

# **MTA**

# **2014 Adopted Budget**

## **February Financial Plan**

## **2014 – 2017**



**February 2014**



**Metropolitan Transportation Authority**

**NOTICE CONCERNING THIS WEB-POSTED COPY**

The *MTA 2014 Budget and 2014-2017 Financial Plan* staff summary and the *Certification of the Chairman and Chief Executive Officer of the Metropolitan Transportation Authority* included in this web version of the **MTA 2014 Adopted Budget, February Financial Plan 2014-2017** 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 2014 Adopted Budget, the 2014-2017 Financial Plan, all relevant financial tables and reconciliations to the 2013 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 baseline 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 presented to 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 2013 Budget Adoption Materials<sup>1</sup>. For more information on the MTA Budget Process, see Section VIII.

In Section VI, each Agency has provided revised submissions (including reconciliation tables to the November Plan) which capture MTA Plan Adjustments on a non-reimbursable, reimbursable and cash basis. Agency sections also contain tables titled “Reconciliation to the 2014 Final Proposed Budget by Generic Category”, which detail all MTA Plan and, if applicable, Agency Technical Adjustments occurring in that year.

### Changes to the November Plan

The February 2014 Plan includes within the baseline important adjustments, re-estimates and policy actions that were highlighted “below-the-line” in the November Plan. With Board approval secured, these items are now included within the MTA baseline and have been allocated, where appropriate, to specific Agency budgets. Additionally, this Plan includes several technical adjustments that have been incorporated into the baseline.

## TECHNICAL ADJUSTMENTS

- A labor contract arbitration ruling was reached on 12/21/13 applicable to the Subway-Surface Supervisors Association (SSSA) and the Transit Supervisors Organization (TSO). The ruling awarded wage increases of 4%, 4%, and 3% for the three years ended 2012, while the November Financial Plan assumed increases of 4%, 4%, and 0%, respectively. The financial impact of this ruling results in expense increases of \$23.7 million in 2013, \$13.2 million in 2014, \$5.4 million in 2015, \$4.7 million in 2016 and \$4.9 million in 2017. On a cash basis, \$23.7 million of retro-wage payments are deferred from 2013 to 2014.

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<sup>1</sup> The 2013 November Financial Plan can be found at: <http://www.mta.info/mta/budget/november2013.html>

- Fulton Street Transit Center – The NYCT baseline has been revised to reflect technical adjustment for additional operating costs, beginning in 2015, projected for the Fulton Street Transit Center (FSTC). These costs, projected to be \$3.1 million in 2014 and \$6.2 million in subsequent years, will fund facility management, security and utility expenses not previously captured in the baseline. Over the course of 20-year master lessor agreement, the FSTC is expected to generate revenue of approximately \$50 million from leases and advertising, beginning in mid-2018.
- Debt Service Cash Management Actions – The November Plan captured the impact of below-the-line debt service cash management actions from the cash defeasance of callable bonds and high coupon debt prepayment. These actions resulted in a cumulative budgetary savings of \$9.2 million over the Financial Plan period.

The incorporation of these actions into the February baseline Financial Plan has resulted in small timing and other technical changes.

- Reduction in Additional Investment to Reduce Pension Liability - The November Plan included an investment of \$80 million, originally proposed in the 2013 July Plan, to reduce the LIRR's unfunded pension liability by utilizing a favorable "one-shot" in real estate transaction tax revenue that occurred early last year. Savings in pension expense from this investment are projected to be approximately \$6 million annually for the LIRR beginning in 2014; these are now captured within LIRR's baseline forecast.

In addition, the November Plan applied the unexpended \$130 million from the 2013 General Reserve towards additional annual investments of \$30 million in each year of the Plan to further reduce the unfunded pension liability.

This Plan reduces the additional investment of \$30 million in 2015 by \$10 million to offset the impact to the year-ending cash position from the SSSA/TSO arbitration ruling. Returns on these additional investments, reflected in Other Subsidy Adjustments, were projected to be \$9 million in 2014 and increase to \$17 million annually by 2017; the \$10 million reduction in additional investment lowers these returns by \$1 million annually in 2016 and beyond.

## **SERVICE INVESTMENTS**

- First proposed as part of the 2013 July Financial Plan, the MTA is investing \$18 million per year in service and service quality improvements to complement the \$29.5 million in service investments that were made in 2012. These are now captured within Agency baseline forecasts.

## MTA RE-ESTIMATES

- Energy - In mid-November, the New York Power Authority informed the MTA that the final reconciliation for prior year traction power costs, originally expected to take place in early 2014 in the amount of \$5 million, would be billed prior to the end of 2013. This timing shift, included within below-the-line MTA Re-estimates in the 2013 November Plan, is now captured within Agency baseline forecasts.
- Con Edison - MNR is expecting a \$10 million reimbursement in 2014 from Con Edison for losses incurred as a result of the September 25<sup>th</sup> through October 6<sup>th</sup> New Haven Line service disruption from an electric feeder line failure. This projected reimbursement is now captured within Metro-North's baseline forecast. In accordance with the New Haven Line service agreement, projected Connecticut Department of Transportation ("CDOT") subsidies have been reduced by \$6.5 million in 2014; this adjustment has been captured in the subsidy forecast.
- EEO Training - MTA administered Equal Employment Opportunity (EEO) and Sexual Harassment Prevention Training for employees of all MTA agencies, which the New York State Governor's Office of Employee Relations mandated to be completed by April 30, 2014. The \$12 million projected expense for this mandatory training has been captured within Agency baseline forecasts.

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

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

- 2015 and 2017 Increased Fare and Toll Yields – 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 pace with normal inflationary growth. The Plan continues to project biennial fare/toll increases of 4% (or approximately 2% annually) proposed for implementation on March 1, 2015 and March 1, 2017. These increases are estimated to net annualized fare and toll revenues of approximately \$268 million for the 2015 increase and an additional \$283 million for the 2017 increase.

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

- Unidentified MTA Efficiencies – In the November Plan, the MTA increased projected annual savings to \$1.5 billion by 2017. Included in these savings are unidentified targets of \$21 million in 2015, \$63 million in 2016 and \$56 million in on-going savings beginning with 2017.



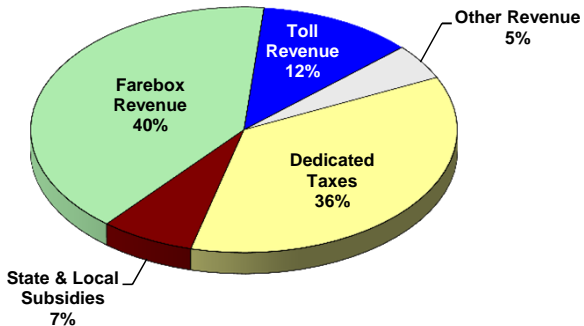
- New MTA Fare Reduction Efficiencies – Cognizant of the impact recent fare and toll increases have had on customers, the MTA in the November Plan reduced the target for the 2015 and 2017 fare and toll yields from 7.5% to 4%. To help offset the \$900 million in fare and toll revenue that will not be realized due to the lower yield increase, the MTA increased its annual recurring savings target by \$50 million beginning in 2014, increasing that target by \$50 million each year for a total annual savings of \$200 million in 2017, for a cumulative increase of \$500 million over the Plan Period.

As a result of the technical adjustments, year-ending cash positions have changed since the November Plan. This Plan is projecting year-end cash balances of \$217 million in 2013, \$64 million in 2014, \$4 million in 2015 and \$9 million in 2016, and a projected cash deficit of \$255 million in 2017.

## **II. MTA Consolidated 2014-2017 Financial Plan**

**MTA 2014 Adopted Budget  
Baseline Expenses After Below-the-Line Adjustments  
Non-Reimbursable**

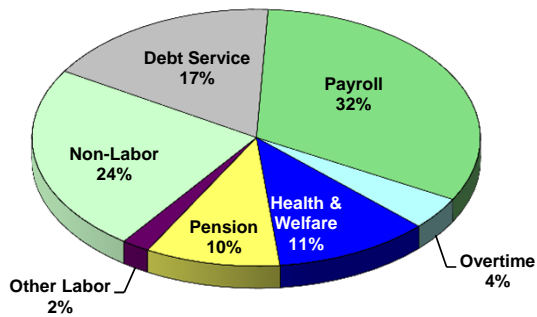
**Where the Dollars Come From ...**



By Revenue Source (\$ in millions)	
Farebox Revenue	\$5,650
Toll Revenue	1,649
Other Revenue	656
Dedicated Taxes	5,039
State & Local Subsidies	993
<b>Total*</b>	<b>\$13,988</b>

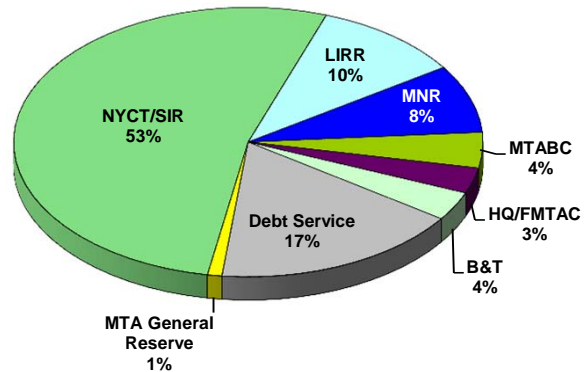
**Where the Dollars Go ...**

**By Expense Category**



By Expense Category includes below-the-line adjustments (\$ in millions)	
Payroll	\$4,368
Overtime	558
Health & Welfare	1,522
Pension	1,320
Other Labor	271
Non-Labor	3,207
Debt Service <sup>1</sup>	2,333
MTA Below-the-Line Adjustments <sup>2</sup>	-50
<b>Total*</b>	<b>\$13,530</b>

**By MTA Agency**



By MTA Agency <sup>3</sup> includes below-the-line adjustments (\$ in millions)	
NYCT/SIR	\$7,142
LIRR	1,390
MNR	1,111
MTABC	580
HQ/FMTAC	419
B&T	470
Debt Service <sup>1</sup>	2,333
MTA General Reserve	135
MTA Below-the-Line Adjustments <sup>2</sup>	-50
<b>Total*</b>	<b>\$13,530</b>

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

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

<sup>2</sup> These below-the-line adjustments impact expense dollars and have not been allocated to specific Agencies as yet.

