Expenses</b>	<b>\$1,323.370</b>	<b>\$1,384.913</b>	<b>\$1,428.298</b>	<b>\$1,474.406</b>	<b>\$1,525.296</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$684.368)</b>	<b>(\$670.805)</b>	<b>(\$691.737)</b>	<b>(\$721.430)</b>	<b>(\$765.271)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
Operating Capital	(17.627)	(36.551)	(26.466)	(17.000)	(17.000)
Other Cash Adjustments	103.985	28.170	59.225	75.611	86.131
<b>Total Cash Conversion Adjustments</b>	<b>\$315.535</b>	<b>\$233.808</b>	<b>\$279.948</b>	<b>\$310.800</b>	<b>\$326.389</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Revenue</b>					
Farebox Revenue					
Other Operating Revenue					
MNR - MTA	\$99.187	\$118.188	\$121.160	\$124.541	\$128.003
MNR - CDOT	83.940	67.746	89.953	77.171	76.980
MNR - Other	9.549	12.916	14.542	14.854	15.187
Capital and Other Reimbursements	192.676	198.850	225.654	216.566	220.171
<b>Total Revenue</b>	<b>\$192.676</b>	<b>\$198.850</b>	<b>\$225.654</b>	<b>\$216.566</b>	<b>\$220.171</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$42.152	\$43.780	\$44.624	\$45.458	\$46.312
Overtime	16.564	15.992	16.303	16.610	16.920
Health and Welfare	12.271	15.090	15.410	16.500	17.635
OPEB Current Payment					
Pensions	7.273	8.849	8.697	8.825	8.984
Other Fringe Benefits	10.745	9.993	10.572	10.769	10.970
Reimbursable Overhead	36.309	39.546	40.309	41.061	41.834
<b>Total Labor</b>	<b>\$125.314</b>	<b>\$133.250</b>	<b>\$135.916</b>	<b>\$139.224</b>	<b>\$142.655</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	4.021	4.145	4.255	4.335	4.416
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	24.559	23.633	31.860	29.066	31.690
Professional Service Contracts	7.555	9.967	14.375	9.853	5.828
Materials & Supplies	28.304	26.618	37.990	32.808	34.274
Other Business Expenses	2.922	1.236	1.259	1.281	1.307
<b>Total Non-Labor</b>	<b>\$67.362</b>	<b>\$65.600</b>	<b>\$89.739</b>	<b>\$77.342</b>	<b>\$77.516</b>
<b><u>Other Adjustments:</u></b>					
Other					
<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>\$192.676</b>	<b>\$198.850</b>	<b>\$225.654</b>	<b>\$216.566</b>	<b>\$220.171</b>
Depreciation					
<b>Total Expenses</b>	<b>\$192.676</b>	<b>\$198.850</b>	<b>\$225.654</b>	<b>\$216.566</b>	<b>\$220.171</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 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Farebox Revenue	\$590.040	\$645.988	\$678.439	\$693.387	\$707.432
Other Operating Revenue	48.962	68.121	58.122	59.590	52.593
MNR - MTA	99.187	118.188	121.160	124.541	128.003
MNR - CDOT	83.940	67.746	89.953	77.171	76.980
MNR - Other	9.549	12.916	14.542	14.854	15.187
Capital and Other Reimbursements	192.676	198.850	225.654	216.566	220.171
<b>Total Revenue</b>	<b>\$831.678</b>	<b>\$912.959</b>	<b>\$962.216</b>	<b>\$969.542</b>	<b>\$980.196</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$445.768	\$457.303	\$469.172	\$478.196	\$488.507
Overtime	73.635	70.909	70.193	71.511	72.848
Health and Welfare	100.423	119.552	121.226	130.674	140.818
OPEB Current Payment	18.000	19.000	21.000	21.500	22.000
Pensions	69.970	82.119	80.955	82.043	83.627
Other Fringe Benefits	103.185	104.687	109.747	111.606	113.848
Reimbursable Overhead	(0.677)	(0.121)	(0.035)	(0.023)	(0.013)
<b>Total Labor</b>	<b>\$810.305</b>	<b>\$853.448</b>	<b>\$872.258</b>	<b>\$895.506</b>	<b>\$921.634</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$74.619	\$84.823	\$90.466	\$95.762	\$101.364
Fuel	28.318	28.000	27.513	26.924	28.612
Insurance	14.963	16.696	18.651	20.899	23.472
Claims	0.483	0.535	0.510	0.510	0.510
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	125.487	120.105	129.185	132.649	135.966
Professional Service Contracts	33.322	38.779	42.883	38.037	34.579
Materials & Supplies	101.936	93.219	115.012	111.285	116.677
Other Business Expenses	26.666	25.942	28.433	29.905	32.253
<b>Total Non-Labor</b>	<b>\$405.795</b>	<b>\$408.099</b>	<b>\$452.652</b>	<b>\$455.970</b>	<b>\$473.433</b>
<b><u>Other Adjustments:</u></b>					
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>\$1,216.099</b>	<b>\$1,261.547</b>	<b>\$1,324.910</b>	<b>\$1,351.476</b>	<b>\$1,395.067</b>
Depreciation	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
OPEB Obligation	68.044	76.073	77.899	83.352	89.187
Environmental Remediation	2.726	3.955	3.955	3.955	3.955
<b>Total Expenses</b>	<b>\$1,516.046</b>	<b>\$1,583.764</b>	<b>\$1,653.953</b>	<b>\$1,690.972</b>	<b>\$1,745.467</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$684.368)</b>	<b>(\$670.805)</b>	<b>(\$691.737)</b>	<b>(\$721.430)</b>	<b>(\$765.271)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
Operating Capital	(17.627)	(36.551)	(26.466)	(17.000)	(17.000)
Other Cash Adjustments	103.985	28.170	59.225	75.611	86.131
<b>Total Cash Conversion Adjustments</b>	<b>\$315.535</b>	<b>\$233.808</b>	<b>\$279.948</b>	<b>\$310.800</b>	<b>\$326.389</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$597.645	\$653.938	\$686.539	\$701.887	\$715.932
Other Operating Revenue	73.801	85.581	79.505	80.118	71.898
MNR - MTA	128.356	116.050	124.438	128.844	132.324
MNR - CDOT	101.780	66.325	91.927	78.275	77.102
MNR - Other	19.561	12.502	14.156	14.778	15.106
Capital and Other Reimbursements	249.697	194.877	230.521	221.897	224.532
<b>Total Revenue</b>	<b>\$921.143</b>	<b>\$934.396</b>	<b>\$996.565</b>	<b>\$1,003.902</b>	<b>\$1,012.362</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$449.290	\$461.544	\$477.716	\$477.928	\$486.669
Overtime	74.493	71.416	72.761	72.006	73.337
Health and Welfare	109.177	124.087	125.389	134.918	144.146
OPEB Current Payment	18.000	19.000	21.000	21.500	22.000
Pensions	67.581	82.266	81.099	82.189	83.776
Other Fringe Benefits	103.297	105.289	111.795	111.488	113.165
GASB Account	11.877	12.992	14.219	15.370	16.678
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor</b>	<b>\$833.715</b>	<b>\$876.594</b>	<b>\$903.979</b>	<b>\$915.399</b>	<b>\$939.771</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$76.433	\$87.016	\$92.710	\$98.058	\$103.714
Fuel	24.718	24.400	23.913	23.324	25.012
Insurance	17.178	16.199	18.065	21.170	22.705
Claims	0.629	0.681	0.656	0.656	0.656
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	136.687	148.575	140.977	138.113	136.799
Professional Service Contracts	34.794	44.595	46.289	40.961	37.534
Materials & Supplies	107.587	113.628	121.448	115.104	120.809
Other Business Expenditures	53.735	56.105	56.717	58.146	60.646
<b>Total Non-Labor</b>	<b>\$451.761</b>	<b>\$491.199</b>	<b>\$500.775</b>	<b>\$495.532</b>	<b>\$507.875</b>
<b><u>Other Adjustments:</u></b>					
Other	4.500	3.600	3.600	3.600	3.600
Cash Timing and Availability Adjustment					
<b>Total Other Adjustments</b>	<b>\$4.500</b>	<b>\$3.600</b>	<b>\$3.600</b>	<b>\$3.600</b>	<b>\$3.600</b>
<b>Total Expenditures</b>	<b>\$1,289.976</b>	<b>\$1,371.393</b>	<b>\$1,408.354</b>	<b>\$1,414.532</b>	<b>\$1,451.245</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>
<b><u>Subsidies</u></b>					
MTA	(\$281.744)	(\$340.782)	(\$328.849)	(\$324.168)	(\$346.308)
CDOT	(\$87.089)	(\$96.216)	(\$82.940)	(\$86.461)	(\$92.576)
<b>Total Subsidies</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>
<b>Net Surplus/Deficit</b>	<b>(\$368.833)</b>	<b>(\$436.997)</b>	<b>(\$411.789)</b>	<b>(\$410.630)</b>	<b>(\$438.883)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$7.605	\$7.950	\$8.100	\$8.500	\$8.500
Other Operating Revenue	24.839	17.460	21.383	20.528	19.305
<i>Capital and Other Reimbursements:</i>					
MTA	29.169	(2.138)	3.278	4.303	4.321
CDOT	17.840	(1.421)	1.974	1.104	0.122
Other	10.012	(0.414)	(0.386)	(0.076)	(0.081)
Total Capital and Other Reimbursements	57.021	(3.973)	4.867	5.331	4.361
<b>Total Receipts</b>	<b>\$89.465</b>	<b>\$21.437</b>	<b>\$34.349</b>	<b>\$34.360</b>	<b>\$32.166</b>
<b>Expenditures</b>					
<i>Labor:</i>					
Payroll	(\$3.522)	(\$4.241)	(\$8.544)	\$0.268	\$1.837
Overtime	(0.858)	(0.507)	(2.568)	(0.496)	(0.489)
Health and Welfare	(8.754)	(4.535)	(4.163)	(4.244)	(3.328)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.389	(0.147)	(0.144)	(0.146)	(0.149)
Other Fringe Benefits	(0.112)	(0.602)	(2.048)	0.118	0.683
GASB Account	(11.877)	(12.992)	(14.219)	(15.370)	(16.678)
Reimbursable Overhead	(0.677)	(0.121)	(0.035)	(0.023)	(0.013)
<b>Total Labor</b>	<b>(\$23.410)</b>	<b>(\$23.146)</b>	<b>(\$31.721)</b>	<b>(\$19.893)</b>	<b>(\$18.137)</b>
<i>Non-Labor:</i>					
Electric Power	(\$1.814)	(\$2.193)	(\$2.244)	(\$2.296)	(\$2.350)
Fuel	3.600	3.600	3.600	3.600	3.600
Insurance	(2.215)	0.497	0.586	(0.271)	0.767
Claims	(0.146)	(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	(11.200)	(28.470)	(11.792)	(5.464)	(0.833)
Professional Service Contracts	(1.472)	(5.816)	(3.406)	(2.924)	(2.955)
Materials & Supplies	(5.651)	(20.409)	(6.436)	(3.819)	(4.132)
Other Business Expenditures	(27.069)	(30.164)	(28.284)	(28.242)	(28.393)
<b>Total Non-Labor</b>	<b>(\$45.966)</b>	<b>(\$83.101)</b>	<b>(\$48.123)</b>	<b>(\$39.563)</b>	<b>(\$34.441)</b>
<i>Other Adjustments:</i>					
Other	(4.500)	(3.600)	(3.600)	(3.600)	(3.600)
<b>Total Other Expenditures Adjustments</b>	<b>(\$4.500)</b>	<b>(\$3.600)</b>	<b>(\$3.600)</b>	<b>(\$3.600)</b>	<b>(\$3.600)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$15.588</b>	<b>(\$88.409)</b>	<b>(\$49.095)</b>	<b>(\$28.696)</b>	<b>(\$24.012)</b>
Depreciation Adjustment	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
OPEB Obligation	68.044	76.073	77.899	83.352	89.187
Environmental Remediation	2.726	3.955	3.955	3.955	3.955
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$315.535</b>	<b>\$233.808</b>	<b>\$279.948</b>	<b>\$310.800</b>	<b>\$326.388</b>

**MTA METRO-NORTH RAILROAD**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<u>Scheduled Service</u>	476,650	\$26.345	48.0%
<u>Unscheduled Service</u>	0	0.000	0.0%
<u>Programmatic/Routine Maintenance</u>	227,138	10.586	19.3%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	225,692	9.968	18.2%
<u>Weather Emergencies</u>	133,961	6.416	11.7%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	38,076	1.602	2.9%
Subtotal	<b>1,101,518</b>	<b>\$54.917</b>	100.0%
<b>REIMBURSABLE OVERTIME</b>	328,623	\$15.992	
<b>TOTAL OVERTIME</b>	<b>1,430,141</b>	<b>\$70.909</b>	

<sup>1</sup> Other & reimbursable budget includes PTE \$'s only. Does not include hours.

REIMBURSABLE OVERTIME Hours still under review

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Ridership/(Utilization)**  
**(in millions)**

	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
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**RIDERSHIP**

Harlem Line	27.175	27.728	28.363	28.990	29.565
Hudson Line	16.160	16.459	16.846	17.206	17.524
New Haven Line	39.663	40.315	41.044	41.621	42.170
<b>Total East of Hudson Ridership</b>	<b>82.999</b>	<b>84.502</b>	<b>86.253</b>	<b>87.816</b>	<b>89.259</b>
West of Hudson	1.757	1.773	1.796	1.833	1.869
<b>Total Ridership</b>	<b>84.756</b>	<b>86.275</b>	<b>88.050</b>	<b>89.649</b>	<b>91.129</b>

**FAREBOX REVENUE**

Harlem Line	\$177.038	\$194.166	\$201.897	\$206.730	\$211.219
Hudson Line	124.233	141.738	147.235	150.568	153.518
New Haven Line	288.195	309.465	328.673	335.441	342.034
West of Hudson Mail & Ride	0.574	0.619	0.635	0.648	0.661
<b>Total Farebox Revenue</b>	<b>\$590.040</b>	<b>\$645.988</b>	<b>\$678.439</b>	<b>\$693.387</b>	<b>\$707.432</b>



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function\***  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
President	3	3	3	3	3
Labor Relations	9	9	9	9	9
Safety	22	21	21	21	21
COS/ Corporate & Public Affairs	16	16	16	16	16
Legal	18	18	18	18	18
Claims Services	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7
VP Admin	3	3	3	3	3
VP Human Resources	4	3	3	3	3
Human Resources & Diversity	29	32	32	32	32
Training	51	50	50	47	47
Employee Relations & Diversity	4	4	4	4	4
VP Planning	2	2	2	2	2
Operations Planning & Analysis	17	17	17	17	17
Capital Planning & Programming	13	15	15	15	15
Business Development Facilities & Mktg	22	22	22	22	22
Long Range Planning	8	8	8	8	8
VP Finance & Info Systems	2	2	2	2	2
Controller	78	77	77	77	77
Information Technology & Project Mgmt	101	106	106	106	106
Budget	20	20	20	20	20
Customer Service	48	48	48	48	48
Procurement & Material Management	41	43	43	43	43
Corporate	0	0	0	0	0
<b>Total Administration</b>	<b>532</b>	<b>540</b>	<b>540</b>	<b>537</b>	<b>537</b>
<b>Operations</b>					
Operations Administration	55	60	60	60	60
Operations Services	1,783	1,814	1,820	1,834	1,840
Customer Service	236	236	236	236	236
Business Development Facilities & Mktg	38	38	38	38	38
Metro-North West	28	27	27	27	27
<b>Total Operations</b>	<b>2,140</b>	<b>2,175</b>	<b>2,181</b>	<b>2,195</b>	<b>2,201</b>
<b>Maintenance</b>					
GCT	372	384	396	396	396
Maintenance of Equipment	1,338	1,350	1,364	1,364	1,364
Maintenance of Way	1,738	1,749	1,760	1,760	1,760
Procurement & Material Management	120	120	120	120	120
<b>Total Maintenance</b>	<b>3,568</b>	<b>3,603</b>	<b>3,640</b>	<b>3,640</b>	<b>3,640</b>
<b>Engineering/Capital</b>					
Construction Management	40	40	40	40	40
Engineering & Design	60	60	60	60	60
<b>Total Engineering/Capital</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Baseline Total Positions</b>	<b>6,340</b>	<b>6,418</b>	<b>6,461</b>	<b>6,472</b>	<b>6,478</b>
<i>Non-Reimbursable</i>	5,773	5,850	5,893	5,904	5,910
<i>Reimbursable</i>	567	568	568	568	568
<i>Total Full-Time</i>	6,339	6,417	6,460	6,471	6,477
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1

\*Reflects Authorized positions

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function and Occupation\***

FUNCTION/OCCUPATIONAL GROUP**	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors	187	189	189	189	189
Professional, Technical, Clerical	345	351	351	348	348
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>532</b>	<b>540</b>	<b>540</b>	<b>537</b>	<b>537</b>
<b>Operations</b>					
Managers/Supervisors	153	156	156	156	156
Professional, Technical, Clerical	231	235	235	235	235
Operational Hourlies	1,756	1,785	1,791	1,805	1,811
<b>Total Operations</b>	<b>2,140</b>	<b>2,175</b>	<b>2,181</b>	<b>2,195</b>	<b>2,201</b>
<b>Maintenance</b>					
Managers/Supervisors	531	537	537	537	537
Professional, Technical, Clerical	491	496	496	496	496
Operational Hourlies	2,546	2,571	2,608	2,608	2,608
<b>Total Maintenance</b>	<b>3,568</b>	<b>3,603</b>	<b>3,640</b>	<b>3,640</b>	<b>3,640</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	48	48	48	48	48
Professional, Technical, Clerical	52	52	52	52	52
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</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	919	930	930	930	930
Professional, Technical, Clerical	1,119	1,133	1,133	1,130	1,130
Operational Hourlies	4,301	4,355	4,398	4,412	4,418
<b>Total Baseline Positions</b>	<b>6,340</b>	<b>6,418</b>	<b>6,461</b>	<b>6,472</b>	<b>6,478</b>

\*Reflects Authorized positions

\*\*2012-2016 reflect revised occupation classification which aligns MNR to other MTA Agencies

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2013 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	\$48.649	\$46.382	\$52.598	\$53.371	\$54.310	\$56.095	\$56.608	\$54.652	\$54.132	\$54.965	\$55.972	\$58.254	\$645.988
Vehicle Toll Revenue													0.000
Other Operating Revenue	4.393	4.094	3.757	3.956	3.913	14.994	3.960	3.921	3.847	3.394	4.381	13.511	68.120
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>\$53.042</b>	<b>\$50.476</b>	<b>\$56.355</b>	<b>\$57.327</b>	<b>\$58.223</b>	<b>\$71.089</b>	<b>\$60.568</b>	<b>\$58.573</b>	<b>\$57.979</b>	<b>\$58.358</b>	<b>\$60.353</b>	<b>\$71.765</b>	<b>\$714.108</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$36.838	\$31.887	\$34.259	\$33.585	\$35.851	\$31.549	\$36.368	\$33.577	\$34.205	\$35.940	\$34.483	\$34.980	\$413.523
Overtime	5.097	4.567	4.851	3.933	4.107	4.267	4.729	4.186	4.739	4.058	5.127	5.256	54.917
Health and Welfare	9.515	8.059	8.679	8.422	9.018	7.862	9.291	8.492	8.610	9.057	8.787	8.672	104.462
OPEB Current Payment	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	19.000
Pensions	6.544	5.679	6.115	5.885	6.286	5.603	6.434	5.906	6.101	6.290	6.182	6.246	73.270
Other Fringe Benefits	8.362	7.795	7.765	7.607	7.965	7.297	8.258	7.678	7.851	8.100	7.935	8.080	94.694
Reimbursable Overhead	(2.877)	(2.683)	(2.988)	(3.820)	(3.990)	(3.478)	(3.652)	(3.701)	(3.485)	(3.779)	(2.981)	(2.233)	(39.667)
<b>Total Labor Expenses</b>	<b>\$65.063</b>	<b>\$56.888</b>	<b>\$60.264</b>	<b>\$57.196</b>	<b>\$60.819</b>	<b>\$54.683</b>	<b>\$63.011</b>	<b>\$57.721</b>	<b>\$59.605</b>	<b>\$61.250</b>	<b>\$61.117</b>	<b>\$62.583</b>	<b>\$720.198</b>
<b>Non-Labor:</b>													
Electric Power	\$7.529	\$7.528	\$7.520	\$6.786	\$6.809	\$6.950	\$6.994	\$6.976	\$6.905	\$6.734	\$6.696	\$7.399	\$84.823
Fuel	2.662	2.685	2.591	2.160	2.084	2.074	2.071	2.109	2.133	2.442	2.366	2.623	27.999
Insurance	0.982	0.982	0.999	0.997	1.077	1.088	1.061	1.061	1.061	1.061	1.072	1.111	12.551
Claims	0.056	0.059	0.059	0.054	0.059	0.054	0.059	0.054	0.059	0.059	0.054	(0.087)	0.535
Paratransit Service Contracts													0.000
Maintenance and Other Operating Contracts	7.510	7.250	9.371	7.628	7.324	9.429	8.020	7.375	9.068	7.436	7.690	8.369	96.472
Professional Service Contracts	1.791	1.929	2.448	2.372	2.567	2.881	2.301	2.606	2.414	2.345	2.307	2.852	28.812
Materials & Supplies	4.990	5.027	5.160	5.574	5.328	5.118	5.424	5.432	5.983	5.821	5.850	6.893	66.600
Other Business Expenses	1.974	1.963	1.915	1.825	1.990	2.041	2.128	2.123	2.120	2.123	2.198	2.305	24.706
<b>Total Non-Labor</b>	<b>\$27.494</b>	<b>\$27.422</b>	<b>\$30.063</b>	<b>\$27.395</b>	<b>\$27.236</b>	<b>\$29.635</b>	<b>\$28.057</b>	<b>\$27.735</b>	<b>\$29.743</b>	<b>\$28.021</b>	<b>\$28.233</b>	<b>\$31.463</b>	<b>\$342.499</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>\$92.557</b>	<b>\$84.310</b>	<b>\$90.327</b>	<b>\$84.591</b>	<b>\$88.055</b>	<b>\$84.317</b>	<b>\$91.068</b>	<b>\$85.456</b>	<b>\$89.348</b>	<b>\$89.270</b>	<b>\$89.350</b>	<b>\$94.047</b>	<b>\$1,062.696</b>
Depreciation	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
OPEB Obligation	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	76.073
Environmental Remediation	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	3.955
<b>Total Expenses</b>	<b>\$119.079</b>	<b>\$110.832</b>	<b>\$117.837</b>	<b>\$111.113</b>	<b>\$114.577</b>	<b>\$111.828</b>	<b>\$117.590</b>	<b>\$111.978</b>	<b>\$116.859</b>	<b>\$115.792</b>	<b>\$115.872</b>	<b>\$121.557</b>	<b>\$1,384.913</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$66.037)</b>	<b>(\$60.355)</b>	<b>(\$61.482)</b>	<b>(\$53.786)</b>	<b>(\$56.353)</b>	<b>(\$40.739)</b>	<b>(\$57.022)</b>	<b>(\$53.405)</b>	<b>(\$58.879)</b>	<b>(\$57.434)</b>	<b>(\$55.519)</b>	<b>(\$49.793)</b>	<b>(\$670.805)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
Operating Capital	(2.649)	(1.190)	(2.737)	(2.446)	(2.071)	(3.701)	(2.780)	(3.577)	(4.247)	(4.039)	(3.095)	(4.016)	(36.551)
Other Cash Adjustments	6.509	15.082	10.061	7.042	0.353	(4.163)	13.149	(2.616)	3.741	0.157	7.614	(28.761)	28.170
<b>Total Cash Conversion Adjustments</b>	<b>\$24.043</b>	<b>\$34.074</b>	<b>\$27.506</b>	<b>\$24.778</b>	<b>\$18.464</b>	<b>\$12.319</b>	<b>\$30.550</b>	<b>\$13.989</b>	<b>\$19.676</b>	<b>\$16.300</b>	<b>\$24.701</b>	<b>(\$12.594)</b>	<b>\$233.808</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$41.994)</b>	<b>(\$26.281)</b>	<b>(\$33.976)</b>	<b>(\$29.008)</b>	<b>(\$37.889)</b>	<b>(\$28.420)</b>	<b>(\$26.472)</b>	<b>(\$39.416)</b>	<b>(\$39.203)</b>	<b>(\$41.134)</b>	<b>(\$30.818)</b>	<b>(\$62.387)</b>	<b>(\$436.997)</b>



**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2013 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	\$48.649	\$46.382	\$52.598	\$53.371	\$54.310	\$56.095	\$56.608	\$54.652	\$54.132	\$54.965	\$55.972	\$58.254	\$645.988
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	4.393	4.094	3.757	3.956	3.913	14.994	3.960	3.921	3.847	3.394	4.381	13.511	68.121
Capital and Other Reimbursements													
MNR - MTA	8.179	7.439	9.770	10.408	10.958	9.931	10.134	10.648	10.260	10.963	10.044	9.453	118.188
MNR - CDOT	5.660	4.112	4.882	5.665	5.799	4.796	5.048	6.010	6.083	8.113	5.936	5.642	67.746
MNR - Other	0.782	0.839	0.930	1.146	1.270	1.214	1.307	1.254	1.044	1.105	1.008	1.018	12.916
<b>Total Revenue</b>	<b>\$67.663</b>	<b>\$62.866</b>	<b>\$71.937</b>	<b>\$74.547</b>	<b>\$76.250</b>	<b>\$87.031</b>	<b>\$77.057</b>	<b>\$76.484</b>	<b>\$75.366</b>	<b>\$78.539</b>	<b>\$77.341</b>	<b>\$87.878</b>	<b>\$912.959</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$40.198	\$34.986	\$37.634	\$37.573	\$40.021	\$35.253	\$40.303	\$37.512	\$37.942	\$40.032	\$37.790	\$38.061	\$457.303
Overtime	6.244	5.626	6.030	5.493	5.747	5.655	6.198	5.701	6.115	5.567	6.288	6.245	70.909
Health and Welfare	10.642	9.096	9.823	9.833	10.494	9.151	10.661	9.876	9.903	10.478	9.910	9.685	119.552
OPEB Current Payment	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	19.000
Pensions	7.218	6.302	6.793	6.698	7.137	6.354	7.231	6.706	6.857	7.116	6.847	6.859	82.119
Other Fringe Benefits	9.113	8.488	8.525	8.535	8.937	8.150	9.162	8.591	8.707	9.038	8.682	8.759	104.687
Reimbursable Overhead	(0.042)	(0.039)	(0.041)	(0.042)	(0.044)	(0.040)	(0.042)	(0.041)	(0.040)	(0.045)	(0.038)	0.332	(0.121)
<b>Total Labor</b>	<b>\$74.956</b>	<b>\$66.042</b>	<b>\$70.347</b>	<b>\$69.673</b>	<b>\$73.875</b>	<b>\$66.106</b>	<b>\$75.096</b>	<b>\$69.929</b>	<b>\$71.067</b>	<b>\$73.769</b>	<b>\$71.063</b>	<b>\$71.525</b>	<b>\$853.448</b>
<b>Non-Labor:</b>													
Electric Power	\$7.529	\$7.528	\$7.520	\$6.786	\$6.809	\$6.950	\$6.994	\$6.976	\$6.905	\$6.734	\$6.696	\$7.399	\$84.823
Fuel	2.662	2.685	2.591	2.160	2.084	2.074	2.071	2.109	2.133	2.442	2.366	2.623	28.000
Insurance	1.276	1.257	1.313	1.420	1.511	1.449	1.444	1.448	1.411	1.453	1.363	1.351	16.696
Claims	0.056	0.059	0.059	0.054	0.059	0.059	0.059	0.054	0.059	0.059	0.054	(0.087)	0.535
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	8.610	8.337	11.066	9.013	8.796	10.637	8.968	8.459	10.724	11.420	11.683	12.393	120.105
Professional Service Contracts	2.348	2.568	3.096	3.306	3.546	3.901	3.371	3.628	3.238	3.191	3.039	3.547	38.779
Materials & Supplies	7.714	6.182	7.920	7.472	7.362	6.995	7.375	8.090	9.026	8.210	7.822	9.051	93.219
Other Business Expenses	2.027	2.042	1.997	1.927	2.040	2.093	2.181	2.675	2.173	2.176	2.252	2.358	25.942
<b>Total Non-Labor</b>	<b>\$32.222</b>	<b>\$30.658</b>	<b>\$35.562</b>	<b>\$32.138</b>	<b>\$32.207</b>	<b>\$34.152</b>	<b>\$32.462</b>	<b>\$33.438</b>	<b>\$35.667</b>	<b>\$35.683</b>	<b>\$35.275</b>	<b>\$38.635</b>	<b>\$408.099</b>
<b>Other 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 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>\$107.178</b>	<b>\$96.699</b>	<b>\$105.908</b>	<b>\$101.811</b>	<b>\$106.082</b>	<b>\$100.259</b>	<b>\$107.558</b>	<b>\$103.368</b>	<b>\$106.735</b>	<b>\$109.451</b>	<b>\$106.338</b>	<b>\$110.160</b>	<b>\$1,261.547</b>
Depreciation	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
OPEB Obligation	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	76.073
Environmental Remediation	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	3.955
<b>Total Expenses</b>	<b>\$133.700</b>	<b>\$123.221</b>	<b>\$133.419</b>	<b>\$128.333</b>	<b>\$132.604</b>	<b>\$127.769</b>	<b>\$134.080</b>	<b>\$129.890</b>	<b>\$134.245</b>	<b>\$135.973</b>	<b>\$132.860</b>	<b>\$137.670</b>	<b>\$1,583.764</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$66.037)</b>	<b>(\$60.355)</b>	<b>(\$61.482)</b>	<b>(\$53.786)</b>	<b>(\$56.353)</b>	<b>(\$40.739)</b>	<b>(\$57.022)</b>	<b>(\$53.405)</b>	<b>(\$58.879)</b>	<b>(\$57.434)</b>	<b>(\$55.519)</b>	<b>(\$49.792)</b>	<b>(\$670.805)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
Operating Capital	(2.649)	(1.190)	(2.737)	(2.446)	(2.071)	(3.701)	(2.780)	(3.577)	(4.247)	(4.039)	(3.095)	(4.017)	(36.551)
Other Cash Adjustments	6.509	15.082	10.061	7.042	0.353	(4.163)	13.149	(2.616)	3.741	0.157	7.614	(28.759)	28.170
<b>Total Cash Conversion Adjustments</b>	<b>\$24.043</b>	<b>\$34.074</b>	<b>\$27.506</b>	<b>\$24.778</b>	<b>\$18.464</b>	<b>\$12.319</b>	<b>\$30.550</b>	<b>\$13.989</b>	<b>\$19.676</b>	<b>\$16.300</b>	<b>\$24.701</b>	<b>(\$12.594)</b>	<b>\$233.808</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$41.994)</b>	<b>(\$26.281)</b>	<b>(\$33.976)</b>	<b>(\$29.008)</b>	<b>(\$37.889)</b>	<b>(\$28.420)</b>	<b>(\$26.472)</b>	<b>(\$39.416)</b>	<b>(\$39.203)</b>	<b>(\$41.134)</b>	<b>(\$30.818)</b>	<b>(\$62.386)</b>	<b>(\$436.997)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2013 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	\$49.273	\$47.022	\$53.242	\$54.047	\$54.968	\$56.739	\$57.328	\$55.320	\$54.800	\$55.618	\$56.647	\$58.934	\$653.938
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	5.624	5.329	5.093	5.297	5.159	16.188	5.223	5.517	6.139	4.779	5.797	15.436	85.581
Capital and Other Reimbursements													0.000
MNR - MTA	9.118	11.492	8.580	7.937	8.666	9.414	9.782	12.155	9.361	9.534	11.088	8.923	116.050
MNR - CDOT	5.486	4.390	4.715	5.491	6.117	4.637	4.881	6.360	5.919	7.476	5.824	5.029	66.325
MNR - Other	0.675	0.776	0.801	1.009	1.004	1.001	1.155	1.260	1.216	1.307	1.254	1.044	12.502
<b>Total Receipts</b>	<b>\$70.176</b>	<b>\$69.009</b>	<b>\$72.431</b>	<b>\$73.781</b>	<b>\$75.914</b>	<b>\$87.979</b>	<b>\$78.369</b>	<b>\$80.612</b>	<b>\$77.435</b>	<b>\$78.714</b>	<b>\$80.610</b>	<b>\$89.366</b>	<b>\$934.396</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$43.929	\$35.733	\$35.249	\$34.974	\$43.506	\$36.053	\$35.608	\$44.418	\$35.827	\$44.474	\$35.804	\$35.969	\$461.544
Overtime	7.418	5.344	4.894	5.581	6.540	5.431	5.688	6.776	5.741	6.776	5.691	5.536	71.416
Health and Welfare	10.293	10.293	10.436	10.293	10.293	10.436	10.293	10.293	10.436	10.293	10.293	10.439	124.087
OPEB Current Payment	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	1.583	19.000
Pensions	0.277	0.221	3.344	6.837	6.893	6.837	6.837	6.893	6.837	6.893	6.837	23.560	82.266
Other Fringe Benefits	9.344	8.411	10.236	8.678	10.274	8.791	8.932	10.146	7.981	7.756	8.360	6.380	105.289
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.992	12.992
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</b>	<b>\$72.844</b>	<b>\$61.585</b>	<b>\$65.742</b>	<b>\$67.946</b>	<b>\$79.089</b>	<b>\$69.131</b>	<b>\$68.941</b>	<b>\$80.109</b>	<b>\$68.405</b>	<b>\$77.775</b>	<b>\$68.568</b>	<b>\$96.459</b>	<b>\$876.594</b>
<b>Non-Labor:</b>													
Electric Power	\$7.717	\$7.711	\$7.703	\$6.969	\$6.991	\$7.133	\$7.177	\$7.159	\$7.088	\$6.916	\$6.879	\$7.573	\$87.016
Fuel	2.363	2.385	2.291	1.860	1.784	1.774	1.771	1.809	1.833	2.142	2.066	2.322	24.400
Insurance	1.252	1.580	1.846	0.000	1.640	2.582	0.028	1.638	2.003	0.000	1.638	1.992	16.199
Claims	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.054	0.681
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	12.610	8.037	10.799	9.909	8.223	16.844	8.204	9.402	15.480	13.336	13.530	22.201	148.575
Professional Service Contracts	2.023	2.243	3.832	2.980	3.222	4.950	3.552	4.095	5.018	3.754	3.603	5.323	44.595
Materials & Supplies	8.686	6.801	9.388	8.155	8.069	8.644	9.870	10.389	11.796	10.684	10.152	10.994	113.628
Other Business Expenditures	4.318	4.591	4.449	4.613	4.428	4.984	4.941	5.070	4.658	4.884	4.635	4.535	56.106
<b>Total Non-Labor</b>	<b>\$39.026</b>	<b>\$33.405</b>	<b>\$40.365</b>	<b>\$34.543</b>	<b>\$34.414</b>	<b>\$46.968</b>	<b>\$35.600</b>	<b>\$39.619</b>	<b>\$47.933</b>	<b>\$41.773</b>	<b>\$42.560</b>	<b>\$54.994</b>	<b>\$491.200</b>
<b>Other Adjustments:</b>													
Other	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	\$3.600
<b>Total Other Adjustments</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$3.600</b>
<b>Total Expenditures</b>	<b>\$112.170</b>	<b>\$95.290</b>	<b>\$106.407</b>	<b>\$102.789</b>	<b>\$113.803</b>	<b>\$116.399</b>	<b>\$104.841</b>	<b>\$120.028</b>	<b>\$116.638</b>	<b>\$119.848</b>	<b>\$111.428</b>	<b>\$151.753</b>	<b>\$1,371.394</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$41.994)</b>	<b>(\$26.281)</b>	<b>(\$33.976)</b>	<b>(\$29.008)</b>	<b>(\$37.889)</b>	<b>(\$28.420)</b>	<b>(\$26.472)</b>	<b>(\$39.416)</b>	<b>(\$39.203)</b>	<b>(\$41.134)</b>	<b>(\$30.818)</b>	<b>(\$62.387)</b>	<b>(\$436.998)</b>
MTA Subsidy	\$32.275	\$17.772	\$23.956	\$22.343	\$30.270	\$25.446	\$17.930	\$31.790	\$30.058	\$32.338	\$22.504	\$54.100	\$340.782
CDOT Subsidy	\$9.719	\$8.509	\$10.020	\$6.665	\$7.619	\$2.974	\$8.542	\$7.626	\$9.145	\$8.796	\$8.314	\$8.287	\$96.216

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2013 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	\$0.624	\$0.640	\$0.644	\$0.676	\$0.658	\$0.644	\$0.720	\$0.668	\$0.668	\$0.653	\$0.675	\$0.680	\$7.950
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	1.231	1.235	1.336	1.341	1.246	1.194	1.263	1.596	2.292	1.385	1.416	1.925	17.460
Capital and Other Reimbursements													
MNR - MTA	0.939	4.053	(1.190)	(2.471)	(2.292)	(0.517)	(0.352)	1.507	(0.899)	(1.429)	1.044	(0.530)	(2.138)
MNR - CDOT	(0.174)	0.278	(0.167)	(0.174)	0.318	(0.159)	(0.167)	0.350	(0.164)	(0.637)	(0.112)	(0.613)	(1.421)
MNR - Other	(0.107)	(0.063)	(0.129)	(0.137)	(0.266)	(0.213)	(0.152)	0.006	0.172	0.202	0.246	0.026	(0.414)
<b>Total Receipts</b>	<b>\$2.513</b>	<b>\$6.143</b>	<b>\$0.494</b>	<b>(\$0.766)</b>	<b>(\$0.336)</b>	<b>\$0.948</b>	<b>\$1.312</b>	<b>\$4.128</b>	<b>\$2.069</b>	<b>\$0.175</b>	<b>\$3.269</b>	<b>\$1.488</b>	<b>\$21.437</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$3.731)	(\$0.747)	\$2.385	\$2.599	(\$3.485)	(\$0.800)	\$4.695	(\$6.906)	\$2.115	(\$4.442)	\$1.986	\$2.092	(\$4.241)
Overtime	(1.174)	0.282	1.136	(0.088)	(0.793)	0.224	0.510	(1.075)	0.374	(1.209)	0.597	0.709	(0.507)
Health and Welfare	0.349	(1.196)	(0.613)	(0.460)	0.201	(1.285)	0.368	(0.417)	(0.533)	0.185	(0.382)	(0.753)	(4.535)
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	6.941	6.081	3.449	(0.139)	0.244	(0.483)	0.394	(0.187)	0.020	0.223	0.010	(16.701)	(0.147)
Other Fringe Benefits	(0.231)	0.077	(1.711)	(0.143)	(1.337)	(0.641)	0.230	(1.555)	0.726	1.282	0.322	2.379	(0.602)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(12.992)	(12.992)
Reimbursable Overhead	(0.042)	(0.039)	(0.041)	(0.042)	(0.044)	(0.040)	(0.042)	(0.041)	(0.040)	(0.045)	(0.038)	0.332	(0.121)
<b>Total Labor</b>	<b>\$2.112</b>	<b>\$4.457</b>	<b>\$4.605</b>	<b>\$1.727</b>	<b>(\$5.214)</b>	<b>(\$3.025)</b>	<b>\$6.155</b>	<b>(\$10.180)</b>	<b>\$2.662</b>	<b>(\$4.006)</b>	<b>\$2.495</b>	<b>(\$24.934)</b>	<b>(\$23.146)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.188)	(\$0.183)	(\$0.183)	(\$0.183)	(\$0.182)	(\$0.183)	(\$0.183)	(\$0.183)	(\$0.183)	(\$0.182)	(\$0.183)	(\$0.174)	(\$2.193)
Fuel	0.299	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.301	3.600
Insurance	0.024	(0.323)	(0.533)	1.420	(0.129)	(1.133)	1.416	(0.190)	(0.592)	1.453	(0.275)	(0.641)	0.497
Claims	(0.001)	0.002	0.002	(0.003)	0.002	(0.003)	0.002	(0.003)	0.002	0.002	(0.003)	(0.141)	(0.146)
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	(4.000)	0.300	0.267	(0.896)	0.573	(6.207)	0.764	(0.943)	(4.756)	(1.916)	(1.847)	(9.808)	(28.470)
Professional Service Contracts	0.325	0.325	(0.736)	0.326	0.324	(1.049)	(0.181)	(0.467)	(1.780)	(0.563)	(0.564)	(1.776)	(5.816)
Materials & Supplies	(0.972)	(0.619)	(1.468)	(0.683)	(0.707)	(1.649)	(2.495)	(2.299)	(2.770)	(2.474)	(2.330)	(1.943)	(20.409)
Other Business Expenditures	(2.291)	(2.549)	(2.452)	(2.686)	(2.388)	(2.891)	(2.760)	(2.395)	(2.485)	(2.708)	(2.383)	(2.177)	(30.164)
<b>Total Non-Labor</b>	<b>(\$6.804)</b>	<b>(\$2.747)</b>	<b>(\$4.803)</b>	<b>(\$2.405)</b>	<b>(\$2.207)</b>	<b>(\$12.816)</b>	<b>(\$3.138)</b>	<b>(\$6.181)</b>	<b>(\$12.266)</b>	<b>(\$6.090)</b>	<b>(\$7.285)</b>	<b>(\$16.359)</b>	<b>(\$83.101)</b>
<b>Other Adjustments:</b>													
Other	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$0.300)	(\$3.600)
<b>Total Other Expenditures Adjustments</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$0.300)</b>	<b>(\$3.600)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$2.479)</b>	<b>\$7.553</b>	<b>(\$0.004)</b>	<b>(\$1.743)</b>	<b>(\$8.057)</b>	<b>(\$15.192)</b>	<b>\$4.029</b>	<b>(\$12.533)</b>	<b>(\$7.834)</b>	<b>(\$10.222)</b>	<b>(\$1.821)</b>	<b>(\$40.105)</b>	<b>(\$88.410)</b>
Depreciation Adjustment	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$20.182	\$242.189
OPEB Obligation	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	6.339	76.073
Environmental Remediation	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	0.000	0.000	0.989	3.955
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$24.043</b>	<b>\$34.074</b>	<b>\$27.506</b>	<b>\$24.778</b>	<b>\$18.464</b>	<b>\$12.319</b>	<b>\$30.550</b>	<b>\$13.989</b>	<b>\$19.676</b>	<b>\$16.300</b>	<b>\$24.701</b>	<b>(\$12.595)</b>	<b>\$233.808</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	2.574	2.032	2.244	1.802	2.190	1.855	2.303	1.724	2.420	1.920	2.721	2.559	26.345
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	0.833	0.840	1.024	0.884	0.758	0.896	0.915	0.910	0.962	0.818	0.863	0.882	10.586
<u>Unscheduled Maintenance</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Vacancy/Absentee Coverage</u>	0.626	0.703	0.807	0.744	0.696	0.948	0.983	1.054	0.858	0.789	0.867	0.893	9.968
<u>Weather Emergencies</u>	0.870	0.874	0.701	0.415	0.399	0.442	0.400	0.408	0.352	0.449	0.462	0.645	6.416
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.195	0.117	0.075	0.089	0.063	0.125	0.129	0.090	0.146	0.083	0.213	0.277	1.602
<b>Sub-Total</b>	<b>\$5.097</b>	<b>\$4.567</b>	<b>\$4.851</b>	<b>\$3.933</b>	<b>\$4.107</b>	<b>\$4.267</b>	<b>\$4.729</b>	<b>\$4.186</b>	<b>\$4.739</b>	<b>\$4.058</b>	<b>\$5.127</b>	<b>\$5.256</b>	<b>\$54.917</b>
<b>REIMBURSABLE OVERTIME</b>	1.147	1.060	1.178	1.560	1.640	1.389	1.468	1.516	1.376	1.508	1.161	0.990	15.992
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$6.244</b>	<b>\$5.626</b>	<b>\$6.030</b>	<b>\$5.493</b>	<b>\$5.747</b>	<b>\$5.655</b>	<b>\$6.198</b>	<b>\$5.702</b>	<b>\$6.115</b>	<b>\$5.567</b>	<b>\$6.288</b>	<b>\$6.245</b>	<b>\$70.909</b>