<sup>3</sup> MTA Capital Construction is not included in the above charts, as its budget contains reimbursable expenses only.

\* Totals may not add due to rounding.

**Note:** The revenues and expenses reflected in these charts are on an accrued basis and exclude cash adjustments and carryover balances. Any comparison of revenues versus expenses will not directly correspond to the cash balances reflected in the Statement of Operations.

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No.	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
7	<b>Non-Reimbursable</b>					
10	<b>Operating Revenue</b>					
11	Farebox Revenue	\$5,079	\$5,484	\$5,650	\$5,723	\$5,830
12	Toll Revenue	1,491	1,629	1,649	1,653	1,666
13	Other Revenue	564	779	656	610	673
14	Capital and Other Reimbursements	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$7,134</b>	<b>\$7,892</b>	<b>\$7,956</b>	<b>\$7,986</b>	<b>\$8,169</b>
17	<b>Operating Expense</b>					
18	<b>Labor Expenses:</b>					
19	Payroll	\$4,194	\$4,281	\$4,368	\$4,476	\$4,712
20	Overtime	574	603	558	550	562
21	Health & Welfare	813	921	1,027	1,100	1,273
22	OPEB Current Payment	413	453	496	537	633
23	Pensions	1,328	1,296	1,320	1,331	1,356
24	Other-Fringe Benefits	650	593	586	613	661
25	Reimbursable Overhead	(309)	(309)	(315)	(305)	(297)
26	<b>Sub-total Labor Expenses</b>	<b>\$7,663</b>	<b>\$7,838</b>	<b>\$8,040</b>	<b>\$8,302</b>	<b>\$8,900</b>
28	<b>Non-Labor Expenses:</b>					
29	Electric Power	\$472	\$514	\$535	\$570	\$643
30	Fuel	252	275	269	268	275
31	Insurance	8	33	52	68	110
32	Claims	136	204	201	210	219
33	Paratransit Service Contracts	361	368	394	412	526
34	Maintenance and Other Operating Contracts	452	546	574	635	643
35	Professional Service Contracts	277	314	333	324	322
36	Materials & Supplies	431	498	520	557	564
37	Other Business Expenses	144	172	148	169	175
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,530</b>	<b>\$2,925</b>	<b>\$3,025</b>	<b>\$3,213</b>	<b>\$3,477</b>
40	<b>Other Expense Adjustments:</b>					
41	Other	\$63	\$46	\$47	\$48	\$52
42	General Reserve	0	0	135	140	150
43	<b>Sub-total Other Expense Adjustments</b>	<b>\$63</b>	<b>\$46</b>	<b>\$182</b>	<b>\$188</b>	<b>\$202</b>
45	<b>Total Operating Expense before Non-Cash Liability Adj.</b>	<b>\$10,256</b>	<b>\$10,809</b>	<b>\$11,247</b>	<b>\$11,703</b>	<b>\$12,579</b>
47	Depreciation	\$2,149	\$2,176	\$2,265	\$2,384	\$2,637
48	OPEB Obligation	1,786	1,819	1,900	1,982	2,156
49	Environmental Remediation	25	5	6	6	6
51	<b>Total Operating Expense after Non-Cash Liability Adj.</b>	<b>\$14,216</b>	<b>\$14,808</b>	<b>\$15,418</b>	<b>\$16,076</b>	<b>\$17,377</b>
53	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,959	\$4,000	\$4,171	\$4,372	\$4,799
55	Debt Service (excludes Service Contract Bonds)	(2,058)	(2,304)	(2,333)	(2,491)	(2,873)
57	<b>Total Operating Expense with Debt Service</b>	<b>\$12,315</b>	<b>\$13,113</b>	<b>\$13,580</b>	<b>\$14,195</b>	<b>\$15,452</b>
59	Dedicated Taxes and State/Local Subsidies	\$5,492	\$5,891	\$6,033	\$6,373	\$6,609
61	<b>Net Deficit After Subsidies and Debt Service</b>	<b>\$311</b>	<b>\$669</b>	<b>\$409</b>	<b>\$165</b>	<b>(\$470)</b>
63	Conversion to Cash Basis: GASB Account	(90)	(80)	(123)	(81)	(123)
64	Conversion to Cash Basis: All Other	(290)	(602)	(487)	(493)	(446)
66	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER</b>	<b>(\$68)</b>	<b>(\$12)</b>	<b>(\$202)</b>	<b>(\$409)</b>	<b>(\$1,039)</b>
67	<b>ADJUSTMENTS</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>348</b>	<b>775</b>
68	<b>PRIOR-YEAR CARRYOVER</b>	<b>297</b>	<b>229</b>	<b>217</b>	<b>64</b>	<b>9</b>
69	<b>NET CASH BALANCE</b>	<b>\$229</b>	<b>\$217</b>	<b>\$64</b>	<b>\$4</b>	<b>(\$255)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**

February Financial Plan 2014-2017

**Plan Adjustments**

(\$ in millions)

Line

No.

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	<u>2012</u>	<u>2013</u>	<u>2014</u>			
	<u>Actual</u>	<u>Final</u>	<u>Adopted</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
		<u>Estimate</u>	<u>Budget</u>			
<b>Cash Balance Before Prior-Year Carry-over</b>	<b>(\$68)</b>	<b>(\$12)</b>	<b>(\$202)</b>	<b>(\$409)</b>	<b>(\$484)</b>	<b>(\$1,039)</b>
<b>Fare/Toll Increases:</b>						
<i>Fare/Toll Increase on 3/1/15 (4%)</i>		-	-	228	277	279
<i>Fare/Toll Increase on 3/1/17 (4%)</i>		-	-	-	-	240
<b>Sub-Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$228</b>	<b>\$277</b>	<b>\$519</b>
<b>MTA Initiatives:</b>						
<i>Unidentified MTA Efficiencies</i>		-	-	21	63	56
<i>New MTA Fare Reduction Initiatives</i>		-	50	100	150	200
<b>Sub-Total</b>		<b>\$0</b>	<b>\$50</b>	<b>\$121</b>	<b>\$213</b>	<b>\$256</b>
<b>TOTAL ADJUSTMENTS</b>		<b>\$0</b>	<b>\$50</b>	<b>\$348</b>	<b>\$489</b>	<b>\$775</b>
<i>Prior-Year Carry-Over</i>	297	229	217	64	4	9
<b>Net Cash Surplus/(Deficit)</b>	<b>\$229</b>	<b>\$217</b>	<b>\$64</b>	<b>\$4</b>	<b>\$9</b>	<b>(\$255)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**MTA Consolidated Accrued Statement of Operations By Agency**  
(\$ in millions)

Line No	Non-Reimbursable	2012	2013	2014	2015	2016	2017
		Actual	Final Estimate	Adopted Budget			
9	<b>Total Operating Revenue</b>						
10	New York City Transit	\$4,055	\$4,548	\$4,577	\$4,611	\$4,691	\$4,742
11	Bridges and Tunnels	1,509	1,652	1,666	1,669	1,678	1,682
12	Long Island Rail Road	645	701	702	699	704	706
13	Metro-North Railroad	639	694	717	728	740	753
14	MTA Bus Company	201	225	228	223	225	226
15	MTA Headquarters	58	62	57	48	50	52
16	Staten Island Railway	8	10	10	8	8	8
17	First Mutual Transportation Assurance Company	20	0	0	0	0	0
18	<b>Total</b>	<b>\$7,134</b>	<b>\$7,892</b>	<b>\$7,956</b>	<b>\$7,986</b>	<b>\$8,096</b>	<b>\$8,169</b>
20	<b>Total Operating Expenses before Non-Cash Liability Adjs. <sup>1</sup></b>						
21	New York City Transit	\$6,747	\$6,954	\$7,117	\$7,359	\$7,644	\$7,949
22	Bridges and Tunnels	378	432	470	489	505	522
23	Long Island Rail Road	1,223	1,316	1,394	1,427	1,511	1,614
24	Metro-North Railroad	981	1,086	1,115	1,156	1,177	1,211
25	MTA Bus Company	542	572	580	647	665	661
26	MTA Headquarters	300	351	369	367	374	388
27	Staten Island Railway	40	46	42	50	52	55
28	First Mutual Transportation Assurance Company	(16)	5	3	(4)	(13)	(22)
29	Other	63	46	157	213	196	202
30	<b>Total</b>	<b>\$10,256</b>	<b>\$10,809</b>	<b>\$11,247</b>	<b>\$11,703</b>	<b>\$12,111</b>	<b>\$12,579</b>
32	<b>Depreciation</b>						
33	New York City Transit	\$1,416	\$1,433	\$1,544	\$1,638	\$1,688	\$1,863
34	Bridges and Tunnels	88	94	104	112	120	128
35	Long Island Rail Road	317	323	312	321	324	327
36	Metro-North Railroad	223	225	227	225	227	229
37	MTA Bus Company	46	42	42	42	42	43
38	MTA Headquarters	50	50	27	38	43	38
39	Staten Island Railway	9	9	8	8	8	8
40	First Mutual Transportation Assurance Company	0	0	0	0	0	0
41	<b>Total</b>	<b>\$2,149</b>	<b>\$2,176</b>	<b>\$2,265</b>	<b>\$2,384</b>	<b>\$2,453</b>	<b>\$2,637</b>
43	<b>Other Post Employment Benefits</b>						
44	New York City Transit	\$1,391	\$1,447	\$1,504	\$1,565	\$1,627	\$1,692
45	Bridges and Tunnels	73	77	80	85	89	93
46	Long Island Rail Road	80	82	85	87	90	90
47	Metro-North Railroad	56	62	65	68	71	75
48	MTA Bus Company	100	56	57	58	58	59
49	MTA Headquarters	84	93	106	119	131	144
50	Staten Island Railway	2	2	2	2	2	2
51	<b>Total</b>	<b>\$1,786</b>	<b>\$1,819</b>	<b>\$1,900</b>	<b>\$1,982</b>	<b>\$2,069</b>	<b>\$2,156</b>
53	<b>Environmental Remediation</b>						
54	New York City Transit	\$16	\$0	\$0	\$0	\$0	\$0
55	Bridges and Tunnels	0	0	0	0	0	0
56	Long Island Rail Road	6	2	2	2	2	2
57	Metro-North Railroad	0	3	4	4	4	4
58	MTA Bus Company	2	0	0	0	0	0
59	Staten Island Railway	(0)	0	0	0	0	0
60	<b>Total</b>	<b>\$25</b>	<b>\$5</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>
62	<b>Net Operating Income/(Deficit) <sup>1</sup></b>						
63	New York City Transit	(\$5,515)	(\$5,286)	(\$5,589)	(\$5,950)	(\$6,269)	(\$6,763)
64	Bridges and Tunnels	970	1,049	1,010	984	965	939
65	Long Island Rail Road	(982)	(1,023)	(1,091)	(1,138)	(1,223)	(1,326)
66	Metro-North Railroad	(621)	(682)	(694)	(725)	(739)	(767)
67	MTA Bus Company	(489)	(446)	(451)	(524)	(540)	(538)
68	MTA Headquarters	(375)	(431)	(445)	(475)	(498)	(518)
69	Staten Island Railway	(43)	(48)	(43)	(52)	(54)	(57)
70	First Mutual Transportation Assurance Company	36	(5)	(3)	4	13	22
71	Other	(63)	(46)	(157)	(213)	(196)	(202)
	<b>Total</b>	<b>(\$7,082)</b>	<b>(\$6,917)</b>	<b>(\$7,462)</b>	<b>(\$8,089)</b>	<b>(\$8,542)</b>	<b>(\$9,208)</b>

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**MTA Consolidated Cash Receipts and Expenditures**  
(\$ in millions)

Line  
No

7	<b>Cash Receipts and Expenditures</b>						
8		2013	2014				
9	2012	Final	Adopted	2015	2016	2017	
10	Actual	Estimate	Budget				
11	<b>Receipts</b>						
11	Farebox Revenue	\$5,077	\$5,530	\$5,690	\$5,765	\$5,838	\$5,873
12	Other Operating Revenue	536	859	672	641	730	691
13	Capital and Other Reimbursements	1,434	1,438	1,609	1,515	1,493	1,484
14	<b>Total Receipts</b>	<b>\$7,047</b>	<b>\$7,827</b>	<b>\$7,971</b>	<b>\$7,920</b>	<b>\$8,061</b>	<b>\$8,048</b>
15	<b>Expenditures</b>						
16	<b>Labor:</b>						
18	Payroll	\$4,499	\$4,605	\$4,986	\$4,853	\$4,938	\$5,061
19	Overtime	646	709	673	629	630	641
20	Health and Welfare	872	973	1,061	1,135	1,217	1,308
21	OPEB Current Payment	399	437	479	521	567	615
22	Pensions	1,480	1,152	1,339	1,357	1,373	1,375
23	Other Fringe Benefits	608	680	707	718	734	755
24	Contribution to GASB Fund	90	80	98	106	114	123
25	Reimbursable Overhead	0	0	0	0	0	0
26	<b>Total Labor Expenditures</b>	<b>\$8,594</b>	<b>\$8,636</b>	<b>\$9,343</b>	<b>\$9,318</b>	<b>\$9,575</b>	<b>\$9,877</b>
27	<b>Non-Labor:</b>						
29	Electric Power	\$466	\$542	\$530	\$565	\$599	\$637
30	Fuel	252	274	262	262	262	269
31	Insurance	33	42	47	65	78	98
32	Claims	173	193	182	188	189	193
33	Paratransit Service Contracts	354	366	392	410	455	524
34	Maintenance and Other Operating Contracts	458	541	509	565	586	587
35	Professional Service Contracts	254	335	355	348	341	347
36	Materials & Supplies	537	604	675	672	666	675
37	Other Business Expenditures	150	157	228	170	172	176
38	<b>Total Non-Labor Expenditures</b>	<b>\$2,677</b>	<b>\$3,054</b>	<b>\$3,181</b>	<b>\$3,243</b>	<b>\$3,349</b>	<b>\$3,504</b>
39	<b>Other Expenditure Adjustments:</b>						
41	Other	\$92	\$73	\$131	\$93	\$110	\$111
42	General Reserve	0	0	135	140	145	150
43	<b>Total Other Expenditure Adjustments</b>	<b>\$92</b>	<b>\$73</b>	<b>\$266</b>	<b>\$233</b>	<b>\$255</b>	<b>\$261</b>
44	<b>Total Expenditures</b>						
45		<b>\$11,364</b>	<b>\$11,763</b>	<b>\$12,790</b>	<b>\$12,794</b>	<b>\$13,178</b>	<b>\$13,642</b>
46	<b>Net Cash Deficit Before Subsidies and Debt Service</b>						
47		<b>(\$4,317)</b>	<b>(\$3,936)</b>	<b>(\$4,819)</b>	<b>(\$4,874)</b>	<b>(5,117)</b>	<b>(5,594)</b>
48	<b>Dedicated Taxes and State/Local Subsidies</b>						
49		\$5,691	\$5,599	\$6,333	\$6,300	\$6,605	\$6,717
50	<b>Debt Service (excludes Service Contract Bonds)</b>	<b>(1,442)</b>	<b>(1,675)</b>	<b>(1,716)</b>	<b>(1,835)</b>	<b>(1,972)</b>	<b>(2,162)</b>
51	<b>Net Cash Balance from Previous Year</b>						
52		297	229	217	14	0	0
53	<b>Baseline Net Cash Surplus/(Deficit)</b>						
54		<b>\$229</b>	<b>\$217</b>	<b>\$14</b>	<b>(\$394)</b>	<b>(\$484)</b>	<b>(\$1,039)</b>
55	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>						
56		<b>(\$68)</b>	<b>(\$12)</b>	<b>(\$202)</b>	<b>(\$409)</b>	<b>(\$484)</b>	<b>(\$1,039)</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>50</b>	<b>348</b>	<b>489</b>	<b>775</b>
59	<b>PRIOR-YEAR CARRY-OVER</b>	<b>297</b>	<b>229</b>	<b>217</b>	<b>64</b>	<b>4</b>	<b>9</b>
60	<b>NET CASH BALANCE</b>	<b>\$229</b>	<b>\$217</b>	<b>\$64</b>	<b>\$4</b>	<b>\$9</b>	<b>(\$255)</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**MTA Consolidated Cash Statement of Operations By Agency**  
(\$ in millions)

Line Number	2012	2013 Final	2014 Adopted	2015	2016	2017
	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>			
7						
8						
9	<b><u>Total Receipts</u></b>					
10	\$4,890	\$5,435	\$5,516	\$5,450	\$5,499	\$5,531
11	852	975	958	945	945	946
12	924	882	947	970	989	1011
13	202	241	241	237	239	240
14	124	248	257	268	341	273
15	8	12	16	14	12	10
16	26	34	35	36	36	37
17	20	0	0	0	0	0
18	<b>Total</b>	<b>\$7,047</b>	<b>\$7,827</b>	<b>\$7,920</b>	<b>\$8,061</b>	<b>\$8,048</b>
19						
20	<b><u>Total Expenditures</u></b>					
21	\$7,605	\$7,683	\$8,303	\$8,256	\$8,515	\$8,819
22	1,442	\$1,611	1,692	1,702	1,786	1,889
23	1,233	\$1,288	1,408	1,431	1,455	1,501
24	563	\$634	577	654	672	669
25	408	\$433	583	466	477	481
26	43	\$49	49	56	56	57
27	26	\$34	35	36	36	37
28	20	\$0	0	0	0	0
29	23	31	142	193	182	189
30	<b>Total</b>	<b>\$11,364</b>	<b>\$11,763</b>	<b>\$12,794</b>	<b>\$13,178</b>	<b>\$13,642</b>
31						
32	<b><u>Net Operating Surplus/(Deficit)</u></b>					
33	(2,714)	(2,248)	(2,788)	(2,806)	(3,016)	(3,288)
34	(590)	(636)	(734)	(756)	(840)	(944)
35	(309)	(405)	(460)	(461)	(466)	(491)
36	(361)	(393)	(336)	(418)	(433)	(429)
37	(285)	(185)	(327)	(198)	(137)	(207)
38	(35)	(37)	(33)	(42)	(44)	(47)
39	0	0	0	0	0	0
40	0	0	0	0	(0)	(0)
41	(23)	(31)	(142)	(193)	(182)	(189)
42	<b>Total</b>	<b>(\$4,317)</b>	<b>(\$3,936)</b>	<b>(\$4,874)</b>	<b>(\$5,117)</b>	<b>(\$5,594)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**MTA Consolidated February Financial Plan Compared with December Financial Plan**  
**Cash Reconciliation**  
(\$ in millions)