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Ridership/(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	2.248	2.045	2.302	2.341	2.366	2.305	2.383	2.288	2.268	2.485	2.275	2.422	27.728
Hudson Line	1.296	1.183	1.328	1.394	1.421	1.385	1.469	1.404	1.362	1.464	1.341	1.412	16.459
New Haven Line	3.194	2.919	3.302	3.402	3.435	3.384	3.537	3.407	3.267	3.576	3.307	3.584	40.315
<b>Total Ridership</b>	<b>6.738</b>	<b>6.146</b>	<b>6.932</b>	<b>7.137</b>	<b>7.222</b>	<b>7.074</b>	<b>7.388</b>	<b>7.100</b>	<b>6.897</b>	<b>7.525</b>	<b>6.923</b>	<b>7.419</b>	<b>84.502</b>
<b><u>Farebox Revenue</u></b>													
<b><u>Baseline</u></b>													
Harlem Line	\$14.508	\$13.785	\$16.068	\$16.070	\$16.331	\$16.982	\$16.926	\$16.349	\$16.426	\$16.630	\$16.808	\$17.284	\$194.166
Hudson Line	10.273	9.845	11.497	11.783	12.074	12.268	12.570	12.106	12.177	12.279	12.331	12.534	141.738
New Haven Line	23.815	22.700	24.981	25.467	25.854	26.794	27.063	26.147	25.477	26.002	26.780	28.385	309.465
West of Hudson Mail-n-Ride	0.050	0.050	0.053	0.052	0.052	0.051	0.049	0.050	0.053	0.054	0.053	0.051	0.619
<b>Total Farebox Revenue</b>	<b>\$48.646</b>	<b>\$46.379</b>	<b>\$52.599</b>	<b>\$53.372</b>	<b>\$54.310</b>	<b>\$56.096</b>	<b>\$56.609</b>	<b>\$54.652</b>	<b>\$54.133</b>	<b>\$54.965</b>	<b>\$55.973</b>	<b>\$58.254</b>	<b>\$645.988</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
President	3	3	3	3	3	3	3	3	3	3	3	3
Labor Relations	9	9	9	9	9	9	9	9	9	9	9	9
Safety	22	22	22	22	22	22	22	22	22	22	22	21
COS/Corporate & Public Affairs	16	16	16	16	16	16	16	16	16	16	16	16
Customer Service - Adm	45	45	45	45	45	45	45	45	45	45	45	48
Legal	18	18	18	18	18	18	18	18	18	18	18	18
Claims	14	14	14	14	14	14	14	14	14	14	14	14
Environmental Compliance & Service	7	7	7	7	7	7	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3	3	3	3	3	3	3
VP Human Resources	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources & Diversity	30	30	30	30	30	30	30	30	30	30	30	32
Training	47	47	47	47	47	47	47	47	47	47	47	50
Employee Relations & Diversity	4	4	4	4	4	4	4	4	4	4	4	4
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	17	17	17	17	17	17	17	17	17	17	17	17
Capital Planning & Programming	15	15	15	15	15	15	15	15	15	15	15	15
Business Development Facilities & Mktg	22	22	22	22	22	22	22	22	22	22	22	22
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	2	2	2	2	2	2	2	2	2	2	2	2
Controller	78	78	78	78	78	78	77	77	77	77	77	77
Information Technology & Project Mgmt	90	90	92	96	96	96	96	96	96	96	96	106
Budget	20	20	20	20	20	20	20	20	20	20	20	20
Procurement & Material Mgmt - Adm	40	40	40	40	40	40	40	40	40	40	40	43
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration</b>	<b>515</b>	<b>515</b>	<b>517</b>	<b>521</b>	<b>521</b>	<b>521</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>540</b>
<b>Operations</b>												
Operations Admin	60	60	60	60	60	60	60	60	60	60	60	60
Operations Services	1,759	1,759	1,759	1,792	1,796	1,797	1,799	1,799	1,799	1,813	1,830	1,814
Customer Service - Ops	233	233	233	233	233	233	233	233	233	233	233	236
Business Dev Facilities & Mktg	38	38	38	38	38	38	38	38	38	38	38	38
Metro-North West	26	26	26	26	26	26	26	26	26	26	26	27
<b>Total Operations</b>	<b>2,116</b>	<b>2,116</b>	<b>2,116</b>	<b>2,149</b>	<b>2,153</b>	<b>2,154</b>	<b>2,156</b>	<b>2,156</b>	<b>2,156</b>	<b>2,170</b>	<b>2,187</b>	<b>2,175</b>
<b>Maintenance</b>												
GCT	370	370	370	370	370	370	370	370	370	369	369	384
Maintenance of Equipment	1,301	1,301	1,301	1,301	1,301	1,303	1,303	1,303	1,303	1,330	1,350	1,350
Maintenance of Way	1,678	1,675	1,667	1,654	1,651	1,658	1,660	1,657	1,658	1,680	1,708	1,749
Procurement & Material Mgmt	120	120	120	120	120	120	120	120	120	120	120	120
<b>Total Maintenance</b>	<b>3,468</b>	<b>3,466</b>	<b>3,457</b>	<b>3,444</b>	<b>3,441</b>	<b>3,451</b>	<b>3,453</b>	<b>3,450</b>	<b>3,451</b>	<b>3,500</b>	<b>3,548</b>	<b>3,603</b>
<b>Engineering/Capital</b>												
Construction Management	40	40	40	40	40	40	40	40	40	40	40	40
Engineering & Design	60	60	60	60	60	60	60	60	60	60	60	60
<b>Total Engineering/Capital</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Total Positions</b>	<b>6,199</b>	<b>6,197</b>	<b>6,191</b>	<b>6,214</b>	<b>6,215</b>	<b>6,226</b>	<b>6,229</b>	<b>6,226</b>	<b>6,227</b>	<b>6,290</b>	<b>6,355</b>	<b>6,418</b>
<i>Non-Reimbursable</i>	5,618	5,601	5,561	5,502	5,481	5,498	5,511	5,489	5,505	5,596	5,694	5,850
<i>Reimbursable</i>	581	595	629	712	734	728	718	737	722	694	660	568
<i>Total Full-Time</i>	6,198	6,196	6,190	6,213	6,214	6,225	6,228	6,225	6,226	6,289	6,354	6,417
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

\*Reflects Authorized positions

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2013 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents 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	182	182	183	184	184	184	184	184	184	184	184	189
Professional, Technical, Clerical	333	333	334	337	337	337	336	336	336	336	336	351
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>515</b>	<b>515</b>	<b>517</b>	<b>521</b>	<b>521</b>	<b>521</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>520</b>	<b>540</b>
<b>Operations</b>												
Managers/Supervisors	154	154	154	155	155	155	155	155	155	155	156	156
Professional, Technical, Clerical	228	228	228	231	232	232	232	232	232	234	235	235
Operational Hourlies	1,733	1,734	1,734	1,763	1,766	1,767	1,768	1,768	1,768	1,781	1,796	1,785
<b>Total Operations</b>	<b>2,116</b>	<b>2,116</b>	<b>2,116</b>	<b>2,149</b>	<b>2,153</b>	<b>2,154</b>	<b>2,156</b>	<b>2,156</b>	<b>2,156</b>	<b>2,170</b>	<b>2,187</b>	<b>2,175</b>
<b>Maintenance</b>												
Managers/Supervisors	517	516	515	513	512	514	514	514	514	521	529	537
Professional, Technical, Clerical	480	480	479	478	477	478	479	478	478	483	488	496
Operational Hourlies	2,471	2,469	2,463	2,453	2,451	2,458	2,460	2,458	2,459	2,495	2,530	2,571
<b>Total Maintenance</b>	<b>3,468</b>	<b>3,466</b>	<b>3,457</b>	<b>3,444</b>	<b>3,441</b>	<b>3,451</b>	<b>3,453</b>	<b>3,450</b>	<b>3,451</b>	<b>3,500</b>	<b>3,548</b>	<b>3,603</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	48	48	48	48	48	48	48	48	48	48	48	48
Professional, Technical, Clerical	52	52	52	52	52	52	52	52	52	52	52	52
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</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	901	901	900	900	899	901	901	900	900	908	916	930
Professional, Technical, Clerical	1,093	1,093	1,094	1,098	1,098	1,100	1,099	1,099	1,099	1,105	1,112	1,133
Operational Hourlies	4,204	4,203	4,197	4,216	4,217	4,225	4,229	4,227	4,227	4,276	4,326	4,355
<b>Total Positions</b>	<b>6,199</b>	<b>6,197</b>	<b>6,191</b>	<b>6,214</b>	<b>6,215</b>	<b>6,226</b>	<b>6,229</b>	<b>6,226</b>	<b>6,227</b>	<b>6,290</b>	<b>6,355</b>	<b>6,418</b>

\*Reflects Authorized positions

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# **MTA Headquarters**

**MTA HEADQUARTERS**  
**FEBRUARY FINANCIAL PLAN FOR 2013-2016**  
**2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Headquarters' 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The adopted budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

The primary adjustments, including technical adjustments, now included in the February Financial Plan, are presented on the included reconciliations from the November Financial Plan and are described below:

- Operating losses of \$6.1 million in 2012 on an accrued and cash basis sustained as a result of Tropical Storm Sandy, with an estimated recovery of \$2.0 million from insurance or FEMA in each of the years 2013, 2014, and 2015.
- Estimated reimbursement from insurance or FEMA in 2013 of \$0.014 million on an accrual and cash basis for losses sustained in 2011 as a result of Tropical Storm Irene.
- Residual and wind-down costs associated with the termination of the lease and operating agreement between Nassau County and LI Bus of \$20.4 million in 2012 on a cash basis. These costs will be recovered from Nassau County in 2013. In accordance with the agreement, all costs incurred after the termination date, December 31, 2011, will primarily be the responsibility of Nassau County.
- Increases in electric power expenses of \$0.3 million per year from 2014 - 2016, resulting from New York Power Authority cost adjustments based on a Federal Energy Regulatory Commission ruling that increased NYPA electric rates.
- An increase to the Annual Required Contribution for Other Post Employment Benefits impacting cash expenses by \$0.4 million per year from 2012 – 2016.
- Effective January 1, 2013, advertising revenue receipts will be reassigned from the MTA Agencies to MTA Headquarters, since the support (and related expenditures) of this real estate function is largely performed at MTA Headquarters. Since advertising revenue is primarily location-specific, the advertising revenue (and expenses), on an accrued basis only, will continue to be allocated to the Agency where the advertising revenue is generated. The resulting reduction in Other Operating Revenue cash receipts will be matched by additional cash subsidies to the Agency, and therefore have no adverse impact on the Agency's cash position. As a result, Other Operating Revenue cash receipts for MTA Headquarters will increase by \$113.5 million in 2013, \$117.1 million in 2014, \$119.2 million in 2015, and \$121.4 million in 2016.

- Expenses related to the move from Madison Avenue and consolidation/relocation of administrative offices to 2 Broadway of \$14.7 million in 2012, \$44.2 million in 2013, and \$22.1 million in 2014 will be borne by MTA Headquarters and funded with advertising revenues. Reimbursement of these expenses will come from the sale of the Madison Avenue properties and total \$10.0 million in 2015, and \$71.0 million in 2016.

The plan also includes schedules detailing the monthly allocation of financial and headcount data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA HEADQUARTERS**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>1,687</b>	<b>(\$390.686)</b>	<b>1,682</b>	<b>(\$408.111)</b>	<b>1,682</b>	<b>(\$406.986)</b>	<b>1,687</b>	<b>(\$417.089)</b>	<b>1,717</b>	<b>(\$430.459)</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 3/1/13										
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(6.099)		2.030		2.030		2.030		-
Recovery of Tropical Storm Irene		-		0.014		-		-		-
Move from Madison Ave.		(14.738)		(44.215)		(22.107)		10.035		71.025
Residual LI Bus Costs-Responsibility of Nassau Cnty.		-		-		-		-		-
Electric Power Adjustment		-		-		(0.264)		(0.268)		(0.281)
Sub-Total MTA Plan Adjustments	0	(\$20.837)	0	(\$42.171)	0	(\$20.341)	0	\$11.797	0	\$70.744
<b>2013 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>1,687</b>	<b>(\$411.523)</b>	<b>1,682</b>	<b>(\$450.282)</b>	<b>1,682</b>	<b>(\$427.327)</b>	<b>1,687</b>	<b>(\$405.291)</b>	<b>1,717</b>	<b>(\$359.715)</b>



**MTA HEADQUARTERS**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2012		2013		2014		2015		2016	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2012 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	50	\$0.000	50	\$0.000	50	\$0.000	50	\$0.000	50	\$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 3/1/13  
Metro-Card Green Fee and Cost Savings  
Operating Loss/Recovery from Tropical Storm Sandy  
Recovery of Tropical Storm Irene  
Move from Madison Ave.  
Residual LI Bus Costs-Responsibility of Nassau Cnty.  
Other

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>2013 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	50	\$ -	50	\$ -	50	\$ -	50	\$ -	50	\$ -
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**MTA HEADQUARTERS**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>1,737</b>	<b>(\$296.982)</b>	<b>1,732</b>	<b>(\$311.130)</b>	<b>1,732</b>	<b>(\$296.477)</b>	<b>1,737</b>	<b>(\$302.249)</b>	<b>1,767</b>	<b>(\$311.586)</b>
<b>Technical Adjustments:</b>										
Transfer of Advertising Revenues From Agencies		\$0.000		\$113.484		\$117.098		\$119.224		\$121.367
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$113.484</b>	<b>0</b>	<b>\$117.098</b>	<b>0</b>	<b>\$119.224</b>	<b>0</b>	<b>\$121.367</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13										
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(6.099)		2.030		2.030		2.030		-
Recovery of Tropical Storm Irene		-		0.014		-		-		-
Move from Madison Ave.		(14.738)		(44.215)		(22.107)		10.035		71.025
Residual LI Bus Costs-Responsibility of Nassau Cnty.		(20.417)		20.417		-		-		-
Electric Power Adjustment		-		-		(0.264)		(0.268)		(0.281)
GASB Contribution for OPEB		(0.368)		(0.378)		(0.394)		(0.402)		(0.410)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>(\$41.622)</b>	<b>0</b>	<b>(\$22.132)</b>	<b>0</b>	<b>(\$20.735)</b>	<b>0</b>	<b>\$11.396</b>	<b>0</b>	<b>\$70.334</b>
<b>2013 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>1,737</b>	<b>(\$338.604)</b>	<b>1,732</b>	<b>(\$219.778)</b>	<b>1,732</b>	<b>(\$200.114)</b>	<b>1,737</b>	<b>(\$171.629)</b>	<b>1,767</b>	<b>(\$119.885)</b>

**MTA HEADQUARTERS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>MTA Plan Adjustments</b>									
<b>Revenue</b>									
Farebox Revenue	0.000								0.000
Vehicle Toll Revenue									
Other Operating Revenue:									
Rental Income	52.874								52.874
Advertising Revenue	0.000								0.000
Other	2.999			2.030	0.014				5.043
Total Other Operating Revenue	55.873			2.030	0.014			0.000	57.917
Capital and Other Reimbursements	0.000								0.000
<b>Total Revenue</b>	<b>\$55.873</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.030</b>	<b>\$0.014</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$57.917</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	162.519								162.519
Overtime	8.932								8.932
Health and Welfare	22.729								22.729
OPEB Current Payment	9.600								9.600
Pensions	43.339								43.339
Other Fringe Benefits	14.127								14.127
Reimbursable Overhead	(49.528)								(49.528)
<b>Total Labor Expenses</b>	<b>\$211.717</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>\$211.717</b>
<b>Non-Labor:</b>									
Electric Power	8.666	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.666
Fuel	2.805	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.805
Insurance	2.935								2.935
Claims	1.099								1.099
Paratransit Service Contracts									
Maintenance and Other Operating Contracts	65.923								65.923
Professional Service Contracts	52.177								52.177
Materials & Supplies	0.005								0.005
Other Business Expenses									
MTA Internal Subsidy	4.000								4.000
Other	5.312					44.215			49.527
Total Other Business Expenses	9.312	0.000	0.000	0.000	0.000	44.215	0.000	0.000	53.527
<b>Total Non-Labor Expenses</b>	<b>\$142.922</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$44.215</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$187.137</b>
<b>Other Expense Adjustments:</b>									
Other	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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$354.639</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$44.215</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>398.854</b>
Depreciation	34.345								34.345
OPEB Obligation	75.000								75.000
<b>Total Expenses</b>	<b>\$463.984</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$44.215</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$508.199</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$408.111)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.030</b>	<b>\$0.014</b>	<b>(\$44.215)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$450.282)</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation									0.000
Operating/Capital									0.000
Other Cash Adjustments									0.000
<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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$408.111)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.030</b>	<b>\$0.014</b>	<b>(\$44.215)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$450.282)</b>

-- Differences are due to rounding.

**MTA HEADQUARTERS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2013								February Adopted Budget
	2013	MTA Plan Adjustments						All Other	
	Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs		
<b>Revenue</b>									
Farebox Revenue	0.000								0.000
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	0.000								0.000
Capital & Other Reimbursements	66.760								66.760
<b>Total Revenue</b>	<b>\$66.760</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>\$66.760</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	4.100								4.100
Overtime	0.000								0.000
Health and Welfare	0.528								0.528
OPEB Current Payment	0.000								0.000
Pensions	0.756								0.756
Other Fringe Benefits	0.342								0.342
Reimbursable Overhead	49.528								49.528
<b>Total Labor Expenses</b>	<b>\$55.253</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>\$55.253</b>
<b>Non-Labor:</b>									
Electric Power	0.014	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.014
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.112								0.112
Claims	0.000								0.000
Paratransit Service Contracts									0.000
Maintenance and Other Operating Contracts	0.093								0.093
Professional Service Contracts	11.176								11.176
Materials & Supplies	0.000								0.000
Other Business Expenses									0.000
MTA Internal Subsidy	0.000								
Other	0.112								0.112
Total Other Business Expenses	0.112								0.112
<b>Total Non-Labor Expenses</b>	<b>\$11.506</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>\$11.506</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
<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>Total Expenses before Depreciation</b>	<b>\$66.760</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>\$66.760</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$66.760</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>\$66.760</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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<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>\$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>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

-- Differences are due to rounding.

**MTA HEADQUARTERS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013								February Adopted Budget
	2013	MTA Plan Adjustments							
	Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	0.000								0.000
Vehicle Toll Revenue									
Other Operating Revenue									0.000
Rental Income	52.874								52.874
Advertising Revenue								0.000	0.000
Other	2.999			2.030	0.014				5.043
Total Other Operating Revenue	55.873			2.030	0.014			0.000	57.917
Capital and Other Reimbursements	66.760								66.760
<b>Total Revenue</b>	<b>\$122.633</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.030</b>	<b>\$0.014</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$124.677</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	166.618								166.618
Overtime	8.932								8.932
Health and Welfare	23.256								23.256
OPEB Current Payment	9.600								9.600
Pensions	44.095								44.095
Other Fringe Benefits	14.469								14.469
Reimbursable Overhead	0.000								0.000
<b>Total Labor Expenses</b>	<b>\$266.970</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>\$266.970</b>
<b>Non-Labor:</b>									
Electric Power	8.680	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.680
Fuel	2.805	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.805
Insurance	3.047								3.047
Claims	1.099								1.099
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	66.016								66.016
Professional Service Contracts	63.353								63.353
Materials & Supplies	0.005								0.005
Other Business Expenses									0.000
MTA Internal Subsidy	4.000								4.000
Other Business Expenses	5.424					44.215			49.639
Total Other Business Expenses	9.424								9.424
<b>Total Non-Labor Expenses</b>	<b>\$154.428</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$44.215</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$198.643</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
<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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$421.398</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$44.215</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$465.613</b>
Depreciation	34.345								34.345
OPEB Obligation	75.000								75.000
<b>Total Expenses</b>	<b>\$530.743</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$44.215</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$574.958</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$408.111)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.030</b>	<b>\$0.014</b>	<b>(\$44.215)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$450.282)</b>
<b>Cash Conversion Adjustments:</b>									
Depreciation	0.000								0.000
Operating/Capital	0.000								0.000
Other Cash Adjustments	0.000								0.000
<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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$408.111)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.030</b>	<b>\$0.014</b>	<b>(\$44.215)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$450.282)</b>

-- Differences are due to rounding.

**MTA HEADQUARTERS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2013								
	2013	MTA Plan Adjustments							February Adopted Budget
	Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Receipts</b>									
Farebox Revenue	0.000								0.000
Vehicle Toll Revenue									0.000
Other Operating Revenue									0.000
Rental Income	52.874								52.874
Other	3.097			2.030	0.014				5.141
Advertising Revenue								113.484	113.484
Total Other Operating Revenue	55.970			2.030	0.014			113.484	171.498
Capital & Other Reimbursements	66.760								66.760
<b>Total Receipts</b>	<b>\$122.730</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.030</b>	<b>\$0.014</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$238.258</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	163.587								163.587
Overtime	8.932								8.932
Health and Welfare	22.183								22.183
OPEB Current Payment	9.600							0.000	9.600
Pensions	44.271								44.271
Other Fringe Benefits	14.665								14.665
GASB Account	1.073							0.378	1.451
Reimbursable Overhead	0.000								0.000
<b>Total Labor Expenditures</b>	<b>\$264.310</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>\$0.378</b>	<b>\$264.688</b>
<b>Non-Labor:</b>									
Electric Power	8.680	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.680
Fuel	2.805	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.805
Insurance	2.780								2.780
Claims	1.099								1.099
Paratransit Service Contracts									0.000
Maintenance and Other Operating Contracts	63.309								63.309
Professional Service Contracts	58.634								58.634
Materials & Supplies	0.005								0.005
Other Business Expenditures									0.000
MTA Internal Subsidy	4.000								4.000
Other Business Expenses	4.900					44.215	(20.417)		28.698
Total Other Business Expenses	8.900					44.215	(20.417)		8.900
<b>Total Non-Labor Expenditures</b>	<b>\$146.211</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$44.215</b>	<b>(\$20.417)</b>	<b>\$0.000</b>	<b>\$170.009</b>
<b>Other Expenditure Adjustments:</b>									
Operating Capital	23.338	0.000	0.000	0.000	0.000	0.000	0.000	0.000	23.338
<b>Total Other Expenditure Adjustments</b>	<b>\$23.338</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>23.338</b>
<b>Total Expenditures</b>	<b>\$433.860</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$44.215</b>	<b>(\$20.417)</b>	<b>\$0.378</b>	<b>\$458.036</b>
<b>Baseline Cash Deficit</b>	<b>(\$311.130)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.030</b>	<b>\$0.014</b>	<b>(\$44.215)</b>	<b>\$20.417</b>	<b>(\$0.378)</b>	<b>(\$219.778)</b>
<b>Opening Cash Balance</b>									0.000
<b>Cash Timing and Availability Adjustment</b>									0.000
<b>Closing Cash Balance</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>

-- Differences are due to rounding.

**MTA HEADQUARTERS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2013								February Adopted Budget
	2013 Final Proposed Budget	MTA Plan Adjustments						All Other	
	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs			
<b>Receipts</b>									
Farebox Revenue	0.000								0.000
Rental Income	0.000								0.000
Advertising Revenue								113.484	113.484
Other Operating Revenue	0.097								0.097
Capital & Other Reimbursements:	0.000								0.000
<b>Total Receipt Adjustments</b>	<b>\$0.097</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>\$113.484</b>	<b>\$113.581</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	3.031								3.031
Overtime	0.000								0.000
Health and Welfare	1.073								1.073
OPEB Current Payment	0.000								0.000
Pensions	(0.176)								(0.176)
Other Fringe Benefits	(0.196)								(0.196)
GASB Account	(1.073)								(1.451)
Reimbursable Overhead	0.000							(0.378)	0.000
<b>Total Labor Expenditures</b>	<b>\$2.660</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>(\$0.378)</b>	<b>\$2.282</b>
<b>Non-Labor:</b>									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.268								0.268
Claims	0.000								0.000
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	2.707								2.707
Professional Service Contracts	4.718								4.718
Materials & Supplies	0.000								0.000
Other Business Expenditures									0.000
MTA Internal Subsidy	0.000								0.000
Other Business Expenses	0.524						20.417		20.941
Total Other Business Expenses	0.524								0.524
<b>Total Non-Labor Expenditures</b>	<b>\$8.217</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$20.417</b>	<b>\$0.000</b>	<b>\$28.634</b>
<b>Other Expenditure Adjustments:</b>									
Operating Capital	(23.338)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(23.338)
<b>Total Other Expenditure Adjustments</b>	<b>(\$23.338)</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>(\$23.338)</b>
<b>Total Expenditure Adjustments</b>	<b>(\$12.462)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$20.417</b>	<b>(\$0.378)</b>	<b>\$7.577</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$12.364)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$20.417</b>	<b>\$113.106</b>	<b>\$121.159</b>
Depreciation Adjustment	34.345								34.345
OPEB Obligation	75.000								75.000
<b>Total Cash Conversion Adjustments</b>	<b>\$96.981</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$20.417</b>	<b>\$113.106</b>	<b>\$230.504</b>

-- Differences are due to rounding.

**MTA HEADQUARTERS**  
**February Financial Plan 2013-2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
<u>Other Operating Revenue</u>					
Rental Income	53.830	52.874	53.788	54.676	55.775
Advertising Revenue	0.000	0.000	0.000	0.000	0.000
Other	<u>5.060</u>	<u>5.043</u>	<u>5.081</u>	<u>15.168</u>	<u>74.189</u>
Total Other Operating Revenue	58.890	57.917	58.870	69.843	129.964
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$58.890</b>	<b>\$57.917</b>	<b>\$58.870</b>	<b>\$69.843</b>	<b>\$129.964</b>
<b>Operating Expenses</b>					
<u>Labor:</u>					
Payroll	\$153.181	\$162.519	\$161.810	\$163.463	\$167.189
Overtime	10.702	8.932	9.092	9.092	9.135
Health and Welfare	21.622	22.729	22.313	23.946	26.131
OPEB Current Payment	6.896	9.600	10.900	12.200	13.500
Pensions	37.116	43.339	42.899	43.915	45.474
Other Fringe Benefits	17.499	14.127	13.394	13.769	14.344
Reimbursable Overhead	(54.817)	(49.528)	(50.386)	(51.218)	(52.248)
<b>Total Labor Expenses</b>	<b>\$192.199</b>	<b>\$211.717</b>	<b>\$210.022</b>	<b>\$215.166</b>	<b>\$223.526</b>
<u>Non-Labor:</u>					
Electric Power	\$7.573	\$8.666	\$8.560	\$9.078	\$9.666
Fuel	2.455	2.805	2.685	2.610	2.781
Insurance	(0.391)	2.935	3.395	3.826	4.381
Claims	(1.159)	1.099	1.209	1.330	1.463
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	64.462	65.923	65.392	66.393	67.728
Professional Service Contracts	64.218	52.177	51.175	51.175	50.505
Materials & Supplies	0.005	0.005	0.005	0.005	0.005
<u>Other Business Expenses</u>					
MTA Internal Subsidy	(17.168)	4.000	4.000	4.000	4.000
Other	<u>21.813</u>	<u>49.527</u>	<u>27.483</u>	<u>5.478</u>	<u>5.638</u>
Total Other Business Expenses	4.645	53.527	31.483	9.478	9.638
<b>Total Non-Labor Expenses</b>	<b>\$141.807</b>	<b>\$187.137</b>	<b>\$163.905</b>	<b>\$143.895</b>	<b>\$146.168</b>
<u>Other Expenses Adjustments:</u>					
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>\$334.006</b>	<b>\$398.854</b>	<b>\$373.927</b>	<b>\$359.061</b>	<b>\$369.694</b>
Depreciation	48.641	34.345	32.970	32.473	32.085
OPEB Obligation	87.767	75.000	79.300	83.600	87.900
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$470.414</b>	<b>\$508.199</b>	<b>\$486.197</b>	<b>\$475.134</b>	<b>\$489.678</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$411.523)</b>	<b>(\$450.282)</b>	<b>(\$427.327)</b>	<b>(\$405.291)</b>	<b>(\$359.715)</b>



**MTA HEADQUARTERS**  
**February Financial Plan 2013-2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<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	67.077	66.760	76.846	82.988	84.313
<b>Total Revenue</b>	<b>\$67.077</b>	<b>\$66.760</b>	<b>\$76.846</b>	<b>\$82.988</b>	<b>\$84.313</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$3.603	\$4.100	\$4.171	\$4.239	\$4.325
Overtime	(0.000)	-	-	-	-
Health and Welfare	0.528	0.528	0.579	0.625	0.678
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.580	0.756	0.794	0.816	0.837
Other Fringe Benefits	0.517	0.342	0.333	0.345	0.359
Reimbursable Overhead	54.817	\$49.528	\$50.386	\$51.218	\$52.248
<b>Total Labor Expenses</b>	<b>\$60.044</b>	<b>\$55.253</b>	<b>\$56.261</b>	<b>\$57.243</b>	<b>\$58.446</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.014	\$0.014	\$0.013	\$0.014	\$0.015
Fuel	-	-	-	-	-
Insurance	0.112	0.112	0.124	0.136	0.149
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.048	0.093	0.094	0.096	0.098
Professional Service Contracts	6.749	11.176	20.240	25.383	25.487
Materials & Supplies	-	-	-	-	-
<u>Other Business Expenses</u>	-	-	-	-	-
<u>MTA Internal Subsidy</u>	-	-	-	-	-
<u>Other</u>	0.110	0.112	0.114	0.116	0.118
Total Other Business Expenses	0.110	0.112	0.114	0.116	0.118
<b>Total Non-Labor Expenses</b>	<b>\$7.032</b>	<b>\$11.506</b>	<b>\$20.585</b>	<b>\$25.745</b>	<b>\$25.867</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>\$67.077</b>	<b>\$66.760</b>	<b>\$76.846</b>	<b>\$82.988</b>	<b>\$84.313</b>
<b>Depreciation</b>					
	-	-	-	-	-
<b>Total Expenses</b>	<b>\$67.077</b>	<b>\$66.760</b>	<b>\$76.846</b>	<b>\$82.988</b>	<b>\$84.313</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 2013-2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</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	53.830	52.874	53.788	54.676	55.775
Advertising Revenue	-	-	-	-	-
Other	5.060	5.043	5.081	15.168	74.189
Total Other Operating Revenue	58.890	57.917	58.870	69.843	129.964
Capital and Other Reimbursements	67.077	66.760	76.846	82.988	84.313
<b>Total Revenue</b>	<b>\$125.967</b>	<b>\$124.677</b>	<b>\$135.715</b>	<b>\$152.831</b>	<b>\$214.277</b>
<b>Expenses</b>					
<u>Labor:</u>					
Payroll	\$156.784	\$166.618	\$165.981	\$167.702	\$171.514
Overtime	10.702	8.932	9.092	9.092	9.135
Health and Welfare	22.149	23.256	22.892	24.571	26.809
OPEB Current Payment	6.896	9.600	10.900	12.200	13.500
Pensions	37.696	44.095	43.693	44.731	46.311
Other Fringe Benefits	18.016	14.469	13.727	14.113	14.703
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$252.243</b>	<b>\$266.970</b>	<b>\$266.284</b>	<b>\$272.409</b>	<b>\$281.972</b>
<u>Non-Labor:</u>					
Electric Power	\$7.587	\$8.680	\$8.573	\$9.092	\$9.681
Fuel	2.455	2.805	2.685	2.610	2.781
Insurance	(0.279)	3.047	3.519	3.961	4.530
Claims	(1.159)	1.099	1.209	1.330	1.463
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	64.510	66.016	65.486	66.489	67.826
Professional Service Contracts	70.966	63.353	71.414	76.559	75.992
Materials & Supplies	0.005	0.005	0.005	0.005	0.005
<u>Other Business Expenses</u>					
MTA Internal Subsidy	(17.168)	4.000	4.000	4.000	4.000
Other Business Expenses	21.923	49.639	27.597	5.593	5.756
Total Other Business Expenses	4.755	53.639	31.597	9.593	9.756
<b>Total Non-Labor Expenses</b>	<b>\$148.839</b>	<b>\$198.643</b>	<b>\$184.489</b>	<b>\$169.640</b>	<b>\$172.035</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>\$401.082</b>	<b>\$465.613</b>	<b>\$450.773</b>	<b>\$442.049</b>	<b>\$454.007</b>
Depreciation	48.641	34.345	32.970	32.473	32.085
OPEB Obligation	87.767	75.000	79.300	83.600	87.900
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$537.491</b>	<b>\$574.958</b>	<b>\$563.043</b>	<b>\$558.122</b>	<b>\$573.991</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$411.523)</b>	<b>(\$450.282)</b>	<b>(\$427.327)</b>	<b>(\$405.291)</b>	<b>(\$359.715)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2013-2016**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</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	53.624	52.874	53.788	54.676	55.775
Advertising Revenue	0.000	113.484	117.098	119.224	121.367
Other	<u>5.148</u>	<u>5.141</u>	<u>5.180</u>	<u>15.268</u>	<u>74.292</u>
Total Other Operating Revenue	58.772	171.498	176.067	189.168	251.433
Capital and Other Reimbursements	67.037	66.760	76.846	82.988	84.313
<b>Total Receipts</b>	<b>\$125.809</b>	<b>\$238.258</b>	<b>\$252.913</b>	<b>\$272.156</b>	<b>\$335.746</b>
<b>Expenditures</b>					
<u>Labor:</u>					
Payroll	\$152.168	\$163.587	\$159.335	\$160.997	\$164.751
Overtime	10.702	8.932	9.092	9.092	9.135
Health and Welfare	21.120	22.183	21.774	23.430	25.644
OPEB Current Payment	6.896	9.600	10.900	12.200	13.500
Pensions	49.365	44.271	43.811	44.851	46.428
Other Fringe Benefits	17.653	14.665	13.665	14.049	14.638
GASB Account	1.397	1.451	1.512	1.542	1.575
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$259.301</b>	<b>\$264.688</b>	<b>\$260.088</b>	<b>\$266.162</b>	<b>\$275.672</b>
<u>Non-Labor:</u>					
Electric Power	\$7.587	\$8.680	\$8.573	\$9.092	\$9.681
Fuel	2.455	2.805	2.685	2.610	2.781
Insurance	2.513	2.780	3.225	3.638	4.174
Claims	0.988	1.099	1.209	1.330	1.463
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	67.620	63.309	62.801	63.762	65.045
Professional Service Contracts	72.263	58.634	66.058	70.817	70.292
Materials & Supplies	0.557	0.005	0.005	0.005	0.005
<u>Other Business Expenses</u>					
MTA Internal Subsidy	(5.952)	4.000	4.000	4.000	4.000
Other Business Expenses	<u>43.477</u>	<u>28.698</u>	<u>27.066</u>	<u>5.053</u>	<u>5.201</u>
Total Other Business Expenses	37.52	32.698	31.066	9.053	9.201
<b>Total Non-Labor Expenditures</b>	<b>\$191.507</b>	<b>\$170.009</b>	<b>\$175.623</b>	<b>\$160.307</b>	<b>\$162.643</b>
<u>Other Expenditure Adjustments:</u>					
Capital	13.605	23.338	17.316	17.316	17.316
<b>Total Other Expenditure Adjustments</b>	<b>\$13.605</b>	<b>\$23.338</b>	<b>\$17.316</b>	<b>\$17.316</b>	<b>\$17.316</b>
<b>Total Expenditures</b>	<b>\$464.414</b>	<b>\$458.036</b>	<b>\$453.027</b>	<b>\$443.785</b>	<b>\$455.631</b>
<b>Baseline Cash Deficit</b>	<b>(\$338.604)</b>	<b>(\$219.778)</b>	<b>(\$200.114)</b>	<b>(\$171.629)</b>	<b>(\$119.885)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2013-2016**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Fare Revenue	-	-	-	-	-
Rental Income	(0.206)	-	-	-	-
Advertising Revenue	-	113.484	117.098	119.224	121.367
Other Operating Revenue	0.088	0.097	0.099	0.101	0.103
Capital and Other Reimbursements	(0.040)	-	-	-	-
<b>Total Receipts</b>	<b>(\$0.158)</b>	<b>\$113.581</b>	<b>\$117.197</b>	<b>\$119.325</b>	<b>\$121.470</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	4.616	3.031	6.646	6.705	6.762
Overtime	-	-	-	-	-
Health and Welfare	1.029	1.073	1.118	1.140	1.165
OPEB Current Payment	-	-	-	-	-
Pensions	(11.669)	(0.176)	(0.118)	(0.120)	(0.117)
Other Fringe Benefits	0.363	(0.196)	0.062	0.065	0.065
GASB Account	(1.397)	(1.451)	(1.512)	(1.542)	(1.575)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$7.058)</b>	<b>\$2.282</b>	<b>\$6.196</b>	<b>\$6.248</b>	<b>\$6.300</b>
<b><u>Non-Labor:</u></b>					
Electric Power	-	-	-	-	-
Fuel	(0.000)	-	-	-	-
Insurance	(2.792)	0.268	0.294	0.324	0.356
Claims	(2.147)	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.110)	2.707	2.685	2.726	2.781
Professional Service Contracts	(1.297)	4.718	5.356	5.742	5.699
Materials & Supplies	(0.552)	-	-	-	-
<b><u>Other Business Expenses</u></b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
MTA Internal Subsidy	(11.216)	-	-	-	-
Other Business Expenses	(21.554)	20.941	0.531	0.541	0.555
Total Other Business Expenses	(32.770)	20.941	0.531	0.541	0.555
<b>Total Non-Labor Expenditures</b>	<b>(\$42.668)</b>	<b>\$28.634</b>	<b>\$8.866</b>	<b>\$9.332</b>	<b>\$9.391</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Capital	(\$13.605)	(\$23.338)	(\$17.316)	(\$17.316)	(\$17.316)
<b>Total Other Expenditure Adjustments</b>	<b>(\$13.605)</b>	<b>(\$23.338)</b>	<b>(\$17.316)</b>	<b>(\$17.316)</b>	<b>(\$17.316)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>					
	<b>(\$63.489)</b>	<b>\$121.159</b>	<b>\$114.943</b>	<b>\$117.589</b>	<b>\$119.845</b>
Depreciation Adjustment	48.641	34.345	32.970	32.473	32.085
OPEB Obligation	87.767	75.000	79.300	83.600	87.900
Environmental Remediation	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$72.919</b>	<b>\$230.504</b>	<b>\$227.213</b>	<b>\$233.662</b>	<b>\$239.830</b>

**MTA Headquarters**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Total		
	Hours	\$	%
<b><i>NON-REIMBURSABLE OVERTIME</i></b>			
<u>Scheduled Service</u>	0	\$0.000	0.0%
<u>Unscheduled Service</u>	0	0.000	0.0%
<u>Programmatic/Routine Maintenance</u>	0	0.000	0.0%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	100,284	4.462	50.0%
<u>Weather Emergencies</u>	0	0.000	0.0%
<u>Safety/Security/Law Enforcement</u>	93,449	4.170	46.7%
<u>Other</u>	7,774	0.300	3.4%
Subtotal	<b>201,507</b>	<b>\$8.932</b>	<b>100%</b>
<b><i>REIMBURSABLE OVERTIME</i></b>			
<b>TOTAL OVERTIME</b>	<b>201,507</b>	<b>\$8.932</b>	