	Favorable/(Unfavorable)				
	2013	2014	2015	2016	2017
<b>DECEMBER FINANCIAL PLAN 2014-2017</b>					
<b>NET CASH SURPLUS/(DEFICIT)</b>	<b>\$212</b>	<b>\$106</b>	<b>\$44</b>	<b>\$61</b>	<b>(\$191)</b>
<i>Technical Adjustments</i>	<i>\$0</i>	<i>(\$41)</i>	<i>(\$12)</i>	<i>(\$11)</i>	<i>(\$12)</i>
<i>SSSA/TSO Arbitration Ruling</i>	<i>0</i>	<i>(38)</i>	<i>(6)</i>	<i>(5)</i>	<i>(5)</i>
<i>Fulton Street Transit Center</i>	<i>0</i>	<i>(3)</i>	<i>(6)</i>	<i>(6)</i>	<i>(6)</i>
<i>Other Technical Adjustments</i>	<i>\$4</i>	<i>(\$5)</i>	<i>\$13</i>	<i>(\$0)</i>	<i>(\$0)</i>
<i>Debt Service Cash Management Actions</i>	<i>4</i>	<i>(5)</i>	<i>3</i>	<i>0</i>	<i>1</i>
<i>Reduction in Additional Investment to Reduce Pension Liability</i>	<i>0</i>	<i>0</i>	<i>10</i>	<i>(1)</i>	<i>(1)</i>
<b>Prior-Year Carry-Over (Adjusted)</b>	<b>0</b>	<b>4</b>	<b>(41)</b>	<b>(41)</b>	<b>(52)</b>
<b>FEBRUARY FINANCIAL PLAN 2014-2017</b>					
<b>NET CASH SURPLUS/(DEFICIT)</b>	<b>\$217</b>	<b>\$64</b>	<b>\$4</b>	<b>\$9</b>	<b>(\$255)</b>

\* Totals may not add due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**Baseline Farebox Recovery and Farebox Operating Ratios**

<b><u>FAREBOX RECOVERY RATIOS</u></b>					
	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
	<b>Final Estimate</b>	<b>Adopted Budget</b>	<b>Plan</b>	<b>Plan</b>	<b>Plan</b>
New York City Transit	38.3%	38.0%	37.0%	36.0%	34.4%
Staten Island Railway	10.9%	12.2%	11.0%	10.6%	10.2%
Long Island Rail Road	31.9%	31.5%	30.9%	29.5%	28.0%
Metro-North Railroad	41.1%	42.5%	42.0%	41.7%	41.0%
Bus Company	<u>30.8%</u>	<u>30.9%</u>	<u>28.3%</u>	<u>27.9%</u>	<u>28.0%</u>
<b>MTA Total Agency Average</b>	<b>37.3%</b>	<b>37.2%</b>	<b>36.2%</b>	<b>35.2%</b>	<b>33.8%</b>

<b><u>FAREBOX OPERATING RATIOS</u></b>					
	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
	<b>Final Estimate</b>	<b>Adopted Budget</b>	<b>Plan</b>	<b>Plan</b>	<b>Plan</b>
New York City Transit	59.1%	59.3%	58.1%	56.6%	54.7%
Staten Island Railway	15.6%	17.7%	15.3%	14.7%	14.0%
Long Island Rail Road	47.4%	45.5%	45.5%	43.3%	40.7%
Metro-North Railroad	58.6%	59.8%	59.6%	60.2%	59.5%
Bus Company	<u>36.9%</u>	<u>37.1%</u>	<u>33.5%</u>	<u>32.9%</u>	<u>33.1%</u>
<b>MTA Total Agency Average</b>	<b>56.0%</b>	<b>56.0%</b>	<b>54.8%</b>	<b>53.5%</b>	<b>51.8%</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

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

	2013 Final <u>Estimate</u>	2014 Adopted <u>Budget</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
<b><u>Fare Revenue</u></b>					
Long Island Rail Road	\$631.193	\$644.345	\$648.993	\$652.946	\$655.779
Metro-North Railroad <sup>1</sup>	\$621.318	\$660.112	\$673.953	\$685.453	\$696.281
MTA Bus Company <sup>2</sup>	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
New York City Transit <sup>3</sup>	\$3,958.886	\$4,074.714	\$4,125.904	\$4,179.766	\$4,197.900
Staten Island Railway <sup>2</sup>	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911
<b><u>Total Farebox Revenue</u></b>	<b>\$5,414.963</b>	<b>\$5,586.383</b>	<b>\$5,657.545</b>	<b>\$5,728.600</b>	<b>\$5,760.703</b>
<b><u>Toll Revenue</u></b>					
Bridges & Tunnels <sup>4</sup>	\$1,628.823	\$1,649.488	\$1,652.899	\$1,661.859	\$1,665.930
<b>TOTAL FARE &amp; TOLL REVENUE</b>	<b><u>\$7,043.786</u></b>	<b><u>\$7,235.871</u></b>	<b><u>\$7,753.188</u></b>	<b><u>\$7,928.684</u></b>	<b><u>\$8,448.820</u></b>

<sup>1</sup> MNR baseline utilization reflects East-of-Hudson service only; impacts from fare yield changes also include West-of-Hudson utilization.

<sup>2</sup> MTA Bus and SIR revenues from fare yield changes will be used to reduce NYC subsidies to MTA Bus and SIR.

<sup>3</sup> Excludes Paratransit Operations.

<sup>4</sup> B&T utilization changes reflect a 10% delay in the distribution of surplus toll revenues per MTA Board resolution. This has no impact on traffic.

## MTA Consolidated Utilization

### MTA Agency Ridership and Traffic, in millions

	2013 Final <u>Estimate</u>	2014 Adopted <u>Budget</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
<b><u>Ridership</u></b>					
Long Island Rail Road	83.181	83.884	84.502	85.030	85.223
Metro-North Railroad <sup>1</sup>	82.412	84.249	85.636	86.763	87.815
MTA Bus Company <sup>2</sup>	124.373	124.674	125.315	126.125	126.180
New York City Transit <sup>3</sup>	2,384.848	2,423.786	2,452.679	2,483.172	2,492.887
Staten Island Railway <sup>2</sup>	4.238	4.320	4.370	4.415	4.436
<b><u>Total Ridership</u></b>	<b>2,679.052</b>	<b>2,720.912</b>	<b>2,752.502</b>	<b>2,785.505</b>	<b>2,796.541</b>
<b><u>Traffic</u></b>					
Bridges & Tunnels <sup>4</sup>	281.462	281.570	282.861	284.766	285.834

<sup>1</sup> MNR baseline utilization reflects East-of-Hudson service only; impacts from fare yield changes also include West-of-Hudson utilization.

<sup>2</sup> MTA Bus and SIR revenues from Fare Yield will be used to reduce NYC subsidies to MTA Bus and SIR.

<sup>3</sup> Excludes Paratransit Operations.

<sup>4</sup> B&T utilization changes reflect a 10% delay in the distribution of surplus toll revenues per MTA Board resolution. This has no impact on traffic.

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**Consolidated Subsidies**  
**Accrual Basis**  
(\$ in millions)

<b>Subsidies</b>	<b>2012 Actual</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Dedicated Taxes</b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,354.2	\$1,518.2	\$1,558.4	\$1,625.5	\$1,692.6	\$1,765.9
Petroleum Business Tax (PBT) Receipts	600.2	594.5	609.9	614.4	617.6	619.0
Mortgage Recording Tax (MRT)	271.0	369.6	403.7	439.6	459.0	470.5
MRT Transfer to Suburban Counties	(2.4)	(3.6)	(4.8)	(5.5)	(5.4)	(5.2)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	4.3	4.5	4.7	4.9	5.1	5.3
Urban Tax	439.1	528.2	533.5	589.2	643.9	686.6
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>
	<b>\$2,657.4</b>	<b>\$3,002.3</b>	<b>\$3,096.3</b>	<b>\$3,259.1</b>	<b>\$3,404.0</b>	<b>\$3,533.4</b>
<b>PMT and MTA Aid</b>						
Payroll Mobility Tax	\$1,265.3	\$1,214.2	\$1,315.1	\$1,384.7	\$1,452.4	\$1,522.1
Payroll Mobility Tax Replacement Funds	254.9	307.2	307.2	307.2	307.2	307.2
MTA Aid	<u>305.6</u>	<u>308.2</u>	<u>320.4</u>	<u>330.1</u>	<u>334.9</u>	<u>334.9</u>
	<b>\$1,825.8</b>	<b>\$1,829.6</b>	<b>\$1,942.7</b>	<b>\$2,022.0</b>	<b>\$2,094.6</b>	<b>\$2,164.2</b>
<b>State and Local Subsidies</b>						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy	0.0	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy	80.7	96.7	90.6	96.0	94.5	98.3
Station Maintenance	<u>160.3</u>	<u>160.3</u>	<u>162.7</u>	<u>165.4</u>	<u>168.0</u>	<u>170.6</u>
	<b>\$616.9</b>	<b>\$632.8</b>	<b>\$629.2</b>	<b>\$637.2</b>	<b>\$638.3</b>	<b>\$644.8</b>
<b>Subtotal Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,100.2</b>	<b>\$5,464.8</b>	<b>\$5,668.3</b>	<b>\$5,918.3</b>	<b>\$6,136.9</b>	<b>\$6,342.3</b>
City Subsidy for MTA Bus	361.0	393.4	336.4	417.8	432.8	428.8
City Subsidy for SIRTOA	<u>30.7</u>	<u>32.3</u>	<u>27.9</u>	<u>36.7</u>	<u>39.0</u>	<u>41.6</u>
	<b>\$391.7</b>	<b>\$425.8</b>	<b>\$364.3</b>	<b>\$454.4</b>	<b>\$471.8</b>	<b>\$470.4</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,491.9</b>	<b>\$5,890.6</b>	<b>\$6,032.6</b>	<b>\$6,372.8</b>	<b>\$6,608.7</b>	<b>\$6,812.7</b>
<b>Inter-agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	\$497.6	\$573.7	\$552.2	\$497.7	\$464.0	\$418.0
MTA Subsidy to Subsidiaries	<u>(21.1)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$476.6</b>	<b>\$573.7</b>	<b>\$552.2</b>	<b>\$497.7</b>	<b>\$464.0</b>	<b>\$418.0</b>
<b>GROSS SUBSIDIES</b>	<b>\$5,968.5</b>	<b>\$6,464.3</b>	<b>\$6,584.7</b>	<b>\$6,870.5</b>	<b>\$7,072.7</b>	<b>\$7,230.7</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**Consolidated Subsidiaries**  
**Cash Basis**  
(\$ in millions)

	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Subsidiaries</b>						
<b>Dedicated Taxes</b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,354.2	\$1,518.2	\$1,558.4	\$1,625.5	\$1,692.6	\$1,765.9
Petroleum Business Tax (PBT) Receipts	599.5	593.1	609.5	614.1	617.5	619.0
Mortgage Recording Tax (MRT)	279.8	364.7	400.6	437.9	458.0	470.1
MRT Transfer to Suburban Counties	(1.8)	(2.4)	(3.6)	(4.8)	(5.5)	(5.4)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
Interest	4.3	4.5	4.7	4.9	5.1	5.3
Urban Tax	407.5	547.5	528.8	584.5	640.2	684.6
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>
	<b>\$2,609.6</b>	<b>\$2,991.6</b>	<b>\$3,064.5</b>	<b>\$3,228.3</b>	<b>\$3,374.1</b>	<b>\$3,505.8</b>
<b>PMT and MTA Aid</b>						
Payroll Mobility Tax	\$1,265.3	\$1,214.2	\$1,315.1	\$1,384.7	\$1,452.4	\$1,522.1
Payroll Mobility Tax Replacement Funds	254.9	307.2	307.2	307.2	307.2	307.2
MTA Aid	<u>305.6</u>	<u>308.2</u>	<u>320.4</u>	<u>330.1</u>	<u>334.9</u>	<u>334.9</u>
	<b>\$1,825.8</b>	<b>\$1,829.6</b>	<b>\$1,942.7</b>	<b>\$2,022.0</b>	<b>\$2,094.6</b>	<b>\$2,164.2</b>
<b>State and Local Subsidies</b>						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	187.5	187.9	187.9	187.9	187.9	187.9
Nassau County Subsidy	0.0	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy	80.7	96.7	90.6	96.0	94.5	98.3
Station Maintenance	<u>157.3</u>	<u>158.5</u>	<u>160.9</u>	<u>163.3</u>	<u>166.1</u>	<u>168.7</u>
	<b>\$613.4</b>	<b>\$631.0</b>	<b>\$627.4</b>	<b>\$635.1</b>	<b>\$636.4</b>	<b>\$642.8</b>
<b>Other Subsidy Adjustments</b>						
Resource to Reduce Pension Liability	\$0.0	(\$210.0)	(\$20.9)	(\$8.8)	(\$17.4)	(\$15.3)
Interagency Loan	75.0	(120.2)	0.0	0.0	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	(11.8)	(11.5)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	3.0	0.1	1.7	(0.2)	0.0	0.0
MNR Repayment for 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
NYS Reimbursement Transferred to B&T	0.0	(3.9)	0.0	0.0	0.0	0.0
Repayment of Loan to Capital Financing Fund	(100.0)	(200.0)	(100.0)	(100.0)	0.0	0.0
Committed to Capital	<u>(131.8)</u>	<u>(283.8)</u>	<u>(144.8)</u>	<u>(408.1)</u>	<u>(370.0)</u>	<u>(443.0)</u>
	<b>(\$168.0)</b>	<b>(\$831.7)</b>	<b>(\$277.9)</b>	<b>(\$531.0)</b>	<b>(\$401.3)</b>	<b>(\$472.2)</b>
<b>Subtotal Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$4,880.8</b>	<b>\$4,620.5</b>	<b>\$5,356.6</b>	<b>\$5,354.4</b>	<b>\$5,703.7</b>	<b>\$5,840.6</b>
City Subsidy for MTA Bus	\$290.0	\$371.5	\$389.7	\$414.7	\$397.2	\$414.5
City Subsidy for SIRTOA	<u>21.1</u>	<u>30.7</u>	<u>32.3</u>	<u>27.9</u>	<u>36.7</u>	<u>39.0</u>
	<b>\$311.0</b>	<b>\$402.2</b>	<b>\$422.0</b>	<b>\$442.6</b>	<b>\$433.8</b>	<b>\$453.5</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,191.8</b>	<b>\$5,022.7</b>	<b>\$5,778.6</b>	<b>\$5,796.9</b>	<b>\$6,137.6</b>	<b>\$6,294.1</b>
<b>Inter-agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	\$509.3	\$576.1	\$554.3	\$503.2	\$467.3	\$422.6
MTA Subsidy to Subsidiaries	<u>(10.1)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$499.2</b>	<b>\$576.1</b>	<b>\$554.3</b>	<b>\$503.2</b>	<b>\$467.3</b>	<b>\$422.6</b>
<b>GROSS SUBSIDIES</b>	<b>\$5,691.0</b>	<b>\$5,598.7</b>	<b>\$6,333.0</b>	<b>\$6,300.1</b>	<b>\$6,604.9</b>	<b>\$6,716.7</b>

## MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION

### February Financial Plan 2014-2017

Cash Basis

(\$ in millions)

	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Subsidies</b>						
<b>Dedicated Taxes</b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$892.4	\$999.4	\$1,030.1	\$1,075.9	\$1,121.7	\$1,171.8
Petroleum Business Tax (PBT) Receipts	509.6	504.1	518.1	522.0	524.8	526.1
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Urban Tax	<u>407.5</u>	<u>547.5</u>	<u>528.8</u>	<u>584.5</u>	<u>640.2</u>	<u>684.6</u>
	<b>\$1,809.5</b>	<b>\$2,051.0</b>	<b>\$2,077.0</b>	<b>\$2,182.4</b>	<b>\$2,286.7</b>	<b>\$2,382.5</b>
<b>New State Taxes and Fees</b>						
Payroll Mobility Tax	\$944.9	\$904.6	\$985.0	\$1,053.7	\$1,087.9	\$1,217.7
Payroll Mobility Tax Replacement Funds	190.4	228.9	230.1	233.8	230.1	245.8
MTA Aid	<u>237.4</u>	<u>229.6</u>	<u>240.0</u>	<u>251.2</u>	<u>250.9</u>	<u>267.9</u>
	<b>\$1,372.7</b>	<b>\$1,363.1</b>	<b>\$1,455.1</b>	<b>\$1,538.7</b>	<b>\$1,568.8</b>	<b>\$1,731.4</b>
<b>State and Local Subsidies</b>						
State Operating Assistance	\$158.1	\$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>	<u>158.1</u>
	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>
<b>Other Subsidy Adjustments</b>						
Inter-agency Loan	\$52.0	(\$89.5)	\$0.0	\$0.0	\$0.0	\$0.0
NYCT Charge Back of MTA Bus Debt Service	(11.8)	(11.5)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	2.1	0.1	1.2	(0.1)	0.0	0.0
Repayment of Loan to Capital Financing Fund	0.0	0.0	(78.0)	(100.0)	0.0	0.0
Committed to Capital	<u>(65.8)</u>	<u>(270.8)</u>	<u>(176.2)</u>	<u>(396.0)</u>	<u>(379.0)</u>	<u>(439.5)</u>
	<b>(\$23.5)</b>	<b>(\$371.7)</b>	<b>(\$264.5)</b>	<b>(\$507.6)</b>	<b>(\$390.5)</b>	<b>(\$451.0)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,475.0</b>	<b>\$3,358.6</b>	<b>\$3,583.9</b>	<b>\$3,529.8</b>	<b>\$3,781.3</b>	<b>\$3,979.1</b>
<b>Inter-agency Subsidy Transactions</b>						
Bridges and Tunnels Operating Surplus Transfer	<u>\$193.6</u>	<u>\$222.4</u>	<u>\$222.8</u>	<u>\$195.5</u>	<u>\$177.1</u>	<u>\$154.2</u>
	<b>\$193.6</b>	<b>\$222.4</b>	<b>\$222.8</b>	<b>\$195.5</b>	<b>\$177.1</b>	<b>\$154.2</b>
<b>GROSS SUBSIDIES</b>	<b>\$3,668.6</b>	<b>\$3,580.9</b>	<b>\$3,806.7</b>	<b>\$3,725.2</b>	<b>\$3,958.4</b>	<b>\$4,133.3</b>

**MTA COMMUTER RAILROAD SUBSIDY ALLOCATION**  
**February Financial Plan 2014-2017**

Cash Basis  
(\$ in millions)