**MTA HEADQUARTERS**  
**February Financial Plan 2013-2016**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Administration</b>					
Office of Chairman	5	5	5	5	5
Office of Chief of Staff	3	3	3	3	3
Human Resources and Pensions	14	14	14	14	14
Spec. Project Develop/Planning	8	8	8	8	8
General Counsel	56	56	56	56	56
Office of Diversity	28	28	28	28	28
Labor Relations	6	6	6	6	6
Counselor to the Chairman	2	2	2	2	2
Media Relations/External Communication	12	12	12	12	12
Intergovernmental Relations/State & Local Gov't	4	4	4	4	4
Corporate and Internal Communications	40	40	40	40	40
PCAC	4	4	4	4	4
Audit	85	85	85	85	85
Chief Financial Officer	61	61	61	61	61
Strategic Initiatives Group	3	3	3	3	3
Real Estate	60	60	60	60	60
Chief Operating Officer	2	2	2	2	2
Capital Programs	27	27	27	27	27
Federal Affairs	1	1	1	1	1
Environmental Policy, Sustainability & Compliance	6	6	6	6	6
Information Technology	67	67	67	67	67
Business Service Center	461	444	444	444	444
Corporate Account	1	1	1	1	1
<b>Total Administration</b>	<b>956</b>	<b>939</b>	<b>939</b>	<b>939</b>	<b>939</b>
<b>Public Safety</b>	<b>781</b>	<b>793</b>	<b>793</b>	<b>798</b>	<b>828</b>
<b>Baseline Total Positions</b>	<b>1,737</b>	<b>1,732</b>	<b>1,732</b>	<b>1,737</b>	<b>1,767</b>
Non-Reimbursable	1,687	1,682	1,682	1,687	1,717
Reimbursable	50	50	50	50	50
Full-Time	1,737	1,732	1,732	1,737	1,767
Full-Time Equivalents	-	-	-	-	-

**MTA HEADQUARTERS**  
**February Financial Plan 2013-2016**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors	444	444	444	444	444
Professional, Technical, Clerical	512	495	495	495	495
Operational Hourlies					
<b>Total Administration</b>	956	939	939	939	939
<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	38	38	38	38	38
Professional, Technical, Clerical	75	75	75	75	75
Operational Hourlies (Uniformed)	668	680	680	685	715
<b>Total Public Safety</b>	781	793	793	798	828
<b>Total Positions</b>					
Managers/Supervisors	482	482	482	482	482
Professional, Technical, Clerical	587	570	570	570	570
Operational Hourlies	668	680	680	685	715
<b>Total Baseline Positions</b>	1,737	1,732	1,732	1,737	1,767

**MTA HEADQUARTERS**  
**February Financial Plan - 2013 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													
Vehicle Toll Revenue													
<u>Other Operating Revenue</u>													
Rental Income	4.389	4.389	4.389	4.454	4.389	4.389	4.534	4.389	4.389	4.389	4.389	4.389	52.874
Advertising Revenue													
Other	0.422	0.422	0.422	0.422	0.422	(0.594)	0.422	0.422	0.422	0.422	0.422	1.422	5.043
Total Other Operating Revenue	4.810	4.810	4.810	4.875	4.810	3.794	4.956	4.810	4.810	4.810	4.810	5.810	57.917
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$4.810</b>	<b>\$4.810</b>	<b>\$4.810</b>	<b>\$4.875</b>	<b>\$4.810</b>	<b>\$3.794</b>	<b>\$4.956</b>	<b>\$4.810</b>	<b>\$4.810</b>	<b>\$4.810</b>	<b>\$4.810</b>	<b>\$5.810</b>	<b>\$57.917</b>
<b>Operating Expenses</b>													
<u>Labor:</u>													
Payroll	\$14.418	\$12.950	\$12.971	\$13.993	\$13.014	\$12.928	\$15.394	\$12.971	\$12.954	\$13.995	\$12.955	\$13.975	162.519
Overtime	0.756	0.715	0.750	0.721	0.788	0.715	0.756	0.785	0.686	0.788	0.750	0.721	8.932
Health and Welfare	1.900	1.891	1.894	1.897	1.900	1.891	1.900	1.897	1.895	1.901	1.895	1.867	22.729
OPEB Current Payment	-	-	2.400	-	-	2.400	-	-	2.400	-	-	2.400	9.600
Pensions	3.612	3.612	3.612	3.612	3.612	3.612	3.612	3.612	3.612	3.612	3.612	3.612	43.339
Other Fringe Benefits	1.306	1.187	1.191	1.195	1.197	1.183	1.300	1.175	1.153	1.130	1.079	1.032	14.127
Reimbursable Overhead	(3.787)	(3.774)	(4.061)	(4.465)	(3.021)	(5.198)	(4.065)	(3.651)	(4.472)	(4.285)	(3.777)	(4.971)	(49.528)
<b>Total Labor Expenses</b>	<b>\$18.205</b>	<b>\$16.581</b>	<b>\$18.758</b>	<b>\$16.952</b>	<b>\$17.490</b>	<b>\$17.531</b>	<b>\$18.896</b>	<b>\$16.789</b>	<b>\$18.227</b>	<b>\$17.140</b>	<b>\$16.513</b>	<b>\$18.636</b>	<b>\$211.717</b>
<u>Non-Labor:</u>													
Electric Power	0.723	0.723	0.722	0.722	0.722	0.723	0.723	0.723	0.722	0.722	0.723	0.723	8.666
Fuel	0.236	0.233	0.233	0.233	0.233	0.234	0.233	0.233	0.233	0.233	0.233	0.234	2.805
Insurance	0.554	0.000	1.478	0.000	0.003	0.217	0.000	0.000	0.311	0.000	0.163	0.209	2.935
Claims	-	-	0.275	-	-	0.275	-	-	0.275	-	-	0.275	1.099
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	5.169	5.191	5.241	6.126	5.214	5.301	5.221	5.242	5.230	5.241	5.676	7.072	65.923
Professional Service Contracts	4.060	3.609	4.237	4.166	4.176	3.648	6.087	3.382	3.819	3.646	7.478	3.870	52.177
Materials & Supplies	0.000	0.000	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005
<u>Other Business Expenses</u>													
MTA Internal Subsidy	4.000	-	-	-	-	-	-	-	-	-	-	-	4.000
Other	2.058	1.861	1.858	5.614	5.593	5.690	3.376	3.311	3.308	5.591	5.633	5.634	49.527
Total Other Business Expenses	6.058	1.861	1.858	5.614	5.593	5.690	3.376	3.311	3.308	5.591	5.633	5.634	53.527
<b>Total Non-Labor Expenses</b>	<b>\$16.799</b>	<b>\$11.618</b>	<b>\$14.043</b>	<b>\$16.860</b>	<b>\$15.943</b>	<b>\$16.087</b>	<b>\$15.640</b>	<b>\$12.891</b>	<b>\$13.898</b>	<b>\$15.433</b>	<b>\$19.907</b>	<b>\$18.016</b>	<b>\$187.137</b>
<u>Other Expenses Adjustments:</u>													
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>\$35.004</b>	<b>\$28.199</b>	<b>\$32.801</b>	<b>\$33.812</b>	<b>\$33.434</b>	<b>\$33.618</b>	<b>\$34.537</b>	<b>\$29.680</b>	<b>\$32.125</b>	<b>\$32.573</b>	<b>\$36.420</b>	<b>\$36.652</b>	<b>\$398.854</b>
Depreciation	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	34.345
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
<b>Total Expenses</b>	<b>\$44.116</b>	<b>\$37.311</b>	<b>\$41.913</b>	<b>\$42.924</b>	<b>\$42.546</b>	<b>\$42.730</b>	<b>\$43.649</b>	<b>\$38.792</b>	<b>\$41.237</b>	<b>\$41.685</b>	<b>\$45.532</b>	<b>\$45.764</b>	<b>\$508.199</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$39.306)</b>	<b>(\$32.501)</b>	<b>(\$37.103)</b>	<b>(\$38.049)</b>	<b>(\$37.735)</b>	<b>(\$38.936)</b>	<b>(\$38.693)</b>	<b>(\$33.982)</b>	<b>(\$36.427)</b>	<b>(\$36.875)</b>	<b>(\$40.722)</b>	<b>(\$39.954)</b>	<b>(\$450.282)</b>





**MTA HEADQUARTERS**  
**February Financial Plan - 2013 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>													
Fare Revenue													
Vehicle Toll Revenue													
<u>Other Operating Revenue</u>													
<i>Rental Income</i>	4.389	4.389	4.389	4.454	4.389	4.389	4.534	4.389	4.389	4.389	4.389	4.389	52.874
<i>Advertising Revenue</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other</i>	0.422	0.422	0.422	0.422	0.422	(0.594)	0.422	0.422	0.422	0.422	0.422	1.422	5.043
Total Other Operating Revenue	4.810	4.810	4.810	4.875	4.810	3.794	4.956	4.810	4.810	4.810	4.810	5.810	57.917
Capital and Other Reimbursements	4.692	4.679	5.712	5.375	4.679	6.451	4.970	5.558	5.723	6.489	4.691	7.740	66.760
<b>Total Revenue</b>	<b>\$9.502</b>	<b>\$9.489</b>	<b>\$10.523</b>	<b>\$10.251</b>	<b>\$9.489</b>	<b>\$10.245</b>	<b>\$9.926</b>	<b>\$10.369</b>	<b>\$10.533</b>	<b>\$11.299</b>	<b>\$9.502</b>	<b>\$13.550</b>	<b>\$124.677</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$14.759	\$13.292	\$13.313	\$14.334	\$13.356	\$13.270	\$15.736	\$13.313	\$13.296	\$14.336	\$13.297	\$14.317	\$166.618
Overtime	0.756	0.715	0.750	0.721	0.788	0.715	0.756	0.785	0.686	0.788	0.750	0.721	8.932
Health and Welfare	1.944	1.935	1.938	1.941	1.944	1.935	1.944	1.941	1.939	1.944	1.939	1.911	23.256
OPEB Current Payment	-	-	2.400	-	-	2.400	-	-	2.400	-	-	2.400	9.600
Pensions	3.675	3.675	3.675	3.675	3.675	3.675	3.675	3.675	3.675	3.675	3.675	3.675	44.095
Other Fringe Benefits	1.336	1.217	1.221	1.225	1.227	1.212	1.330	1.204	1.181	1.157	1.103	1.055	14.469
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor expenses</b>	<b>\$22.470</b>	<b>\$20.834</b>	<b>\$23.297</b>	<b>\$21.896</b>	<b>\$20.989</b>	<b>\$23.207</b>	<b>\$23.440</b>	<b>\$20.918</b>	<b>\$23.176</b>	<b>\$21.900</b>	<b>\$20.764</b>	<b>\$24.078</b>	<b>\$266.970</b>
<b><u>Non-Labor:</u></b>													
Electric Power	0.724	0.724	0.723	0.723	0.723	0.724	0.724	0.724	0.723	0.723	0.724	0.724	8.680
Fuel	0.236	0.233	0.233	0.233	0.233	0.234	0.233	0.233	0.233	0.233	0.233	0.234	2.805
Insurance	0.563	0.010	1.487	0.009	0.012	0.226	0.009	0.009	0.320	0.009	0.173	0.218	3.047
Claims	-	-	0.275	-	-	0.275	-	-	0.275	-	-	0.275	1.099
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	5.177	5.199	5.248	6.133	5.222	5.309	5.229	5.249	5.238	5.249	5.684	7.080	66.016
Professional Service Contracts	4.462	4.010	5.381	4.567	5.331	4.387	6.488	4.787	4.559	5.350	7.895	6.135	63.353
Materials & Supplies	0.000	0.000	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005
<u>Other Business Expenses</u>													
<i>MTA Internal Subsidy</i>	4.000	-	-	-	-	-	-	-	-	-	-	-	4.000
<i>Other Business Expenses</i>	2.064	1.868	1.868	5.625	5.600	5.707	3.383	3.317	3.323	5.598	5.639	5.647	49.639
Total Other Business Expenses	6.064	1.868	1.868	5.625	5.600	5.707	3.383	3.317	3.323	5.598	5.639	5.647	53.639
<b>Total Non-Labor expenses</b>	<b>\$17.225</b>	<b>\$12.044</b>	<b>\$15.216</b>	<b>\$17.292</b>	<b>\$17.123</b>	<b>\$16.862</b>	<b>\$16.066</b>	<b>\$14.320</b>	<b>\$14.671</b>	<b>\$17.162</b>	<b>\$20.348</b>	<b>\$20.313</b>	<b>\$198.643</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>\$39.695</b>	<b>\$32.878</b>	<b>\$38.513</b>	<b>\$39.188</b>	<b>\$38.113</b>	<b>\$40.069</b>	<b>\$39.507</b>	<b>\$35.238</b>	<b>\$37.848</b>	<b>\$39.062</b>	<b>\$41.111</b>	<b>\$44.391</b>	<b>\$465.613</b>
Depreciation	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	34.345
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
<b>Total Expenses</b>	<b>\$48.807</b>	<b>\$41.990</b>	<b>\$47.625</b>	<b>\$48.300</b>	<b>\$47.225</b>	<b>\$49.181</b>	<b>\$48.619</b>	<b>\$44.350</b>	<b>\$46.960</b>	<b>\$48.174</b>	<b>\$50.223</b>	<b>\$53.503</b>	<b>\$574.958</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$39.306)</b>	<b>(\$32.501)</b>	<b>(\$37.103)</b>	<b>(\$38.049)</b>	<b>(\$37.735)</b>	<b>(\$38.936)</b>	<b>(\$38.693)</b>	<b>(\$33.982)</b>	<b>(\$36.427)</b>	<b>(\$36.875)</b>	<b>(\$40.722)</b>	<b>(\$39.953)</b>	<b>(\$450.282)</b>

**MTA HEADQUARTERS**  
**February Financial Plan - 2013 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>													
Fare Revenue													
Vehicle Toll Revenue													
<u>Other Operating Revenue</u>													
<i>Rental Income</i>	4.389	4.389	4.389	4.454	4.389	4.389	4.534	4.389	4.389	4.389	4.389	4.389	52.874
<i>Advertising Revenue</i>	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	113.484
<i>Other</i>	0.430	0.430	0.430	0.430	0.430	(0.586)	0.430	0.430	0.430	0.430	0.430	1.430	5.141
Total Other Operating Revenue	14.275	14.275	14.275	14.340	14.275	13.259	14.421	14.275	14.275	14.275	14.275	15.275	171.498
Capital and Other Reimbursements	4.692	4.679	5.712	5.375	4.679	6.451	4.970	5.558	5.723	6.489	4.691	7.740	66.760
<b>Total Receipts</b>	<b>\$18.967</b>	<b>\$18.954</b>	<b>\$19.988</b>	<b>\$19.716</b>	<b>\$18.954</b>	<b>\$19.710</b>	<b>\$19.391</b>	<b>\$19.834</b>	<b>\$19.998</b>	<b>\$20.764</b>	<b>\$18.967</b>	<b>\$23.015</b>	<b>\$238.258</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$15.759	\$12.792	\$12.813	\$12.934	\$13.156	\$13.070	\$15.836	\$11.813	\$13.096	\$12.936	\$12.967	\$16.415	\$163.587
Overtime	0.756	0.715	0.750	0.721	0.788	0.715	0.756	0.785	0.686	0.788	0.750	0.721	8.932
Health and Welfare	1.944	1.935	1.938	1.941	1.944	1.935	1.944	1.941	1.939	1.944	1.939	0.838	22.183
OPEB Current Payment	-	-	2.400	-	-	2.400	-	-	2.400	-	-	2.400	9.600
Pensions	2.301	2.301	2.301	2.301	2.301	2.301	2.301	2.301	2.301	2.301	2.301	18.965	44.271
Other Fringe Benefits	1.316	1.197	1.231	1.075	1.477	1.142	1.215	1.114	1.381	0.957	1.303	1.255	14.665
GASB Account	-	-	-	-	-	-	-	-	-	-	-	1.451	1.451
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$22.076</b>	<b>\$18.940</b>	<b>\$21.433</b>	<b>\$18.972</b>	<b>\$19.665</b>	<b>\$21.563</b>	<b>\$22.052</b>	<b>\$17.954</b>	<b>\$21.802</b>	<b>\$18.926</b>	<b>\$19.260</b>	<b>\$42.045</b>	<b>\$264.688</b>
<b>Non-Labor:</b>													
Electric Power	0.724	0.724	0.723	0.723	0.723	0.724	0.724	0.724	0.723	0.723	0.724	0.724	8.680
Fuel	0.236	0.233	0.233	0.233	0.233	0.234	0.233	0.233	0.233	0.233	0.233	0.234	2.805
Insurance	0.363	0.010	0.937	0.009	0.012	0.716	0.009	0.009	0.370	0.009	0.073	0.261	2.780
Claims	-	-	0.275	-	-	0.275	-	-	0.275	-	-	0.275	1.099
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4.827	5.529	5.548	6.433	3.222	6.309	4.129	5.749	5.438	3.749	5.484	6.893	63.309
Professional Service Contracts	4.312	5.010	7.381	5.567	4.331	3.687	6.988	4.887	3.559	3.850	6.895	2.167	58.634
Materials & Supplies	0.000	0.000	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005
<u>Other Business Expenses</u>													
<i>MTA Internal Subsidy</i>	4.000	-	-	-	-	-	-	-	-	-	-	-	4.000
<i>Other Business Expenses</i>	3.050	2.854	2.854	6.611	6.586	6.693	4.368	4.303	4.309	6.584	6.625	(26.139)	28.698
Total Other Business Expenses	7.050	2.854	2.854	6.611	6.586	6.693	4.368	4.303	4.309	6.584	6.625	(26.139)	32.698
<b>Total Non-Labor Expenditures</b>	<b>\$17.511</b>	<b>\$14.360</b>	<b>\$17.952</b>	<b>\$19.578</b>	<b>\$15.109</b>	<b>\$18.638</b>	<b>\$16.452</b>	<b>\$15.906</b>	<b>\$14.907</b>	<b>\$15.148</b>	<b>\$20.034</b>	<b>(\$15.586)</b>	<b>\$170.009</b>
<b>Other Expenditure Adjustments:</b>													
Capital	1.945	1.945	1.945	1.945	1.945	1.945	1.945	1.945	1.945	1.945	1.945	1.945	23.338
<b>Total Other Expenditure Adjustments</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$1.945</b>	<b>\$23.338</b>
<b>Total Expenditures</b>	<b>\$41.532</b>	<b>\$34.215</b>	<b>\$40.301</b>	<b>\$39.465</b>	<b>\$35.690</b>	<b>\$41.116</b>	<b>\$39.420</b>	<b>\$34.775</b>	<b>\$37.625</b>	<b>\$34.989</b>	<b>\$40.209</b>	<b>\$39.729</b>	<b>\$458.036</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$22.565)</b>	<b>(\$15.261)</b>	<b>(\$20.313)</b>	<b>(\$19.749)</b>	<b>(\$16.735)</b>	<b>(\$21.406)</b>	<b>(\$20.029)</b>	<b>(\$14.942)</b>	<b>(\$17.627)</b>	<b>(\$14.225)</b>	<b>(\$21.242)</b>	<b>(\$16.714)</b>	<b>(\$219.778)</b>

**MTA HEADQUARTERS**  
**February Financial Plan - 2013 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													
Vehicle Toll Revenue													
<u>Other Operating Revenue</u>													
Rental Income	-	-	-	-	-	-	-	-	-	-	-	-	-
Advertising Revenue	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	9.457	113.484
Other	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.097
Total Other Operating Revenue	9.465	9.465	9.465	9.465	9.465	9.465	9.465	9.465	9.465	9.465	9.465	9.465	113.581
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>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$9.465</b>	<b>\$113.581</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$1.000)	\$0.500	\$0.500	\$1.400	\$0.200	\$0.200	(\$0.100)	\$1.500	\$0.200	\$1.400	\$0.329	(\$2.098)	\$3.031
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	1.073	1.073
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	1.374	1.374	1.374	1.374	1.374	1.374	1.374	1.374	1.374	1.374	1.374	(15.290)	(0.176)
Other Fringe Benefits	0.020	0.020	(0.010)	0.150	(0.250)	0.070	0.114	0.090	(0.200)	0.200	(0.200)	(0.200)	(0.196)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(1.451)	(1.451)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.394</b>	<b>\$1.894</b>	<b>\$1.864</b>	<b>\$2.924</b>	<b>\$1.324</b>	<b>\$1.644</b>	<b>\$1.388</b>	<b>\$2.964</b>	<b>\$1.374</b>	<b>\$2.974</b>	<b>\$1.503</b>	<b>(\$17.966)</b>	<b>\$2.282</b>
<b>Non-Labor:</b>													
Electric Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.200	-	0.550	-	-	(0.490)	-	-	(0.050)	-	0.100	(0.042)	0.268
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.350	(0.330)	(0.300)	(0.300)	2.000	(1.000)	1.100	(0.500)	(0.200)	1.500	0.200	0.187	2.707
Professional Service Contracts	0.150	(1.000)	(2.000)	(1.000)	1.000	0.700	(0.500)	(0.100)	1.000	1.500	1.000	3.968	4.718
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other Business Expenses</u>													
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	31.786	20.941
Total Other Business Expenses	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	(0.986)	31.786	20.941
<b>Total Non-Labor Expenditures</b>	<b>(0.286)</b>	<b>(2.316)</b>	<b>(2.736)</b>	<b>(2.286)</b>	<b>2.014</b>	<b>(1.776)</b>	<b>(0.386)</b>	<b>(1.586)</b>	<b>(0.236)</b>	<b>2.014</b>	<b>0.314</b>	<b>35.899</b>	<b>28.634</b>
<b>Other Expenditure Adjustments:</b>													
Capital	(1.945)	(1.945)	(1.945)	(1.945)	(1.945)	(1.945)	(1.945)	(1.945)	(1.945)	(1.945)	(1.945)	(1.945)	(\$23.338)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$1.945)</b>	<b>(\$23.338)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>													
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$7.628</b>	<b>\$7.098</b>	<b>\$6.648</b>	<b>\$8.158</b>	<b>\$10.858</b>	<b>\$7.388</b>	<b>\$8.523</b>	<b>\$8.898</b>	<b>\$8.658</b>	<b>\$12.508</b>	<b>\$9.338</b>	<b>\$25.453</b>	<b>\$121.159</b>
Depreciation Adjustment	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	2.862	34.345
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
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$16.740</b>	<b>\$16.210</b>	<b>\$15.760</b>	<b>\$17.270</b>	<b>\$19.970</b>	<b>\$16.500</b>	<b>\$17.635</b>	<b>\$18.010</b>	<b>\$17.770</b>	<b>\$21.620</b>	<b>\$18.450</b>	<b>\$34.565</b>	<b>\$230.504</b>

MTA HEADQUARTERS  
February Financial Plan - 2013 Adopted Budget  
Overtime - Non-Reimbursable/Reimbursable Basis  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$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>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Unscheduled Maintenance</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Vacancy/Absentee Coverage</u>	0.339	0.390	0.371	0.376	0.425	0.359	0.447	0.368	0.308	0.351	0.342	0.385	4.462
<u>Weather Emergencies</u>	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>Safety/Security/Law Enforcement</u>	0.392	0.300	0.354	0.320	0.338	0.331	0.284	0.392	0.353	0.412	0.383	0.311	4.170
<u>Other</u>	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
<b>Sub-Total</b>	<b>\$0.756</b>	<b>\$0.715</b>	<b>\$0.750</b>	<b>\$0.721</b>	<b>\$0.788</b>	<b>\$0.715</b>	<b>\$0.756</b>	<b>\$0.785</b>	<b>\$0.686</b>	<b>\$0.788</b>	<b>\$0.750</b>	<b>\$0.721</b>	<b>\$8.932</b>
<b>REIMBURSABLE OVERTIME</b>	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 NR &amp; R OVERTIME</b>	<b>\$0.756</b>	<b>\$0.715</b>	<b>\$0.750</b>	<b>\$0.721</b>	<b>\$0.788</b>	<b>\$0.715</b>	<b>\$0.756</b>	<b>\$0.785</b>	<b>\$0.686</b>	<b>\$0.788</b>	<b>\$0.750</b>	<b>\$0.721</b>	<b>\$8.932</b>





## **MTA Headquarters**

MTA Headquarters includes four distinct components: Policy & Oversight, MTA Consolidated Functions, the Business Service Center, and MTA Security:

- MTA HQ Policy & Oversight includes MTA Executive Leadership and policy/oversight functions. All aspects of Administration strive to identify opportunities to streamline expenses and increase efficiencies.
- MTA Consolidated Functions includes areas where savings have been achieved through function consolidations or areas where the work can be more efficiently performed at Headquarters. As MTA consolidates functions across the Agencies, it is likely that the net budget change associated with those functions will increase Headquarters' costs, while staffing and expense levels decrease at a higher level at the Agencies.
- The Business Service Center provides shared back-office financial, payroll, procurement, and human resource services to all agencies. While a number of services began operating in January 2011, the full complement of services became available to all agencies in 2012.
- Public Safety includes the MTA Police which patrols the MTA's commuter railroads, and provides MTA-wide oversight of security and safety services. Public Safety also leads emergency preparedness, and interfaces with multiple city, state and federal law enforcement agencies.

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



**MTA HEADQUARTERS**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Major Function**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b><u>MTA Consolidated Functions</u></b>					
<b>Operating Revenue</b>	\$15.794	\$14.944	\$15.203	\$15.454	\$15.764
Labor Expenses	10.710	10.346	10.521	10.941	11.402
Non-Labor Expenses	17.036	19.242	19.906	20.679	21.691
Depreciation / OPEB Obligation	1.311	1.200	1.221	1.241	1.266
<b>Total Expenses</b>	<b>29.058</b>	<b>30.789</b>	<b>31.648</b>	<b>32.861</b>	<b>34.359</b>
<b>Baseline Deficit</b>	<b>(\$13.263)</b>	<b>(\$15.844)</b>	<b>(\$16.445)</b>	<b>(\$17.407)</b>	<b>(\$18.595)</b>
<b><u>MTA HQ, Policy &amp; Oversight</u></b>					
<b>Operating Revenue</b>	\$43.097	\$42.973	\$43.667	\$54.390	\$114.200
Labor Expenses	42.672	46.257	48.360	50.569	53.113
Non-Labor Expenses	94.547	140.794	118.072	97.695	99.982
Depreciation / OPEB Obligation	132.685	106.118	108.987	112.736	116.581
<b>Total Expenses</b>	<b>269.904</b>	<b>293.169</b>	<b>275.419</b>	<b>261.000</b>	<b>269.676</b>
<b>Baseline Deficit</b>	<b>(\$226.808)</b>	<b>(\$250.197)</b>	<b>(\$231.752)</b>	<b>(\$206.610)</b>	<b>(\$155.476)</b>
<b><u>Business Service Center</u></b>					
<b>Operating Revenue</b>	-	-	-	-	-
Labor Expenses	36.137	39.838	40.274	41.274	42.408
Non-Labor Expenses	21.051	16.750	15.675	15.058	13.406
Depreciation / OPEB Obligation	-	-	-	-	-
<b>Total Expenses</b>	<b>57.188</b>	<b>56.588</b>	<b>55.949</b>	<b>56.332</b>	<b>55.814</b>
<b>Baseline Deficit</b>	<b>(\$57.188)</b>	<b>(\$56.588)</b>	<b>(\$55.949)</b>	<b>(\$56.332)</b>	<b>(\$55.814)</b>
<b><u>Public Safety</u></b>					
<b>Operating Revenue</b>	-	-	-	-	-
Labor Expenses	102.679	115.276	110.868	112.382	116.603
Non-Labor Expenses	9.172	10.350	10.252	10.463	11.088
Depreciation / OPEB Obligation	2.412	2.027	2.062	2.096	2.138
<b>Total Expenses</b>	<b>114.263</b>	<b>127.653</b>	<b>123.182</b>	<b>124.942</b>	<b>129.830</b>
<b>Baseline Deficit</b>	<b>(\$114.263)</b>	<b>(\$127.653)</b>	<b>(\$123.182)</b>	<b>(\$124.942)</b>	<b>(\$129.830)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2013-2016**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>FUNCTION</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
MTA Consolidated Functions	256	256	256	256	256
MTA HQ, Policy & Oversight	239	239	239	239	239
Business Service Center	461	444	444	444	444
Public Safety	781	793	793	798	828
<b>Baseline Total Positions</b>	<b>1,737</b>	<b>1,732</b>	<b>1,732</b>	<b>1,737</b>	<b>1,767</b>
<b>Non-Reimbursable</b>	<b>1,687</b>	<b>1,682</b>	<b>1,682</b>	<b>1,687</b>	<b>1,719</b>
MTA Consolidated Functions	233	233	233	233	233
MTA HQ, Policy & Oversight	239	239	239	239	239
Business Service Center	434	417	417	417	419
Public Safety	781	793	793	798	828
	-	-	-	-	-
<b>Reimbursable</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>48</b>
MTA Consolidated Functions	23	23	23	23	23
MTA HQ, Policy & Oversight	-	-	-	-	-
Business Service Center	27	27	27	27	25
Public Safety	-	-	-	-	-
	-	-	-	-	-
<i>Full-Time</i>	1,737	1,732	1,732	1,737	1,767
<i>Full-Time Equivalents</i>	-	-	-	-	-

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**MTA INSPECTOR GENERAL  
FEBRUARY FINANCIAL PLAN 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Inspector General's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the November Financial Plan, which was adopted by the Board in December 2012. This budget remains unchanged from the November Financial Plan.

**MTA INSPECTOR GENERAL**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	12.665	13.554	13.878	14.221	14.524
<b>Total Revenue</b>	<b>\$12.665</b>	<b>\$13.554</b>	<b>\$13.878</b>	<b>\$14.221</b>	<b>\$14.524</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.170	\$7.370	\$7.501	\$7.642	\$7.789
Overtime	-	-	-	-	-
Health and Welfare	0.863	0.967	1.041	1.127	1.221
OPEB Current Payment	-	-	-	-	-
Pensions	0.829	1.269	1.427	1.471	1.508
Other Fringe Benefits	0.591	0.581	0.591	0.613	0.637
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$9.453</b>	<b>\$10.187</b>	<b>\$10.560</b>	<b>\$10.853</b>	<b>\$11.155</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.043	0.041	0.039	0.037	0.039
Insurance	0.025	0.027	0.030	0.033	0.036
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	2.551	2.438	2.596	2.645	2.696
Professional Service Contracts	0.371	0.638	0.378	0.385	0.393
Materials & Supplies	-	-	-	-	-
Other Business Expenses	0.133	0.134	0.136	0.139	0.141
<b>Total Non-Labor Expenses</b>	<b>\$3.123</b>	<b>\$3.278</b>	<b>\$3.179</b>	<b>\$3.239</b>	<b>\$3.305</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>\$12.576</b>	<b>\$13.465</b>	<b>\$13.739</b>	<b>\$14.092</b>	<b>\$14.460</b>
Depreciation	\$0.089	\$0.089	\$0.139	\$0.129	\$0.064
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$12.665</b>	<b>\$13.554</b>	<b>\$13.878</b>	<b>\$14.221</b>	<b>\$14.524</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 INSPECTOR GENERAL**  
**February Financial Plan 2013 - 2016**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</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	12.576	13.851	13.739	14.092	14.460
<b>Total Receipts</b>	<b>\$12.576</b>	<b>\$13.851</b>	<b>\$13.739</b>	<b>\$14.092</b>	<b>\$14.460</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.170	\$7.370	\$7.501	\$7.642	\$7.789
Overtime	-	-	-	-	-
Health and Welfare	0.863	0.967	1.041	1.127	1.221
OPEB Current Payment	-	-	-	-	-
Pensions	0.829	1.269	1.427	1.471	1.508
Other Fringe Benefits	0.591	0.581	0.591	0.613	0.637
GASB Account	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$9.453</b>	<b>\$10.187</b>	<b>\$10.560</b>	<b>\$10.853</b>	<b>\$11.155</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.043	0.041	0.039	0.037	0.039
Insurance	0.025	0.027	0.030	0.033	0.036
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	2.551	2.438	2.596	2.645	2.696
Professional Service Contracts	0.371	0.638	0.378	0.385	0.393
Materials & Supplies	-	-	-	-	-
Other Business Expenses	0.133	0.134	0.136	0.139	0.141
<b>Total Non-Labor Expenses</b>	<b>\$3.123</b>	<b>\$3.278</b>	<b>\$3.179</b>	<b>\$3.239</b>	<b>\$3.305</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$0.000	\$0.386	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.386</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$12.576</b>	<b>\$13.851</b>	<b>\$13.739</b>	<b>\$14.092</b>	<b>\$14.460</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 INSPECTOR GENERAL**  
**February Financial Plan 2013 - 2016**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</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	(0.089)	0.297	(0.139)	(0.129)	(0.064)
<b>Total Receipts</b>	<b>(\$0.089)</b>	<b>\$0.297</b>	<b>(\$0.139)</b>	<b>(\$0.129)</b>	<b>(\$0.064)</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	-	-	-	-	-
GASB Account	-	-	-	-	-
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>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
<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	\$0.000	(\$0.386)	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>(\$0.386)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$0.089)</b>	<b>(\$0.089)</b>	<b>(\$0.139)</b>	<b>(\$0.129)</b>	<b>(\$0.064)</b>
Depreciation	\$0.089	\$0.089	\$0.139	\$0.129	\$0.064
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
<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 2013 - 2016**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<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>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>
Non-Reimbursable					
Reimbursable	86	86	86	86	86
Total Full-Time	86	86	86	86	86
Total Full-Time Equivalents					



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

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY  
FEBRUARY FINANCIAL PLAN 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA First Mutual Transportation Assurance Company's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the November Financial Plan, which was adopted by the Board in December 2012, as such this budget remains unchanged.

The plan also includes schedules detailing the monthly allocation of the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	0.000								0.000
Vehicle Toll Revenue									
Other Operating Revenue	11.888								11.888
Investment Income	13.300								13.300
Capital & Other Reimbursements:	<b>0.000</b>								<b>0.000</b>
<b>Total Revenue</b>	<b>\$25.188</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>\$25.188</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll									0.000
Overtime									0.000
Health and Welfare									0.000
OPEB Current Payment									0.000
Pensions									0.000
Other Fringe Benefits									0.000
Reimbursable Overhead									0.000
<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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Non-Labor:</b>									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(87.599)								(87.599)
Claims	77.263								77.263
Paratransit Service Contracts									0.000
Maintenance and Other Operating Contracts									0.000
Professional Service Contracts									0.000
Materials & Supplies									0.000
Other Business Expenses	7.753								7.753
<b>Total Non-Labor Expenses</b>	<b>(\$2.583)</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>(2.583)</b>
<b>Other Expense Adjustments:</b>									
Other	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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>(\$2.583)</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>(2.583)</b>
Depreciation									0.000
OPEB Obligation									0.000
Environmental Remediation									0.000
<b>Total Expenses</b>	<b>(\$2.583)</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>(2.583)</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$27.771</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>27.771</b>

- Differences are due to rounding.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2013								February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments							
	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other		
<b>Receipts</b>									
Farebox Revenue	0.000								0.000
Vehicle Toll Revenue									0.000
Other Operating Revenue	11.888								11.888
Investment Income	13.300								13.300
Capital & Other Reimbursements:	0.000								0.000
<b>Total Receipts</b>	<b>\$25.188</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>\$25.188</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll									0.000
Overtime									0.000
Health and Welfare									0.000
OPEB Current Payment									0.000
Pensions									0.000
Other Fringe Benefits									0.000
GASB Account									0.000
Reimbursable Overhead									0.000
<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>Non-Labor:</b>									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(87.599)								(87.599)
Claims	72.208								72.208
Paratransit Service Contracts									0.000
Maintenance and Other Operating Contracts									0.000
Professional Service Contracts									0.000
Materials & Supplies									0.000
Other Business Expenditures	7.753								7.753
<b>Total Non-Labor Expenditures</b>	<b>(\$7.638)</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>(\$7.638)</b>
<b>Other Expenditure Adjustments:</b>									
Other - Restricted Cash Adjustment	32.826	0.000	0.000	0.000	0.000	0.000	0.000	0.000	32.826
<b>Total Other Expenditure Adjustments</b>	<b>\$32.826</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>\$32.826</b>
<b>Total Expenditures</b>	<b>\$25.188</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>\$25.188</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>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>

- Differences are due to rounding.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2013								February Adopted Budget
	2013	MTA Plan Adjustments							
	Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Receipts</b>									
Farebox Revenue	0.000								0.000
Vehicle Toll Revenue									
Other Operating Revenue	0.000								0.000
Investment Income	0.000								0.000
Capital & Other Reimbursements:									0.000
<b>Total Receipt 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>Expenditures</b>									
<b>Labor:</b>									
Payroll	0.000								0.000
Overtime									0.000
Health and Welfare									0.000
OPEB Current Payment									0.000
Pensions									0.000
Other Fringe Benefits									0.000
GASB Account									0.000
Reimbursable Overhead									0.000
<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>Non-Labor:</b>									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000								0.000
Claims	5.055								5.055
Paratransit Service Contracts									0.000
Maintenance and Other Operating Contracts									0.000
Professional Service Contracts									0.000
Materials & Supplies									0.000
Other Business Expenditures									0.000
<b>Total Non-Labor Expenditures</b>	<b>\$5.055</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>\$5.055</b>
<b>Other Expenditure Adjustments:</b>									
Other	(32.826)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(32.826)
<b>Total Other Expenditure Adjustments</b>	<b>(\$32.826)</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>(\$32.826)</b>
<b>Total Expenditure Adjustments</b>	<b>(\$27.771)</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>(\$27.771)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$27.771)</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>(\$27.771)</b>
Depreciation Adjustment									0.000
OPEB Obligation									0.000
Environmental Remediation									0.000
<b>Total Cash Conversion Adjustments</b>	<b>(\$27.771)</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>(\$27.771)</b>

- Differences are due to rounding.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	11.718	11.888	12.094	12.293	12.540
Investment Income	13.110	13.300	13.530	13.753	14.030
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$24.828</b>	<b>\$25.188</b>	<b>\$25.624</b>	<b>\$26.047</b>	<b>\$26.570</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	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-
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>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	(82.033)	(87.599)	(98.647)	(113.572)	(132.720)
Claims	69.782	77.263	88.865	92.463	100.315
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	7.601	7.753	7.908	8.066	8.228
<b>Total Non-Labor Expenses</b>	<b>(\$4.650)</b>	<b>(\$2.583)</b>	<b>(\$1.874)</b>	<b>(\$13.043)</b>	<b>(\$24.177)</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>(\$4.650)</b>	<b>(\$2.583)</b>	<b>(\$1.874)</b>	<b>(\$13.043)</b>	<b>(\$24.177)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>(\$4.650)</b>	<b>(\$2.583)</b>	<b>(\$1.874)</b>	<b>(\$13.043)</b>	<b>(\$24.177)</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$29.478</b>	<b>\$27.771</b>	<b>\$27.498</b>	<b>\$39.089</b>	<b>\$50.748</b>

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2013 - 2016**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	11.718	11.888	12.094	12.293	12.540
Investment Income	13.110	13.300	13.530	13.753	14.030
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipts</b>	<b>\$24.828</b>	<b>\$25.188</b>	<b>\$25.624</b>	<b>\$26.047</b>	<b>\$26.570</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	-	-	-	-	-
GASB Account	-	-	-	-	-
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>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	(82.033)	(87.599)	(98.647)	(113.572)	(132.720)
Claims	65.217	72.208	78.642	80.403	85.739
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	7.601	7.753	7.908	8.066	8.228
<b>Total Non-Labor Expenses</b>	<b>(\$9.215)</b>	<b>(\$7.638)</b>	<b>(\$12.097)</b>	<b>(\$25.103)</b>	<b>(\$38.753)</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other - Restricted Cash Adjustment	\$34.043	\$32.826	\$37.721	\$51.149	\$65.324
<b>Total Other Expenditure Adjustments</b>	<b>\$34.043</b>	<b>\$32.826</b>	<b>\$37.721</b>	<b>\$51.149</b>	<b>\$65.324</b>
<b>Total Expenditures</b>	<b>\$24.828</b>	<b>\$25.188</b>	<b>\$25.624</b>	<b>\$26.047</b>	<b>\$26.570</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 FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2013 - 2016**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Investment Income	-	-	-	-	-
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	-	-	-	-	-
GASB Account	-	-	-	-	-
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>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	4.565	5.055	10.223	12.060	14.576
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$4.565</b>	<b>\$5.055</b>	<b>\$10.223</b>	<b>\$12.060</b>	<b>\$14.576</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	(\$34.043)	(\$32.826)	(\$37.721)	(\$51.149)	(\$65.324)
<b>Total Other Expenditures Adjustments</b>	<b>(\$34.043)</b>	<b>(\$32.826)</b>	<b>(\$37.721)</b>	<b>(\$51.149)</b>	<b>(\$65.324)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$29.478)</b>	<b>(\$27.771)</b>	<b>(\$27.498)</b>	<b>(\$39.089)</b>	<b>(\$50.748)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>(\$29.478)</b>	<b>(\$27.771)</b>	<b>(\$27.498)</b>	<b>(\$39.089)</b>	<b>(\$50.748)</b>







# **New York City Transit**

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013 - 2016. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

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

- A fare increase effective March 1, 2013, projected to yield additional revenue of \$232.5 million in 2013, \$278.3 million in 2014, \$282.2 million in 2015 and \$284.4 million in 2016.
- Beginning 2013, a \$1 "Green Fee" charge will be made for each new MetroCard purchased, to result in estimated additional revenue of \$20.0 million annually. This fee is intended to motivate riders to refill their MetroCards instead of purchasing new cards, thus also resulting in card stock savings.
- An inclusion in 2012 of \$148.0 million of estimated losses from Tropical Storm Sandy, including increased costs and lost farebox revenue. It has been estimated that recoveries of these losses will total approximately \$140.0 million, and will be received evenly over the subsequent three years 2013-2015.
- It is estimated that NYCT will receive a recovery regarding losses as a result of Tropical Storm Irene (2011) of \$11.8 million in 2013.
- Re-estimates of electric power expenses, based on higher price projections, resulting in expense increases of \$18.3 million in 2014, \$18.6 million in 2015 and \$19.5 million in 2016.
- Increases of cash payments of \$12.4 million in 2012, \$13.0 million in 2013 and 2014, \$13.2 million in 2015 and \$13.5 million in 2016 were included in this Financial Plan, based on a re-estimate of Other Post-Employment Benefits (GASB) funding requirements.
- Effective January 1, 2013, advertising revenue receipts will be reassigned from MTA New York City Transit to MTA Headquarters, since the support (and related expenditures) of this real estate function is largely performed at MTA Headquarters. Since advertising revenue is primarily location-specific, the advertising revenue (and expenses), on an accrued basis only, will continue to be allocated to the Agency where the advertising revenue is generated. The resulting reduction in Other Operating Revenue cash receipts will be matched by additional cash subsidies to the Agency, and therefore have no adverse impact on NYCT's cash position. As a result, Other Operating Revenue cash receipts will decrease by \$91.7 million in 2013, \$94.4 million in 2014, \$95.7 million in 2015 and \$97.1 million in 2016.

The plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	41,158	(\$5,502.190)	41,731	(\$5,819.933)	41,674	(\$6,039.941)	41,698	(\$6,403.322)	41,603	(\$6,801.252)
<b>Technical Adjustments:</b>										
<i>Rounding</i>				0.040				0.014		0.009
<b>Sub-Total Technical Adjustments</b>	0	\$0.000	0	\$.040	0	\$.000	0	\$.014	0	\$.009
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13				232.491		278.262		282.191		284.365
Metro-Card Green Fee and Cost Savings				20.000		20.000		20.000		20.000
Operating Loss/Recovery from Tropical Storm Sandy		(147.955)		46.471		46.471		46.484		
Recovery of Tropical Storm Irene				11.807						
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other-Electric Power Re-estimate						(18.324)		(18.583)		(19.464)
<b>Sub-Total MTA Plan Adjustments</b>	0	(\$147.955)	0	\$310.769	0	\$326.409	0	\$330.092	0	\$284.901
<b>2013 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	41,158	\$ (5,650.145)	41,731	\$ (5,509.124)	41,674	\$ (5,713.532)	41,698	\$ (6,073.216)	41,603	\$ (6,516.342)

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2012		2013		2014		2015		2016	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2012 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>4,505</b>	<b>\$0.000</b>	<b>4,332</b>	<b>\$0.000</b>	<b>4,240</b>	<b>\$0.000</b>	<b>4,160</b>	<b>\$0.000</b>	<b>4,147</b>	<b>\$0.000</b>

**Technical Adjustments:**

Net Expense Increases due to corrections	(0.002)	(0.193)	(0.249)	(0.240)	(0.245)
Corresponding Capital Reimbursement Adjustment	0.002	0.193	0.249	0.240	0.245

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 3/1/13  
Metro-Card Green Fee and Cost Savings  
Operating Loss/Recovery from Tropical Storm Sandy  
Recovery of Tropical Storm Irene  
Move from Madison Ave.  
Residual LI Bus Costs-Responsibility of Nassau Cnty.  
Other

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>2013 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>4,505</b>	<b>\$0.000</b>	<b>4,332</b>	<b>\$0.000</b>	<b>4,240</b>	<b>\$0.000</b>	<b>4,160</b>	<b>\$0.000</b>	<b>4,147</b>	<b>\$0.000</b>



**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>45,663</b>	<b>(\$2,579.247)</b>	<b>46,063</b>	<b>(\$2,803.015)</b>	<b>45,914</b>	<b>(\$3,039.008)</b>	<b>45,858</b>	<b>(\$3,155.109)</b>	<b>45,750</b>	<b>(\$3,406.801)</b>
<b>Technical Adjustments:</b>										
<i>Rounding</i>								0.004		0.008
Advertising Revenue Transfer to MTA				(91.670)		(94.420)		(95.742)		(97.050)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$ .000</b>	<b>0</b>	<b>(\$91.670)</b>	<b>0</b>	<b>(\$94.420)</b>	<b>0</b>	<b>(\$95.738)</b>	<b>0</b>	<b>(\$97.042)</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13				232.491		278.262		282.191		284.365
Metro-Card Green Fee and Cost Savings				20.000		20.000		20.000		20.000
Operating Loss/Recovery from Tropical Storm Sandy		(147.955)		46.471		46.471		46.484		
Recovery of Tropical Storm Irene				11.807						
Move from Madison Ave.										
OPEB Gasb Cash Re-estimate		(12.442)		(12.987)		(12.986)		(13.185)		(13.468)
Other-Electric Power Re-estimate						(18.324)		(18.583)		(19.464)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>(\$160.397)</b>	<b>0</b>	<b>\$297.782</b>	<b>0</b>	<b>\$313.423</b>	<b>0</b>	<b>\$316.907</b>	<b>0</b>	<b>\$271.433</b>
<b>2013 February Financial Plan: Surplus/(Deficit)</b>	<b>45,663</b>	<b>\$ (2,739.644)</b>	<b>46,063</b>	<b>\$ (2,596.903)</b>	<b>45,914</b>	<b>\$ (2,820.005)</b>	<b>45,858</b>	<b>\$ (2,933.940)</b>	<b>45,750</b>	<b>\$ (3,232.410)</b>

**MTA New York City Transit**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
**(\$ in millions)**

NON-REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Advertising Transfer to MTA	All Other	
<b>Revenue</b>									
Farebox Revenue:									
Subway	2,812.275	190.268							3,002.543
Bus	887.583	42.223							929.806
Paratransit	17.642								17.642
Fare Media Liability	52.221								52.221
<b>Farebox Revenue</b>	<b>\$3,769.721</b>	<b>\$232.491</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>\$4,002.212</b>
Vehicle Toll Revenue	\$0.000								
Other Operating Revenue:									
Fare Reimbursement	84.016								84.016
Paratransit Reimbursement	156.505								156.505
Other	115.909		20.000	46.471	11.807		0.000		194.187
<b>Other Operating Revenue</b>	<b>356.430</b>	<b>0.000</b>	<b>20.000</b>	<b>46.471</b>	<b>11.807</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>434.708</b>
Capital and Other Reimbursements	0.000								0.000
<b>Total Revenue</b>	<b>\$4,126.151</b>	<b>\$232.491</b>	<b>\$20.000</b>	<b>\$46.471</b>	<b>\$11.807</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$4,436.920</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	2,896.330							(1.359)	2,894.971
Overtime	301.245							0.032	301.277
Total Salaries & Wages	3,197.575	0.000	0.000	0.000	0.000	0.000	0.000	(1.327)	3,196.248
Health and Welfare	667.432								667.432
OPEB Current Payment	351.847								351.847
Pensions	981.691							(0.007)	981.684
Other Fringe Benefits	292.609							0.152	292.761
Total Fringe Benefits	2,293.579	0.000	0.000	0.000	0.000	0.000	0.000	0.145	2,293.724
Reimbursable Overhead	(184.729)							1.169	(183.560)
<b>Total Labor Expenses</b>	<b>\$5,306.425</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>(\$0.013)</b>	<b>\$5,306.412</b>
<b>Non-Labor:</b>									
Electric Power	349.737	0.000	0.000	0.000	0.000	0.000	0.000	0.000	349.737
Fuel	166.682	0.000	0.000	0.000	0.000	0.000	0.000	0.000	166.682
Insurance	60.902								60.902
Claims	89.291								89.291
Paratransit Service Contracts	385.183								385.183
Maintenance and Other Operating Contracts	186.105							0.177	186.282
Professional Service Contracts	128.889							(1.749)	127.140
Materials & Supplies	280.714							1.544	282.258
Other Business Expenses	66.825							0.001	66.826
<b>Total Non-Labor Expenses</b>	<b>\$1,714.328</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>(\$0.027)</b>	<b>\$1,714.301</b>
<b>Other Expense Adjustments:</b>									
Other	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>Total Expenses before Depreciation and GASB Adjts.</b>	<b>\$7,020.753</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>(\$0.040)</b>	<b>\$7,020.713</b>
Depreciation	1,520.000								1,520.000
OPEB Obligation	1,405.331								1,405.331
Environmental Remediation	0.000								0.000
<b>Total Expenses</b>	<b>\$9,946.084</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>(\$0.040)</b>	<b>\$9,946.044</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,819.933)</b>	<b>\$232.491</b>	<b>\$20.000</b>	<b>\$46.471</b>	<b>\$11.807</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.040</b>	<b>(\$5,509.124)</b>



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NON-REIMBURSABLE/REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Advertising Transfer to MTA	All Other	
<b>Revenue</b>									
Farebox Revenue:									
Subway	\$2,812.275	\$190.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	3,002.543
Bus	887.583	\$42.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	929.806
Paratransit	17.642	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	17.642
Fare Media Liability	52.221	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	52.221
<b>Total Farebox Revenue</b>	<b>\$3,769.721</b>	<b>\$232.491</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>\$4,002.212</b>
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	0.000	0.000	0.000	0.000	0.000	0.000	0.000	84.016
Paratransit Reimbursement	156.505	0.000	0.000	0.000	0.000	0.000	0.000	0.000	156.505
Other	115.909	0.000	20.000	46.471	11.807	0.000	0.000	0.000	194.187
<b>Other Operating Revenue</b>	<b>356.430</b>	<b>0.000</b>	<b>20.000</b>	<b>46.471</b>	<b>11.807</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>434.708</b>
Capital and Other Reimbursements	860.118	0.000	0.000	0.000	0.000	0.000	0.000	0.193	860.311
<b>Total Revenue</b>	<b>\$4,986.269</b>	<b>\$232.491</b>	<b>\$20.000</b>	<b>\$46.471</b>	<b>\$11.807</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.193</b>	<b>\$5,297.231</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	3,252.826	0.000	0.000	0.000	0.000	0.000	0.000	0.016	3,252.842
Overtime	364.703	0.000	0.000	0.000	0.000	0.000	0.000	0.012	364.715
Total Salaries & Wages	3,617.529	0.000	0.000	0.000	0.000	0.000	0.000	0.028	3,617.557
Health and Welfare	693.440	0.000	0.000	0.000	0.000	0.000	0.000	0.000	693.440
OPEB Current Payment	351.847	0.000	0.000	0.000	0.000	0.000	0.000	0.000	351.847
Pensions	1,006.712	0.000	0.000	0.000	0.000	0.000	0.000	0.002	1,006.714
Other Fringe Benefits	402.506	0.000	0.000	0.000	0.000	0.000	0.000	0.151	402.657
Total Fringe Benefits	2,454.505	0.000	0.000	0.000	0.000	0.000	0.000	0.153	2,454.658
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)
<b>Total Labor Expenses</b>	<b>\$6,072.034</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>\$0.181</b>	<b>\$6,072.215</b>
<b>Non-Labor:</b>									
Electric Power	350.261	0.000	0.000	0.000	0.000	0.000	0.000	(0.272)	349.989
Fuel	166.705	0.000	0.000	0.000	0.000	0.000	0.000	0.000	166.705
Insurance	60.902	0.000	0.000	0.000	0.000	0.000	0.000	0.000	60.902
Claims	89.291	0.000	0.000	0.000	0.000	0.000	0.000	0.000	89.291
Paratransit Service Contracts	385.183	0.000	0.000	0.000	0.000	0.000	0.000	0.000	385.183
Maintenance and Other Operating Contracts	210.048	0.000	0.000	0.000	0.000	0.000	0.000	(2.591)	207.457
Professional Service Contracts	149.434	0.000	0.000	0.000	0.000	0.000	0.000	(4.156)	145.278
Materials & Supplies	328.398	0.000	0.000	0.000	0.000	0.000	0.000	7.221	335.619
Other Business Expenses	68.615	0.000	0.000	0.000	0.000	0.000	0.000	(0.230)	68.385
<b>Total Non-Labor Expenses</b>	<b>\$1,808.837</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>(\$0.028)</b>	<b>\$1,808.809</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
<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>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$7,880.871</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>\$0.153</b>	<b>\$7,881.024</b>
Depreciation	1,520.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,520.000
OPEB Obligation	1,405.331	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,405.331
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$10,806.202</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>\$0.153</b>	<b>\$10,806.355</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,819.933)</b>	<b>\$232.491</b>	<b>\$20.000</b>	<b>\$46.471</b>	<b>\$11.807</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.040</b>	<b>(\$5,509.124)</b>

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CASH RECEIPTS AND EXPENDITURES	2013 MTA Plan Adjustments								February Adopted Budget	
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Advertising Transfer to MTA	All Other		
<b>Receipts</b>										
Fare Revenue	3,785,652	\$232,491								4,018,143
Vehicle Toll Revenue	0.000									0.000
Other Operating Revenue:										
Fare Reimbursement	84,016									84,016
Paratransit Reimbursement	156,280									156,280
Other	116,909		20,000	46,471	11,807		(91,670)			103,517
<b>Other Operating Revenue</b>	<b>357,205</b>	<b>0.000</b>	<b>20,000</b>	<b>46,471</b>	<b>11,807</b>	<b>0.000</b>	<b>(91,670)</b>	<b>0.000</b>	<b>0.154</b>	<b>343,813</b>
Capital and Other Reimbursements	902,549									902,703
<b>Total Receipts</b>	<b>\$5,045,406</b>	<b>\$232,491</b>	<b>\$20,000</b>	<b>\$46,471</b>	<b>\$11,807</b>	<b>\$0.000</b>	<b>(\$91,670)</b>	<b>\$0.154</b>		<b>\$5,264,659</b>
<b>Expenditures</b>										
<b>Labor:</b>										
Payroll	3,242,846							0.016		3,242,862
Overtime	363,584							0.012		363,596
Total Salaries & Wages	3,606,430	0.000	0.000	0.000	0.000	0.000	0.000	0.028		3,606,458
Health and Welfare	687,897									687,897
OPEB Current Payment	351,847									351,847
Pensions	998,439							0.002		998,441
Other Fringe Benefits	364,853							0.151		365,004
Total Fringe Benefits	2,403,036	0.000	0.000	0.000	0.000	0.000	0.000	0.153		2,403,189
GASB Account	36,861							12.987		49,848
Reimbursable Overhead	0.000									0.000
<b>Total Labor Expenditures</b>	<b>\$6,046,327</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>\$13.168</b>		<b>\$6,059,495</b>
<b>Non-Labor:</b>										
Electric Power	350,261	0.000	0.000	0.000	0.000	0.000	0.000	(0.272)		349,989
Fuel	166,705	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)		166,704
Insurance	62,706									62,706
Claims	81,044									81,044
Paratransit Service Contracts	383,183									383,183
Maintenance and Other Operating Contracts	224,748							-2.591		222,157
Professional Service Contracts	140,434							-4.156		136,278
Materials & Supplies	324,398							7.221		331,619
Other Business Expenditures	68,615							-0.228		68,387
<b>Total Non-Labor Expenditures</b>	<b>\$1,802,094</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>(\$0.027)</b>		<b>\$1,802,067</b>
Other Expenditure Adjustments:										
Other	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>Total Expenditures</b>	<b>\$7,848,421</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>\$13.141</b>		<b>\$7,861,562</b>
<b>Net Cash Deficit</b>	<b>(\$2,803.015)</b>	<b>\$232,491</b>	<b>\$20,000</b>	<b>\$46,471</b>	<b>\$11,807</b>	<b>\$0.000</b>	<b>(\$91,670)</b>	<b>(\$12.987)</b>		<b>(\$2,596,903)</b>

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CASH FLOW ADJUSTMENTS	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Advertising Transfer to MTA	All Other	
<b>Receipts</b>									
Fare Revenue	15.931	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.931
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:	0.000								
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(0.225)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.225)
Other	1.000	0.000	0.000	0.000	0.000	0.000	(91.670)	0.000	(90.670)
<b>Other Operating Revenue</b>	<b>0.775</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(91.670)</b>	<b>0.000</b>	<b>(90.895)</b>
Capital and Other Reimbursements	42.431	0.000	0.000	0.000	0.000	0.000	0.000	(0.039)	42.392
<b>Total Receipt Adjustments</b>	<b>\$59.137</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$91.670)</b>	<b>(\$0.039)</b>	<b>(\$32.572)</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	9.980	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.980
Overtime	1.119	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.119
Total Salaries & Wages	<b>\$11.099</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>\$11.099</b>
Health and Welfare	5.543	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.543
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	8.273	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.273
Other Fringe Benefits	37.653	0.000	0.000	0.000	0.000	0.000	0.000	0.000	37.653
Total Fringe Benefits	51.469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	51.469
GASB Account	(36.861)	0.000	0.000	0.000	0.000	0.000	0.000	(12.987)	(49.848)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)
<b>Total Labor Expenditures</b>	<b>\$25.707</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>(\$12.987)</b>	<b>\$12.720</b>
<b>Non-Labor:</b>									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001
Insurance	(1,804)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(1,804)
Claims	8.247	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.247
Paratransit Service Contracts	2,000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2,000
Maintenance and Other Operating Contracts	(14,700)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(14,700)
Professional Service Contracts	9,000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9,000
Materials & Supplies	4,000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	4,000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.002)	(0.002)
<b>Total Non-Labor Expenditures</b>	<b>\$6.743</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>(\$0.001)</b>	<b>\$6.742</b>
Other Expenditure Adjustments:									
Other	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>Total Expenditure Adjustments</b>	<b>\$32.450</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>(\$12.988)</b>	<b>\$19.462</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$91.587</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$91.670)</b>	<b>(\$13.027)</b>	<b>(\$13.110)</b>
Depreciation Adjustment	1,520.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,520.000
OPEB Obligation	1,405.331	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,405.331
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$3,016.918</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$91.670)</b>	<b>(\$13.027)</b>	<b>\$2,912.221</b>

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**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
<u>Farebox Revenue:</u>					
Subway	\$2,705.776	\$3,002.543	\$3,079.471	\$3,122.228	\$3,155.892
Bus	857.198	929.806	950.585	962.552	973.985
Paratransit	15.625	17.642	19.591	21.757	24.158
Fare Media Liability	<u>76.221</u>	<u>52.221</u>	<u>52.221</u>	<u>52.221</u>	<u>52.221</u>
<b>Farebox Revenue</b>	<b>\$3,654.820</b>	<b>\$4,002.212</b>	<b>\$4,101.868</b>	<b>\$4,158.758</b>	<b>\$4,206.256</b>
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	132.111	156.505	184.726	218.274	258.042
Other	<u>113.011</u>	<u>194.187</u>	<u>185.362</u>	<u>186.934</u>	<u>142.000</u>
<b>Other Operating Revenue</b>	<b>\$329.138</b>	<b>\$434.708</b>	<b>\$454.104</b>	<b>\$489.224</b>	<b>\$484.058</b>
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$3,983.958</b>	<b>\$4,436.920</b>	<b>\$4,555.972</b>	<b>\$4,647.982</b>	<b>\$4,690.314</b>
<b>Operating Expenses</b>					
<u>Labor:</u>					
Payroll	\$2,892.306	\$2,894.971	\$2,906.467	\$2,962.950	\$3,019.115
Overtime	<u>341.328</u>	<u>301.277</u>	<u>289.399</u>	<u>293.452</u>	<u>299.196</u>
Total Salaries & Wages	\$3,233.634	\$3,196.248	\$3,195.866	\$3,256.402	\$3,318.311
Health and Welfare	595.536	667.432	722.238	785.736	852.923
OPEB Current Payment	313.732	351.847	386.558	427.418	472.226
Pensions	986.753	981.684	1,009.737	1,057.199	1,083.115
Other Fringe Benefits	<u>295.585</u>	<u>292.761</u>	<u>297.483</u>	<u>304.871</u>	<u>308.915</u>
Total Fringe Benefits	\$2,191.606	\$2,293.724	\$2,416.016	\$2,575.224	\$2,717.179
Reimbursable Overhead	<u>(194.279)</u>	<u>(183.560)</u>	<u>(178.035)</u>	<u>(177.492)</u>	<u>(180.065)</u>
<b>Total Labor Expenses</b>	<b>\$5,230.961</b>	<b>\$5,306.412</b>	<b>\$5,433.847</b>	<b>\$5,654.134</b>	<b>\$5,855.425</b>
<u>Non-Labor:</u>					
Electric Power	\$316.273	\$349.737	\$373.489	\$401.091	\$431.437
Fuel	163.173	166.682	164.649	164.929	174.943
Insurance	53.698	60.902	73.642	89.586	108.841
Claims	91.978	89.291	91.682	94.590	98.056
Paratransit Service Contracts	366.797	385.183	419.621	425.611	493.753
Maintenance and Other Operating Contracts	156.635	186.282	176.950	179.160	196.029
Professional Service Contracts	128.909	127.140	127.564	125.638	128.095
Materials & Supplies	263.307	282.258	281.774	326.508	321.756
Other Business Expenses	62.421	66.826	67.786	69.117	70.677
<b>Total Non-Labor Expenses</b>	<b>\$1,603.191</b>	<b>\$1,714.301</b>	<b>\$1,777.157</b>	<b>\$1,876.230</b>	<b>\$2,023.587</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 Adjts.</b>	<b>\$6,834.152</b>	<b>\$7,020.713</b>	<b>\$7,211.004</b>	<b>\$7,530.364</b>	<b>\$7,879.012</b>
Depreciation	\$1,445.000	\$1,520.000	\$1,595.000	\$1,670.000	\$1,748.000
OPEB Obligation	1,354.951	1,405.331	1,463.500	1,520.834	1,579.644
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$9,634.103</b>	<b>\$9,946.044</b>	<b>\$10,269.504</b>	<b>\$10,721.198</b>	<b>\$11,206.656</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$5,650.145)</b>	<b>(\$5,509.124)</b>	<b>(\$5,713.532)</b>	<b>(\$6,073.216)</b>	<b>(\$6,516.342)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Fare 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	884.253	860.311	844.406	840.801	852.718
<b>Total Revenue</b>	<b>\$884.253</b>	<b>\$860.311</b>	<b>\$844.406</b>	<b>\$840.801</b>	<b>\$852.718</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$347.770	\$357.871	\$350.825	\$350.729	\$355.864
Overtime	<u>75.640</u>	<u>63.438</u>	<u>62.542</u>	<u>63.007</u>	<u>64.153</u>
Total Salaries & Wages	\$423.410	\$421.309	\$413.367	\$413.736	\$420.017
Health and Welfare	23.529	26.008	27.470	29.401	31.469
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	33.063	25.030	25.140	25.481	25.711
Other Fringe Benefits	<u>104.584</u>	<u>109.896</u>	<u>107.834</u>	<u>107.474</u>	<u>108.988</u>
Total Fringe Benefits	\$161.176	\$160.934	\$160.444	\$162.356	\$166.168
Reimbursable Overhead	<u>194.279</u>	<u>183.560</u>	<u>178.035</u>	<u>177.492</u>	<u>180.065</u>
<b>Total Labor Expenses</b>	<b>\$778.865</b>	<b>\$765.803</b>	<b>\$751.846</b>	<b>\$753.584</b>	<b>\$766.250</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.268	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	\$0.043	\$0.023	\$0.022	\$0.022	\$0.022
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	32.501	21.175	22.066	22.066	22.066
Professional Service Contracts	22.130	18.138	17.158	16.538	16.538
Materials & Supplies	48.357	53.361	51.502	46.782	46.032
Other Business Expenses	<u>2.089</u>	<u>1.559</u>	<u>1.560</u>	<u>1.557</u>	<u>1.558</u>
<b>Total Non-Labor Expenses</b>	<b>\$105.388</b>	<b>\$94.508</b>	<b>\$92.560</b>	<b>\$87.217</b>	<b>\$86.468</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</b>	<b>\$884.253</b>	<b>\$860.311</b>	<b>\$844.406</b>	<b>\$840.801</b>	<b>\$852.718</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$884.253</b>	<b>\$860.311</b>	<b>\$844.406</b>	<b>\$840.801</b>	<b>\$852.718</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 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
<i>Farebox Revenue:</i>					
Subway	\$2,705.776	\$3,002.543	\$3,079.471	\$3,122.228	\$3,155.892
Bus	857.198	929.806	950.585	962.552	973.985
Paratransit	15.625	17.642	19.591	21.757	24.158
Fare Media Liability	76.221	52.221	52.221	52.221	52.221
<b>Farebox Revenue</b>	<b>\$3,654.820</b>	<b>\$4,002.212</b>	<b>\$4,101.868</b>	<b>\$4,158.758</b>	<b>\$4,206.256</b>
<i>Other Operating Revenue:</i>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	132.111	156.505	184.726	218.274	258.042
Other	113.011	194.187	185.362	186.934	142.000
<b>Other Operating Revenue</b>	<b>\$329.138</b>	<b>\$434.708</b>	<b>\$454.104</b>	<b>\$489.224</b>	<b>\$484.058</b>
Capital and Other Reimbursements	884.253	860.311	844.406	840.801	852.718
<b>Total Revenue</b>	<b>\$4,868.211</b>	<b>\$5,297.231</b>	<b>\$5,400.378</b>	<b>\$5,488.783</b>	<b>\$5,543.032</b>
<b>Expenses</b>					
<i>Labor:</i>					
Payroll	\$3,240.076	\$3,252.842	\$3,257.292	\$3,313.679	\$3,374.979
Overtime	<u>416.968</u>	<u>364.715</u>	<u>351.941</u>	<u>356.459</u>	<u>363.349</u>
Total Salaries & Wages	\$3,657.044	\$3,617.557	\$3,609.233	\$3,670.138	\$3,738.328
Health and Welfare	619.065	693.440	749.708	815.137	884.392
OPEB Current Payment	313.732	351.847	386.558	427.418	472.226
Pensions	1,019.816	1,006.714	1,034.877	1,082.680	1,108.826
Other Fringe Benefits	<u>400.169</u>	<u>402.657</u>	<u>405.317</u>	<u>412.345</u>	<u>417.903</u>
Total Fringe Benefits	\$2,352.782	\$2,454.658	\$2,576.460	\$2,737.580	\$2,883.347
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$6,009.826</b>	<b>\$6,072.215</b>	<b>\$6,185.693</b>	<b>\$6,407.718</b>	<b>\$6,621.675</b>
<i>Non-Labor:</i>					
Electric Power	\$316.541	\$349.989	\$373.741	\$401.343	\$431.689
Fuel	163.216	166.705	164.671	164.951	174.965
Insurance	53.698	60.902	73.642	89.586	108.841
Claims	91.978	89.291	91.682	94.590	98.056
Paratransit Service Contracts	366.797	385.183	419.621	425.611	493.753
Maintenance and Other Operating Contracts	189.136	207.457	199.016	201.226	218.095
Professional Service Contracts	151.039	145.278	144.722	142.176	144.633
Materials & Supplies	311.664	335.619	333.276	373.290	367.788
Other Business Expenses	64.510	68.385	69.346	70.674	72.235
<b>Total Non-Labor Expenses</b>	<b>\$1,708.579</b>	<b>\$1,808.809</b>	<b>\$1,869.717</b>	<b>\$1,963.447</b>	<b>\$2,110.055</b>
<i>Other Expense 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>\$7,718.405</b>	<b>\$7,881.024</b>	<b>\$8,055.410</b>	<b>\$8,371.165</b>	<b>\$8,731.730</b>
Depreciation	\$1,445.000	\$1,520.000	\$1,595.000	\$1,670.000	\$1,748.000
OPEB Obligation	1,354.951	1,405.331	1,463.500	1,520.834	1,579.644
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$10,518.356</b>	<b>\$10,806.355</b>	<b>\$11,113.910</b>	<b>\$11,561.999</b>	<b>\$12,059.374</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$5,650.145)</b>	<b>(\$5,509.124)</b>	<b>(\$5,713.532)</b>	<b>(\$6,073.216)</b>	<b>(\$6,516.342)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Fare Revenue	\$3,641.351	\$4,018.143	\$4,112.099	\$4,168.989	\$4,216.487
<i>Other Operating Revenue:</i>					
Fare Reimbursement	99.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	131.833	156.280	184.481	218.012	257.875
Other	<u>114.011</u>	<u>103.517</u>	<u>91.942</u>	<u>92.192</u>	<u>45.950</u>
<b>Other Operating Revenue</b>	<b>344.860</b>	<b>343.813</b>	<b>360.439</b>	<b>394.220</b>	<b>387.841</b>
Capital and Other Reimbursements	992.201	902.703	847.216	841.045	849.728
<b>Total Receipts</b>	<b>\$4,978.412</b>	<b>\$5,264.659</b>	<b>\$5,319.754</b>	<b>\$5,404.254</b>	<b>\$5,454.056</b>
<b>Expenditures</b>					
<i>Labor:</i>					
Payroll	\$3,268.540	\$3,242.862	\$3,334.268	\$3,289.645	\$3,341.062
Overtime	<u>420.631</u>	<u>363.596</u>	<u>360.258</u>	<u>353.874</u>	<u>359.698</u>
Total Salaries & Wages	\$3,689.171	\$3,606.458	\$3,694.526	\$3,643.519	\$3,700.760
Health and Welfare	608.344	687.897	743.750	808.731	877.505
OPEB Current Payment	313.732	351.847	386.558	427.418	472.226
Pensions	976.760	998.441	1,026.285	1,073.975	1,101.964
Other Fringe Benefits	<u>373.202</u>	<u>365.004</u>	<u>376.041</u>	<u>375.920</u>	<u>381.850</u>
Total Fringe Benefits	\$2,272.038	\$2,403.189	\$2,532.634	\$2,686.044	\$2,833.545
GASB Account	47.198	49.848	49.813	50.616	51.713
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$6,008.407</b>	<b>\$6,059.495</b>	<b>\$6,276.973</b>	<b>\$6,380.179</b>	<b>\$6,586.018</b>
<i>Non-Labor:</i>					
Electric Power	\$319.541	\$349.989	\$373.741	\$401.343	\$431.689
Fuel	155.016	166.704	164.671	164.951	174.965
Insurance	68.247	62.706	75.540	95.084	112.320
Claims	84.005	81.044	83.154	83.958	85.269
Paratransit Service Contracts	364.797	383.183	417.621	423.611	491.753
Maintenance and Other Operating Contracts	203.843	222.157	213.716	215.926	232.795
Professional Service Contracts	142.039	136.278	135.722	133.176	135.633
Materials & Supplies	307.650	331.619	329.276	369.290	363.788
Other Business Expenditures	<u>64.511</u>	<u>68.387</u>	<u>69.345</u>	<u>70.676</u>	<u>72.236</u>
<b>Total Non-Labor Expenditures</b>	<b>\$1,709.649</b>	<b>\$1,802.067</b>	<b>\$1,862.786</b>	<b>\$1,958.015</b>	<b>\$2,100.448</b>
<i>Other Expenditure Adjustments:</i>					
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>\$7,718.056</b>	<b>\$7,861.562</b>	<b>\$8,139.759</b>	<b>\$8,338.194</b>	<b>\$8,686.466</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$2,739.644)</b>	<b>(\$2,596.903)</b>	<b>(\$2,820.005)</b>	<b>(\$2,933.940)</b>	<b>(\$3,232.410)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Fare Revenue	(\$13.469)	\$15.931	\$10.231	\$10.231	\$10.231
<i>Other Operating Revenue:</i>					
Fare Reimbursement	15.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(0.278)	(0.225)	(0.245)	(0.262)	(0.167)
Other	<u>1.000</u>	<u>(90.670)</u>	<u>(93.420)</u>	<u>(94.742)</u>	<u>(96.050)</u>
<b>Other Operating Revenue</b>	<b>\$15.722</b>	<b>(\$90.895)</b>	<b>(\$93.665)</b>	<b>(\$95.004)</b>	<b>(\$96.217)</b>
Capital and Other Reimbursements	107.948	42.392	2.810	0.244	(2.990)
<b>Total Receipt Adjustments</b>	<b>\$110.201</b>	<b>(\$32.572)</b>	<b>(\$80.624)</b>	<b>(\$84.529)</b>	<b>(\$88.976)</b>
<b>Expenditures</b>					
<i>Labor:</i>					
Payroll	(\$28.464)	\$9.980	(\$76.976)	\$24.034	\$33.917
Overtime	(3.663)	1.119	(8.317)	2.585	3.651
Health and Welfare	10.721	5.543	5.958	6.406	6.887
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	43.056	8.273	8.592	8.705	6.862
Other Fringe Benefits	<u>26.967</u>	<u>37.653</u>	<u>29.276</u>	<u>36.425</u>	<u>36.053</u>
Total Fringe Benefits	\$80.744	\$51.469	\$43.826	\$51.536	\$49.802
GASB Account	(47.198)	(49.848)	(49.813)	(50.616)	(51.713)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1.419</b>	<b>\$12.720</b>	<b>(\$91.280)</b>	<b>\$27.539</b>	<b>\$35.657</b>
<i>Non-Labor:</i>					
Electric Power	(\$3.000)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	8.200	0.001	0.000	0.000	0.000
Insurance	(14.549)	(1.804)	(1.898)	(5.498)	(3.479)
Claims	7.973	8.247	8.528	10.632	12.787
Paratransit Service Contracts	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(14.707)	(14.700)	(14.700)	(14.700)	(14.700)
Professional Service Contracts	9.000	9.000	9.000	9.000	9.000
Materials & Supplies	4.014	4.000	4.000	4.000	4.000
Other Business Expenditures	(0.001)	(0.002)	0.001	(0.002)	(0.001)
<b>Total Non-Labor Expenditures</b>	<b>(\$1.070)</b>	<b>\$6.742</b>	<b>\$6.931</b>	<b>\$5.432</b>	<b>\$9.607</b>
<i>Other Expenditures 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>\$110.550</b>	<b>(\$13.110)</b>	<b>(\$164.973)</b>	<b>(\$51.558)</b>	<b>(\$43.712)</b>
Depreciation Adjustment	\$1,445.000	\$1,520.000	\$1,595.000	\$1,670.000	\$1,748.000
OPEB Obligation	1,354.951	1,405.331	1,463.500	1,520.834	1,579.644
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$2,910.501</b>	<b>\$2,912.221</b>	<b>\$2,893.527</b>	<b>\$3,139.276</b>	<b>\$3,283.932</b>

**MTA New York City Transit**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<u>Scheduled Service</u>	3,987,766	\$116.441	38.6%
<u>Unscheduled Service</u>	2,676,280	78.867	26.2%
<u>Programmatic/Routine Maintenance</u>	2,742,642	87.385	29.0%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	128,125	6.100	2.0%
<u>Weather Emergencies</u>	120,567	3.665	1.2%
<u>Safety/Security/Law Enforcement</u>	123,550	3.298	1.1%
<u>Other <sup>1</sup></u>	129,228	5.521	1.8%
Subtotal	<b>9,908,158</b>	<b>\$301.277</b>	100.0%
<b>REIMBURSABLE OVERTIME</b>	1,994,017	63.438	
<b>TOTAL OVERTIME</b>	<b>11,902,175</b>	<b>\$364.715</b>	

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Ridership/(Utilization)**  
(\$ in millions)

	<b>2012</b>	<b>2013</b>			
	<b>Final Estimate</b>	<b>Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>RIDERSHIP</b>					
Subway	1,646.707	1,707.898	1,730.464	1,753.297	1,771.729
Bus	659.221	666.550	673.672	682.376	690.935
Paratransit	9.622	10.686	11.861	13.166	14.614
<b>Total Ridership</b>	<b>2,315.550</b>	<b>2,385.134</b>	<b>2,415.997</b>	<b>2,448.839</b>	<b>2,477.278</b>

**FAREBOX REVENUE (Excluding fare media liability)**

Subway	\$2,705.776	\$3,002.543	\$3,079.471	\$3,122.228	\$3,155.892
Bus	857.198	929.806	950.585	962.552	973.985
Paratransit	15.625	17.642	19.591	21.757	24.158
<b>Total Farebox Revenue</b>	<b>\$3,578.599</b>	<b>\$3,949.991</b>	<b>\$4,049.647</b>	<b>\$4,106.537</b>	<b>\$4,154.035</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

Function/Department	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Office of the President	29	33	33	33	33
Law	266	266	266	266	266
Office of the EVP	41	39	39	39	39
Human Resources	184	221	221	221	221
Office of Management and Budget	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31
Corporate Communications	249	249	249	249	249
AFC Program Management & Sales	54	54	54	54	54
Technology & Information Services	436	443	440	438	437
Non-Departmental	-	84	84	84	84
Labor Relations	96	96	96	96	96
Materiel	237	233	227	225	225
Controller	121	126	126	126	126
<b>Total Administration</b>	<b>1,783</b>	<b>1,914</b>	<b>1,905</b>	<b>1,901</b>	<b>1,900</b>
<b>Operations</b>					
Subways Rapid Transit Operations	7,388	7,432	7,398	7,398	7,395
Subways Operation Support /Admin	312	312	312	312	312
Subways Stations	2,693	2,636	2,642	2,642	2,642
<i>Subtotal - Subways</i>	<u>10,393</u>	<u>10,380</u>	<u>10,352</u>	<u>10,352</u>	<u>10,349</u>
Buses	10,272	10,416	10,398	10,398	10,398
Paratransit	170	170	170	170	170
Operations Planning	394	388	373	373	373
Revenue Control	421	421	421	421	421
<b>Total Operations</b>	<b>21,650</b>	<b>21,775</b>	<b>21,714</b>	<b>21,714</b>	<b>21,711</b>
<b>Maintenance</b>					
Subways Operation Support /Admin	162	203	200	193	189
Subways Engineering	311	307	269	258	256
Subways Car Equipment	4,118	4,200	4,117	4,125	4,034
Subways Infrastructure	1,292	1,334	1,331	1,330	1,330
Subways Elevator & Escalators	381	377	374	374	374
Subways Stations	3,540	3,508	3,625	3,615	3,615
Subways Track	2,730	2,730	2,730	2,730	2,730
Subways Power	596	591	590	570	570
Subways Signals	1,417	1,374	1,350	1,347	1,347
Subways Electronics Maintenance	1,378	1,403	1,390	1,385	1,382
<i>Subtotal - Subways</i>	<u>15,925</u>	<u>16,027</u>	<u>15,976</u>	<u>15,927</u>	<u>15,827</u>
Buses	3,731	3,780	3,752	3,736	3,732
Revenue Control	137	137	137	150	150
Supply Logistics	557	556	556	556	556
System Safety	88	88	88	88	88
<b>Total Maintenance</b>	<b>20,438</b>	<b>20,588</b>	<b>20,509</b>	<b>20,457</b>	<b>20,353</b>
<b>Engineering/Capital</b>					
Capital Program Management	1,218	1,218	1,218	1,218	1,218
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>
<b>Public Safety</b>					
Security	574	568	568	568	568
<b>Total Public Safety</b>	<b>574</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>
<b>Baseline Total Positions</b>	<b>45,663</b>	<b>46,063</b>	<b>45,914</b>	<b>45,858</b>	<b>45,750</b>
Non-Reimbursable	41,158	41,731	41,674	41,698	41,603
Reimbursable	4,505	4,332	4,240	4,160	4,147
Total Full-Time	45,504	45,907	45,766	45,710	45,602
Total Full-Time Equivalents	159	156	148	148	148