	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Subsidies</b>						
<b>Dedicated Taxes</b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$458.6	\$511.4	\$524.7	\$545.8	\$566.9	\$590.0
Petroleum Business Tax (PBT) Receipts	89.9	89.0	91.4	92.1	92.6	92.8
Mortgage Recording Tax (MRT)	0.0	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>	<u>1.2</u>
	<b>\$549.5</b>	<b>\$601.3</b>	<b>\$617.1</b>	<b>\$639.0</b>	<b>\$660.7</b>	<b>\$684.1</b>
<b>New State Taxes and Fees</b>						
Payroll Mobility Tax	\$320.4	\$309.6	\$330.1	\$330.9	\$364.6	\$304.4
Payroll Mobility Tax Replacement Funds	64.6	78.3	77.1	73.4	77.1	61.4
MTA Aid	<u>68.2</u>	<u>78.6</u>	<u>80.4</u>	<u>78.9</u>	<u>84.1</u>	<u>67.0</u>
	<b>\$453.1</b>	<b>\$466.6</b>	<b>\$487.6</b>	<b>\$483.3</b>	<b>\$525.7</b>	<b>\$432.8</b>
<b>State and Local Subsidies</b>						
State Operating Assistance	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance	28.8	29.3	29.3	29.3	29.3	29.3
CDOT Subsidy	80.7	96.7	90.6	96.0	94.5	98.3
Station Maintenance	<u>157.3</u>	<u>158.5</u>	<u>160.9</u>	<u>163.3</u>	<u>166.1</u>	<u>168.7</u>
	<b>\$296.0</b>	<b>\$313.7</b>	<b>\$310.0</b>	<b>\$317.8</b>	<b>\$319.1</b>	<b>\$325.5</b>
<b>Other Subsidy Adjustments</b>						
Inter-agency Loan	\$23.0	(\$30.7)	\$0.0	\$0.0	\$0.0	\$0.0
Forward Energy Contracts Program - Gain/(Loss)	0.9	0.0	0.5	(0.0)	0.0	0.0
MNR Repayment for 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	(100.0)	(200.0)	(22.0)	0.0	0.0	0.0
Committed to Capital	<u>(66.0)</u>	<u>(13.0)</u>	<u>31.4</u>	<u>(12.1)</u>	<u>9.0</u>	<u>(3.5)</u>
	<b>(\$144.5)</b>	<b>(\$456.1)</b>	<b>(\$13.5)</b>	<b>(\$23.4)</b>	<b>(\$10.8)</b>	<b>(\$21.2)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,154.2</b>	<b>\$925.5</b>	<b>\$1,401.3</b>	<b>\$1,416.7</b>	<b>\$1,494.7</b>	<b>\$1,421.1</b>
<b>Inter-agency Subsidy Transactions</b>						
Bridges and Tunnels Operating Surplus Transfer	<u>\$315.7</u>	<u>\$353.7</u>	<u>\$331.5</u>	<u>\$307.7</u>	<u>\$290.2</u>	<u>\$268.4</u>
	<b>\$315.7</b>	<b>\$353.7</b>	<b>\$331.5</b>	<b>\$307.7</b>	<b>\$290.2</b>	<b>\$268.4</b>
<b>GROSS SUBSIDIES</b>	<b>\$1,469.9</b>	<b>\$1,279.2</b>	<b>\$1,732.9</b>	<b>\$1,724.4</b>	<b>\$1,784.9</b>	<b>\$1,689.6</b>

## MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION

### February Financial Plan 2014-2017

Cash Basis

(\$ in millions)

<u>Subsidies</u>	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b><i>Dedicated Taxes</i></b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$3.1	\$3.5	\$3.6	\$3.8	\$3.9	\$4.1
Mortgage Recording Tax (MRT)	<u>0.0</u>	<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>\$3.5</b>	<b>\$3.6</b>	<b>\$3.8</b>	<b>\$3.9</b>	<b>\$4.1</b>
<b><i>State and Local Subsidies</i></b>						
State Operating Assistance	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6
Local Operating Assistance	0.6	0.6	0.6	0.6	0.6	0.6
SIRTOA Recovery	<u>21.1</u>	<u>30.7</u>	<u>32.3</u>	<u>27.9</u>	<u>36.7</u>	<u>39.0</u>
	<b>\$22.2</b>	<b>\$31.8</b>	<b>\$33.5</b>	<b>\$29.0</b>	<b>\$37.8</b>	<b>\$40.1</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$25.3</b>	<b>\$35.3</b>	<b>\$37.1</b>	<b>\$32.8</b>	<b>\$41.7</b>	<b>\$44.2</b>
<b><i>Inter-agency Subsidy Transactions</i></b>						
MTA Subsidy to Subsidiaries	(\$21.1)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>GROSS SUBSIDIES</b>	<b>\$4.2</b>	<b>\$35.3</b>	<b>\$37.1</b>	<b>\$32.8</b>	<b>\$41.7</b>	<b>\$44.2</b>

## MTA HEADQUARTERS SUBSIDY ALLOCATION

### February Financial Plan 2014-2017

Cash Basis

(\$ in millions)

	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Subsidies</b>						
<b>Dedicated Taxes</b>						
<u>Mortgage Recording Tax-1</u>						
Net Receipts After Agency Transfers	\$187.4	\$252.8	\$275.7	\$301.9	\$318.1	\$328.3
<u>Adjustments to MRT-1</u>						
Diversion of MRT to Suburban Counties	0.0	0.0	0.0	0.0	0.0	0.0
Carryover/Opening Balances/Interest	0.0	0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	<u>111.0</u>	<u>95.7</u>	<u>70.2</u>	<u>59.3</u>	<u>53.3</u>	<u>49.9</u>
Adjustments to MRT-1	<b>\$111.0</b>	<b>\$95.7</b>	<b>\$70.2</b>	<b>\$59.3</b>	<b>\$53.3</b>	<b>\$49.9</b>
<b>Net Available MRT-1 Funds for MTA HQ</b>	<b>\$298.4</b>	<b>\$348.5</b>	<b>\$345.9</b>	<b>\$361.2</b>	<b>\$371.3</b>	<b>\$378.3</b>
<b>Net Funding of MTA Headquarters</b>	<b>\$298.4</b>	<b>\$348.5</b>	<b>\$345.9</b>	<b>\$361.2</b>	<b>\$371.3</b>	<b>\$378.3</b>
<u>Mortgage Recording Tax - 2</u>						
Net Receipts	\$92.5	\$111.8	\$124.9	\$136.0	\$139.9	\$141.7
<u>Adjustments to MRT-2</u>						
Funding of General Reserve	\$0.0	\$0.0	(\$135.0)	(\$140.0)	(\$145.0)	(\$150.0)
Diversion of MRT to Suburban Counties	(1.8)	(2.4)	(3.6)	(4.8)	(5.5)	(5.4)
Investment Income	4.3	4.5	4.7	4.9	5.1	5.3
Agency Security Costs from MRT	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
Transfer to MRT-1	<u>(111.0)</u>	<u>(95.7)</u>	<u>(70.2)</u>	<u>(59.3)</u>	<u>(53.3)</u>	<u>(49.9)</u>
<b>Unallocated MRT-2 Receipts</b>	<b>(\$51.0)</b>	<b>(\$16.7)</b>	<b>(\$114.2)</b>	<b>(\$98.2)</b>	<b>(\$93.6)</b>	<b>(\$93.2)</b>

**MTA BUS COMPANY SUBSIDY ALLOCATION**  
**February Financial Plan 2014-2017**  
**Cash Basis**  
(\$ in millions)

	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b><u>Subsidies</u></b>						
City Subsidy to MTA Bus Company	\$290.0	\$371.5	\$389.7	\$414.7	\$397.2	\$414.5

**MMTOA STATE DEDICATED TAXES**  
**February Financial Plan 2014-2017**  
(\$ in millions)

	ACTUAL	FORECAST				
	2012	2013	2014	2015	2016	2017
<b><u>Forecast of MMTOA Gross Receipts (SFY):</u></b>						
Sales Tax	\$823.3	\$854.9	\$892.9	\$921.9	\$944.9	\$979.9
PBT	138.3	142.0	146.0	147.0	148.0	148.0
Corporate Franchise	65.0	58.0	58.0	58.0	58.0	58.0
Corporate Surcharge	949.0	1,000.0	1,043.0	1,093.0	1,149.0	1,201.0
Investment Income	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Gross Receipts Available for Allocation</b>	<b>\$1,975.6</b>	<b>\$2,054.9</b>	<b>\$2,139.9</b>	<b>\$2,219.9</b>	<b>\$2,299.9</b>	<b>\$2,386.9</b>

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

Total Gross Receipts	\$1,975.6	\$2,054.9	\$2,139.9	\$2,219.9	\$2,299.9	\$2,386.9
Less: Upstate Share of PBT	(62.2)	(63.9)	(65.7)	(66.2)	(66.6)	(66.6)
Less: Upstate Share of Transmission	(21.5)	(19.1)	(19.1)	(19.1)	(19.1)	(19.1)
Less: New Fund Balance	(100.0)	0.0	0.0	0.0	0.0	0.0
<b>Upstate Percent Share of Investment Income</b>	<b>3.15%</b>	<b>3.11%</b>	<b>3.07%</b>	<b>2.98%</b>	<b>2.90%</b>	<b>2.79%</b>
Less: Upstate Share of Investment Income	0.0	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>\$1,971.9</b>	<b>\$2,055.1</b>	<b>\$2,134.7</b>	<b>\$2,214.2</b>	<b>\$2,301.2</b>
Less: 18-B Adjustment	(189.5)	(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>\$1,782.4</b>	<b>\$1,865.6</b>	<b>\$1,945.1</b>	<b>\$2,024.7</b>	<b>\$2,111.7</b>
Add: NYS Reimbursement	0.0	3.9	0.0	0.0	0.0	0.0
<b>Adjusted Total Net Downstate Share + Other</b>	<b>\$1,602.4</b>	<b>\$1,786.3</b>	<b>\$1,865.6</b>	<b>\$1,945.1</b>	<b>\$2,024.7</b>	<b>\$2,111.7</b>

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

NYCT/SIR Share	58.56%	58.66%	57.79%	57.79%	57.79%	57.79%
From Total Net Downstate Share	\$1,049.4	\$1,156.8	\$1,187.6	\$1,233.5	\$1,279.5	\$1,329.8
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Adjusted Total Net Downstate Share	\$895.6	\$1,002.9	\$1,033.7	\$1,079.7	\$1,125.6	\$1,175.9
From Carryover	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total NYCT/SIR Share of Net Downstate Share</b>	<b>\$895.6</b>	<b>\$1,002.9</b>	<b>\$1,033.7</b>	<b>\$1,079.7</b>	<b>\$1,125.6</b>	<b>\$1,175.9</b>
Total SIR Share (Cash)	3.1	3.5	3.6	3.8	3.9	4.1
<b>Total NYCT Share of Net Downstate Share</b>	<b>\$892.4</b>	<b>\$999.4</b>	<b>\$1,030.1</b>	<b>\$1,075.9</b>	<b>\$1,121.7</b>	<b>\$1,171.8</b>

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

MTA Share	26.78%	27.01%	26.56%	26.56%	26.56%	26.56%
From Total Net Downstate Share	\$479.8	\$532.6	\$545.9	\$567.0	\$588.1	\$611.2
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Adjusted Total Net Downstate Share	\$458.6	\$511.4	\$524.7	\$545.8	\$566.9	\$590.0
From Carryover	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total MTA Share of Net Downstate Share</b>	<b>\$458.6</b>	<b>\$511.4</b>	<b>\$524.7</b>	<b>\$545.8</b>	<b>\$566.9</b>	<b>\$590.0</b>

**NYS Reimbursement**

NYS Reimbursement	\$0.0	\$3.9	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total NYS Reimbursement</b>	<b>\$0.0</b>	<b>\$3.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

**PETROLEUM BUSINESS TAX PROJECTIONS**  
**February Financial Plan 2014-2017**  
(\$ in millions)

	ACTUAL	FORECAST				
	2012	2013	2014	2015	2016	2017
<b>Total Net PBT Collections Available for Distribution</b>	<b>\$1,763.2</b>	<b>\$1,744.4</b>	<b>\$1,792.7</b>	<b>\$1,806.3</b>	<b>\$1,816.0</b>	<b>\$1,820.6</b>

**Distribution Shares:**

MTA Total	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Other Transit	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Highway Trust Fund	63.0%	63.0%	63.0%	63.0%	63.0%	63.0%
General Fund	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Share Total</b>	<b>100.0%</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>\$599.5</b>	<b>\$593.1</b>	<b>\$609.5</b>	<b>\$614.1</b>	<b>\$617.5</b>	<b>\$619.0</b>
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**Accrued**

NYCT/SIR Share of MTA Total	\$510.2	\$505.3	\$518.4	\$522.3	\$524.9	\$526.2
Commuter Railroad Share of MTA Total	90.0	89.2	91.5	92.2	92.6	92.9
<b>MTA Total of Net Collections</b>	<b>\$600.2</b>	<b>\$594.5</b>	<b>\$609.9</b>	<b>\$614.4</b>	<b>\$617.6</b>	<b>\$619.0</b>

**Cash**

NYCT/SIR Share of MTA Total	\$509.6	\$504.1	\$518.1	\$522.0	\$524.8	\$526.1
Commuter Railroad Share of MTA Total	89.9	89.0	91.4	92.1	92.6	92.8
<b>MTA Total of Net Collections</b>	<b>\$599.5</b>	<b>\$593.1</b>	<b>\$609.5</b>	<b>\$614.1</b>	<b>\$617.5</b>	<b>\$619.0</b>



**MORTGAGE RECORDING TAX PROJECTIONS**  
**February Financial Plan 2014-2017**  
(\$ in millions)

**Cash Basis**

	ACTUAL	FORECAST				
	2012	2013	2014	2015	2016	2017
<b>MORTGAGE RECORDING TAX #261-1</b>						

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

Total Gross Receipts	\$187.4	\$252.8	\$275.7	\$301.9	\$318.1	\$328.3
Carryover	0.0	0.0	0.0	0.0	0.0	0.0
OPEB Offset	0.0	0.0	0.0	0.0	0.0	0.0
Less: MTAHQ Operating Expenses Net of Reimbursement	(298.4)	(348.5)	(345.9)	(361.2)	(371.3)	(378.3)
<b>Receipts Available for Transfer</b>	<b>(\$111.0)</b>	<b>(\$95.7)</b>	<b>(\$70.2)</b>	<b>(\$59.3)</b>	<b>(\$53.3)</b>	<b>(\$49.9)</b>
Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	111.0	95.7	70.2	59.3	53.3	49.9
<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>	<b>\$0.0</b>

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

Opening Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYCT/SIR Share	<b>55%</b>	<b>55%</b>	<b>55%</b>	<b>55%</b>	<b>55%</b>	<b>55%</b>
From Current Year Net Receipts	0.0	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0	0.0
Carryover from Prior-Year Accrual	0.0	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>	<b>\$0.0</b>
Total SIR Net Cash Share	0.0	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>	<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	\$0.0
Commuter Railroad Share	<b>45%</b>	<b>45%</b>	<b>45%</b>	<b>45%</b>	<b>45%</b>	<b>45%</b>
From Net Receipts	0.0	0.0	0.0	0.0	0.0	0.0
Carryover	0.0	0.0	0.0	0.0	0.0	0.0
Less: Suburban Highway Fund	0.0	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>	<b>\$0.0</b>

**MORTGAGE RECORDING TAX #261-2**

**Receipts Available**

Total Receipts to Corporate Account	\$92.5	\$111.8	\$124.9	\$136.0	\$139.9	\$141.7
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
General Reserve	0.0	0.0	(135.0)	(140.0)	(145.0)	(150.0)
Investment Income	4.3	4.5	4.7	4.9	5.1	5.3
<b>Total Receipts Available for Transfer</b>	<b>\$61.9</b>	<b>\$81.4</b>	<b>(\$40.3)</b>	<b>(\$34.0)</b>	<b>(\$34.9)</b>	<b>(\$37.8)</b>

**Use of Total Receipts:**

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(6.3)	(6.9)	(8.1)	(9.3)	(10.0)	(9.9)
Less: Transfer to MTAHQ Funds	(111.0)	(95.7)	(70.2)	(59.3)	(53.3)	(49.9)
<b>Net Receipts Available</b>	<b>(\$51.0)</b>	<b>(\$16.7)</b>	<b>(\$114.2)</b>	<b>(\$98.2)</b>	<b>(\$93.6)</b>	<b>(\$93.2)</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Surplus Transfer**  
(\$ in millions)

	ACTUAL		FORECAST			
	2012	2013	2014	2015	2016	2017
<b>Net Surplus/(Deficit)</b>	<b>\$1,130.757</b>	<b>\$1,220.662</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>

**Deductions from Net Operating Income:**

Total Debt Service	591.453	601.150	595.972	634.953	658.353	690.218
Capitalized Assets	11.251	17.165	17.843	17.849	20.635	21.056
Reserves	27.965	25.415	25.895	26.382	26.881	27.338
GASB Reserves	2.309	3.077	3.234	3.357	3.551	3.757
<b>Total Deductions from Net Operating Income</b>	<b>\$632.978</b>	<b>\$646.807</b>	<b>\$642.944</b>	<b>\$682.541</b>	<b>\$709.419</b>	<b>\$742.368</b>

<b>Net Income Available for Transfer to MTA and NYCT</b>	<b>\$497.779</b>	<b>\$573.855</b>	<b>\$552.319</b>	<b>\$498.449</b>	<b>\$466.148</b>	<b>\$420.853</b>
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**Distribution of Funds to MTA:**

Investment Income in Current Year	\$0.136	\$0.110	\$0.162	\$0.737	\$2.180	\$2.866
Accrued Current Year Allocation	308.424	349.743	329.494	305.271	288.525	266.193
<b>Total Accrued Amount Distributed to MTA</b>	<b>\$308.560</b>	<b>\$349.853</b>	<b>\$329.656</b>	<b>\$306.008</b>	<b>\$290.705</b>	<b>\$269.059</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	165.219	200.002	198.663	168.441	151.442	128.794
<b>Total Accrued Amount Distributed to NYCT</b>	<b>\$189.219</b>	<b>\$224.002</b>	<b>\$222.663</b>	<b>\$192.441</b>	<b>\$175.442</b>	<b>\$152.794</b>

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

From Current Year Surplus	\$315.723	\$353.700	\$331.519	\$307.693	\$290.200	\$268.427
Investment Income in Prior Year	0.085	0.136	0.110	0.162	0.737	2.180
<b>Total Cash Amount Distributed to MTA</b>	<b>\$315.808</b>	<b>\$353.836</b>	<b>\$331.629</b>	<b>\$307.855</b>	<b>\$290.937</b>	<b>\$270.607</b>

<b>Total Cash Amount Distributed to NYCT</b>	<b>\$193.604</b>	<b>\$222.358</b>	<b>\$222.797</b>	<b>\$195.463</b>	<b>\$177.142</b>	<b>\$154.158</b>
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**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Surplus Transfer**  
(\$ in millions)

	ACTUAL		FORECAST			
	2012	2013	2014	2015	2016	2017
<b><i>Debt Service Detail by Agency:</i></b>						
B&T Own Purpose Debt Service	\$196.526	\$207.154	\$240.716	\$263.888	\$286.652	\$315.028
NYCT Transportation Debt Service	269.066	271.869	243.043	253.948	254.392	256.795
MTA Transportation Debt Service	125.861	122.127	112.212	117.117	117.309	118.395
<b>Total Debt Service by Agency</b>	<b>\$591.453</b>	<b>\$601.150</b>	<b>\$595.972</b>	<b>\$634.953</b>	<b>\$658.353</b>	<b>\$690.218</b>