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function and Occupation**

Function/Occupational Group	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors	628	633	627	624	624
Professional, Technical, Clerical	1,123	1,165	1,162	1,161	1,160
Operational Hourlies	32	116	116	116	116
<b>Total Administration</b>	<b>1,783</b>	<b>1,914</b>	<b>1,905</b>	<b>1,901</b>	<b>1,900</b>
<b>Operations</b>					
Managers/Supervisors	2,516	2,439	2,437	2,437	2,434
Professional, Technical, Clerical	379	379	376	376	376
Operational Hourlies	18,755	18,957	18,901	18,901	18,901
<b>Total Operations</b>	<b>21,650</b>	<b>21,775</b>	<b>21,714</b>	<b>21,714</b>	<b>21,711</b>
<b>Maintenance</b>					
Managers/Supervisors	3,871	3,919	3,910	3,905	3,893
Professional, Technical, Clerical	1,027	1,027	1,000	976	970
Operational Hourlies	15,540	15,642	15,599	15,576	15,490
<b>Total Maintenance</b>	<b>20,438</b>	<b>20,588</b>	<b>20,509</b>	<b>20,457</b>	<b>20,353</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	272	272	272	272	272
Professional, Technical, Clerical	944	944	944	944	944
Operational Hourlies	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>
<b>Public Safety</b>					
Managers/Supervisors	195	195	195	195	195
Professional, Technical, Clerical	36	36	36	36	36
Operational Hourlies	343	337	337	337	337
<b>Total Public Safety</b>	<b>574</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>
<b>Total</b>					
Managers/Supervisors	7,482	7,458	7,441	7,433	7,418
Professional, Technical, Clerical	3,509	3,551	3,518	3,493	3,486
Operational Hourlies	34,672	35,054	34,955	34,932	34,846
<b>Baseline Total Positions</b>	<b>45,663</b>	<b>46,063</b>	<b>45,914</b>	<b>45,858</b>	<b>45,750</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 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>													
<u>Farebox Revenue:</u>													
Subway	\$227.515	\$211.703	\$250.649	\$256.131	\$263.562	\$253.498	\$258.496	\$253.000	\$253.256	\$271.034	\$251.739	\$251.960	\$3,002.543
Bus	70.936	66.218	77.418	79.467	82.256	77.942	81.736	80.636	80.280	83.343	76.008	73.566	929.806
Paratransit	1.428	1.353	1.502	1.542	1.557	1.435	1.418	1.423	1.432	1.560	1.458	1.534	17.642
Fare Media Liability	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.351</u>	<u>4.351</u>	<u>4.351</u>	<u>52.221</u>
<b>Farebox Revenue</b>	<b>\$304.231</b>	<b>\$283.626</b>	<b>\$333.921</b>	<b>\$341.492</b>	<b>\$351.727</b>	<b>\$337.227</b>	<b>\$346.002</b>	<b>\$339.411</b>	<b>\$339.320</b>	<b>\$360.288</b>	<b>\$333.556</b>	<b>\$331.411</b>	<b>\$4,002.212</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
<u>Other Operating Revenue:</u>													
Fare Reimbursement	8.259	7.952	7.734	8.811	9.441	6.081	2.695	2.125	6.512	9.408	7.767	7.231	84.016
Paratransit Reimbursement	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.043	156.505
Other	<u>9.659</u>	<u>9.659</u>	<u>11.510</u>	<u>11.688</u>	<u>11.714</u>	<u>23.453</u>	<u>11.711</u>	<u>11.648</u>	<u>11.677</u>	<u>11.769</u>	<u>11.621</u>	<u>58.078</u>	<u>194.187</u>
<b>Other Operating Revenue</b>	<b>\$30.960</b>	<b>\$30.653</b>	<b>\$32.286</b>	<b>\$33.541</b>	<b>\$34.197</b>	<b>\$42.576</b>	<b>\$27.448</b>	<b>\$26.815</b>	<b>\$31.231</b>	<b>\$34.219</b>	<b>\$32.430</b>	<b>\$78.352</b>	<b>\$434.708</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>\$335.191</b>	<b>\$314.279</b>	<b>\$366.207</b>	<b>\$375.033</b>	<b>\$385.924</b>	<b>\$379.803</b>	<b>\$373.450</b>	<b>\$366.226</b>	<b>\$370.551</b>	<b>\$394.507</b>	<b>\$365.986</b>	<b>\$409.763</b>	<b>\$4,436.920</b>
<b>Operating Expenses</b>													
<u>Labor:</u>													
Payroll	\$250.488	\$224.633	\$235.486	\$234.392	\$249.683	\$230.376	\$247.796	\$241.559	\$235.035	\$242.868	\$248.993	\$253.664	\$2,894.971
Overtime	<u>25.213</u>	<u>24.253</u>	<u>25.536</u>	<u>25.542</u>	<u>25.741</u>	<u>24.977</u>	<u>24.852</u>	<u>24.891</u>	<u>24.856</u>	<u>25.962</u>	<u>24.512</u>	<u>24.941</u>	<u>301.277</u>
Total Salaries & Wages	\$275.701	\$248.886	\$261.023	\$259.934	\$275.424	\$255.353	\$272.648	\$266.450	\$259.890	\$268.830	\$273.504	\$278.605	\$3,196.248
Health and Welfare	55.234	54.804	54.831	54.854	54.919	50.964	56.967	57.241	57.043	56.959	56.959	56.657	667.432
OPEB Current Payment	29.117	28.891	28.905	28.917	28.951	26.866	30.031	30.176	30.071	30.027	30.027	29.867	351.847
Pensions	21.029	21.029	21.029	21.029	21.029	21.029	750.369	21.029	21.029	21.029	21.029	21.029	981.684
Other Fringe Benefits	<u>25.196</u>	<u>23.513</u>	<u>23.702</u>	<u>23.843</u>	<u>24.817</u>	<u>23.721</u>	<u>25.882</u>	<u>24.403</u>	<u>24.000</u>	<u>23.789</u>	<u>24.700</u>	<u>25.194</u>	<u>292.761</u>
Total Fringe Benefits	130.575	128.237	128.466	128.643	129.717	122.579	863.249	132.849	132.143	131.804	132.715	132.747	2,293.724
Reimbursable Overhead	(15.505)	(14.295)	(15.944)	(15.442)	(16.035)	(15.082)	(15.087)	(15.402)	(15.206)	(16.097)	(14.747)	(14.718)	(183.560)
<b>Total Labor Expenses</b>	<b>\$390.771</b>	<b>\$362.828</b>	<b>\$373.545</b>	<b>\$373.135</b>	<b>\$389.105</b>	<b>\$362.851</b>	<b>\$1,120.810</b>	<b>\$383.898</b>	<b>\$376.827</b>	<b>\$384.537</b>	<b>\$391.472</b>	<b>\$396.634</b>	<b>\$5,306.412</b>
<u>Non-Labor:</u>													
Electric Power	\$28.075	\$31.482	\$26.939	\$27.986	\$26.114	\$29.554	\$32.434	\$29.228	\$32.349	\$29.766	\$28.283	\$27.527	\$349.737
Fuel	15.038	14.482	15.756	16.328	14.669	12.770	12.346	12.165	12.271	12.800	13.231	14.825	166.682
Insurance	4.551	4.551	5.100	5.102	5.186	5.186	5.186	5.186	5.186	5.186	5.239	5.241	60.902
Claims	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	89.291
Paratransit Service Contracts	34.154	32.775	35.139	34.585	34.398	31.925	30.971	30.473	29.967	31.333	29.445	30.018	385.183
Mtce. and Other Operating Contracts	11.941	13.770	14.139	15.334	15.264	15.694	20.510	15.652	20.560	15.395	15.390	12.631	186.282
Professional Service Contracts	4.373	8.711	11.665	9.341	9.378	11.660	9.534	9.411	11.642	10.745	11.241	19.439	127.140
Materials & Supplies	22.644	22.546	23.522	23.319	23.322	23.533	23.443	23.434	23.646	23.565	23.581	25.701	282.258
Other Business Expenses	5.177	5.121	7.596	5.419	5.355	5.437	5.434	5.409	5.350	5.559	5.350	5.620	66.826
<b>Total Non-Labor Expenses</b>	<b>\$133.395</b>	<b>\$140.880</b>	<b>\$147.297</b>	<b>\$144.855</b>	<b>\$141.128</b>	<b>\$143.200</b>	<b>\$147.300</b>	<b>\$138.398</b>	<b>\$148.413</b>	<b>\$141.790</b>	<b>\$139.202</b>	<b>\$148.442</b>	<b>\$1,714.301</b>
<u>Other Expense 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 Depreciation, OPEB</b>													
	<b>\$524.166</b>	<b>\$503.708</b>	<b>\$520.842</b>	<b>\$517.990</b>	<b>\$530.233</b>	<b>\$506.050</b>	<b>\$1,268.110</b>	<b>\$522.296</b>	<b>\$525.240</b>	<b>\$526.327</b>	<b>\$530.674</b>	<b>\$545.076</b>	<b>\$7,020.713</b>
Depreciation	\$115.000	\$117.000	\$119.000	\$121.000	\$123.000	\$125.000	\$127.000	\$129.000	\$131.000	\$134.000	\$136.000	\$143.000	\$1,520.000
OPEB Account	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	1,405.331
<b>Total Expenses</b>	<b>\$639.166</b>	<b>\$620.708</b>	<b>\$991.175</b>	<b>\$638.990</b>	<b>\$653.233</b>	<b>\$982.383</b>	<b>\$1,395.110</b>	<b>\$651.296</b>	<b>\$1,007.573</b>	<b>\$660.327</b>	<b>\$666.674</b>	<b>\$1,039.409</b>	<b>\$9,946.044</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$303.975)</b>	<b>(\$306.429)</b>	<b>(\$624.968)</b>	<b>(\$263.957)</b>	<b>(\$267.309)</b>	<b>(\$602.580)</b>	<b>(\$1,021.660)</b>	<b>(\$285.070)</b>	<b>(\$637.022)</b>	<b>(\$265.820)</b>	<b>(\$300.688)</b>	<b>(\$629.646)</b>	<b>(\$5,509.124)</b>





**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 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>													
<u>Farebox Revenue:</u>													
Subway	\$227.515	\$211.703	\$250.649	\$256.131	\$263.562	\$253.498	\$258.496	\$253.000	\$253.256	\$271.034	\$251.739	\$251.960	\$3,002.543
Bus	70.936	66.218	77.418	79.467	82.256	77.942	81.736	80.636	80.280	83.343	76.008	73.566	929.806
Paratransit	1.428	1.353	1.502	1.542	1.557	1.435	1.418	1.423	1.432	1.560	1.458	1.534	17.642
Fare Media Liability	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.351</u>	<u>4.351</u>	<u>4.351</u>	<u>52.221</u>
<b>Farebox Revenue</b>	<b>\$304.231</b>	<b>\$283.626</b>	<b>\$333.921</b>	<b>\$341.492</b>	<b>\$351.727</b>	<b>\$337.227</b>	<b>\$346.002</b>	<b>\$339.411</b>	<b>\$339.320</b>	<b>\$360.288</b>	<b>\$333.556</b>	<b>\$331.411</b>	<b>\$4,002.212</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
<u>Other Operating Revenue:</u>													
Fare Reimbursement	8.259	7.952	7.734	8.811	9.441	6.081	2.695	2.125	6.512	9.408	7.767	7.231	84.016
Paratransit Reimbursement	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.042	13.043	156.505
Other	<u>9.659</u>	<u>9.659</u>	<u>11.510</u>	<u>11.688</u>	<u>11.714</u>	<u>23.453</u>	<u>11.711</u>	<u>11.648</u>	<u>11.677</u>	<u>11.769</u>	<u>11.621</u>	<u>58.078</u>	<u>194.187</u>
<b>Other Operating Revenue</b>	<b>\$30.960</b>	<b>\$30.653</b>	<b>\$32.286</b>	<b>\$33.541</b>	<b>\$34.197</b>	<b>\$42.576</b>	<b>\$27.448</b>	<b>\$26.815</b>	<b>\$31.231</b>	<b>\$34.219</b>	<b>\$32.430</b>	<b>\$78.352</b>	<b>\$434.708</b>
Capital and Other Reimbursements	68.519	64.997	70.096	70.595	72.358	69.151	92.768	70.585	69.413	72.793	68.421	70.614	860.311
<b>Total Revenue</b>	<b>\$403.710</b>	<b>\$379.276</b>	<b>\$436.303</b>	<b>\$445.628</b>	<b>\$458.282</b>	<b>\$448.954</b>	<b>\$466.218</b>	<b>\$436.811</b>	<b>\$439.964</b>	<b>\$467.300</b>	<b>\$434.407</b>	<b>\$480.377</b>	<b>\$5,297.231</b>
<b>Expenses</b>													
<u>Labor:</u>													
Payroll	\$280.048	\$252.170	\$266.814	\$264.500	\$280.856	\$259.748	\$277.198	\$271.658	\$264.596	\$274.306	\$278.090	\$282.859	\$3,252.842
Overtime	<u>30.612</u>	<u>29.422</u>	<u>30.722</u>	<u>30.781</u>	<u>31.083</u>	<u>30.293</u>	<u>30.231</u>	<u>30.327</u>	<u>30.194</u>	<u>31.204</u>	<u>29.724</u>	<u>30.122</u>	<u>364.715</u>
Total Salaries & Wages	\$310.659	\$281.591	\$297.536	\$295.281	\$311.939	\$290.041	\$307.429	\$301.985	\$294.790	\$305.510	\$307.813	\$312.982	\$3,617.557
Health and Welfare	57.398	56.916	56.942	56.965	57.052	53.096	59.161	59.435	59.237	59.153	59.153	58.933	693.440
OPEB Current Payment	29.117	28.891	28.905	28.917	28.951	26.866	30.031	30.176	30.071	30.027	30.027	29.867	351.847
Pensions	21.141	21.141	21.141	21.141	21.141	21.141	774.162	21.141	21.141	21.141	21.141	21.141	1,006.714
Other Fringe Benefits	<u>34.288</u>	<u>32.086</u>	<u>33.314</u>	<u>33.122</u>	<u>34.402</u>	<u>32.759</u>	<u>34.869</u>	<u>33.629</u>	<u>33.107</u>	<u>33.428</u>	<u>33.600</u>	<u>34.053</u>	<u>402.657</u>
Total Fringe Benefits	141.945	139.034	140.302	140.145	141.547	133.863	898.223	144.380	143.556	143.748	143.921	143.995	2,454.658
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>\$452.604</b>	<b>\$420.625</b>	<b>\$437.838</b>	<b>\$435.427</b>	<b>\$453.485</b>	<b>\$423.903</b>	<b>\$1,205.652</b>	<b>\$446.366</b>	<b>\$438.346</b>	<b>\$449.259</b>	<b>\$451.734</b>	<b>\$456.976</b>	<b>\$6,072.215</b>
<u>Non-Labor:</u>													
Electric Power	\$28.097	\$31.504	\$26.960	\$28.007	\$26.135	\$29.575	\$32.454	\$29.249	\$32.369	\$29.787	\$28.304	\$27.548	\$349.989
Fuel	15.040	14.484	15.758	16.329	14.671	12.772	12.348	12.167	12.273	12.802	13.233	14.827	166.705
Insurance	4.551	4.551	5.100	5.102	5.186	5.186	5.186	5.186	5.186	5.186	5.239	5.241	60.902
Claims	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	89.291
Paratransit Service Contracts	34.154	32.775	35.139	34.585	34.398	31.925	30.971	30.473	29.967	31.333	29.445	30.018	385.183
Mtce. and Other Operating Contracts	13.652	15.613	15.871	17.045	17.107	17.426	22.221	17.494	22.292	17.106	17.249	14.383	207.457
Professional Service Contracts	4.986	9.454	12.887	11.094	10.830	13.182	10.999	10.901	13.139	12.254	12.725	22.826	145.278
Materials & Supplies	26.691	26.845	28.043	27.843	27.692	28.047	27.879	27.904	27.984	28.100	28.082	30.508	335.619
Other Business Expenses	5.469	5.413	5.901	5.711	5.648	5.743	5.726	5.701	5.655	5.851	5.643	5.924	68.385
<b>Total Non-Labor Expenses</b>	<b>\$140.081</b>	<b>\$148.080</b>	<b>\$153.100</b>	<b>\$153.158</b>	<b>\$149.106</b>	<b>\$151.298</b>	<b>\$155.226</b>	<b>\$146.516</b>	<b>\$156.307</b>	<b>\$149.862</b>	<b>\$147.361</b>	<b>\$158.715</b>	<b>\$1,808.809</b>
<u>Other Expense 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</b>	<b>\$592.685</b>	<b>\$568.705</b>	<b>\$590.937</b>	<b>\$588.585</b>	<b>\$602.592</b>	<b>\$575.201</b>	<b>\$1,360.878</b>	<b>\$592.881</b>	<b>\$594.653</b>	<b>\$599.120</b>	<b>\$599.095</b>	<b>\$615.691</b>	<b>\$7,881.024</b>
<b>before Depreciation, OPEB</b>													
Depreciation	\$115.000	\$117.000	\$119.000	\$121.000	\$123.000	\$125.000	\$127.000	\$129.000	\$131.000	\$134.000	\$136.000	\$143.000	\$1,520.000
OPEB Account	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	1,405.331
<b>Total Expenses</b>	<b>\$707.685</b>	<b>\$685.705</b>	<b>\$1,061.270</b>	<b>\$709.585</b>	<b>\$725.592</b>	<b>\$1,051.534</b>	<b>\$1,487.878</b>	<b>\$721.881</b>	<b>\$1,076.986</b>	<b>\$733.120</b>	<b>\$735.095</b>	<b>\$1,110.024</b>	<b>\$10,806.355</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$303.975)</b>	<b>(\$306.429)</b>	<b>(\$624.968)</b>	<b>(\$263.957)</b>	<b>(\$267.309)</b>	<b>(\$602.580)</b>	<b>(\$1,021.660)</b>	<b>(\$285.070)</b>	<b>(\$637.022)</b>	<b>(\$265.820)</b>	<b>(\$300.688)</b>	<b>(\$629.646)</b>	<b>(\$5,509.124)</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 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	\$1.029	(\$0.465)	\$3.471	\$6.101	(\$0.591)	\$0.569	\$3.339	(\$1.096)	\$3.876	(\$0.709)	(\$0.402)	\$0.809	\$15.931
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	(8.259)	(7.952)	(7.734)	(2.499)	(9.441)	37.685	3.617	(2.125)	(6.512)	(3.095)	(7.767)	14.082	0.000
Paratransit Reimbursement	(10.643)	31.857	(10.643)	(10.643)	31.857	(10.643)	(10.643)	(10.643)	31.846	(10.642)	(10.642)	(10.643)	(0.225)
Other	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.306)	(8.307)	0.697	(90.670)
<b>Other Operating Revenue</b>	<b>(\$27.208)</b>	<b>\$15.599</b>	<b>(\$26.683)</b>	<b>(\$21.448)</b>	<b>\$14.110</b>	<b>\$18.736</b>	<b>(\$15.332)</b>	<b>(\$21.074)</b>	<b>\$17.028</b>	<b>(\$22.043)</b>	<b>(\$26.716)</b>	<b>\$4.136</b>	<b>(\$90.895)</b>
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.000	10.000	10.000	10.000	2.392	42.392
<b>Total Receipt Adjustments</b>	<b>(\$26.179)</b>	<b>\$15.134</b>	<b>(\$23.212)</b>	<b>(\$15.347)</b>	<b>\$13.519</b>	<b>\$19.305</b>	<b>(\$11.993)</b>	<b>(\$12.170)</b>	<b>\$30.904</b>	<b>(\$12.752)</b>	<b>(\$17.118)</b>	<b>\$7.337</b>	<b>(\$32.572)</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	(\$84.431)	\$1.121	\$27.136	\$18.464	(\$1.186)	\$37.354	\$14.586	(\$72.284)	\$18.464	\$18.464	\$17.705	\$14.586	\$9.980
Overtime	(9.465)	0.126	3.042	2.070	(0.133)	4.187	1.635	(8.103)	2.070	2.070	1.985	1.635	1.119
Total Salaries & Wages	(\$93.896)	\$1.247	\$30.178	\$20.534	(\$1.318)	\$41.542	\$16.221	(\$80.387)	\$20.534	\$20.534	\$19.689	\$16.221	\$11.099
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	5.543	5.543
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	(361.282)	746.960	0.000	0.000	0.000	0.000	(377.405)	8.273
Other Fringe Benefits	(4.021)	3.162	5.346	4.618	2.968	6.204	4.293	(3.001)	4.618	4.618	4.554	4.294	37.653
Total Fringe Benefits	(4.021)	3.162	5.346	4.618	2.968	(355.078)	751.253	(3.001)	4.618	4.618	4.554	(367.568)	51.469
GASB Account	(5.752)	(3.834)	(3.834)	(3.834)	(3.834)	(3.834)	(3.834)	(5.752)	(3.834)	(3.834)	(3.834)	(3.834)	(49.848)
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>(\$103.668)</b>	<b>\$0.575</b>	<b>\$31.689</b>	<b>\$21.318</b>	<b>(\$2.185)</b>	<b>(\$317.371)</b>	<b>\$763.640</b>	<b>(\$89.140)</b>	<b>\$21.318</b>	<b>\$21.318</b>	<b>\$20.409</b>	<b>(\$355.181)</b>	<b>\$12.720</b>
<u>Non-Labor:</u>													
Electric 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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001
Insurance	4.098	4.551	(7.829)	5.102	5.029	(9.594)	5.186	5.186	(8.164)	5.186	5.239	(15.794)	(1.804)
Claims	0.687	0.687	0.687	0.687	0.687	0.687	0.687	0.687	0.687	0.688	0.688	0.688	8.247
Paratransit Service Contracts	0.166	0.167	0.167	0.166	0.167	0.167	0.166	0.167	0.167	0.166	0.167	0.167	2.000
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	(14.700)	(14.700)
Professional Service Contracts	0.000	0.000	2.250	0.000	0.000	2.250	0.000	0.000	2.250	0.000	0.000	2.250	9.000
Materials & Supplies	(1.250)	(1.250)	(1.250)	(1.250)	(1.250)	0.750	0.750	1.750	1.750	1.750	1.750	1.750	4.000
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	(0.002)	(0.002)
<b>Total Non-Labor Expenditures</b>	<b>\$3.701</b>	<b>\$4.155</b>	<b>(\$5.975)</b>	<b>\$4.705</b>	<b>\$4.633</b>	<b>(\$5.740)</b>	<b>\$6.789</b>	<b>\$7.790</b>	<b>(\$3.310)</b>	<b>\$7.790</b>	<b>\$7.844</b>	<b>(\$25.640)</b>	<b>\$6.742</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 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 Expenditure Adjustments</b>	<b>(\$99.967)</b>	<b>\$4.730</b>	<b>\$25.714</b>	<b>\$26.023</b>	<b>\$2.448</b>	<b>(\$323.111)</b>	<b>\$770.429</b>	<b>(\$81.350)</b>	<b>\$18.008</b>	<b>\$29.108</b>	<b>\$28.253</b>	<b>(\$380.821)</b>	<b>\$19.462</b>
<b>Total Cash Conversion Adj. before Depreciation, OPEB</b>	<b>(\$126.146)</b>	<b>\$19.864</b>	<b>\$2.502</b>	<b>\$10.676</b>	<b>\$15.967</b>	<b>(\$303.806)</b>	<b>\$758.436</b>	<b>(\$93.520)</b>	<b>\$48.912</b>	<b>\$16.356</b>	<b>\$11.135</b>	<b>(\$373.484)</b>	<b>(\$13.110)</b>
Depreciation Adjustment	115.000	117.000	119.000	121.000	123.000	125.000	127.000	129.000	131.000	134.000	136.000	143.000	1,520.000
OPEB Obligation	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	0.000	0.000	351.333	1,405.331
<b>Total Cash Conversion Adj.</b>	<b>(\$11.146)</b>	<b>\$136.864</b>	<b>\$472.835</b>	<b>\$131.676</b>	<b>\$138.967</b>	<b>\$172.527</b>	<b>\$885.436</b>	<b>\$35.480</b>	<b>\$531.244</b>	<b>\$150.356</b>	<b>\$147.135</b>	<b>\$120.848</b>	<b>\$2,912.221</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**CASH RECEIPTS and 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	\$305.260	\$283.161	\$337.392	\$347.593	\$351.136	\$337.796	\$349.341	\$338.315	\$343.196	\$359.579	\$333.154	\$332.220	\$4,018.143
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	2.399	44.899	2.399	2.399	44.899	2.399	2.399	2.399	44.888	2.400	2.400	2.400	156.280
Other	1.353	1.353	3.204	3.382	3.408	15.147	3.405	3.342	3.371	3.463	3.314	58.775	103.517
<b>Other Operating Revenue</b>	<b>\$3.752</b>	<b>\$46.252</b>	<b>\$5.603</b>	<b>\$12.093</b>	<b>\$48.307</b>	<b>\$61.312</b>	<b>\$12.116</b>	<b>\$5.741</b>	<b>\$48.259</b>	<b>\$12.176</b>	<b>\$5.714</b>	<b>\$82.488</b>	<b>\$343.813</b>
Capital and Other Reimbursements	68.519	64.997	70.096	70.595	72.358	69.151	92.768	80.585	79.413	82.793	78.421	73.006	902.703
<b>Total Receipts</b>	<b>\$377.531</b>	<b>\$394.410</b>	<b>\$413.091</b>	<b>\$430.281</b>	<b>\$471.801</b>	<b>\$468.259</b>	<b>\$454.225</b>	<b>\$424.641</b>	<b>\$470.868</b>	<b>\$454.548</b>	<b>\$417.289</b>	<b>\$487.714</b>	<b>\$5,264.659</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	\$364.479	\$251.048	\$239.678	\$246.036	\$282.041	\$222.394	\$262.612	\$343.942	\$246.132	\$255.842	\$260.385	\$268.273	\$3,242.862
Overtime	40.076	29.296	27.680	28.711	31.216	26.105	28.596	38.430	28.124	29.134	27.739	28.487	363.596
Total Salaries & Wages	\$404.555	\$280.344	\$267.358	\$274.747	\$313.257	\$248.499	\$291.208	\$382.372	\$274.256	\$284.976	\$288.124	\$296.760	\$3,606.458
Health and Welfare	57.398	56.916	56.942	56.965	57.052	53.096	59.161	59.435	59.237	59.153	59.153	53.390	687.897
OPEB Current Payment	29.117	28.891	28.905	28.917	28.951	26.866	30.031	30.176	30.071	30.027	30.027	29.867	351.847
Pensions	21.141	21.141	21.141	21.141	21.141	382.423	27.202	21.141	21.141	21.141	21.141	398.546	998.441
Other Fringe Benefits	38.309	28.924	27.968	28.504	31.434	26.555	30.576	36.630	28.489	28.810	29.046	29.759	365.004
Total Fringe Benefits	145.966	135.872	134.956	135.527	138.579	488.941	146.970	147.381	138.938	139.130	139.367	511.563	2,403.189
GASB Account	5.752	3.834	3.834	3.834	3.834	3.834	3.834	5.752	3.834	3.834	3.834	3.834	49.848
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>\$556.273</b>	<b>\$420.051</b>	<b>\$406.149</b>	<b>\$414.109</b>	<b>\$455.670</b>	<b>\$741.274</b>	<b>\$442.012</b>	<b>\$535.505</b>	<b>\$417.029</b>	<b>\$427.941</b>	<b>\$431.325</b>	<b>\$812.157</b>	<b>\$6,059.495</b>
<u>Non-Labor:</u>													
Electric Power	\$28.097	\$31.504	\$26.960	\$28.007	\$26.135	\$29.575	\$32.454	\$29.249	\$32.369	\$29.787	\$28.304	\$27.548	\$349.989
Fuel	15.040	14.484	15.758	16.329	14.671	12.772	12.348	12.167	12.273	12.802	13.233	14.826	166.704
Insurance	0.453	0.000	12.929	(0.000)	0.157	14.780	0.000	0.000	13.350	0.000	0.000	21.035	62.706
Claims	6.754	6.754	6.754	6.754	6.754	6.754	6.754	6.754	6.754	6.753	6.753	6.753	81.044
Paratransit Service Contracts	33.988	32.608	34.972	34.419	34.231	31.758	30.805	30.306	29.800	31.167	29.278	29.851	383.183
Mtce. and Other Operating Contracts	13.652	15.613	15.871	17.045	17.107	17.426	22.221	17.494	22.292	17.106	17.249	29.083	222.157
Professional Service Contracts	4.986	9.454	10.637	11.094	10.830	10.932	10.999	10.901	10.889	12.254	12.725	20.576	136.278
Materials & Supplies	27.941	28.095	29.293	29.093	28.942	27.297	27.129	26.154	26.234	26.350	26.332	28.758	331.619
Other Business Expenditures	5.469	5.413	5.901	5.711	5.648	5.743	5.726	5.701	5.655	5.851	5.643	5.926	68.387
<b>Total Non-Labor Expenditures</b>	<b>\$136.380</b>	<b>\$143.925</b>	<b>\$159.075</b>	<b>\$148.453</b>	<b>\$144.473</b>	<b>\$157.038</b>	<b>\$148.437</b>	<b>\$138.726</b>	<b>\$159.617</b>	<b>\$142.072</b>	<b>\$139.517</b>	<b>\$184.355</b>	<b>\$1,802.067</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 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>\$692.653</b>	<b>\$563.976</b>	<b>\$565.223</b>	<b>\$562.562</b>	<b>\$600.143</b>	<b>\$898.312</b>	<b>\$590.449</b>	<b>\$674.231</b>	<b>\$576.645</b>	<b>\$570.013</b>	<b>\$570.842</b>	<b>\$996.512</b>	<b>\$7,861.562</b>
<b>Net Cash Deficit</b>	<b>(\$315.122)</b>	<b>(\$169.566)</b>	<b>(\$152.133)</b>	<b>(\$132.281)</b>	<b>(\$128.342)</b>	<b>(\$430.053)</b>	<b>(\$136.224)</b>	<b>(\$249.590)</b>	<b>(\$105.778)</b>	<b>(\$115.464)</b>	<b>(\$153.553)</b>	<b>(\$508.798)</b>	<b>(\$2,596.903)</b>

**MTA NEW YORK CITY TRANSIT**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

**NON-REIMBURSABLE OVERTIME**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Schedule Service</u>	\$10.095	\$9.113	\$9.782	\$9.978	\$10.106	\$9.512	\$9.426	\$9.421	\$9.451	\$10.294	\$9.516	\$9.747	\$116.441
<u>Unschedule Service</u>	6.009	6.328	6.529	6.859	6.912	6.798	6.802	6.762	6.740	6.914	6.206	6.009	78.867
<u>Programatic/Routine Maintenance</u>	7.097	6.844	7.163	7.408	7.438	7.415	7.355	7.432	7.352	7.506	7.503	6.871	87.385
<u>Unschedule Maintenance</u>	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>Vacancy/Absentee Coverage</u>	0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	0.508	6.100
<u>Weather Emergencies</u>	0.783	0.761	0.784	0.026	0.011	0.021	0.038	0.046	0.042	0.018	0.055	1.081	3.665
<u>Safety/Security/Law Enforcement</u>	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	0.275	3.298
<u>All Other</u>	0.446	0.424	0.494	0.489	0.491	0.449	0.447	0.448	0.488	0.448	0.448	0.449	5.520
<b>Subtotal</b>	<b>\$25.213</b>	<b>\$24.253</b>	<b>\$25.536</b>	<b>\$25.542</b>	<b>\$25.741</b>	<b>\$24.977</b>	<b>\$24.851</b>	<b>\$24.891</b>	<b>\$24.856</b>	<b>\$25.962</b>	<b>\$24.512</b>	<b>\$24.941</b>	<b>\$301.277</b>
<b>REIMBURSABLE OVERTIME</b>	<b>\$5.399</b>	<b>\$5.168</b>	<b>\$5.186</b>	<b>\$5.239</b>	<b>\$5.342</b>	<b>\$5.316</b>	<b>\$5.379</b>	<b>\$5.436</b>	<b>\$5.338</b>	<b>\$5.242</b>	<b>\$5.212</b>	<b>\$5.181</b>	<b>\$63.438</b>
<b>TOTAL OVERTIME</b>	<b>\$30.612</b>	<b>\$29.422</b>	<b>\$30.722</b>	<b>\$30.781</b>	<b>\$31.083</b>	<b>\$30.293</b>	<b>\$30.231</b>	<b>\$30.327</b>	<b>\$30.194</b>	<b>\$31.204</b>	<b>\$29.724</b>	<b>\$30.122</b>	<b>\$364.715</b>

MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET  
 RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Ridership</b>													
Subway	139.541	130.503	144.066	146.427	150.602	141.490	140.162	136.702	141.487	153.901	141.815	141.202	1,707.898
Bus	<u>55.609</u>	<u>52.238</u>	<u>56.099</u>	<u>57.891</u>	<u>60.148</u>	<u>54.418</u>	<u>53.576</u>	<u>52.506</u>	<u>56.323</u>	<u>60.738</u>	<u>54.598</u>	<u>52.406</u>	<u>666.550</u>
<b>Subtotal</b>	<b>195.150</b>	<b>182.741</b>	<b>200.165</b>	<b>204.318</b>	<b>210.750</b>	<b>195.908</b>	<b>193.738</b>	<b>189.208</b>	<b>197.810</b>	<b>214.639</b>	<b>196.413</b>	<b>193.608</b>	<b>2,374.448</b>
Paratransit*	0.865	0.820	0.910	0.934	0.943	0.869	0.859	0.862	0.867	0.945	0.883	0.929	10.686
<b>Total Ridership</b>	<b>196.015</b>	<b>183.561</b>	<b>201.075</b>	<b>205.252</b>	<b>211.693</b>	<b>196.777</b>	<b>194.597</b>	<b>190.070</b>	<b>198.677</b>	<b>215.584</b>	<b>197.296</b>	<b>194.537</b>	<b>2,385.134</b>
<b>Farebox Revenue</b> (excluding fare media liability)													
Subway	\$ 227.515	\$ 211.703	\$ 250.649	\$ 256.131	\$ 263.562	\$ 253.498	\$ 258.496	\$ 253.000	\$ 253.256	\$ 271.034	\$ 251.739	\$ 251.960	\$ 3,002.543
Bus	70.936	66.218	77.418	79.467	82.256	77.942	81.736	80.636	80.280	83.343	76.008	73.566	929.806
<b>Subtotal</b>	<b>\$ 298.451</b>	<b>\$ 277.921</b>	<b>\$ 328.067</b>	<b>\$ 335.598</b>	<b>\$ 345.818</b>	<b>\$ 331.440</b>	<b>\$ 340.232</b>	<b>\$ 333.636</b>	<b>\$ 333.536</b>	<b>\$ 354.377</b>	<b>\$ 327.747</b>	<b>\$ 325.526</b>	<b>\$ 3,932.349</b>
Paratransit	1.428	1.353	1.502	1.542	1.557	1.435	1.418	1.423	1.432	1.560	1.458	1.534	17.642
<b>Total Farebox Revenue</b>	<b>299.879</b>	<b>279.274</b>	<b>329.569</b>	<b>337.140</b>	<b>347.375</b>	<b>332.875</b>	<b>341.650</b>	<b>335.059</b>	<b>334.968</b>	<b>355.937</b>	<b>329.205</b>	<b>327.060</b>	<b>3,949.991</b>

\* Paratransit ridership includes guests and personal care attendants.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2013 Adopted Budget**  
**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	44	44	44	44	44	44	44	44	44	44	44	33
Law	265	265	265	265	265	265	266	266	266	266	266	266
Office of the EVP	39	39	39	39	39	39	39	39	39	39	39	39
Human Resources	221	221	221	221	221	221	221	221	221	221	221	221
Office of Management and Budget	39	39	39	39	39	39	39	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31	31	31	31	31	31	31	31
Corporate Communications	249	249	249	249	249	249	249	249	249	249	249	249
AFC Program Management & Sales	-	-	-	-	-	-	-	-	-	-	-	54
Technology & Information Services	444	444	444	444	444	444	443	443	443	443	443	443
Non-Departmental	84	84	84	84	84	84	84	84	84	84	84	84
Labor Relations	96	96	96	96	96	96	96	96	96	96	96	96
Materiel	234	234	234	234	234	234	233	233	233	233	233	233
Controller	133	133	133	133	133	133	133	133	133	133	133	126
<b>Total Administration</b>	<b>1,879</b>	<b>1,879</b>	<b>1,879</b>	<b>1,879</b>	<b>1,879</b>	<b>1,879</b>	<b>1,878</b>	<b>1,878</b>	<b>1,878</b>	<b>1,878</b>	<b>1,878</b>	<b>1,914</b>
<b>Operations</b>												
Subways Rapid Transit Operations	7,299	7,299	7,331	7,362	7,362	7,369	7,369	7,361	7,361	7,352	7,352	7,432
Subways Operations Support	318	318	318	318	318	318	318	318	318	318	318	312
Subways Stations	2,635	2,635	2,635	2,635	2,653	2,653	2,653	2,653	2,653	2,635	2,635	2,636
<b>Sub-total - Subways</b>	<b>10,252</b>	<b>10,252</b>	<b>10,284</b>	<b>10,315</b>	<b>10,333</b>	<b>10,340</b>	<b>10,340</b>	<b>10,332</b>	<b>10,332</b>	<b>10,305</b>	<b>10,305</b>	<b>10,380</b>
Buses	10,394	10,394	10,394	10,394	10,431	10,431	10,397	10,397	10,494	10,457	10,457	10,416
Paratransit	170	170	170	170	170	170	170	170	170	170	170	170
Operations Planning	393	393	393	393	393	393	388	388	388	388	388	388
Revenue Control	457	457	457	457	457	457	457	457	457	457	457	421
<b>Total Operations</b>	<b>21,666</b>	<b>21,666</b>	<b>21,698</b>	<b>21,729</b>	<b>21,784</b>	<b>21,791</b>	<b>21,752</b>	<b>21,744</b>	<b>21,841</b>	<b>21,777</b>	<b>21,777</b>	<b>21,775</b>
<b>Maintenance</b>												
Subways Operations/Support	204	204	204	204	204	204	204	204	204	204	204	203
Subways Engineering	312	312	312	311	311	311	313	313	313	307	307	307
Subways Car Equipment	4,177	4,177	4,183	4,183	4,183	4,183	4,201	4,196	4,196	4,196	4,196	4,200
Subways Infrastructure	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334	1,334
Subways Elevator & Escalators	377	377	377	377	377	377	377	377	377	377	377	377
Subways Stations	3,499	3,499	3,499	3,499	3,511	3,512	3,512	3,512	3,512	3,500	3,500	3,508
Subways Track	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730	2,730
Subways Power	611	611	607	607	591	591	591	591	591	591	591	591
Subways Signals	1,392	1,392	1,392	1,392	1,392	1,392	1,392	1,392	1,392	1,374	1,374	1,374
Subways Electronics Maintenance	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403
<b>Sub-total - Subways</b>	<b>16,039</b>	<b>16,039</b>	<b>16,041</b>	<b>16,040</b>	<b>16,036</b>	<b>16,037</b>	<b>16,057</b>	<b>16,052</b>	<b>16,052</b>	<b>16,016</b>	<b>16,016</b>	<b>16,027</b>
Buses	3,734	3,734	3,734	3,734	3,734	3,734	3,735	3,735	3,739	3,739	3,739	3,780
Revenue Control	137	137	137	137	137	137	137	137	137	137	137	137
Supply Logistics	556	556	556	556	556	556	556	556	556	556	556	556
System Safety	88	88	88	88	88	88	88	88	88	88	88	88
<b>Total Maintenance</b>	<b>20,554</b>	<b>20,554</b>	<b>20,556</b>	<b>20,555</b>	<b>20,551</b>	<b>20,552</b>	<b>20,573</b>	<b>20,568</b>	<b>20,572</b>	<b>20,536</b>	<b>20,536</b>	<b>20,588</b>
<b>Engineering/Capital</b>												
Capital Program Management	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218	1,218
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>
<b>Public Safety</b>												
Security	568	568	568	568	568	568	568	568	568	568	568	568
<b>Total Public Safety</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>
<b>Total Positions</b>	<b>45,885</b>	<b>45,885</b>	<b>45,919</b>	<b>45,949</b>	<b>46,000</b>	<b>46,008</b>	<b>45,989</b>	<b>45,976</b>	<b>46,077</b>	<b>45,977</b>	<b>45,977</b>	<b>46,063</b>
Non-Reimbursable	41,517	41,517	41,527	41,527	41,594	41,633	41,614	41,601	41,702	41,631	41,631	41,731
Reimbursable	4,368	4,368	4,392	4,422	4,406	4,375	4,375	4,375	4,375	4,346	4,346	4,332
Total Full-Time	45,725	45,725	45,759	45,789	45,840	45,848	45,833	45,820	45,921	45,821	45,821	45,907
Total Full-Time Equivalents	160	160	160	160	160	160	156	156	156	156	156	156

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2013 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	625	625	625	625	625	625	624	624	624	624	624	633
Professional, Technical, Clerical	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,138	1,165
Operational Hourlies	116	116	116	116	116	116	116	116	116	116	116	116
<b>Total Administration</b>	<b>1,879</b>	<b>1,879</b>	<b>1,879</b>	<b>1,879</b>	<b>1,879</b>	<b>1,879</b>	<b>1,878</b>	<b>1,878</b>	<b>1,878</b>	<b>1,878</b>	<b>1,878</b>	<b>1,914</b>
<b>Operations</b>												
Managers/Supervisors	2,508	2,508	2,508	2,508	2,508	2,506	2,506	2,504	2,504	2,504	2,504	2,439
Professional, Technical, Clerical	407	407	407	407	407	407	407	407	407	407	407	379
Operational Hourlies	18,751	18,751	18,783	18,814	18,869	18,878	18,839	18,833	18,930	18,866	18,866	18,957
<b>Total Operations</b>	<b>21,666</b>	<b>21,666</b>	<b>21,698</b>	<b>21,729</b>	<b>21,784</b>	<b>21,791</b>	<b>21,752</b>	<b>21,744</b>	<b>21,841</b>	<b>21,777</b>	<b>21,777</b>	<b>21,775</b>
<b>Maintenance</b>												
Managers/Supervisors	3,740	3,740	3,741	3,741	3,739	3,739	3,741	3,741	3,741	3,739	3,739	3,919
Professional, Technical, Clerical	1,030	1,030	1,030	1,029	1,029	1,029	1,031	1,031	1,031	1,025	1,025	1,027
Operational Hourlies	15,784	15,784	15,785	15,785	15,783	15,784	15,801	15,796	15,800	15,772	15,772	15,642
<b>Total Maintenance</b>	<b>20,554</b>	<b>20,554</b>	<b>20,556</b>	<b>20,555</b>	<b>20,551</b>	<b>20,552</b>	<b>20,573</b>	<b>20,568</b>	<b>20,572</b>	<b>20,536</b>	<b>20,536</b>	<b>20,588</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	272	272	272	272	272	272	272	272	272	272	272	272
Professional, Technical, Clerical	944	944	944	944	944	944	944	944	944	944	944	944
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>	<b>1,218</b>
<b>Public Safety</b>												
Managers/Supervisors	195	195	195	195	195	195	195	195	195	195	195	195
Professional, Technical, Clerical	36	36	36	36	36	36	36	36	36	36	36	36
Operational Hourlies	337	337	337	337	337	337	337	337	337	337	337	337
<b>Total Public Safety</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>
<b>Total Positions</b>												
Managers/Supervisors	7,340	7,340	7,341	7,341	7,339	7,337	7,338	7,336	7,336	7,334	7,334	7,458
Professional, Technical, Clerical	3,555	3,555	3,555	3,554	3,554	3,554	3,556	3,556	3,556	3,550	3,550	3,551
Operational Hourlies	34,990	34,990	35,023	35,054	35,107	35,117	35,095	35,084	35,185	35,093	35,093	35,054
<b>Total Positions</b>	<b>45,885</b>	<b>45,885</b>	<b>45,919</b>	<b>45,949</b>	<b>46,000</b>	<b>46,008</b>	<b>45,989</b>	<b>45,976</b>	<b>46,077</b>	<b>45,977</b>	<b>45,977</b>	<b>46,063</b>



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**MTA Bus Company**

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2013-2016**  
**2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

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

- Increase in Fares/Tolls that take effect at the beginning of March 2013 will result in additional revenues: \$11.7M in 2013, \$13.9M in 2014, \$14.0M in 2015 and \$14.1M in 2016.
- Tropical Storm Sandy resulted in an operating loss of \$6.2M in 2012. This amount is recovered in 2013.
- It is estimated that MTA Bus will receive a recovery of losses resulting from Tropical Storm Irene of \$0.8M in 2013.
- The Electricity Non-Traction Power increased as a result of a Federal Energy Regulatory Commission ruling, which increased NYPA rates; \$0.065M in 2014, \$0.066M in 2015, and \$0.069M in 2016.
- The change in the annual required contribution for Other Post-Employment Benefits resulted in an additional GASB cash payment of: \$1.5M in 2012, \$1.9M in 2013, \$2.2M in 2014 through 2016.
- Technical adjustments reflect the reclassification of labor expenses from Payroll to Professional Services Contracts, resulting in a zero impact on expenses.

The Plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,489</b>	<b>(\$446.328)</b>	<b>3,535</b>	<b>(\$459.503)</b>	<b>3,524</b>	<b>(\$471.538)</b>	<b>3,592</b>	<b>(\$499.732)</b>	<b>3,597</b>	<b>(\$524.663)</b>
<b>Technical Adjustments:</b>										
<i>Aligned MOU Expenses from Payroll to Professional Services Contract</i>		0.000		0.000		0.000		0.000		0.000
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/1/13		0.000		11.655		13.871		14.005		14.075
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(6.176)		6.176		0.000		0.000		0.000
Recovery of Tropical Storm Irene		0.000		0.831		0.000		0.000		0.000
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other		0.000		0.000		(0.065)		(0.066)		(0.069)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>(\$6.176)</b>	<b>0</b>	<b>\$18.662</b>	<b>0</b>	<b>\$13.806</b>	<b>0</b>	<b>\$13.939</b>	<b>0</b>	<b>\$14.006</b>
<b>2013 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,489</b>	<b>\$ (452.504)</b>	<b>3,535</b>	<b>\$ (440.841)</b>	<b>3,524</b>	<b>\$ (457.732)</b>	<b>3,592</b>	<b>\$ (485.793)</b>	<b>3,597</b>	<b>\$ (510.657)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Net Surplus/(Deficit)</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>	<b>64</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>2013 February Financial Plan: Baseline Net Surplus/(Deficit)</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>	<b>64</b>	<b>\$0.000</b>

**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,553</b>	<b>(\$414.800)</b>	<b>3,599</b>	<b>(\$362.968)</b>	<b>3,588</b>	<b>(\$368.236)</b>	<b>3,656</b>	<b>(\$394.530)</b>	<b>3,661</b>	<b>(\$418.604)</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 3/1/13	0	0.000	0	11.655	0	13.871	0	14.005	0	14.075
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy	0	(6.176)	0	6.176	0	0.000	0	0.000	0	0.000
Recovery of Tropical Storm Irene	0	0.000	0	0.831	0	0.000	0	0.000	0	0.000
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other	0	0.000	0	0.000	0	(0.065)	0	(0.066)	0	(0.069)
GASB Contribution for OPEB		(1.545)		(1.873)		(2.228)		(2.225)		(2.225)
Sub-Total MTA Plan Adjustments	0	(\$7.721)	0	\$16.788	0	\$11.578	0	\$11.714	0	\$11.781
<b>2013 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,553</b>	<b>\$ (422.521)</b>	<b>3,599</b>	<b>\$ (346.180)</b>	<b>3,588</b>	<b>\$ (356.658)</b>	<b>3,656</b>	<b>\$ (382.816)</b>	<b>3,661</b>	<b>\$ (406.823)</b>

**MTA BUS COMPANY**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2013								
	MTA Plan Adjustments								
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	February Adopted Budget
<b>Revenue</b>									
Farebox Revenue	\$182.951	\$11.655							\$194.606
Toll Revenue									0.000
Other Operating Revenue	19.391			6.176	0.831				26.398
Capital and Other Reimbursements	-								0.000
<b>Total Revenue</b>	<b>\$202.342</b>	<b>\$11.655</b>	<b>\$0.000</b>	<b>\$6.176</b>	<b>\$0.831</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$221.004</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$226.646							(\$6.500)	\$220.146
Overtime	42.727								42.727
Health and Welfare	51.699							(2.032)	49.667
OPEB Current Payment	15.315								15.315
Pensions	48.450								48.450
Other Fringe Benefits	32.197							(1.491)	30.706
Reimbursable Overhead	-								0.000
<b>Total Labor Expenses</b>	<b>\$417.035</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>(\$10.023)</b>	<b>\$407.012</b>
<b>Non-Labor:</b>									
Electric Power	\$1.162								\$1.162
Fuel	38.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.007
Insurance	17.196								17.196
Claims	26.000								26.000
Paratransit Service Contracts	-								-
Maintenance and Other Operating Contracts	24.465								24.465
Professional Service Contracts	5.919							10.023	15.942
Materials & Supplies	29.379								29.379
Other Business Expenses	4.152								4.152
<b>Total Non-Labor Expenses</b>	<b>\$146.280</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>10.023</b>	<b>\$156.303</b>
<b>Other Expense 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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$563.315</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>\$563.315</b>
Depreciation	\$42.235								\$42.235
OPEB Obligation	56.296								56.296
Environmental Remediation	-								0.000
<b>Total Expenses</b>	<b>\$661.845</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>\$661.845</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$459.503)</b>	<b>\$11.655</b>	<b>\$0.000</b>	<b>\$6.176</b>	<b>\$0.831</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$440.841)</b>

- Differences are due to rounding.

**MTA BUS COMPANY**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2013								
	MTA Plan Adjustments								
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	February Adopted Budget
<b>Revenue</b>									
Farebox Revenue									
Toll Revenue									
Other Operating Revenue									
Capital and Other Reimbursements	\$8.422								\$8.422
<b>Total Revenue</b>	<b>\$8.422</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>\$8.422</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$5.490								\$5.490
Overtime	-								-
Health and Welfare	1.008								1.008
OPEB Current Payment	-								-
Pensions	0.461								0.461
Other Fringe Benefits	0.448								0.448
Reimbursable Overhead	-								-
<b>Total Labor Expenses</b>	<b>\$7.406</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>\$7.406</b>
<b>Non-Labor:</b>									
Electric Power	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance									0.000
Claims									0.000
Paratransit Service Contracts									0.000
Maintenance and Other Operating Contracts	0.219								0.219
Professional Service Contracts	0.000								0.000
Materials & Supplies	0.797								0.797
Other Business Expenses	0.000								0.000
<b>Total Non-Labor Expenses</b>	<b>\$1.017</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>\$1.017</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
<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>Total Expenses before Depreciation</b>	<b>\$8.423</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>\$8.423</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$8.423</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>\$8.423</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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>

- Differences are due to rounding.



**MTA BUS COMPANY**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013								
	MTA Plan Adjustments								
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	February Adopted Budget
<b>Revenue</b>									
Farebox Revenue	\$182.951	\$11.655	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$194.606
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	19.391	0.000	0.000	6.176	0.831	0.000	0.000	0.000	26.398
Capital and Other Reimbursements	8.422	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.422
<b>Total Revenue</b>	<b>\$210.765</b>	<b>\$11.655</b>	<b>\$0.000</b>	<b>\$6.176</b>	<b>\$0.831</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$229.427</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$232.136	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000	(\$6.500)	\$225.636
Overtime	42.727	0.000	0.000	0.000	0.000	0.000	0.000	0.000	42.727
Health and Welfare	52.707	0.000	0.000	0.000	0.000	0.000	0.000	(2.032)	50.675
OPEB Current Payment	15.315	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.315
Pensions	48.910	0.000	0.000	0.000	0.000	0.000	0.000	0.000	48.910
Other Fringe Benefits	32.645	0.000	0.000	0.000	0.000	0.000	0.000	(1.491)	31.154
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$424.441</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>(\$10.023)</b>	<b>\$414.418</b>
<b>Non-Labor:</b>									
Electric Power	\$1.162	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.162
Fuel	38.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.007
Insurance	17.196	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.196
Claims	26.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	26.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	24.684	0.000	0.000	0.000	0.000	0.000	0.000	0.000	24.684
Professional Service Contracts	5.919	0.000	0.000	0.000	0.000	0.000	0.000	10.023	15.942
Materials & Supplies	30.176	0.000	0.000	0.000	0.000	0.000	0.000	0.000	30.176
Other Business Expenses	4.152	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.152
<b>Total Non-Labor Expenses</b>	<b>\$147.296</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>\$10.023</b>	<b>\$157.319</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
<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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$571.737</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>\$571.737</b>
Depreciation	\$42.235	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.235
OPEB Obligation	56.296	0.000	0.000	0.000	0.000	0.000	0.000	0.000	56.296
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$670.268</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>\$670.268</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$459.503)</b>	<b>\$11.655</b>	<b>\$0.000</b>	<b>\$6.176</b>	<b>\$0.831</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$440.841)</b>

- Differences are due to rounding.

**MTA BUS COMPANY**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2013								
	MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Receipts</b>									
Farebox Revenue	\$182.951	\$11.655							\$194.606
Toll Revenue	0.000								0.000
Other Operating Revenue	19.391			6.176	0.831				26.398
Capital and Other Reimbursements	13.013								13.013
<b>Total Receipts</b>	<b>\$215.355</b>	<b>\$11.655</b>	<b>\$0.000</b>	<b>\$6.176</b>	<b>\$0.831</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$234.017</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	\$238.154							(\$6.500)	\$231.654
Overtime	42.727								42.727
Health and Welfare	52.300							(2.032)	50.268
OPEB Current Payment	15.315								15.315
Pensions	48.736								48.736
Other Fringe Benefits	32.478							(1.491)	30.987
GA SB Account	5.317							1.873	7.190
Reimbursable Overhead	0.000								0.000
<b>Total Labor Expenditures</b>	<b>\$435.027</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>(\$8.150)</b>	<b>\$426.877</b>
<b>Non-Labor:</b>									
Electric Power	\$1.162	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$1.162
Fuel	38.007	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.007
Insurance	17.196								17.196
Claims	22.000								22.000
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	24.684								24.684
Professional Service Contracts	5.919							10.023	15.942
Materials & Supplies	30.176								30.176
Other Business Expenditures	4.152								4.152
<b>Total Non-Labor Expenditures</b>	<b>\$143.296</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>\$10.023</b>	<b>\$153.319</b>
<b>Other Expenditure Adjustments:</b>									
Other	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>Total Expenditures</b>	<b>\$578.323</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>\$1.873</b>	<b>\$580.196</b>
<b>Baseline Cash Deficit</b>	<b>(\$362.968)</b>	<b>\$11.655</b>	<b>\$0.000</b>	<b>\$6.176</b>	<b>\$0.831</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.873)</b>	<b>(\$346.180)</b>

- Differences are due to rounding.

**MTA BUS COMPANY**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2013								
	MTA Plan Adjustments								
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	February Adopted Budget
<b>Receipts</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.591	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.591
<b>Total Receipt Adjustments</b>	<b>\$4.591</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>\$4.591</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	(\$6.018)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$6.018)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.407	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.407
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.175	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.175
Other Fringe Benefits	0.167	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.167
GASB Account	(5.317)	0.000	0.000	0.000	0.000	0.000	0.000	(1.873)	(7.190)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$10.586)</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>(\$1.873)</b>	<b>(\$12.459)</b>
<b>Non-Labor:</b>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	4.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	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
Materials & Supplies	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
<b>Total Non-Labor Expenditures</b>	<b>\$4.000</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>\$4.000</b>
<b>Other Expenditure Adjustments:</b>									
Other	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>Total Expenditure Adjustments</b>	<b>(\$6.586)</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>(\$1.873)</b>	<b>(\$8.459)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$1.995)</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>(\$1.873)</b>	<b>(\$3.868)</b>
Depreciation Adjustment	42.235	0.000	0.000	0.000	0.000	0.000	0.000	0.000	42.235
OPEB Obligation	56.296	0.000	0.000	0.000	0.000	0.000	0.000	0.000	56.296
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$96.535</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>(\$1.873)</b>	<b>\$94.662</b>

- Differences are due to rounding.

**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$178.121	\$194.606	\$198.057	\$199.290	\$200.355
Toll Revenue					
Other Operating Revenue	19.019	26.398	19.771	20.169	20.578
Capital and Other Reimbursements					
<b>Total Revenue</b>	<b>\$197.140</b>	<b>\$221.004</b>	<b>\$217.828</b>	<b>\$219.459</b>	<b>\$220.933</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$224.887	\$220.146	\$220.834	\$232.644	\$238.311
Overtime	45.375	42.727	42.565	43.926	44.998
Health and Welfare	46.976	49.667	55.141	55.264	66.489
OPEB Current Payment	14.586	15.315	16.081	16.885	17.729
Pensions	40.357	48.450	48.296	48.930	50.039
Other Fringe Benefits	31.159	30.706	29.985	31.294	32.136
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$403.340</b>	<b>\$407.011</b>	<b>\$412.902</b>	<b>\$428.943</b>	<b>\$449.702</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.051	\$1.162	\$1.253	\$1.349	\$1.454
Fuel	39.217	38.008	37.335	36.387	38.730
Insurance	15.356	17.196	21.271	21.536	24.160
Claims	25.000	26.000	27.000	28.000	29.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	27.899	24.465	26.272	32.288	27.059
Professional Service Contracts	5.689	15.942	18.591	18.915	19.417
Materials & Supplies	30.170	29.379	29.315	35.611	39.087
Other Business Expenses	4.272	4.152	2.466	2.325	2.481
<b>Total Non-Labor Expenses</b>	<b>\$148.654</b>	<b>\$156.304</b>	<b>\$163.503</b>	<b>\$176.411</b>	<b>\$181.388</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>\$551.994</b>	<b>\$563.315</b>	<b>\$576.405</b>	<b>\$605.354</b>	<b>\$631.090</b>
Depreciation	\$42.235	\$42.234	\$42.236	\$42.235	\$42.236
OPEB Obligation	55.415	56.296	56.919	57.663	58.264
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$649.644</b>	<b>\$661.845</b>	<b>\$675.560</b>	<b>\$705.252</b>	<b>\$731.590</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$452.504)</b>	<b>(\$440.841)</b>	<b>(\$457.732)</b>	<b>(\$485.793)</b>	<b>(\$510.657)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	<u>2012 Final Estimate</u>	<u>2013 Adopted Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
<b>Revenue</b>					
Farebox Revenue					
Toll Revenue					
Other Operating Revenue	\$8.730	\$8.423	\$8.551	\$8.679	\$8.809
Capital and Other Reimbursements					
<b>Total Revenue</b>	<b>\$8.730</b>	<b>\$8.423</b>	<b>\$8.551</b>	<b>\$8.679</b>	<b>\$8.809</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$5.718	\$5.490	\$5.572	\$5.655	\$5.740
Overtime	-	-	-	-	-
Health and Welfare	1.052	1.008	1.023	1.038	1.053
OPEB Current Payment	-	-	-	-	-
Pensions	0.492	0.461	0.465	0.470	0.473
Other Fringe Benefits	0.466	0.448	0.456	0.462	0.469
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$7.728</b>	<b>\$7.407</b>	<b>\$7.516</b>	<b>\$7.625</b>	<b>\$7.735</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	0.216	0.219	0.223	0.227	0.231
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	0.786	0.797	0.812	0.827	0.843
Other Business Expenses	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$1.002</b>	<b>\$1.016</b>	<b>\$1.035</b>	<b>\$1.054</b>	<b>\$1.074</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>\$8.730</b>	<b>\$8.423</b>	<b>\$8.551</b>	<b>\$8.679</b>	<b>\$8.809</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$8.730</b>	<b>\$8.423</b>	<b>\$8.551</b>	<b>\$8.679</b>	<b>\$8.809</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 2013 - 2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Farebox Revenue	\$178.121	\$194.606	\$198.057	\$199.290	\$200.355
Toll Revenue	-	-	-	-	-
Other Operating Revenue	19.019	26.398	19.771	20.169	20.578
Capital and Other Reimbursements	8.730	8.423	8.551	8.679	8.809
<b>Total Revenue</b>	<b>\$205.870</b>	<b>\$229.427</b>	<b>\$226.379</b>	<b>\$228.138</b>	<b>\$229.742</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$230.605	\$225.636	\$226.406	\$238.299	\$244.051
Overtime	45.375	42.727	42.565	43.926	44.998
Health and Welfare	48.028	50.675	56.164	56.302	67.542
OPEB Current Payment	14.586	15.315	16.081	16.885	17.729
Pensions	40.849	48.911	48.761	49.400	50.512
Other Fringe Benefits	31.625	31.154	30.441	31.756	32.605
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$411.068</b>	<b>\$414.418</b>	<b>\$420.418</b>	<b>\$436.568</b>	<b>\$457.437</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.051	\$1.162	\$1.253	\$1.349	\$1.454
Fuel	39.217	38.008	37.335	36.387	38.730
Insurance	15.356	17.196	21.271	21.536	24.160
Claims	25.000	26.000	27.000	28.000	29.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	28.115	24.684	26.495	32.515	27.290
Professional Service Contracts	5.689	15.942	18.591	18.915	19.417
Materials & Supplies	30.956	30.176	30.127	36.438	39.930
Other Business Expenses	4.272	4.152	2.466	2.325	2.481
<b>Total Non-Labor Expenses</b>	<b>\$149.656</b>	<b>\$157.320</b>	<b>\$164.538</b>	<b>\$177.465</b>	<b>\$182.462</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>\$560.724</b>	<b>\$571.738</b>	<b>\$584.956</b>	<b>\$614.033</b>	<b>\$639.899</b>
Depreciation	\$42.235	\$42.234	\$42.236	\$42.235	\$42.236
OPEB Obligation	55.415	56.296	56.919	57.663	58.264
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$658.374</b>	<b>\$670.268</b>	<b>\$684.111</b>	<b>\$713.931</b>	<b>\$740.399</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$452.504)</b>	<b>(\$440.841)</b>	<b>(\$457.732)</b>	<b>(\$485.793)</b>	<b>(\$510.657)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$179.138	\$194.606	\$198.057	\$199.290	\$200.355
Vehicle Toll Revenue					
Other Operating Revenue	19.019	26.398	19.771	20.169	20.578
Capital and Other Reimbursements	12.840	13.013	13.271	13.531	13.898
<b>Total Receipts</b>	<b>\$210.997</b>	<b>\$234.017</b>	<b>\$231.099</b>	<b>\$232.990</b>	<b>\$234.831</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$243.104	\$231.654	\$224.413	\$236.288	\$242.024
Overtime	45.375	42.727	42.565	43.926	44.998
Health and Welfare	56.710	50.268	55.753	55.888	67.125
OPEB Current Payment	20.869	15.315	16.081	16.885	17.729
Pensions	40.674	48.736	48.588	49.227	50.340
Other Fringe Benefits	33.880	30.987	30.271	31.585	32.432
GASB Account	5.862	7.190	8.545	8.542	8.542
Reimbursable Overhead	-	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$446.474</b>	<b>\$426.877</b>	<b>\$426.217</b>	<b>\$442.341</b>	<b>\$463.191</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.051	\$1.162	\$1.253	\$1.349	\$1.454
Fuel	47.382	38.008	37.335	36.387	38.730
Insurance	32.600	17.196	21.271	21.536	24.160
Claims	21.835	22.000	24.000	24.000	25.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	31.397	24.684	26.495	32.515	27.290
Professional Service Contracts	7.689	15.942	18.591	18.915	19.417
Materials & Supplies	39.481	30.176	30.127	36.438	39.930
Other Business Expenses	5.609	4.152	2.466	2.325	2.481
<b>Total Non-Labor Expenses</b>	<b>\$187.044</b>	<b>\$153.320</b>	<b>\$161.539</b>	<b>\$173.465</b>	<b>\$178.463</b>
<b><u>Other Expenditure Adjustments:</u></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>\$633.518</b>	<b>\$580.197</b>	<b>\$587.756</b>	<b>\$615.806</b>	<b>\$641.654</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$422.521)</b>	<b>(\$346.180)</b>	<b>(\$356.658)</b>	<b>(\$382.816)</b>	<b>(\$406.823)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$1.017	\$0.000	(\$0.000)	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	4.110	4.590	4.720	4.852	5.089
<b>Total Receipts</b>	<b>\$5.127</b>	<b>\$4.590</b>	<b>\$4.720</b>	<b>\$4.852</b>	<b>\$5.089</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$12.499)	(\$6.018)	\$1.993	\$2.011	\$2.027
Overtime	-	-	0.000	-	(0.000)
Health and Welfare	(8.682)	0.407	0.411	0.414	0.417
OPEB Current Payment	(6.283)	-	(0.000)	-	(0.000)
Pensions	0.175	0.175	0.173	0.173	0.172
Other Fringe Benefits	(2.255)	0.167	0.170	0.171	0.173
GASB Account	(5.862)	(7.190)	(8.545)	(8.542)	(8.542)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$35.406)</b>	<b>(\$12.459)</b>	<b>(\$5.799)</b>	<b>(\$5.773)</b>	<b>(\$5.754)</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.000)
Fuel	(8.165)	-	0.000	-	(0.000)
Insurance	(17.244)	-	(0.000)	-	0.000
Claims	3.165	4.000	3.000	4.000	4.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.282)	-	(0.000)	-	(0.000)
Professional Service Contracts	(2.000)	-	(0.000)	-	(0.000)
Materials & Supplies	(8.525)	-	(0.000)	-	(0.000)
Other Business Expenditures	(1.337)	-	(0.000)	-	0.000
<b>Total Non-Labor Expenses</b>	<b>(\$37.388)</b>	<b>\$4.000</b>	<b>\$2.999</b>	<b>\$4.000</b>	<b>\$3.999</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>(\$67.667)</b>	<b>(\$3.869)</b>	<b>\$1.919</b>	<b>\$3.079</b>	<b>\$3.334</b>
Depreciation Adjustment	\$42.235	\$42.234	\$42.236	\$42.235	\$42.236
OPEB Obligation	55.415	56.296	56.919	57.663	58.264
Environmental Remediation	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$29.983</b>	<b>\$94.661</b>	<b>\$101.074</b>	<b>\$102.977</b>	<b>\$103.834</b>



**MTA Bus Company**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b><i>NON-REIMBURSABLE OVERTIME</i></b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<u>Scheduled Service</u>	640,941	\$27.105	63.4%
<u>Unscheduled Service</u>	44,651	2.075	4.9%
<u>Programmatic/Routine Maintenance</u>	145,561	6.199	14.5%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	150,474	6.844	16.0%
<u>Weather Emergencies</u>	1,275	0.059	0.1%
<u>Safety/Security/Law Enforcement</u>	2,641	0.128	0.3%
<u>Other <sup>1</sup></u>	3,802	0.316	0.7%
Subtotal	<b>989,345</b>	<b>\$42.727</b>	100%
<b><i>REIMBURSABLE OVERTIME</i></b>	0	0.000	
<b>TOTAL OVERTIME</b>	<b>989,345</b>	<b>\$42.727</b>	

<sup>1</sup> Other & reimbursable budget includes PTE \$'s only. Does not include hours.

**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Ridership/ (Utilization)**  
(in millions)

	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
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**RIDERSHIP**

Fixed Route	119.003	118.568	118.648	119.269	119.846
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<b>Baseline Total Ridership</b>	<b>119.003</b>	<b>118.568</b>	<b>118.648</b>	<b>119.269</b>	<b>119.846</b>
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**FAREBOX REVENUE**

Fixed Route	\$178.121	\$194.606	\$198.057	\$199.290	\$200.355
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<b>Baseline Total Revenue</b>	<b>\$178.121</b>	<b>\$194.606</b>	<b>\$198.057</b>	<b>\$199.290</b>	<b>\$200.355</b>
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**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function & Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Office of the EVP	4	3	3	3	3
Human Resources	6	6	6	6	6
Office of Management and Budget	14	14	14	14	14
Technology & Information Services	17	17	17	17	17
Materiel	19	19	19	19	19
Controller	15	15	15	15	15
Office of the President	6	6	6	6	6
System Safety Administration	5	5	5	5	5
Law	21	24	24	24	24
Corporate Communications	2	2	2	2	2
Strategic Office	8	8	8	8	8
Labor Relations	4	4	4	4	4
Non Departmental	61	63	68	71	63
<b>Total Administration</b>	<b>182</b>	<b>186</b>	<b>191</b>	<b>194</b>	<b>186</b>
<b>Operations</b>					
Buses	2,058	2,094	2,094	2,094	2,094
Office of the Executive Vice President, Regional	1	1	1	1	1
Safety & Training	21	21	21	21	21
Road Operations	117	117	117	117	117
Transportation Support	20	20	20	20	20
Operations Planning	30	31	31	31	31
Revenue Control	21	21	21	21	21
<b>Total Operations</b>	<b>2,268</b>	<b>2,305</b>	<b>2,305</b>	<b>2,305</b>	<b>2,305</b>
<b>Maintenance</b>					
Buses	738	732	732	732	732
Maintenance Support/CMF	156	166	150	215	228
Facilities	72	72	72	72	72
Supply Logistics	85	86	86	86	86
<b>Total Maintenance</b>	<b>1,051</b>	<b>1,056</b>	<b>1,040</b>	<b>1,105</b>	<b>1,118</b>
<b>Engineering/Capital</b>					
Capital Program Management	38	38	38	38	38
<b>Public Safety</b>					
Office of the Senior Vice President	14	14	14	14	14
<b>Baseline Total Positions</b>	<b>3,553</b>	<b>3,599</b>	<b>3,588</b>	<b>3,656</b>	<b>3,661</b>
Non-Reimbursable	3,489	3,535	3,524	3,592	3,597
Reimbursable	64	64	64	64	64
Total Full-Time	3,538	3,584	3,573	3,641	3,646
Total Full-Time Equivalents	15	15	15	15	15

**MTA BUS COMPANY**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors	48	49	49	49	49
Professional, Technical, Clerical	73	74	74	74	74
Operational Hourlies	61	63	68	71	63
<b>Total Administration</b>	<u>182</u>	<u>186</u>	<u>191</u>	<u>194</u>	<u>186</u>
<b>Operations</b>					
Managers/Supervisors	300	303	303	303	303
Professional, Technical, Clerical	50	50	50	50	50
Operational Hourlies	1,918	1,952	1,952	1,952	1,952
<b>Total Operations</b>	<u>2,268</u>	<u>2,305</u>	<u>2,305</u>	<u>2,305</u>	<u>2,305</u>
<b>Maintenance</b>					
Managers/Supervisors	199	201	201	201	201
Professional, Technical, Clerical	13	14	14	14	14
Operational Hourlies	839	841	825	890	903
<b>Total Maintenance</b>	<u>1,051</u>	<u>1,056</u>	<u>1,040</u>	<u>1,105</u>	<u>1,118</u>
<b>Engineering/Capital</b>					
Managers/Supervisors	22	22	22	22	22
Professional, Technical, Clerical	16	16	16	16	16
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<u>38</u>	<u>38</u>	<u>38</u>	<u>38</u>	<u>38</u>
<b>Public Safety</b>					
Managers/Supervisors	11	11	11	11	11
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	<u>14</u>	<u>14</u>	<u>14</u>	<u>14</u>	<u>14</u>
<b>Total Positions</b>					
Managers/Supervisors	580	586	586	586	586
Professional, Technical, Clerical	155	157	157	157	157
Operational Hourlies	2,818	2,856	2,845	2,913	2,918
<b>Total Baseline Positions</b>	<u>3,553</u>	<u>3,599</u>	<u>3,588</u>	<u>3,656</u>	<u>3,661</u>

**MTA BUS COMPANY**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-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>Operating Revenue</b>													
Farebox Revenue	\$14.599	\$13.596	\$16.334	\$16.730	\$17.306	\$16.401	\$17.139	\$16.909	\$16.773	\$17.432	\$15.938	\$15.449	\$194.606
Other Operating Revenue	2.425	2.326	2.783	2.295	2.721	2.072	1.395	1.183	2.023	2.643	2.283	2.249	26.398
Capital and Other Reimbursements													-
<b>Total Revenue</b>	<b>\$17.024</b>	<b>\$15.922</b>	<b>\$19.117</b>	<b>\$19.025</b>	<b>\$20.027</b>	<b>\$18.473</b>	<b>\$18.534</b>	<b>\$18.092</b>	<b>\$18.796</b>	<b>\$20.075</b>	<b>\$18.221</b>	<b>\$17.698</b>	<b>\$221.004</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$19.654	\$18.494	\$18.104	\$17.524	\$18.684	\$17.524	\$18.554	\$17.974	\$17.974	\$17.974	\$19.133	\$18.553	\$220.146
Overtime	3.734	3.533	3.614	3.671	3.741	3.399	3.528	3.571	3.412	3.624	3.380	3.520	42.727
Health and Welfare	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.139	4.138	49.667
OPEB Current Payment	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.279	15.315
Pensions	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.038	4.032	48.450
Other Fringe Benefits	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.559	2.557	30.706
Reimbursable Overhead													-
<b>Total Labor Expenses</b>	<b>\$35.400</b>	<b>\$34.039</b>	<b>\$33.730</b>	<b>\$33.207</b>	<b>\$34.437</b>	<b>\$32.935</b>	<b>\$34.094</b>	<b>\$33.557</b>	<b>\$33.398</b>	<b>\$33.610</b>	<b>\$34.525</b>	<b>\$34.079</b>	<b>\$407.011</b>
<b>Non-Labor:</b>													
Electric Power	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.095	\$1.162
Fuel	3.245	2.917	3.199	3.186	3.243	3.052	3.267	3.267	3.056	3.333	3.074	3.169	38.008
Insurance	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	17.196
Claims	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.163	26.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.039	2.036	24.465
Professional Service Contracts	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.323	15.942
Materials & Supplies	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.448	2.451	29.379
Other Business Expenses	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	4.152
<b>Total Non-Labor Expenses</b>	<b>\$13.104</b>	<b>\$12.776</b>	<b>\$13.058</b>	<b>\$13.045</b>	<b>\$13.102</b>	<b>\$12.911</b>	<b>\$13.126</b>	<b>\$13.126</b>	<b>\$12.915</b>	<b>\$13.192</b>	<b>\$12.933</b>	<b>\$13.016</b>	<b>\$156.304</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 Adjts.</b>	<b>\$48.504</b>	<b>\$46.815</b>	<b>\$46.788</b>	<b>\$46.252</b>	<b>\$47.539</b>	<b>\$45.846</b>	<b>\$47.220</b>	<b>\$46.683</b>	<b>\$46.313</b>	<b>\$46.802</b>	<b>\$47.458</b>	<b>\$47.095</b>	<b>\$563.315</b>
Depreciation	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.514	\$42.234
OPEB Obligation	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.695	56.296
Environmental Remediation													-
<b>Total Expenses</b>	<b>\$56.715</b>	<b>\$55.026</b>	<b>\$54.999</b>	<b>\$54.463</b>	<b>\$55.750</b>	<b>\$54.057</b>	<b>\$55.431</b>	<b>\$54.894</b>	<b>\$54.524</b>	<b>\$55.013</b>	<b>\$55.669</b>	<b>\$55.304</b>	<b>\$661.845</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$39.691)</b>	<b>(\$39.104)</b>	<b>(\$35.882)</b>	<b>(\$35.438)</b>	<b>(\$35.723)</b>	<b>(\$35.584)</b>	<b>(\$36.897)</b>	<b>(\$36.802)</b>	<b>(\$35.728)</b>	<b>(\$34.938)</b>	<b>(\$37.448)</b>	<b>(\$37.606)</b>	<b>(\$440.841)</b>



**MTA BUS COMPANY**  
**February Financial Plan - 2013 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	\$14.599	\$13.596	\$16.334	\$16.730	\$17.306	\$16.401	\$17.139	\$16.909	\$16.773	\$17.432	\$15.938	\$15.449	\$194.606
Other Operating Revenue	2.425	2.326	2.783	2.295	2.721	2.072	1.395	1.183	2.023	2.643	2.283	2.249	26.398
Capital and Other Reimbursements	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.701	0.712	8.423
<b>Total Revenue</b>	<b>\$17.725</b>	<b>\$16.623</b>	<b>\$19.818</b>	<b>\$19.726</b>	<b>\$20.728</b>	<b>\$19.174</b>	<b>\$19.235</b>	<b>\$18.793</b>	<b>\$19.497</b>	<b>\$20.776</b>	<b>\$18.922</b>	<b>\$18.410</b>	<b>\$229.427</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$20.112	\$18.952	\$18.562	\$17.982	\$19.142	\$17.982	\$19.012	\$18.432	\$18.432	\$18.432	\$19.591	\$19.005	\$225.636
Overtime	3.734	3.533	3.614	3.671	3.741	3.399	3.528	3.571	3.412	3.624	3.380	3.520	42.727
Health and Welfare	4.223	4.223	4.223	4.223	4.223	4.223	4.223	4.223	4.223	4.223	4.223	4.222	50.675
OPEB Current Payment	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.279	15.315
Pensions	4.076	4.076	4.076	4.076	4.076	4.076	4.076	4.076	4.076	4.076	4.076	4.075	48.911
Other Fringe Benefits	2.596	2.596	2.596	2.596	2.596	2.596	2.596	2.596	2.596	2.596	2.596	2.598	31.154
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$36.017</b>	<b>\$34.656</b>	<b>\$34.347</b>	<b>\$33.824</b>	<b>\$35.054</b>	<b>\$33.552</b>	<b>\$34.711</b>	<b>\$34.174</b>	<b>\$34.015</b>	<b>\$34.227</b>	<b>\$35.142</b>	<b>\$34.699</b>	<b>\$414.418</b>
<b>Non-Labor:</b>													
Electric Power	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.095	\$1.162
Fuel	3.245	2.917	3.199	3.186	3.243	3.052	3.267	3.267	3.056	3.333	3.074	3.169	38.008
Insurance	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	17.196
Claims	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.167	2.163	26.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	24.684
Professional Service Contracts	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.323	15.942
Materials & Supplies	2.514	2.514	2.514	2.514	2.514	2.514	2.514	2.514	2.514	2.514	2.514	2.522	30.176
Other Business Expenses	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	4.152
<b>Total Non-Labor Expenses</b>	<b>\$13.188</b>	<b>\$12.860</b>	<b>\$13.142</b>	<b>\$13.129</b>	<b>\$13.186</b>	<b>\$12.995</b>	<b>\$13.210</b>	<b>\$13.210</b>	<b>\$12.999</b>	<b>\$13.276</b>	<b>\$13.017</b>	<b>\$13.108</b>	<b>\$157.320</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>\$49.205</b>	<b>\$47.516</b>	<b>\$47.489</b>	<b>\$46.953</b>	<b>\$48.240</b>	<b>\$46.547</b>	<b>\$47.921</b>	<b>\$47.384</b>	<b>\$47.014</b>	<b>\$47.503</b>	<b>\$48.159</b>	<b>\$47.807</b>	<b>\$571.738</b>
Depreciation	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.514	\$42.234
OPEB Obligation	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.695	56.296
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$57.416</b>	<b>\$55.727</b>	<b>\$55.700</b>	<b>\$55.164</b>	<b>\$56.451</b>	<b>\$54.758</b>	<b>\$56.132</b>	<b>\$55.595</b>	<b>\$55.225</b>	<b>\$55.714</b>	<b>\$56.370</b>	<b>\$56.016</b>	<b>\$670.268</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$39.691)</b>	<b>(\$39.104)</b>	<b>(\$35.882)</b>	<b>(\$35.438)</b>	<b>(\$35.723)</b>	<b>(\$35.584)</b>	<b>(\$36.897)</b>	<b>(\$36.802)</b>	<b>(\$35.728)</b>	<b>(\$34.938)</b>	<b>(\$37.448)</b>	<b>(\$37.606)</b>	<b>(\$440.841)</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2013 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	\$15.529	\$14.464	\$16.222	\$16.542	\$17.111	\$16.217	\$16.946	\$16.720	\$16.584	\$17.236	\$15.759	\$15.276	\$194.606
Other Operating Revenue	2.425	2.326	2.783	2.295	2.721	2.072	1.395	1.183	2.023	2.643	2.283	2.249	26.398
Capital and Other Reimbursements	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.084	1.089	13.013
<b>Total Receipts</b>	<b>\$19.038</b>	<b>\$17.874</b>	<b>\$20.089</b>	<b>\$19.921</b>	<b>\$20.916</b>	<b>\$19.373</b>	<b>\$19.425</b>	<b>\$18.987</b>	<b>\$19.691</b>	<b>\$20.963</b>	<b>\$19.126</b>	<b>\$18.614</b>	<b>\$234.017</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$17.820	\$17.820	\$17.820	\$17.820	\$26.729	\$17.820	\$17.820	\$17.820	\$17.820	\$26.729	\$17.820	\$17.816	\$231.654
Overtime	3.287	3.287	3.287	3.287	4.930	3.287	3.287	3.287	3.287	4.930	3.287	3.284	42.727
Health and Welfare	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	4.189	50.268
OPEB Current Payment	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.276	1.279	15.315
Pensions	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.061	4.065	48.736
Other Fringe Benefits	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.582	2.585	30.987
GASB Account	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.601	7.190
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$33.814</b>	<b>\$33.814</b>	<b>\$33.814</b>	<b>\$33.814</b>	<b>\$44.366</b>	<b>\$33.814</b>	<b>\$33.814</b>	<b>\$33.814</b>	<b>\$33.814</b>	<b>\$44.366</b>	<b>\$33.814</b>	<b>\$33.819</b>	<b>\$426.877</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.097	\$0.095	\$1.162
Fuel	3.245	2.917	3.199	3.186	3.243	3.052	3.267	3.267	3.056	3.333	3.074	3.169	38.008
Insurance	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	1.433	17.196
Claims	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.833	1.837	22.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	2.057	24.684
Professional Service Contracts	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.329	1.323	15.942
Materials & Supplies	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.515	2.511	30.176
Other Business Expenses	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	4.152
<b>Total Non-Labor Expenditures</b>	<b>\$12.855</b>	<b>\$12.527</b>	<b>\$12.809</b>	<b>\$12.796</b>	<b>\$12.853</b>	<b>\$12.662</b>	<b>\$12.877</b>	<b>\$12.877</b>	<b>\$12.666</b>	<b>\$12.943</b>	<b>\$12.684</b>	<b>\$12.771</b>	<b>\$153.320</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>\$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>\$46.669</b>	<b>\$46.341</b>	<b>\$46.623</b>	<b>\$46.610</b>	<b>\$57.219</b>	<b>\$46.476</b>	<b>\$46.691</b>	<b>\$46.691</b>	<b>\$46.480</b>	<b>\$57.309</b>	<b>\$46.498</b>	<b>\$46.590</b>	<b>\$580.197</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$27.631)</b>	<b>(\$28.467)</b>	<b>(\$26.534)</b>	<b>(\$26.689)</b>	<b>(\$36.303)</b>	<b>(\$27.103)</b>	<b>(\$27.266)</b>	<b>(\$27.704)</b>	<b>(\$26.789)</b>	<b>(\$36.346)</b>	<b>(\$27.372)</b>	<b>(\$27.976)</b>	<b>(\$346.180)</b>



**MTA BUS COMPANY**  
**February Financial Plan - 2013 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	\$0.930	\$0.868	(\$0.112)	(\$0.188)	(\$0.195)	(\$0.184)	(\$0.193)	(\$0.189)	(\$0.189)	(\$0.196)	(\$0.179)	(\$0.173)	\$0.000
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.383	0.377	4.590
<b>Total Receipts</b>	<b>\$1.313</b>	<b>\$1.251</b>	<b>\$0.271</b>	<b>\$0.195</b>	<b>\$0.188</b>	<b>\$0.199</b>	<b>\$0.190</b>	<b>\$0.194</b>	<b>\$0.194</b>	<b>\$0.187</b>	<b>\$0.204</b>	<b>\$0.204</b>	<b>\$4.590</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$2.292	\$1.132	\$0.742	\$0.162	(\$7.587)	\$0.162	\$1.192	\$0.612	\$0.612	(\$8.297)	\$1.771	\$1.189	(\$6.018)
Overtime	0.447	0.246	0.327	0.384	(1.189)	0.112	0.241	0.284	0.125	(1.306)	0.093	0.236	(0.000)
Health and Welfare	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.033	0.407
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	0.010	0.175
Other Fringe Benefits	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.013	0.167
GASB Account	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.599)	(0.601)	(7.190)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$2.203</b>	<b>\$0.842</b>	<b>\$0.533</b>	<b>\$0.010</b>	<b>(\$9.312)</b>	<b>(\$0.262)</b>	<b>\$0.897</b>	<b>\$0.360</b>	<b>\$0.201</b>	<b>(\$10.139)</b>	<b>\$1.328</b>	<b>\$0.880</b>	<b>(\$12.459)</b>
<b><u>Non-Labor:</u></b>													
Electric 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	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.334	0.326	4.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	(0.000)	(0.000)
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	0.011	0.000
Other Business Expenditures	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Labor Expenditures</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>\$0.337</b>	<b>\$4.000</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>\$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>\$3.849</b>	<b>\$2.426</b>	<b>\$1.137</b>	<b>\$0.538</b>	<b>(\$8.791)</b>	<b>\$0.270</b>	<b>\$1.420</b>	<b>\$0.887</b>	<b>\$0.728</b>	<b>(\$9.619)</b>	<b>\$1.865</b>	<b>\$1.421</b>	<b>(\$3.869)</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	\$3.514	\$42.234
OPEB Obligation	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.695	56.296
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$12.060</b>	<b>\$10.637</b>	<b>\$9.348</b>	<b>\$8.749</b>	<b>(\$0.580)</b>	<b>\$8.481</b>	<b>\$9.631</b>	<b>\$9.098</b>	<b>\$8.939</b>	<b>(\$1.408)</b>	<b>\$10.076</b>	<b>\$9.630</b>	<b>\$94.661</b>

**MTA Bus Company**  
**February Financial Plan 2013 Adopted Budget**  
**Overtime Non-Reimbursable/Reimbursable Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$2.291	\$2.064	\$2.283	\$2.266	\$2.300	\$2.197	\$2.321	\$2.321	\$2.202	\$2.362	\$2.207	\$2.291	\$27.105
<u>Unscheduled Service</u>	0.213	0.161	0.165	0.165	0.169	0.158	0.159	0.165	0.159	0.167	0.208	0.187	2.075
<u>Programmatic/Routine Maintenance</u>	0.714	0.719	0.537	0.644	0.650	0.389	0.363	0.377	0.437	0.481	0.436	0.454	6.199
<u>Unscheduled Maintenance</u>	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>Vacancy/Absentee Coverage</u>	0.477	0.550	0.586	0.555	0.580	0.614	0.642	0.665	0.573	0.570	0.487	0.545	6.844
<u>Weather Emergencies</u>	0.006	0.004	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.006	0.005	0.059
<u>Safety/Security/Law Enforcement</u>	0.006	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.012	0.011	0.011	0.128
<u>Other</u>	0.027	0.024	0.027	0.026	0.027	0.026	0.027	0.027	0.026	0.028	0.026	0.027	0.316
<b>Sub-Total</b>	<b>\$3.734</b>	<b>\$3.533</b>	<b>\$3.614</b>	<b>\$3.671</b>	<b>\$3.741</b>	<b>\$3.399</b>	<b>\$3.528</b>	<b>\$3.571</b>	<b>\$3.412</b>	<b>\$3.624</b>	<b>\$3.380</b>	<b>\$3.520</b>	<b>\$42.727</b>
<b>REIMBURSABLE OVERTIME</b>	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 NR &amp; R OVERTIME</b>	<b>\$3.734</b>	<b>\$3.533</b>	<b>\$3.614</b>	<b>\$3.671</b>	<b>\$3.741</b>	<b>\$3.399</b>	<b>\$3.528</b>	<b>\$3.571</b>	<b>\$3.412</b>	<b>\$3.624</b>	<b>\$3.380</b>	<b>\$3.520</b>	<b>\$42.727</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2013 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	9.998	9.381	9.974	10.319	10.718	9.639	9.458	9.241	9.961	10.820	9.713	9.346	<b>118.568</b>
<b>Baseline Total Ridership</b>	<b>9.998</b>	<b>9.381</b>	<b>9.974</b>	<b>10.319</b>	<b>10.718</b>	<b>9.639</b>	<b>9.458</b>	<b>9.241</b>	<b>9.961</b>	<b>10.820</b>	<b>9.713</b>	<b>9.346</b>	<b>118.568</b>
<b><u>FAREBOX REVENUE</u></b>													
Fixed Route	\$14.599	\$13.596	\$16.334	\$16.730	\$17.306	\$16.401	\$17.139	\$16.909	\$16.773	\$17.432	\$15.938	\$15.449	<b>\$194.606</b>
<b>Baseline Total Revenue</b>	<b>\$14.599</b>	<b>\$13.596</b>	<b>\$16.334</b>	<b>\$16.730</b>	<b>\$17.306</b>	<b>\$16.401</b>	<b>\$17.139</b>	<b>\$16.909</b>	<b>\$16.773</b>	<b>\$17.432</b>	<b>\$15.938</b>	<b>\$15.449</b>	<b>\$194.606</b>





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# **Staten Island Railway**

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

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

- A fare increase effective March 1, 2013, projected to yield additional revenue of \$0.360 million in 2013, \$0.431 million in 2014, \$0.436 million in 2015 and \$0.441 million in 2016.
- An inclusion in 2012 of \$0.919 million of estimated losses from Tropical Storm Sandy, including increased costs and lost farebox revenue. It has been estimated that recoveries of these losses will total \$0.909 million, and will be received evenly over the subsequent three years 2013-2015.
- It is estimated that SIR will receive a recovery regarding losses as a result of Tropical Storm Irene (2011) of \$0.073 million in 2013.
- Re-estimates of electric power expenses, based on higher price projections, resulting in expense increases of \$0.228 million in 2014, \$0.232 million in 2015 and \$0.242 million in 2016.
- Increases of cash payments of \$0.124 million in 2012, \$0.134 million in 2013 and \$0.146 million for each year 2014-2016 were included in this Financial Plan, based on a re-estimate of Other Post-Employment Benefits (GASB) funding requirements.

The plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>268</b>	<b>(\$41.736)</b>	<b>268</b>	<b>(\$46.014)</b>	<b>268</b>	<b>(\$48.120)</b>	<b>268</b>	<b>(\$49.523)</b>	<b>268</b>	<b>(\$50.645)</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 3/1/13		-		0.360		0.431		0.436		0.441
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(0.919)		0.303		0.303		0.303		
Recovery of Tropical Storm Irene				0.073						
Electric Power Re-estimate						(0.228)		(0.232)		(0.242)
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	-\$0.919	0	\$0.736	0	\$0.506	0	\$0.507	0	\$0.199
<b>2013 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>268</b>	<b>(\$42.655)</b>	<b>268</b>	<b>(\$45.278)</b>	<b>268</b>	<b>(\$47.614)</b>	<b>268</b>	<b>(\$49.016)</b>	<b>268</b>	<b>(\$50.446)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2012		2013		2014		2015		2016	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2012 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 3/1/13  
Metro-Card Green Fee and Cost Savings  
Operating Loss/Recovery from Tropical Storm Sandy  
Recovery of Tropical Storm Irene  
Electric Power Re-estimate  
Move from Madison Ave.  
Other

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>2013 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 2013 - 2016**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>271</b>	<b>(\$37.785)</b>	<b>271</b>	<b>(\$35.093)</b>	<b>271</b>	<b>(\$37.235)</b>	<b>271</b>	<b>(\$38.638)</b>	<b>271</b>	<b>(\$39.760)</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 3/1/13		-		0.360		0.431		0.436		0.441
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(0.919)		0.303		0.303		0.303		
Recovery of Tropical Storm Irene				0.073						
Electric Power Re-estimate						(0.228)		(0.232)		(0.242)
OPEB GASB Cash Re-estimate		(0.124)		(0.134)		(0.146)		(0.146)		(0.146)
Other										
Sub-Total MTA Plan Adjustments	0	-\$1.043	0	\$0.602	0	\$0.360	0	\$0.361	0	\$0.053
<b>2013 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>271</b>	<b>(\$38.828)</b>	<b>271</b>	<b>(\$34.491)</b>	<b>271</b>	<b>(\$36.875)</b>	<b>271</b>	<b>(\$38.277)</b>	<b>271</b>	<b>(\$39.707)</b>

MTA Staten Island Railway  
2013 February Adopted Budget  
Reconciliation to the 2013 Final Proposed Budget by Generic Category  
(\$ in millions)

NON-REIMBURSABLE	2013								February Adopted Budget
	Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	\$5.688	\$0.360							6.048
Vehicle Toll Revenue									0.000
Other Operating Revenue	2.071	0.000		0.303	0.073				2.447
Capital and Other Reimbursements	0.000								0.000
<b>Total Revenue</b>	<b>\$7.759</b>	<b>\$0.360</b>	<b>\$0.000</b>	<b>\$0.303</b>	<b>\$0.073</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$8.495</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$17.006								17.006
Overtime	0.785								0.785
Health and Welfare	4.201								4.201
OPEB Current Payment	0.753								0.753
Pensions	5.800								5.800
Other Fringe Benefits	1.286								1.286
Reimbursable Overhead	0.000								0.000
<b>Total Labor Expenses</b>	<b>\$29.831</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>\$29.831</b>
<b>Non-Labor:</b>									
Electric Power	\$5.362	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	5.362
Fuel	0.410	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.410
Insurance	0.300								0.300
Claims	0.279								0.279
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	1.563								1.563
Professional Service Contracts	0.424								0.424
Materials & Supplies	4.299								4.299
Other Business Expenses	0.005								0.005
<b>Total Non-Labor Expenses</b>	<b>\$12.642</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>\$12.642</b>
<b>Other Expense Adjustments:</b>									
Other	\$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>Total Expenses Before Depreciation</b>	<b>\$42.473</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>\$42.473</b>
Depreciation	\$9.000								9.000
Other Post Employment Benefits	\$2.300								2.300
Environmental Remediation	\$0.000								0.000
<b>Total Expenses</b>	<b>\$53.773</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>\$53.773</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$46.014)</b>	<b>\$0.360</b>	<b>\$0.000</b>	<b>\$0.303</b>	<b>\$0.073</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$45.278)</b>



MTA Staten Island Railway  
2013 February Adopted Budget  
Reconciliation to the 2013 Final Proposed Budget by Generic Category  
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	\$5.688	\$0.360	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.048
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	0.000	0.000	0.303	0.073	0.000	0.000	0.000	2.447
Capital and Other Reimbursements	1.674	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.674
<b>Total Revenue</b>	<b>\$9.433</b>	<b>\$0.360</b>	<b>\$0.000</b>	<b>\$0.303</b>	<b>\$0.073</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$10.169</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$17.293	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$17.293
Overtime	1.489	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.489
Health and Welfare	4.714	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.714
OPEB Current Payment	0.753	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.753
Pensions	5.894	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.894
Other Fringe Benefits	1.362	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.362
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$31.505</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>\$31.505</b>
<b>Non-Labor:</b>									
Electric Power	\$5.362	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.362
Fuel	0.410	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.410
Insurance	0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300
Claims	0.279	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.279
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.563
Professional Service Contracts	0.424	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.424
Materials & Supplies	4.299	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.299
Other Business Expenses	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005
<b>Total Non-Labor Expenses</b>	<b>\$12.642</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>\$12.642</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
<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>Total Expenses Before Depreciation</b>	<b>\$44.147</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>\$44.147</b>
Depreciation	9.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.000
Other Post Employment Benefits	2.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$55.447</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>\$55.447</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$46.014)</b>	<b>\$0.360</b>	<b>\$0.000</b>	<b>\$0.303</b>	<b>\$0.073</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$45.278)</b>

MTA Staten Island Railway  
2013 February Adopted Budget  
Reconciliation to the 2013 Final Proposed Budget by Generic Category  
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	2013 MTA Plan Adjustments								
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	February Adopted Budget
<b>Receipts</b>									
Farebox Revenue	\$5.688	\$0.360							\$6.048
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	2.071			0.303	0.073				2.447
Capital and Other Reimbursements	1.674								1.674
<b>Total Receipts</b>	<b>\$9.433</b>	<b>\$0.360</b>	<b>\$0.000</b>	<b>\$0.303</b>	<b>\$0.073</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$10.169</b>
<b>Expenditures</b>									
Labor:									
Payroll	\$17.293								\$17.293
Overtime	1.489								1.489
Health and Welfare	4.714								4.714
OPEB Current Payment	0.753								0.753
Pensions	5.894								5.894
Other Fringe Benefits	1.362								1.362
GASB Account	0.379							0.134	0.513
Reimbursable Overhead	0.000								0.000
<b>Total Labor Expenditures</b>	<b>\$31.884</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>\$0.134</b>	<b>\$32.018</b>
Non-Labor:									
Electric Power	\$5.362	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.362
Fuel	0.410	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.410
Insurance	0.300								0.300
Claims	0.279								0.279
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	1.563								1.563
Professional Service Contracts	0.424								0.424
Materials & Supplies	4.299								4.299
Other Business Expenses	0.005								0.005
<b>Total Non-Labor Expenditures</b>	<b>\$12.642</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>\$12.642</b>
Other Expense Adjustments:									
B&T Capital Transfer	\$0.000								\$0.000
General Reserve	0.000								0.000
Interagency Subsidy	0.000								0.000
Other	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>Total Expenditures</b>	<b>\$44.526</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>\$0.134</b>	<b>\$44.660</b>
<b>Operating Cash Deficit</b>	<b>(\$35.093)</b>	<b>\$0.360</b>	<b>\$0.000</b>	<b>\$0.303</b>	<b>\$0.073</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.134)</b>	<b>(\$34.491)</b>

MTA Staten Island Railway  
2013 February Adopted Budget  
Reconciliation to the 2013 Final Proposed Budget by Generic Category  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2013								
	2013 Final Proposed Budget	MTA Plan Adjustments							February Adopted Budget
Fare/Toll Yield on 3/1/13		Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other		
<b>Receipts</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	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>Expenditures</b>									
Labor:									
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	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
OPEB Current Payment	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
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Account	(0.379)	0.000	0.000	0.000	0.000	0.000	0.000	(0.134)	(0.513)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$0.379)</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>(\$0.134)</b>	<b>(\$0.513)</b>
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	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
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	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
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	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>
Other Expense Adjustments:									
Other	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>Total Expenditures Before Depreciation</b>	<b>(\$0.379)</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>(\$0.134)</b>	<b>(\$0.513)</b>
Depreciation	9.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.000
Other Post Employment Benefits	2.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.300
<b>Total Expenditures</b>	<b>\$10.921</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>(\$0.134)</b>	<b>\$10.787</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$10.921</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>(\$0.134)</b>	<b>\$10.787</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2013-2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

Non-Reimbursable					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
Toll Revenue					
Other Operating Revenue	2.071	2.447	2.374	2.374	2.071
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$7.478</b>	<b>\$8.495</b>	<b>\$8.569</b>	<b>\$8.653</b>	<b>\$8.423</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$16.949	\$17.006	\$17.321	\$17.630	\$17.997
Overtime	1.157	0.785	0.671	0.686	0.700
Health and Welfare	3.756	4.201	4.287	4.571	4.875
OPEB Current Payment	0.675	0.753	0.768	0.819	0.874
Pensions	5.500	5.800	5.800	5.900	6.000
Other Fringe Benefits	1.261	1.286	1.310	1.333	1.360
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$29.298</b>	<b>\$29.831</b>	<b>\$30.157</b>	<b>\$30.939</b>	<b>\$31.806</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$4.897	\$5.362	\$5.563	\$5.947	\$6.373
Fuel	0.405	0.410	0.396	0.388	0.415
Insurance	0.259	0.300	0.444	0.405	0.472
Claims	0.274	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.417	0.424	0.432	0.438	0.448
Materials & Supplies	1.649	4.299	1.706	2.031	1.791
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
<b>Total Non-Labor Expenses</b>	<b>\$9.535</b>	<b>\$12.642</b>	<b>\$14.726</b>	<b>\$15.430</b>	<b>\$15.763</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>\$38.833</b>	<b>\$42.473</b>	<b>\$44.883</b>	<b>\$46.369</b>	<b>\$47.569</b>
Depreciation	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$50.133</b>	<b>\$53.773</b>	<b>\$56.183</b>	<b>\$57.669</b>	<b>\$58.869</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$42.655)</b>	<b>(\$45.278)</b>	<b>(\$47.614)</b>	<b>(\$49.016)</b>	<b>(\$50.446)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2013-2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</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	1.672	1.674	1.680	1.680	1.680
<b>Total Revenue</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>	<b>\$1.680</b>	<b>\$1.680</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.288	\$0.287	\$0.288	\$0.288	\$0.288
Overtime	0.704	0.704	0.704	0.704	0.704
Health and Welfare	0.509	0.513	0.517	0.517	0.517
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.094	0.094	0.094	0.094	0.094
Other Fringe Benefits	0.077	0.076	0.077	0.077	0.077
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>	<b>\$1.680</b>	<b>\$1.680</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<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	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>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>	<b>\$1.680</b>	<b>\$1.680</b>
Depreciation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$1.672</b>	<b>\$1.674</b>	<b>\$1.680</b>	<b>\$1.680</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 2013-2016**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Farebox Revenue	\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.447	2.374	2.374	2.071
Capital and Other Reimbursements	1.672	1.674	1.680	1.680	1.680
<b>Total Revenue</b>	<b>\$9.150</b>	<b>\$10.169</b>	<b>\$10.249</b>	<b>\$10.333</b>	<b>\$10.103</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$17.237	\$17.293	\$17.609	\$17.918	\$18.285
Overtime	1.861	1.489	1.375	1.390	1.404
Health and Welfare	4.265	4.714	4.804	5.088	5.392
OPEB Current Payment	0.675	0.753	0.768	0.819	0.874
Pensions	5.594	5.894	5.894	5.994	6.094
Other Fringe Benefits	1.338	1.362	1.387	1.410	1.437
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$30.970</b>	<b>\$31.505</b>	<b>\$31.837</b>	<b>\$32.619</b>	<b>\$33.486</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$4.897	\$5.362	\$5.563	\$5.947	\$6.373
Fuel	0.405	0.410	0.396	0.388	0.415
Insurance	0.259	0.300	0.444	0.405	0.472
Claims	0.274	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.417	0.424	0.432	0.438	0.448
Materials & Supplies	1.649	4.299	1.706	2.031	1.791
Other Business Expenses	0.005	0.005	0.005	0.005	0.005
<b>Total Non-Labor Expenses</b>	<b>\$9.535</b>	<b>\$12.642</b>	<b>\$14.726</b>	<b>\$15.430</b>	<b>\$15.763</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>\$40.505</b>	<b>\$44.147</b>	<b>\$46.563</b>	<b>\$48.049</b>	<b>\$49.249</b>
Depreciation	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$51.805</b>	<b>\$55.447</b>	<b>\$57.863</b>	<b>\$59.349</b>	<b>\$60.549</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$42.655)</b>	<b>(\$45.278)</b>	<b>(\$47.614)</b>	<b>(\$49.016)</b>	<b>(\$50.446)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2013-2016**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Receipts</b>					
Farebox Revenue	\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
Vehicle Toll Revenue					
Other Operating Revenue	2.071	2.447	2.374	2.374	2.071
Capital and Other Reimbursements	2.387	1.674	1.680	1.680	1.680
<b>Total Receipts</b>	<b>\$9.865</b>	<b>\$10.169</b>	<b>\$10.249</b>	<b>\$10.333</b>	<b>\$10.103</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$23.408	\$17.293	\$17.609	\$17.918	\$18.285
Overtime	1.861	1.489	1.375	1.390	1.404
Health and Welfare	4.265	4.714	4.804	5.088	5.392
OPEB Current Payment	0.675	0.753	0.768	0.819	0.874
Pensions	5.636	5.894	5.894	5.994	6.094
Other Fringe Benefits	1.809	1.362	1.387	1.410	1.437
GASB Account	0.471	0.513	0.561	0.561	0.561
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$38.125</b>	<b>\$32.018</b>	<b>\$32.398</b>	<b>\$33.180</b>	<b>\$34.047</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$5.227	\$5.362	\$5.563	\$5.947	\$6.373
Fuel	0.405	0.410	0.396	0.388	0.415
Insurance	0.259	0.300	0.444	0.405	0.472
Claims	0.405	0.279	0.284	0.289	0.295
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.629	1.563	5.896	5.927	5.964
Professional Service Contracts	0.567	0.424	0.432	0.438	0.448
Materials & Supplies	1.707	4.299	1.706	2.031	1.791
Other Business Expenses	0.369	0.005	0.005	0.005	0.005
<b>Total Non-Labor Expenditures</b>	<b>\$10.568</b>	<b>\$12.642</b>	<b>\$14.726</b>	<b>\$15.430</b>	<b>\$15.763</b>
<b><u>Other Expenditure Adjustments:</u></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>\$48.693</b>	<b>\$44.660</b>	<b>\$47.124</b>	<b>\$48.610</b>	<b>\$49.810</b>
<b>Baseline Cash Deficit</b>	<b>(\$38.828)</b>	<b>(\$34.491)</b>	<b>(\$36.875)</b>	<b>(\$38.277)</b>	<b>(\$39.707)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2013-2016**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2012</b>	<b>2013</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</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	0.715	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$0.715</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	(\$6.171)	\$0.000	\$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	0.000	0.000	0.000	0.000	0.000
Pensions	(0.042)	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.471)	0.000	0.000	0.000	0.000
GASB Account	(0.471)	(0.513)	(0.561)	(0.561)	(0.561)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$7.155)</b>	<b>(\$0.513)</b>	<b>(\$0.561)</b>	<b>(\$0.561)</b>	<b>(\$0.561)</b>
<b><u>Non-Labor:</u></b>					
Electric Power	(\$0.330)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	(0.131)	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	(0.150)	0.000	0.000	0.000	0.000
Materials & Supplies	(0.058)	0.000	0.000	0.000	0.000
Other Business Expenditures	(0.364)	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>(\$1.033)</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>(\$7.473)</b>	<b>(\$0.513)</b>	<b>(\$0.561)</b>	<b>(\$0.561)</b>	<b>(\$0.561)</b>
Depreciation Adjustment	\$9.000	\$9.000	\$9.000	\$9.000	\$9.000
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$3.827</b>	<b>\$10.787</b>	<b>\$10.739</b>	<b>\$10.739</b>	<b>\$10.739</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$3.827</b>	<b>\$10.787</b>	<b>\$10.739</b>	<b>\$10.739</b>	<b>\$10.739</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2013- 2016**  
**Ridership/(Utilization)**  
(in millions)

	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
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**RIDERSHIP**

Fixed Route	4.496	4.645	4.694	4.750	4.797
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<b>Baseline Total Ridership</b>	<b>4.496</b>	<b>4.645</b>	<b>4.694</b>	<b>4.750</b>	<b>4.797</b>
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**FAREBOX REVENUE**

Fixed Route	\$5.407	\$6.048	\$6.195	\$6.279	\$6.352
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<b>Total Farebox Revenue</b>	<b>\$5.407</b>	<b>\$6.048</b>	<b>\$6.195</b>	<b>\$6.279</b>	<b>\$6.352</b>
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**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Executive	14	14	14	14	14
General Office	8	8	8	8	8
Purchasing/Stores	6	6	6	6	6
<b>Total Administration</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>
<b>Operations</b>					
Transportation	91	91	91	91	91
<b>Maintenance</b>					
Mechanical	43	43	43	43	43
Electronic/Electrical	12	12	12	12	12
Power/Signals	26	26	26	26	26
Maintenance of Way	46	46	46	46	46
Infrastructure	25	25	25	25	25
<b>Total Maintenance</b>	<b>152</b>	<b>152</b>	<b>152</b>	<b>152</b>	<b>152</b>
<b>Engineering/Capital</b>					
None					
<b>Public Safety</b>					
Police					
<b>Baseline Total Positions</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>
Non-Reimbursable	268	268	268	268	268
Reimbursable	3	3	3	3	3
Total Full-Time	271	271	271	271	271
Total Full-Time Equivalents					

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2013 - 2016**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Managers/Supervisors	16	16	16	16	16
Professional, Technical, Clerical	12	12	12	12	12
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>
<b>Operations</b>					
Managers/Supervisors	5	5	5	5	5
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	83	83	83	83	83
<b>Total Operations</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>
<b>Maintenance</b>					
Managers/Supervisors	7	7	7	7	7
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	142	142	142	142	142
<b>Total Maintenance</b>	<b>152</b>	<b>152</b>	<b>152</b>	<b>152</b>	<b>152</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					
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>					
Managers/Supervisors	28	28	28	28	28
Professional, Technical, Clerical	18	18	18	18	18
Operational Hourlies	225	225	225	225	225
<b>Baseline Total Positions</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-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>Operating Revenue</b>													
Farebox Revenue	\$0.464	\$0.420	\$0.509	\$0.511	\$0.526	\$0.514	\$0.517	\$0.516	\$0.520	\$0.561	\$0.511	\$0.479	\$6.048
Toll Revenue													-
Other Operating Revenue	0.247	0.214	0.192	0.227	0.237	0.204	0.094	0.083	0.232	0.278	0.228	0.211	2.447
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$0.711</b>	<b>\$0.634</b>	<b>\$0.701</b>	<b>\$0.738</b>	<b>\$0.763</b>	<b>\$0.718</b>	<b>\$0.611</b>	<b>\$0.599</b>	<b>\$0.752</b>	<b>\$0.839</b>	<b>\$0.739</b>	<b>\$0.690</b>	<b>\$8.495</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.417	\$1.418	\$1.418	17.006
Overtime	0.065	0.065	0.065	0.065	0.065	0.065	0.065	0.066	0.066	0.066	0.066	0.066	0.785
Health and Welfare	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.351	4.201
OPEB Current Payment	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.062	0.062	0.062	0.753
Pensions	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.484	0.484	0.484	0.484	5.800
Other Fringe Benefits	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.108	0.108	1.286
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>\$2.485</b>	<b>\$2.485</b>	<b>\$2.485</b>	<b>\$2.485</b>	<b>\$2.485</b>	<b>\$2.485</b>	<b>\$2.485</b>	<b>\$2.486</b>	<b>\$2.487</b>	<b>\$2.486</b>	<b>\$2.488</b>	<b>\$2.489</b>	<b>\$29.831</b>
<b>Non-Labor:</b>													
Electric Power	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.446	\$0.446	\$5.362
Fuel	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.035	0.410
Insurance	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
Claims	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.024	0.024	0.024	0.279
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	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.131	0.131	0.131	0.130	1.563
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.036	0.036	0.036	0.036	0.424
Materials & Supplies	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.359	0.359	0.359	4.299
Other Business Expenses	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.001	0.005
<b>Total Non-Labor Expenses</b>	<b>\$1.053</b>	<b>\$1.052</b>	<b>\$1.052</b>	<b>\$1.053</b>	<b>\$1.052</b>	<b>\$1.052</b>	<b>\$1.053</b>	<b>\$1.052</b>	<b>\$1.054</b>	<b>\$1.057</b>	<b>\$1.056</b>	<b>\$1.056</b>	<b>\$12.642</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>\$3.538</b>	<b>\$3.537</b>	<b>\$3.537</b>	<b>\$3.538</b>	<b>\$3.537</b>	<b>\$3.537</b>	<b>\$3.538</b>	<b>\$3.538</b>	<b>\$3.541</b>	<b>\$3.543</b>	<b>\$3.544</b>	<b>\$3.545</b>	<b>\$42.473</b>
Depreciation	\$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
OPEB Obligation	0.191	0.191	0.191	0.191	0.192	0.192	0.192	0.192	0.192	0.192	0.192	0.192	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$4.479</b>	<b>\$4.478</b>	<b>\$4.478</b>	<b>\$4.479</b>	<b>\$4.479</b>	<b>\$4.479</b>	<b>\$4.480</b>	<b>\$4.480</b>	<b>\$4.483</b>	<b>\$4.485</b>	<b>\$4.486</b>	<b>\$4.487</b>	<b>\$53.773</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$3.768)</b>	<b>(\$3.844)</b>	<b>(\$3.777)</b>	<b>(\$3.741)</b>	<b>(\$3.716)</b>	<b>(\$3.761)</b>	<b>(\$3.869)</b>	<b>(\$3.881)</b>	<b>(\$3.731)</b>	<b>(\$3.646)</b>	<b>(\$3.747)</b>	<b>(\$3.797)</b>	<b>(\$45.278)</b>



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2013 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	\$0.464	\$0.420	\$0.509	\$0.511	\$0.526	\$0.514	\$0.517	\$0.516	\$0.520	\$0.561	\$0.511	\$0.479	\$6.048
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	0.247	0.214	0.192	0.227	0.237	0.204	0.094	0.083	0.232	0.278	0.228	0.211	2.447
Capital and Other Reimbursements	0.136	0.137	0.138	0.139	0.140	0.140	0.140	0.140	0.141	0.141	0.141	0.141	1.674
<b>Total Revenue</b>	<b>\$0.847</b>	<b>\$0.771</b>	<b>\$0.839</b>	<b>\$0.877</b>	<b>\$0.903</b>	<b>\$0.858</b>	<b>\$0.751</b>	<b>\$0.739</b>	<b>\$0.893</b>	<b>\$0.980</b>	<b>\$0.880</b>	<b>\$0.831</b>	<b>\$10.169</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$1.440	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.441	\$1.442	\$1.442	\$17.293
Overtime	0.123	0.123	0.123	0.123	0.124	0.124	0.124	0.125	0.125	0.125	0.125	0.125	1.489
Health and Welfare	0.392	0.392	0.392	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.394	4.714
OPEB Current Payment	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.062	0.062	0.062	0.753
Pensions	0.490	0.490	0.491	0.491	0.491	0.491	0.491	0.491	0.492	0.492	0.492	0.492	5.894
Other Fringe Benefits	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.114	0.114	0.115	0.115	1.362
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$2.621</b>	<b>\$2.622</b>	<b>\$2.623</b>	<b>\$2.624</b>	<b>\$2.625</b>	<b>\$2.625</b>	<b>\$2.625</b>	<b>\$2.626</b>	<b>\$2.628</b>	<b>\$2.627</b>	<b>\$2.629</b>	<b>\$2.630</b>	<b>\$31.505</b>
<b>Non-Labor:</b>													
Electric Power	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.446	\$0.446	\$5.362
Fuel	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.035	0.410
Insurance	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
Claims	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.024	0.024	0.024	0.279
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	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.131	0.131	0.131	0.130	1.563
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.036	0.036	0.036	0.036	0.424
Materials & Supplies	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.359	0.359	0.359	4.299
Other Business Expenses	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.001	0.005
<b>Total Non-Labor Expenses</b>	<b>\$1.053</b>	<b>\$1.052</b>	<b>\$1.052</b>	<b>\$1.053</b>	<b>\$1.052</b>	<b>\$1.052</b>	<b>\$1.053</b>	<b>\$1.052</b>	<b>\$1.054</b>	<b>\$1.057</b>	<b>\$1.056</b>	<b>\$1.056</b>	<b>\$12.642</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>\$3.674</b>	<b>\$3.674</b>	<b>\$3.675</b>	<b>\$3.677</b>	<b>\$3.677</b>	<b>\$3.677</b>	<b>\$3.678</b>	<b>\$3.678</b>	<b>\$3.682</b>	<b>\$3.684</b>	<b>\$3.685</b>	<b>\$3.686</b>	<b>\$44.147</b>
Depreciation	\$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
OPEB Obligation	0.191	0.191	0.191	0.191	0.192	0.192	0.192	0.192	0.192	0.192	0.192	0.192	2.300
Environmental Remediation	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>\$4.615</b>	<b>\$4.615</b>	<b>\$4.616</b>	<b>\$4.618</b>	<b>\$4.619</b>	<b>\$4.619</b>	<b>\$4.620</b>	<b>\$4.620</b>	<b>\$4.624</b>	<b>\$4.626</b>	<b>\$4.627</b>	<b>\$4.628</b>	<b>\$55.447</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$3.768)</b>	<b>(\$3.844)</b>	<b>(\$3.777)</b>	<b>(\$3.741)</b>	<b>(\$3.716)</b>	<b>(\$3.761)</b>	<b>(\$3.869)</b>	<b>(\$3.881)</b>	<b>(\$3.731)</b>	<b>(\$3.646)</b>	<b>(\$3.747)</b>	<b>(\$3.797)</b>	<b>(\$45.278)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2013 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	\$0.464	\$0.420	\$0.509	\$0.511	\$0.526	\$0.514	\$0.517	\$0.516	\$0.520	\$0.561	\$0.511	\$0.479	\$6.048
Vehicle Toll Revenue													
Other Operating Revenue	0.247	0.214	0.192	0.227	0.237	0.204	0.094	0.083	0.232	0.278	0.228	0.211	2.447
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.209	0.209	0.209	0.209	0.209	0.209	0.210	0.210	1.674
<b>Total Receipts</b>	<b>\$0.711</b>	<b>\$0.634</b>	<b>\$0.701</b>	<b>\$0.738</b>	<b>\$0.972</b>	<b>\$0.927</b>	<b>\$0.820</b>	<b>\$0.808</b>	<b>\$0.961</b>	<b>\$1.048</b>	<b>\$0.949</b>	<b>\$0.900</b>	<b>\$10.169</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.330	\$1.995	\$1.330	\$1.330	\$1.330	\$1.330	\$1.998	17.293
Overtime	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.125	1.489
Health and Welfare	0.392	0.392	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	0.393	4.714
OPEB Current Payment	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.062	0.062	0.062	0.753
Pensions	0.491	0.491	0.491	0.491	0.491	0.491	0.491	0.491	0.491	0.491	0.492	0.492	5.894
Other Fringe Benefits	0.105	0.105	0.105	0.105	0.105	0.105	0.157	0.105	0.105	0.104	0.104	0.157	1.362
GASB Account	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.042	0.042	0.042	0.513
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
<b>Total Labor Expenditures</b>	<b>\$2.548</b>	<b>\$2.548</b>	<b>\$2.549</b>	<b>\$2.549</b>	<b>\$2.549</b>	<b>\$2.549</b>	<b>\$3.266</b>	<b>\$2.549</b>	<b>\$2.549</b>	<b>\$2.546</b>	<b>\$2.547</b>	<b>\$3.269</b>	<b>\$32.018</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.447	\$0.446	\$0.446	\$5.362
Fuel	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.035	0.410
Insurance	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
Claims	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.024	0.024	0.024	0.279
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	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.131	0.131	0.131	0.130	1.563
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.036	0.036	0.036	0.036	0.424
Materials & Supplies	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.358	0.359	0.359	0.359	4.299
Other Business Expenses	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.000	0.001	0.000	0.001	0.005
<b>Total Non-Labor Expenditures</b>	<b>\$1.053</b>	<b>\$1.052</b>	<b>\$1.052</b>	<b>\$1.053</b>	<b>\$1.052</b>	<b>\$1.052</b>	<b>\$1.053</b>	<b>\$1.052</b>	<b>\$1.054</b>	<b>\$1.057</b>	<b>\$1.056</b>	<b>\$1.056</b>	<b>\$12.642</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>\$3.601</b>	<b>\$3.600</b>	<b>\$3.601</b>	<b>\$3.602</b>	<b>\$3.601</b>	<b>\$3.601</b>	<b>\$4.319</b>	<b>\$3.601</b>	<b>\$3.603</b>	<b>\$3.603</b>	<b>\$3.603</b>	<b>\$4.325</b>	<b>\$44.660</b>
<b>Net Cash Deficit</b>	<b>(\$2.890)</b>	<b>(\$2.966)</b>	<b>(\$2.900)</b>	<b>(\$2.864)</b>	<b>(\$2.629)</b>	<b>(\$2.674)</b>	<b>(\$3.499)</b>	<b>(\$2.793)</b>	<b>(\$2.642)</b>	<b>(\$2.555)</b>	<b>(\$2.654)</b>	<b>(\$3.425)</b>	<b>(\$34.491)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2013 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	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	(0.136)	(0.137)	(0.138)	(0.139)	0.069	0.069	0.069	0.069	0.068	0.068	0.069	0.069	(0.000)
<b>Total Receipts</b>	<b>(\$0.136)</b>	<b>(\$0.137)</b>	<b>(\$0.138)</b>	<b>(\$0.139)</b>	<b>\$0.069</b>	<b>\$0.069</b>	<b>\$0.069</b>	<b>\$0.069</b>	<b>\$0.068</b>	<b>\$0.068</b>	<b>\$0.069</b>	<b>\$0.069</b>	<b>(\$0.000)</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$0.110	\$0.111	\$0.111	\$0.111	\$0.111	\$0.111	(\$0.554)	\$0.111	\$0.111	\$0.111	\$0.112	(\$0.556)	\$0.000
Overtime	(0.001)	(0.001)	(0.001)	(0.001)	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.000	0.000
Health and Welfare	0.000	0.000	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	(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	(0.001)	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000
Other Fringe Benefits	0.008	0.008	0.008	0.008	0.008	0.008	(0.044)	0.008	0.009	0.010	0.011	(0.042)	0.000
GASB Account	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.043)	(0.042)	(0.042)	(0.042)	(0.513)
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>\$0.073</b>	<b>\$0.074</b>	<b>\$0.074</b>	<b>\$0.075</b>	<b>\$0.076</b>	<b>\$0.076</b>	<b>(\$0.641)</b>	<b>\$0.077</b>	<b>\$0.079</b>	<b>\$0.081</b>	<b>\$0.082</b>	<b>(\$0.639)</b>	<b>(\$0.513)</b>
<b><u>Non-Labor:</u></b>													
Electric 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	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	0.000	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	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	0.000	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>(\$0.063)</b>	<b>(\$0.063)</b>	<b>(\$0.064)</b>	<b>(\$0.064)</b>	<b>\$0.145</b>	<b>\$0.145</b>	<b>(\$0.572)</b>	<b>\$0.146</b>	<b>\$0.147</b>	<b>\$0.149</b>	<b>\$0.151</b>	<b>(\$0.570)</b>	<b>(\$0.513)</b>
Depreciation Adjustment	\$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
OPEB Obligation	0.191	0.191	0.191	0.191	0.192	0.192	0.192	0.192	0.192	0.192	0.192	0.192	2.300
Environmental Remediation	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 Cash Conversion Adjustments</b>	<b>\$0.878</b>	<b>\$0.878</b>	<b>\$0.877</b>	<b>\$0.877</b>	<b>\$1.087</b>	<b>\$1.087</b>	<b>\$0.370</b>	<b>\$1.088</b>	<b>\$1.089</b>	<b>\$1.091</b>	<b>\$1.093</b>	<b>\$0.372</b>	<b>\$10.787</b>

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**RIDERSHIP/(UTILIZATION)**  
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.402	0.354	0.382	0.401	0.412	0.386	0.349	0.335	0.406	0.452	0.397	0.369	4.645
<b>Total Ridership</b>	<b>0.402</b>	<b>0.354</b>	<b>0.382</b>	<b>0.401</b>	<b>0.412</b>	<b>0.386</b>	<b>0.349</b>	<b>0.335</b>	<b>0.406</b>	<b>0.452</b>	<b>0.397</b>	<b>0.369</b>	<b>4.645</b>
Baseline Farebox Revenue	\$0.464	\$0.420	\$0.509	\$0.511	\$0.526	\$0.514	\$0.517	\$0.516	\$0.520	\$0.561	\$0.511	\$0.479	\$6.048
<b>Total Farebox Revenue</b>	<b>\$0.464</b>	<b>\$0.420</b>	<b>\$0.509</b>	<b>\$0.511</b>	<b>\$0.526</b>	<b>\$0.514</b>	<b>\$0.517</b>	<b>\$0.516</b>	<b>\$0.520</b>	<b>\$0.561</b>	<b>\$0.511</b>	<b>\$0.479</b>	<b>\$6.048</b>







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## **VII. Appendix**

# Staff Summary

<b>Subject</b> MTA 2013 Budget and 2013-2016 Financial Plan
<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 11, 2012
<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.	12/17			
2	Board	12/19			

Internal Approvals			
Order	Approval	Order	Approval
		1	Chief Financial Officer
		2	Legal
		3	Chief Executive Officer

**Purpose:**

To secure MTA Board (i) adoption of the accompanying 2013 Final Proposed Budget and the Four Year Financial Plan 2013-2016 (“November Plan” or “Plan”), which includes approving the 2012 Final Estimate and all Plan Adjustments (items below the baseline), and (ii) authorization of Budget and Plan adjustments, budget and cash management actions and other staff actions as set forth below in this Staff Summary.

**Discussion:**

This document summarizes the November Plan, which included a summary of the financial impacts of Tropical Storm Sandy on the MTA and a proposed strategy to fund those impacts.

**The November Financial Plan 2013-2016**

This Plan, which is consistent, disciplined, and totally transparent, adheres to a financial strategy that includes continuous pursuit of recurring cost reductions, “net-zero” wage growth, biennial fare and toll increases, and increased reserves and liquidity, while addressing long-term healthcare, pension and debt service vulnerabilities. This Plan does not include budget-driven service reductions; in fact, it includes the \$29.5 million service investment package first proposed in July. Beginning in 2015, this Plan also includes \$250 million annually as a “down payment” for the 2015–2019 Capital Program. The funding for this support is largely attributable to debt service savings achieved in the 2012 refunding program and re-estimates of debt service, which are attributable to lower interest rates and cash flow requirements on approved, but unissued, bonds.

These strategies have positioned the MTA to meet the challenges of this Financial Plan period while also maintaining budgetary balance through 2013, with manageable out-year deficits. This Plan absorbs the financial impacts of Sandy, which include a 2012 operating loss, projected increased debt service on bridge-financing and long-term financing for estimated unreimbursed infrastructure losses.

**Changes between the July and November Plans**

The 2013 Preliminary Budget and July Financial Plan for 2013-2016 (“July Plan”) was balanced through 2013 with manageable out-year deficits. Since presentation of the July Plan, there have been both favorable and unfavorable re-estimates and other changes.

Favorable re-estimates include: lower debt service expenses; higher real estate subsidies; additional Paratransit savings; and improved Agency results in 2012 (related both to spending reductions, the timing of certain expenditures and higher operating revenue).

Offsetting those results are higher health and welfare costs; higher overtime expenses; increased electric power costs; and an unfavorable payroll adjustment for 27<sup>th</sup> pay period in 2014 that was not recognized in prior Plans. Beginning in 2015, the Plan now includes the additional \$250 million annual “down payment” in support of the 2015-2019 Capital Program.

Taken in total, these changes result in: a net improvement to MTA's cash balance in 2012; a modest worsening in 2013; and improvements in 2014, 2015 and 2016.

### Financial Impact of Tropical Storm Sandy

The development of the November Plan needed to be reconsidered in light of the destruction left by Tropical Storm Sandy. Computation and estimation of Tropical Storm Sandy-related losses is ongoing, and it is too early to have more than highly provisional estimates. Early estimates have put MTA losses, excluding costs relating to any future plans for “hardening” various facilities against similar storms, at approximately \$5 billion, including an estimated \$4.755 billion in damages to MTA's infrastructure, and an estimated \$268 million operating loss (lost fare and toll revenue along with expenses necessary to prepare for and re-establish service after Tropical Storm Sandy). Losses are expected to be covered by a combination of insurance, federal programs (including FEMA) and MTA resources.

*Infrastructure damage:* After insurance (\$1.075 billion of maximum coverage) and standard FEMA recoveries (75% of approved loss), an estimated \$950 million of infrastructure damage may need to be covered by the MTA. The actual amount of losses that MTA ultimately will need to cover will depend upon a number of future developments, including the amount of insurance and federal recoveries, and the costs actually incurred in restoring MTA's infrastructure.

*Operating loss:* MTA anticipates substantial recoveries from business interruption/extra expense insurance coverage and federal sources.

While MTA expects to receive advances from insurers and the federal government, final settlement could take 2 to 3 years. While the operating loss will impact MTA's 2012 budget, multi-year expenditures will begin almost immediately and bridge loan financing will be necessary until reimbursement is received.

MTA expects that the 2012 operating loss will be funded internally. Favorable MTA agency results (related to actual spending reductions, the timing of certain expenditures, and higher operating revenues), lower than budgeted debt service and higher than expected subsidies, in combination with the release of the remaining \$63 million in the general reserve and a \$75 million internal loan, are anticipated to enable MTA to balance the 2012 budget. Proceeds from insurance and federal reimbursements are expected to cover most of this loss and enable MTA to repay the loan.

The infrastructure losses sustained by the transit and commuter systems will require interim, and may require longer term, external borrowings. In order to facilitate the external borrowings, MTA is seeking approval by the MTA Board and subsequently the Capital Plan Review Board for an amendment to add the capital costs related to Tropical Storm Sandy damage to the 2010-2014 Capital Plan. If such approvals are obtained, MTA currently expects that any interim borrowings will be structured as bond anticipation notes under MTA's Transportation Revenue Bond, Dedicated Tax Fund Bond, or TBTA General Revenue Bond resolutions.

Any external borrowing will increase debt service in 2013 and beyond. For example, assuming that the MTA and MTA Bridges and Tunnels issue bond anticipation notes of \$2.9 billion in 2013 and an additional \$1.9 billion in 2014, annualized debt service costs are estimated to increase by \$29 million in 2013 and by \$19 million (total increase of \$48 million) in 2014 until the notes are repaid from insurance or federal reimbursements or proceeds of bonds. If bonds are issued in 2016 to take out anticipation notes related to unreimbursed losses of \$950 million, estimated debt service is projected to increase by \$62 million annually for the life of such bonds. Additional recurring cost reductions would be required to offset this increase in debt service. The MTA has reflected both this estimated additional debt service and additional annual MTA Efficiency targets of \$25 million beginning in 2013, increasing by an additional \$25 million each year and reaching \$75 million by 2015, for a total of \$225 million in aggregate additional savings in the November Plan.

### Other Significant Elements of the November Plan

The November Plan continues to respond to the financial challenges facing the MTA while also investing in customer priorities.

Service investments/service support - The Plan retains the \$29.5 million in annual MTA service investments that were announced in July, restoring, extending and adding service on bus, subway and commuter rail lines to better serve

customers. These investments will connect customers across the MTA's service area, enhance access to mass transit, accommodate ridership growth and attract new transit riders. In addition, Agencies will continue to make necessary service adjustments to meet frequency and loading guidelines. The service investments come at a time when ridership on the MTA network is steadily increasing. Subway ridership has reached levels not seen since the 1940s, while commuter train ridership is approaching all-time records. Ridership growth is especially pronounced outside of the traditional rush hours, prompting increased investment in night, weekend and off-peak weekday service. Implementation of the service investments has already begun and will continue over the next year.

In addition to the \$29.5 million service investment package announced in July, the Plan includes additional service by MTA Bus to address schedule gaps and overcrowding. It also adds a new route in Queens to enhance service to LaGuardia Airport.

Addressing new needs - While maintaining its focus on cost reduction, the MTA continues to improve the reliability and performance of its fleet and infrastructure through increased maintenance and better business practices. In the July Plan there was a strong emphasis on addressing customer priorities by enhancing service reliability, investing in the station environment, and making more and better travel information readily available. While this emphasis continues, the November Plan also increases resources to address additional maintenance needs. NYC Transit is establishing a scheduled maintenance program to extend the useful life of its 120-car non-revenue work car fleet, adding more refuse trains and crews for station platform trash removal, and improving security with increased inspection of ancillary rooms in stations and tunnels. MTA Bus is revising its bus overhaul programs to ensure sufficient fleet as a consequence of the delay in the procurement of new buses.

Additional support for Capital Program - This Plan continues to provide the "Contribution to Capital" funding included in the approved 2010-2014 Capital Program. Beginning in 2015, it includes an additional \$250 million annually as a "down payment" in support of the 2015-2019 Capital Program. The funding for this support is largely attributable to debt service savings derived from the 2012 refunding program as well as re-estimates of assumed interest rates and cash flow requirements.

Driving down costs through expense reductions and efficiencies - The Plan continues the strategy developed in 2010 to "make every dollar count." The November Plan raises the "to be identified" annual savings target by \$25 million in 2013, \$50 million in 2014, and \$75 million in 2015 and beyond. This increases the value of annual, recurring savings to over \$800 million in 2013, growing to \$1.2 billion by 2016. The MTA continues to control discretionary expense growth. In fact, after adjustments for service expansion, wage growth (after the expected three years of "net zero"), and additional maintenance programs, projected 2013 spending is essentially flat compared with 2012 (up 0.6%), and is actually lower than 2011 in absolute dollars. However, non-discretionary expenses (i.e., pensions, health & welfare, energy, Paratransit and debt service), continue to grow at a significantly greater rate.

Three years of "net-zero" wage growth - The November Plan baseline continues to capture three years of "net-zero" wage growth for represented employees. To achieve net zero, wage increases may be granted if offset by savings from work rules or other non-wage concessions. Non-represented employees are already in their fourth year of real zero wage growth. In 2012, the State's largest unions agreed to contracts that include three years of zero wage increases as well as contributions towards health care benefits; similarly, this Plan assumes that the three "net-zero" contracts will be achieved through collective bargaining with MTA's unions.

Continue moderate biennial fare/toll increases - The Plan continues to project moderate biennial fare/toll increases to help offset continuing growth in non-discretionary expenses (pensions, health & welfare, energy, Paratransit and debt service). The 2013 fare/toll increase is projected to produce annualized revenue of \$450 million, while the 2015 increase will net \$500 million annualized. Over the Plan period, fare and toll increases equate to only 38% of the increase in these non-discretionary expenses, with the remainder coming largely from dedicated tax and subsidy growth, and continuing cost efficiencies. Consistent with the July Plan, MTA will seek to use its improved finances to push back the start date for both the 2013 and 2015 increases to the beginning of March, reducing the impact of these increases on customers.

Increasing General Reserve and OPEB deposits - Consistent with prior plans, this Plan includes a General Reserve that approximates 1% of the MTA's annual operating budget. This year, the General Reserve has helped to provide the liquidity needed for the short-term funding of losses occasioned by Sandy. The Plan continues to make annual payments to address the increasing OPEB liability, with \$250 million transferred from the OPEB account held by MTA into the OPEB Trust. From the remaining 2012 balance of \$254 million, the MTA expects to borrow (and re-borrow) \$75 million to offset Sandy impacts until reimbursement is received and the internal loan is repaid, at which time it is anticipated that such monies will be transferred into the OPEB Trust.

## The November Plan "Bottom Line"

The MTA's projected near term operating results has worsened slightly from the July Plan, while projecting modest improvements in total out-year deficits. The Plan projects ending cash balances of \$26 million in 2012 and \$40 million in 2013, with projected cash deficits of \$85 million in 2014, \$19 million in 2015, and \$229 million in 2016 (see Attachment A). As stated earlier, MTA finances have improved because of favorable results and re-estimates of operating revenues and expenses and additional increases in MTA savings targets. This created the financial capacity to absorb the immediate and longer term impacts of Sandy, continue to fund new service and other investments presented in the July Plan, maintain the projected 2013 and 2015 fare/toll increases at the moderate yields first presented in the July 2010 Plan, and provide additional support for the Capital Program.

## Risks Identified in the November Plan

The November Plan reflects the commitment to continually improve MTA's financial and operating performance and respond to customer concerns and needs. As with the July Plan, however, this commitment must be tempered by the reality that out-year deficits remain and there are risks inherent in this Plan. This Plan continues to assume that labor settlements will include three years of net-zero wage growth. It assumes there will be a continued focus on cost reductions and that those efforts will be successful. The Plan assumes that State budget actions will reflect full remittance to the MTA of all funds collected on its behalf.

Additionally, while there have been indications of regional economic recovery, the effects of Sandy are unknown and the national recovery remains tepid. Should the recovery falter and adversely affect the regional economy, the MTA has limited financial reserves to offset lower-than-expected operating revenues, taxes and subsidies. Of more immediate concern on a national level are upcoming negotiations between the White House and the Congress regarding strategies to reduce the federal budget deficit and the impact that any agreement ultimately reached may have on ongoing support for the MTA Capital Program and the scope of post-Sandy disaster relief. There are also vulnerabilities beyond the Plan period including rising employee and retiree healthcare costs, the risk of lower investment returns on pensions, and the possibility of higher interest rates, which would have a significant impact on debt service payments to support the MTA Capital Program.

## Recommendation:

It is recommended that the Board:

- Adopt the 2013 Final Proposed Budget and Four Year Financial Plan 2013-2016 (November Plan), which includes approving the 2012 Final Estimate, 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 guidance of the Chief Executive Officer and the Chief Financial Officer 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 2013 Budgets and forecasts to reflect labor settlements approved from time to time by the Board.
- Approve additional budget and cash management actions, as has been done in past budget adoptions, as further described below:

## Advance of Bridges and Tunnels Operating Surplus

As has been done on previous occasions, the Board is requested to 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 2013, when and as directed by the Chief Executive Officer, the Chief Financial Officer, or their designees.

## 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 Chief Executive Officer, the Chief Financial Officer or their designees, 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 Payroll Mobility Tax (and Replacement Funds) and MTA Aid

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 PMT (and Replacement Funds) 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. It is further recommended that the Board authorize that subject to the provisions of any such pledge, or in the event there is no such pledge, the PMT 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, and that the Chief Executive Officer, the Chief Financial Officer, or their designees be authorized 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 fees and 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, it is recommended that that the Chief Executive Officer, the Chief Financial Officer or their designees be authorized to 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 Chief Executive Officer, the Chief Financial Officer, or their designees, 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 is requested to authorize the use of any balances in such accounts, plus any amounts authorized to be transferred to such accounts, to meet the cash flow requirements of MTA New York City Transit and the MTA Commuter Railroads and to authorize MTA New York City Transit 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 Chief Executive Officer, the Chief Financial Officer or their designees, 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 Chief Executive Officer, the Chief Financial Officer, or their designees, shall transfer from the Commuter Railroad Account such amounts as are necessary to meet the cash flow requirements of MTA Commuter Railroads. The Treasurer shall also use such funds as from time to time may be necessary or convenient to timely make debt service payments on MTA bonds.

## Government Accounting Standards Board (GASB) Contributions

In June 2008, the MTA approved the establishment of the "MTA Retiree Welfare Benefits Trust" ("OPEB Trust") to govern the administration and investment of the OPEB trust assets. In 2012, \$250 million was moved into the trust. The Treasurer will continue to hold the remaining funds set aside in discrete sub-accounts that comprise the GASB Account. Moreover, the MTA and its Agencies will make contributions of \$85 million as set forth in the 2013 Budget to the GASB Account in 2013 (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 2013 cash flow needs, the amounts withdrawn in 2013 must be paid back by December 31, 2015. If the GASB funds are used as inter-agency loans in 2013, they would be subject to repayment no later than December 31, 2014, consistent with the Inter-Agency Loan provision described above.

## Attachment A

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

Line No.	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016	
7	<b>Non-Reimbursable</b>						
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$4,999	\$5,110	\$5,173	\$5,260	\$5,333	\$5,396
12	Toll Revenue	1,502	1,505	1,499	1,503	1,508	1,519
13	Other Revenue	510	536	561	594	633	680
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$7,011</b>	<b>\$7,151</b>	<b>\$7,234</b>	<b>\$7,357</b>	<b>\$7,473</b>	<b>\$7,595</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,160	\$4,207	\$4,276	\$4,314	\$4,421	\$4,529
20	Overtime	539	527	506	495	504	513
21	Health & Welfare	810	863	979	1,045	1,132	1,239
22	OPEB Current Payment	394	428	480	521	571	626
23	Pensions	1,075	1,329	1,366	1,393	1,449	1,483
24	Other-Fringe Benefits	582	550	561	573	590	606
25	Reimbursable Overhead	(324)	(317)	(300)	(298)	(292)	(297)
26	<b>Sub-total Labor Expenses</b>	<b>\$7,235</b>	<b>\$7,586</b>	<b>\$7,869</b>	<b>\$8,043</b>	<b>\$8,375</b>	<b>\$8,699</b>
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$457	\$502	\$561	\$596	\$635	\$679
30	Fuel	283	264	270	266	264	280
31	Insurance	14	20	32	45	53	65
32	Claims	316	190	198	213	221	233
33	Paratransit Service Contracts	349	367	385	420	426	494
34	Maintenance and Other Operating Contracts	451	498	540	551	582	607
35	Professional Service Contracts	226	274	277	274	271	275
36	Materials & Supplies	438	470	493	510	565	573
37	Other Business Expenses	170	121	152	158	163	168
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,704</b>	<b>\$2,707</b>	<b>\$2,907</b>	<b>\$3,032</b>	<b>\$3,178</b>	<b>\$3,374</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	(\$2)	\$58	\$45	\$46	\$46	\$49
42	General Reserve	0	0	130	135	140	150
43	<b>Sub-total Other Expense Adjustments</b>	<b>(\$2)</b>	<b>\$58</b>	<b>\$175</b>	<b>\$181</b>	<b>\$186</b>	<b>\$199</b>
45	<b>Total Operating Expense before Non-Cash Liability Adj.</b>	<b>\$9,937</b>	<b>\$10,351</b>	<b>\$10,952</b>	<b>\$11,255</b>	<b>\$11,740</b>	<b>\$12,273</b>
47	Depreciation	\$2,019	\$2,182	\$2,252	\$2,329	\$2,425	\$2,525
48	OPEB Obligation	1,707	1,721	1,774	1,845	1,919	1,996
49	Environmental Remediation	59	5	6	6	6	6
51	<b>Total Operating Expense after Non-Cash Liability Adj.</b>	<b>\$13,722</b>	<b>\$14,259</b>	<b>\$14,983</b>	<b>\$15,436</b>	<b>\$16,090</b>	<b>\$16,799</b>
53	<b>Net Deficit Before Subsidies and Debt Service</b>	<b>(\$6,711)</b>	<b>(\$7,108)</b>	<b>(\$7,749)</b>	<b>(\$8,078)</b>	<b>(\$8,617)</b>	<b>(\$9,204)</b>
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,785	\$3,908	\$4,032	\$4,180	\$4,350	\$4,527
57	Debt Service (excludes Service Contract Bonds)	(1,934)	(2,072)	(2,246)	(2,401)	(2,547)	(2,785)
59	<b>Total Operating Expense with Debt Service</b>	<b>\$11,870</b>	<b>\$12,423</b>	<b>\$13,198</b>	<b>\$13,657</b>	<b>\$14,287</b>	<b>\$15,058</b>
61	Dedicated Taxes and State/Local Subsidies	\$5,151	\$5,500	\$5,775	\$6,006	\$6,279	\$6,509
63	<b>Net Deficit After Subsidies and Debt Service</b>	<b>\$292</b>	<b>\$227</b>	<b>(\$190)</b>	<b>(\$293)</b>	<b>(\$535)</b>	<b>(\$954)</b>
65	Conversion to Cash Basis: GASB Account	(38)	(77)	(83)	(88)	(90)	(94)
66	Conversion to Cash Basis: All Other	(117)	(192)	(178)	(292)	(106)	(71)
68	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>\$137</b>	<b>(\$42)</b>	<b>(\$451)</b>	<b>(\$673)</b>	<b>(\$732)</b>	<b>(\$1,120)</b>
69	<b>ADJUSTMENTS</b>	<b>0</b>	<b>(228)</b>	<b>464</b>	<b>549</b>	<b>712</b>	<b>891</b>
70	<b>PRIOR-YEAR CARRY-OVER</b>	<b>160</b>	<b>297</b>	<b>26</b>	<b>40</b>	<b>0</b>	<b>0</b>
71	<b>NET CASH BALANCE</b>	<b>\$297</b>	<b>\$26</b>	<b>\$40</b>	<b>(\$85)</b>	<b>(\$19)</b>	<b>(\$229)</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2013-2016**  
**Plan Adjustments**  
(\$ in millions)

Line No.	2012 November <u>Forecast</u>	2013 Final Proposed <u>Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
11	<b>Cash Balance Before Prior-Year Carry-over</b>				
	(\$42)	(\$451)	(\$673)	(\$732)	(\$1,120)
13	<b>Fare/Toll Increases:</b>				
14	-	382	465	473	476
15	-	-	-	425	515
16	<b>Sub-Total</b>	<b>\$0</b>	<b>\$465</b>	<b>\$897</b>	<b>\$991</b>
18	<b>MTA Initiatives:</b>				
19	-	25	50	75	120
20	-	20	20	20	20
21	<b>Sub-Total</b>	<b>\$0</b>	<b>\$45</b>	<b>\$95</b>	<b>\$140</b>
23	<b>MTA Re-estimates:</b>				
24	(15)	(44)	(22)	10	71
25	(20)	20	-	-	-
26	<b>Sub-Total</b>	<b>(\$35)</b>	<b>(\$22)</b>	<b>\$10</b>	<b>\$71</b>
28	<b>Policy Actions:</b>				
29	(268)	90	83	83	-
30	-	(29)	(48)	(48)	(62)
31	75	0	0	(75)	0
32	-	-	-	(250)	(250)
33	<b>Sub-Total</b>	<b>(\$193)</b>	<b>\$61</b>	<b>(\$290)</b>	<b>(\$312)</b>
35	<b>TOTAL ADJUSTMENTS</b>				
	<b>(\$228)</b>	<b>\$464</b>	<b>\$549</b>	<b>\$712</b>	<b>\$891</b>
37	297	26	40	0	0
39	<b>Net Cash Surplus/(Deficit)</b>				
	<b>\$26</b>	<b>\$40</b>	<b>(\$85)</b>	<b>(\$19)</b>	<b>(\$229)</b>

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**Certification of the Interim Executive Director  
of the  
Metropolitan Transportation Authority  
in accordance with Section 202.3(l)  
of the  
State Comptroller's Regulations**

I, Thomas F. Prendergast, Interim Executive Director of the Metropolitan Transportation Authority ("MTA") exercising all powers and duties of the MTA Chief Executive Officer, 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: \_\_\_\_\_  
Thomas F. Prendergast  
Interim Executive Director

Dated: February \_\_, 2013

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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 deficit reduction 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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## **IX. Addendum (Web Version Only)**


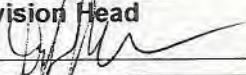


**NOTICE CONCERNING THIS WEB-POSTED COPY**

The *MTA 2013 Budget and 2013-2016 Financial Plan* staff summary and the *Certification of the Interim Executive Director of the Metropolitan Transportation Authority* included in this web version of the **MTA 2013 Adopted Budget, February Financial Plan 2013-2016** are in a searchable format and hence do not include the signatures and initials that appear in the original documents.

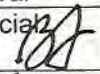
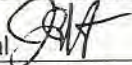

This section provides scanned copies of these signed and initialed documents. Page numbers found at the bottom of the scanned copies refer to the page in the earlier sections of this volume where the searchable format of the documents are situated.

# Staff Summary

<b>Subject</b> MTA 2013 Budget and 2013-2016 Financial Plan
<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 11, 2012
<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.	12/17			
2	Board	12/19			

Internal Approvals			
Order	Approval	Order	Approval
		1	Chief Financial Officer 
		2	Legal 
		3	Chief Executive Officer 

**Purpose:**

To secure MTA Board (i) adoption of the accompanying 2013 Final Proposed Budget and the Four Year Financial Plan 2013-2016 ("November Plan" or "Plan"), which includes approving the 2012 Final Estimate and all Plan Adjustments (items below the baseline), and (ii) authorization of Budget and Plan adjustments, budget and cash management actions and other staff actions as set forth below in this Staff Summary.

**Discussion:**

This document summarizes the November Plan, which included a summary of the financial impacts of Tropical Storm Sandy on the MTA and a proposed strategy to fund those impacts.

**The November Financial Plan 2013-2016**

This Plan, which is consistent, disciplined, and totally transparent, adheres to a financial strategy that includes continuous pursuit of recurring cost reductions, "net-zero" wage growth, biennial fare and toll increases, and increased reserves and liquidity, while addressing long-term healthcare, pension and debt service vulnerabilities. This Plan does not include budget-driven service reductions; in fact, it includes the \$29.5 million service investment package first proposed in July. Beginning in 2015, this Plan also includes \$250 million annually as a "down payment" for the 2015-2019 Capital Program. The funding for this support is largely attributable to debt service savings achieved in the 2012 refunding program and re-estimates of debt service, which are attributable to lower interest rates and cash flow requirements on approved, but unissued, bonds.

These strategies have positioned the MTA to meet the challenges of this Financial Plan period while also maintaining budgetary balance through 2013, with manageable out-year deficits. This Plan absorbs the financial impacts of Sandy, which include a 2012 operating loss, projected increased debt service on bridge-financing and long-term financing for estimated unreimbursed infrastructure losses.

**Changes between the July and November Plans**

The 2013 Preliminary Budget and July Financial Plan for 2013-2016 ("July Plan") was balanced through 2013 with manageable out-year deficits. Since presentation of the July Plan, there have been both favorable and unfavorable re-estimates and other changes.

Favorable re-estimates include: lower debt service expenses; higher real estate subsidies; additional Paratransit savings; and improved Agency results in 2012 (related both to spending reductions, the timing of certain expenditures and higher operating revenue).

Offsetting those results are higher health and welfare costs; higher overtime expenses; increased electric power costs; and an unfavorable payroll adjustment for 27<sup>th</sup> pay period in 2014 that was not recognized in prior Plans. Beginning in 2015, the Plan now includes the additional \$250 million annual "down payment" in support of the 2015-2019 Capital Program.

Taken in total, these changes result in: a net improvement to MTA's cash balance in 2012; a modest worsening in 2013; and improvements in 2014, 2015 and 2016.

### Financial Impact of Tropical Storm Sandy

The development of the November Plan needed to be reconsidered in light of the destruction left by Tropical Storm Sandy. Computation and estimation of Tropical Storm Sandy-related losses is ongoing, and it is too early to have more than highly provisional estimates. Early estimates have put MTA losses, excluding costs relating to any future plans for "hardening" various facilities against similar storms, at approximately \$5 billion, including an estimated \$4.755 billion in damages to MTA's infrastructure, and an estimated \$268 million operating loss (lost fare and toll revenue along with expenses necessary to prepare for and re-establish service after Tropical Storm Sandy). Losses are expected to be covered by a combination of insurance, federal programs (including FEMA) and MTA resources.

*Infrastructure damage:* After insurance (\$1.075 billion of maximum coverage) and standard FEMA recoveries (75% of approved loss), an estimated \$950 million of infrastructure damage may need to be covered by the MTA. The actual amount of losses that MTA ultimately will need to cover will depend upon a number of future developments, including the amount of insurance and federal recoveries, and the costs actually incurred in restoring MTA's infrastructure.

*Operating loss:* MTA anticipates substantial recoveries from business interruption/extra expense insurance coverage and federal sources.

While MTA expects to receive advances from insurers and the federal government, final settlement could take 2 to 3 years. While the operating loss will impact MTA's 2012 budget, multi-year expenditures will begin almost immediately and bridge loan financing will be necessary until reimbursement is received.

MTA expects that the 2012 operating loss will be funded internally. Favorable MTA agency results (related to actual spending reductions, the timing of certain expenditures, and higher operating revenues), lower than budgeted debt service and higher than expected subsidies, in combination with the release of the remaining \$63 million in the general reserve and a \$75 million internal loan, are anticipated to enable MTA to balance the 2012 budget. Proceeds from insurance and federal reimbursements are expected to cover most of this loss and enable MTA to repay the loan.

The infrastructure losses sustained by the transit and commuter systems will require interim, and may require longer term, external borrowings. In order to facilitate the external borrowings, MTA is seeking approval by the MTA Board and subsequently the Capital Plan Review Board for an amendment to add the capital costs related to Tropical Storm Sandy damage to the 2010-2014 Capital Plan. If such approvals are obtained, MTA currently expects that any interim borrowings will be structured as bond anticipation notes under MTA's Transportation Revenue Bond, Dedicated Tax Fund Bond, or TBTA General Revenue Bond resolutions.

Any external borrowing will increase debt service in 2013 and beyond. For example, assuming that the MTA and MTA Bridges and Tunnels issue bond anticipation notes of \$2.9 billion in 2013 and an additional \$1.9 billion in 2014, annualized debt service costs are estimated to increase by \$29 million in 2013 and by \$19 million (total increase of \$48 million) in 2014 until the notes are repaid from insurance or federal reimbursements or proceeds of bonds. If bonds are issued in 2016 to take out anticipation notes related to unreimbursed losses of \$950 million, estimated debt service is projected to increase by \$62 million annually for the life of such bonds. Additional recurring cost reductions would be required to offset this increase in debt service. The MTA has reflected both this estimated additional debt service and additional annual MTA Efficiency targets of \$25 million beginning in 2013, increasing by an additional \$25 million each year and reaching \$75 million by 2015, for a total of \$225 million in aggregate additional savings in the November Plan.

### Other Significant Elements of the November Plan

The November Plan continues to respond to the financial challenges facing the MTA while also investing in customer priorities.

*Service investments/service support* - The Plan retains the \$29.5 million in annual MTA service investments that were announced in July, restoring, extending and adding service on bus, subway and commuter rail lines to better serve

customers. These investments will connect customers across the MTA's service area, enhance access to mass transit, accommodate ridership growth and attract new transit riders. In addition, Agencies will continue to make necessary service adjustments to meet frequency and loading guidelines. The service investments come at a time when ridership on the MTA network is steadily increasing. Subway ridership has reached levels not seen since the 1940s, while commuter train ridership is approaching all-time records. Ridership growth is especially pronounced outside of the traditional rush hours, prompting increased investment in night, weekend and off-peak weekday service. Implementation of the service investments has already begun and will continue over the next year.

In addition to the \$29.5 million service investment package announced in July, the Plan includes additional service by MTA Bus to address schedule gaps and overcrowding. It also adds a new route in Queens to enhance service to LaGuardia Airport.

Addressing new needs - While maintaining its focus on cost reduction, the MTA continues to improve the reliability and performance of its fleet and infrastructure through increased maintenance and better business practices. In the July Plan there was a strong emphasis on addressing customer priorities by enhancing service reliability, investing in the station environment, and making more and better travel information readily available. While this emphasis continues, the November Plan also increases resources to address additional maintenance needs. NYC Transit is establishing a scheduled maintenance program to extend the useful life of its 120-car non-revenue work car fleet, adding more refuse trains and crews for station platform trash removal, and improving security with increased inspection of ancillary rooms in stations and tunnels. MTA Bus is revising its bus overhaul programs to ensure sufficient fleet as a consequence of the delay in the procurement of new buses.

Additional support for Capital Program - This Plan continues to provide the "Contribution to Capital" funding included in the approved 2010-2014 Capital Program. Beginning in 2015, it includes an additional \$250 million annually as a "down payment" in support of the 2015-2019 Capital Program. The funding for this support is largely attributable to debt service savings derived from the 2012 refunding program as well as re-estimates of assumed interest rates and cash flow requirements.

Driving down costs through expense reductions and efficiencies - The Plan continues the strategy developed in 2010 to "make every dollar count." The November Plan raises the "to be identified" annual savings target by \$25 million in 2013, \$50 million in 2014, and \$75 million in 2015 and beyond. This increases the value of annual, recurring savings to over \$800 million in 2013, growing to \$1.2 billion by 2016. The MTA continues to control discretionary expense growth. In fact, after adjustments for service expansion, wage growth (after the expected three years of "net zero"), and additional maintenance programs, projected 2013 spending is essentially flat compared with 2012 (up 0.6%), and is actually lower than 2011 in absolute dollars. However, non-discretionary expenses (i.e., pensions, health & welfare, energy, Paratransit and debt service), continue to grow at a significantly greater rate.

Three years of "net-zero" wage growth - The November Plan baseline continues to capture three years of "net-zero" wage growth for represented employees. To achieve net zero, wage increases may be granted if offset by savings from work rules or other non-wage concessions. Non-represented employees are already in their fourth year of real zero wage growth. In 2012, the State's largest unions agreed to contracts that include three years of zero wage increases as well as contributions towards health care benefits; similarly, this Plan assumes that the three "net-zero" contracts will be achieved through collective bargaining with MTA's unions.

Continue moderate biennial fare/toll increases - The Plan continues to project moderate biennial fare/toll increases to help offset continuing growth in non-discretionary expenses (pensions, health & welfare, energy, Paratransit and debt service). The 2013 fare/toll increase is projected to produce annualized revenue of \$450 million, while the 2015 increase will net \$500 million annualized. Over the Plan period, fare and toll increases equate to only 38% of the increase in these non-discretionary expenses, with the remainder coming largely from dedicated tax and subsidy growth, and continuing cost efficiencies. Consistent with the July Plan, MTA will seek to use its improved finances to push back the start date for both the 2013 and 2015 increases to the beginning of March, reducing the impact of these increases on customers.

Increasing General Reserve and OPEB deposits - Consistent with prior plans, this Plan includes a General Reserve that approximates 1% of the MTA's annual operating budget. This year, the General Reserve has helped to provide the liquidity needed for the short-term funding of losses occasioned by Sandy. The Plan continues to make annual payments to address the increasing OPEB liability, with \$250 million transferred from the OPEB account held by MTA into the OPEB Trust. From the remaining 2012 balance of \$254 million, the MTA expects to borrow (and re-borrow) \$75 million to offset Sandy impacts until reimbursement is received and the internal loan is repaid, at which time it is anticipated that such monies will be transferred into the OPEB Trust.

## The November Plan "Bottom Line"

The MTA's projected near term operating results has worsened slightly from the July Plan, while projecting modest improvements in total out-year deficits. The Plan projects ending cash balances of \$26 million in 2012 and \$40 million in 2013, with projected cash deficits of \$85 million in 2014, \$19 million in 2015, and \$229 million in 2016 (see Attachment A). As stated earlier, MTA finances have improved because of favorable results and re-estimates of operating revenues and expenses and additional increases in MTA savings targets. This created the financial capacity to absorb the immediate and longer term impacts of Sandy, continue to fund new service and other investments presented in the July Plan, maintain the projected 2013 and 2015 fare/toll increases at the moderate yields first presented in the July 2010 Plan, and provide additional support for the Capital Program.

## Risks Identified in the November Plan

The November Plan reflects the commitment to continually improve MTA's financial and operating performance and respond to customer concerns and needs. As with the July Plan, however, this commitment must be tempered by the reality that out-year deficits remain and there are risks inherent in this Plan. This Plan continues to assume that labor settlements will include three years of net-zero wage growth. It assumes there will be a continued focus on cost reductions and that those efforts will be successful. The Plan assumes that State budget actions will reflect full remittance to the MTA of all funds collected on its behalf.

Additionally, while there have been indications of regional economic recovery, the effects of Sandy are unknown and the national recovery remains tepid. Should the recovery falter and adversely affect the regional economy, the MTA has limited financial reserves to offset lower-than-expected operating revenues, taxes and subsidies. Of more immediate concern on a national level are upcoming negotiations between the White House and the Congress regarding strategies to reduce the federal budget deficit and the impact that any agreement ultimately reached may have on ongoing support for the MTA Capital Program and the scope of post-Sandy disaster relief. There are also vulnerabilities beyond the Plan period including rising employee and retiree healthcare costs, the risk of lower investment returns on pensions, and the possibility of higher interest rates, which would have a significant impact on debt service payments to support the MTA Capital Program.

## Recommendation:

It is recommended that the Board:

- Adopt the 2013 Final Proposed Budget and Four Year Financial Plan 2013-2016 (November Plan), which includes approving the 2012 Final Estimate, 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 guidance of the Chief Executive Officer and the Chief Financial Officer 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 2013 Budgets and forecasts to reflect labor settlements approved from time to time by the Board.
- Approve additional budget and cash management actions, as has been done in past budget adoptions, as further described below:

## Advance of Bridges and Tunnels Operating Surplus

As has been done on previous occasions, the Board is requested to 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 2013, when and as directed by the Chief Executive Officer, the Chief Financial Officer, or their designees.

## 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 Chief Executive Officer, the Chief Financial Officer or their designees, 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 Payroll Mobility Tax (and Replacement Funds) and MTA Aid

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 PMT (and Replacement Funds) 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. It is further recommended that the Board authorize that subject to the provisions of any such pledge, or in the event there is no such pledge, the PMT 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, and that the Chief Executive Officer, the Chief Financial Officer, or their designees be authorized 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 fees and 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, it is recommended that that the Chief Executive Officer, the Chief Financial Officer or their designees be authorized to 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 Chief Executive Officer, the Chief Financial Officer, or their designees, 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 is requested to authorize the use of any balances in such accounts, plus any amounts authorized to be transferred to such accounts, to meet the cash flow requirements of MTA New York City Transit and the MTA Commuter Railroads and to authorize MTA New York City Transit 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 Chief Executive Officer, the Chief Financial Officer or their designees, 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 Chief Executive Officer, the Chief Financial Officer, or their designees, shall transfer from the Commuter Railroad Account such amounts as are necessary to meet the cash flow requirements of MTA Commuter Railroads. The Treasurer shall also use such funds as from time to time may be necessary or convenient to timely make debt service payments on MTA bonds.

## Government Accounting Standards Board (GASB) Contributions

In June 2008, the MTA approved the establishment of the "MTA Retiree Welfare Benefits Trust" ("OPEB Trust") to govern the administration and investment of the OPEB trust assets. In 2012, \$250 million was moved into the trust. The Treasurer will continue to hold the remaining funds set aside in discrete sub-accounts that comprise the GASB Account. Moreover, the MTA and its Agencies will make contributions of \$85 million as set forth in the 2013 Budget to the GASB Account in 2013 (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 2013 cash flow needs, the amounts withdrawn in 2013 must be paid back by December 31, 2015. If the GASB funds are used as inter-agency loans in 2013, they would be subject to repayment no later than December 31, 2014, consistent with the Inter-Agency Loan provision described above.

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

Line No.	Non-Reimbursable	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$4,999	\$5,110	\$5,173	\$5,260	\$5,333	\$5,396
12	Toll Revenue	1,502	1,505	1,499	1,503	1,508	1,519
13	Other Revenue	510	536	561	594	633	680
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$7,011</b>	<b>\$7,151</b>	<b>\$7,234</b>	<b>\$7,357</b>	<b>\$7,473</b>	<b>\$7,595</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,160	\$4,207	\$4,276	\$4,314	\$4,421	\$4,529
20	Overtime	539	527	506	495	504	513
21	Health & Welfare	810	863	979	1,045	1,132	1,239
22	OPEB Current Payment	394	428	480	521	571	626
23	Pensions	1,075	1,329	1,366	1,393	1,449	1,483
24	Other-Fringe Benefits	582	550	561	573	590	606
25	Reimbursable Overhead	(324)	(317)	(300)	(298)	(292)	(297)
26	<b>Sub-total Labor Expenses</b>	<b>\$7,235</b>	<b>\$7,586</b>	<b>\$7,869</b>	<b>\$8,043</b>	<b>\$8,375</b>	<b>\$8,699</b>
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$457	\$502	\$561	\$596	\$635	\$679
30	Fuel	283	264	270	266	264	280
31	Insurance	14	20	32	45	53	65
32	Claims	316	190	198	213	221	233
33	Paratransit Service Contracts	349	367	385	420	426	494
34	Maintenance and Other Operating Contracts	451	498	540	551	582	607
35	Professional Service Contracts	226	274	277	274	271	275
36	Materials & Supplies	438	470	493	510	565	573
37	Other Business Expenses	170	121	152	158	163	168
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,704</b>	<b>\$2,707</b>	<b>\$2,907</b>	<b>\$3,032</b>	<b>\$3,178</b>	<b>\$3,374</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	(\$2)	\$58	\$45	\$46	\$46	\$49
42	General Reserve	0	0	130	135	140	150
43	<b>Sub-total Other Expense Adjustments</b>	<b>(\$2)</b>	<b>\$58</b>	<b>\$175</b>	<b>\$181</b>	<b>\$186</b>	<b>\$199</b>
44	<b>Total Operating Expense before Non-Cash Liability Adj.</b>	<b>\$9,937</b>	<b>\$10,351</b>	<b>\$10,952</b>	<b>\$11,255</b>	<b>\$11,740</b>	<b>\$12,273</b>
47	Depreciation	\$2,019	\$2,182	\$2,252	\$2,329	\$2,425	\$2,525
48	OPEB Obligation	1,707	1,721	1,774	1,845	1,919	1,996
49	Environmental Remediation	59	5	6	6	6	6
51	<b>Total Operating Expense after Non-Cash Liability Adj.</b>	<b>\$13,722</b>	<b>\$14,259</b>	<b>\$14,983</b>	<b>\$15,436</b>	<b>\$16,090</b>	<b>\$16,799</b>
53	<b>Net Deficit Before Subsidies and Debt Service</b>	<b>(\$6,711)</b>	<b>(\$7,108)</b>	<b>(\$7,749)</b>	<b>(\$8,078)</b>	<b>(\$8,617)</b>	<b>(\$9,204)</b>
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,785	\$3,908	\$4,032	\$4,180	\$4,350	\$4,527
57	Debt Service (excludes Service Contract Bonds)	(1,934)	(2,072)	(2,246)	(2,401)	(2,547)	(2,785)
59	<b>Total Operating Expense with Debt Service</b>	<b>\$11,870</b>	<b>\$12,423</b>	<b>\$13,198</b>	<b>\$13,657</b>	<b>\$14,287</b>	<b>\$15,058</b>
61	Dedicated Taxes and State/Local Subsidies	\$5,151	\$5,500	\$5,775	\$6,006	\$6,279	\$6,509
63	<b>Net Deficit After Subsidies and Debt Service</b>	<b>\$292</b>	<b>\$227</b>	<b>(\$190)</b>	<b>(\$293)</b>	<b>(\$535)</b>	<b>(\$954)</b>
65	Conversion to Cash Basis: GASB Account	(38)	(77)	(83)	(88)	(90)	(94)
66	Conversion to Cash Basis: All Other	(117)	(192)	(178)	(292)	(106)	(71)
68	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>\$137</b>	<b>(\$42)</b>	<b>(\$451)</b>	<b>(\$673)</b>	<b>(\$732)</b>	<b>(\$1,120)</b>
69	<b>ADJUSTMENTS</b>	<b>0</b>	<b>(228)</b>	<b>464</b>	<b>549</b>	<b>712</b>	<b>891</b>
70	<b>PRIOR-YEAR CARRY-OVER</b>	<b>160</b>	<b>297</b>	<b>26</b>	<b>40</b>	<b>0</b>	<b>0</b>
71	<b>NET CASH BALANCE</b>	<b>\$297</b>	<b>\$26</b>	<b>\$40</b>	<b>(\$85)</b>	<b>(\$19)</b>	<b>(\$229)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2013-2016**  
**Plan Adjustments**  
(\$ in millions)


Line No.		2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
11	<b>Cash Balance Before Prior-Year Carry-over</b>	(\$42)	(\$451)	(\$673)	(\$732)	(\$1,120)
13	<b>Fare/Toll Increases:</b>					
14	Fare/Toll Yields on 3/1/13	-	382	465	473	476
15	Fare/Toll Yields on 3/1/15	-	-	-	425	515
16	<b>Sub-Total</b>	<b>\$0</b>	<b>\$382</b>	<b>\$465</b>	<b>\$897</b>	<b>\$991</b>
18	<b>MTA Initiatives:</b>					
19	Unidentified MTA Efficiencies	-	25	50	75	120
20	MetroCard Green Fee and Cost Savings	-	20	20	20	20
21	<b>Sub-Total</b>	<b>\$0</b>	<b>\$45</b>	<b>\$70</b>	<b>\$95</b>	<b>\$140</b>
23	<b>MTA Re-estimates:</b>					
24	Move from Madison Avenue (Headquarters)	(15)	(44)	(22)	10	71
25	Residual LI Bus Costs - Responsibility of Nassau County	(20)	20	-	-	-
26	<b>Sub-Total</b>	<b>(\$35)</b>	<b>(\$24)</b>	<b>(\$22)</b>	<b>\$10</b>	<b>\$71</b>
28	<b>Policy Actions:</b>					
29	(Operating Loss)/Recovery from Tropical Storm Sandy	(268)	90	83	83	-
30	Financing of Tropical Storm Sandy Repairs	-	(29)	(48)	(48)	(62)
31	OPEB Loan in 2012; repaid in 2015	75	0	0	(75)	0
32	Support for 2015-2019 Capital Program	-	-	-	(250)	(250)
33	<b>Sub-Total</b>	<b>(\$193)</b>	<b>\$61</b>	<b>\$35</b>	<b>(\$290)</b>	<b>(\$312)</b>
35	<b>TOTAL ADJUSTMENTS</b>	<b>(\$228)</b>	<b>\$464</b>	<b>\$549</b>	<b>\$712</b>	<b>\$891</b>
37	Prior-Year Carry-Over	297	26	40	0	0
39	<b>Net Cash Surplus/(Deficit)</b>	<b>\$26</b>	<b>\$40</b>	<b>(\$85)</b>	<b>(\$19)</b>	<b>(\$229)</b>



**Certification of the Interim Executive Director  
of the  
Metropolitan Transportation Authority  
in accordance with Section 202.3(l)  
of the  
State Comptroller's Regulations**

I, Thomas F. Prendergast, Interim Executive Director of the Metropolitan Transportation Authority ("MTA") exercising all powers and duties of the MTA Chief Executive Officer, 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:   
\_\_\_\_\_  
Thomas F. Prendergast  
Interim Executive Director

Dated: February 26, 2013