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

Total Adjusted Net Income Available for Transfer	\$1,089.096	\$1,174.895	\$1,148.129	\$1,132.665	\$1,122.320	\$1,108.205
Less: B&T Total Debt Service	(196.526)	(207.154)	(240.716)	(263.888)	(286.652)	(315.028)
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>\$868.570</b>	<b>\$943.741</b>	<b>\$883.413</b>	<b>\$844.777</b>	<b>\$811.668</b>	<b>\$769.177</b>

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

<b>Distribution of Remainder to MTA</b>						
Fifty Percent of Total Accrued Amount for Transfer	\$434.285	\$471.870	\$441.706	\$422.388	\$405.834	\$384.589
Less: MTA Total Debt Service	(125.861)	(122.127)	(112.212)	(117.117)	(117.309)	(118.395)
<b>MTA's Accrued Current Year Allocation</b>	<b>\$308.424</b>	<b>\$349.743</b>	<b>\$329.494</b>	<b>\$305.271</b>	<b>\$288.525</b>	<b>\$266.193</b>
<b>Cash Conversion of MTA's Accrued Amount</b>						
Current Year Amount	\$269.493	\$314.769	\$296.545	\$274.744	\$259.673	\$239.574
Balance of Prior Year	46.231	38.931	34.974	32.949	30.527	28.853
<b>Cash Transfer to MTA</b>	<b>\$315.723</b>	<b>\$353.700</b>	<b>\$331.519</b>	<b>\$307.693</b>	<b>\$290.200</b>	<b>\$268.427</b>

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

<b>Distribution of Remainder to NYCT</b>						
Fifty Percent of Total Accrued Amount for Transfer	\$434.285	\$471.870	\$441.706	\$422.388	\$405.834	\$384.589
Less: NYCT Total Debt Service	(269.066)	(271.869)	(243.043)	(253.948)	(254.392)	(256.795)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	25.000
<b>NYCT's Accrued Current Year Allocation</b>	<b>\$189.219</b>	<b>\$224.002</b>	<b>\$222.663</b>	<b>\$192.441</b>	<b>\$175.442</b>	<b>\$152.794</b>
<b>Cash Conversion of NYCT's Accrued Amount</b>						
Current Year Amount	\$168.462	\$201.601	\$200.397	\$173.197	\$157.898	\$136.614
Balance of Prior Year	25.142	20.756	22.400	22.266	19.244	17.544
<b>Cash Transfer to NYCT</b>	<b>\$193.604</b>	<b>\$222.358</b>	<b>\$222.797</b>	<b>\$195.463</b>	<b>\$177.142</b>	<b>\$154.158</b>

**SUMMARY**  
**MTA STATEN ISLAND RAILWAY**  
**2014 FEBRUARY FINANCIAL PLAN**  
**2014-2017**  
(\$ in millions)

	ACTUAL	FORECAST				
	2012	2013	2014	2015	2016	2017
<b><i>Revenue Summary:</i></b>						
Farebox Revenue	\$5.4	\$5.5	\$5.7	\$5.8	\$5.9	\$5.9
Other Revenue	2.3	4.2	4.1	2.4	2.4	2.4
State/City Subsidies	4.2	4.6	4.7	4.9	5.1	5.2
<b>Total Revenues</b>	<b>\$11.9</b>	<b>\$14.3</b>	<b>\$14.6</b>	<b>\$13.1</b>	<b>\$13.3</b>	<b>\$13.5</b>
<b><i>Non-Reimbursable Expense Summary:</i></b>						
Labor Expenses	\$31.0	\$32.1	\$30.0	\$29.0	\$30.9	\$32.9
Non-Labor Expenses	8.8	14.2	12.3	20.5	21.2	22.1
Depreciation	8.9	8.6	8.3	8.3	8.3	8.3
OPEB Obligation	2.1	2.3	2.3	2.3	2.3	2.3
Environmental Remediation	(0.0)	0.0	0.0	0.0	0.0	0.0
<b>Total Non-Reimbursable Expenses</b>	<b>\$50.7</b>	<b>\$57.3</b>	<b>\$52.9</b>	<b>\$60.1</b>	<b>\$62.7</b>	<b>\$65.6</b>
<b>Total Net Revenue/(Deficit)</b>	<b>(\$38.8)</b>	<b>(\$43.0)</b>	<b>(\$38.3)</b>	<b>(\$47.1)</b>	<b>(\$49.4)</b>	<b>(\$52.0)</b>
<b><i>Cash Adjustment Summary:</i></b>						
Operating Cash Adjustments	\$8.2	\$11.1	\$10.6	\$10.6	\$10.6	\$10.6
GASB Cash Adjustments	(0.1)	(0.5)	(0.2)	(0.2)	(0.2)	(0.2)
<b>Total Cash Adjustments</b>	<b>\$8.1</b>	<b>\$10.6</b>	<b>\$10.4</b>	<b>\$10.4</b>	<b>\$10.4</b>	<b>\$10.4</b>
<b>Gross Cash Balance</b>	<b>(\$30.7)</b>	<b>(\$32.3)</b>	<b>(\$27.9)</b>	<b>(\$36.7)</b>	<b>(\$39.0)</b>	<b>(\$41.6)</b>
<b><i>City Subsidy Cash Adjustments:</i></b>						
Cash Balance Due from the City of New York	30.7	32.3	27.9	36.7	39.0	41.6
Cash Subsidy Received from City of New York for SIRTOA	<u>21.1</u>	<u>30.7</u>	<u>32.3</u>	<u>27.9</u>	<u>36.7</u>	<u>39.0</u>
Subsidy Cash Timing	(\$9.6)	(\$1.6)	\$4.5	(\$8.8)	(\$2.3)	(\$2.6)
<b>Net Cash Balance from Previous Year</b>	<b>(21.1)</b>	<b>(30.7)</b>	<b>(32.3)</b>	<b>(27.9)</b>	<b>(36.7)</b>	<b>(39.0)</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$30.7)</b>	<b>(\$32.3)</b>	<b>(\$27.9)</b>	<b>(\$36.7)</b>	<b>(\$39.0)</b>	<b>(\$41.6)</b>
<b><i>MTA Internal Subsidy:</i></b>						
MTA Carryover from Previous Year	2.8	0.0	0.0	0.0	0.0	0.0
MTA Internal Subsidy (Cash)	(21.1)	0.0	0.0	0.0	0.0	0.0
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$49.0)</b>	<b>(\$32.3)</b>	<b>(\$27.9)</b>	<b>(\$36.7)</b>	<b>(\$39.0)</b>	<b>(\$41.6)</b>

**SUMMARY**  
**MTA BUS COMPANY**  
**2014 FEBRUARY FINANCIAL PLAN**  
**2014-2017**  
(\$ in millions)

	ACTUAL	FORECAST				
	2012	2013	2014	2015	2016	2017
<b><i>Revenue Summary:</i></b>						
Farebox Revenue	\$181.9	\$198.0	\$201.5	\$202.9	\$204.6	\$204.8
Other Revenue	19.3	26.6	26.3	20.2	20.6	20.9
<b>Total Revenues</b>	<b>\$201.2</b>	<b>\$224.6</b>	<b>\$227.7</b>	<b>\$223.1</b>	<b>\$225.1</b>	<b>\$225.8</b>
<b><i>Non-Reimbursable Expense Summary:</i></b>						
Labor Expenses	\$443.3	\$433.7	\$437.5	\$461.7	\$479.4	\$489.7
Non-Labor Expenses	98.9	138.7	142.2	185.7	185.2	171.6
Depreciation	45.8	42.2	42.2	42.2	42.2	42.9
OPEB Obligation	99.6	56.3	56.9	57.7	58.3	59.2
Environmental Remediation	2.3	0.0	0.0	0.0	0.0	0.0
Debt Service	27.7	28.7	20.9	20.9	20.6	21.2
<b>Total Non-Reimbursable Expenses</b>	<b>\$717.5</b>	<b>\$699.7</b>	<b>\$699.8</b>	<b>\$768.1</b>	<b>\$785.8</b>	<b>\$784.5</b>
<b>Total Net Revenue/(Deficit)</b>	<b>(\$516.3)</b>	<b>(\$475.1)</b>	<b>(\$472.0)</b>	<b>(\$545.1)</b>	<b>(\$560.6)</b>	<b>(\$558.7)</b>
<b><i>Cash Adjustment Summary:</i></b>						
Operating Cash Adjustments	\$161.2	\$86.6	\$140.6	\$132.4	\$133.0	\$135.3
GASB Cash Adjustments	(5.9)	(4.9)	(5.0)	(5.1)	(5.2)	(5.3)
<b>Total Cash Adjustment</b>	<b>\$155.3</b>	<b>\$81.6</b>	<b>\$135.6</b>	<b>\$127.3</b>	<b>\$127.8</b>	<b>\$130.0</b>
<b>Gross Cash Balance</b>	<b>(\$361.0)</b>	<b>(\$393.4)</b>	<b>(\$336.4)</b>	<b>(\$417.8)</b>	<b>(\$432.8)</b>	<b>(\$428.8)</b>
<b><i>City Subsidy Cash Adjustments:</i></b>						
Cash Balance Due from the City of New York	\$361.0	\$393.4	\$336.4	\$417.8	\$432.8	\$428.8
Cash Subsidy Received from City of New York for MTA Bus	290.0	371.5	389.7	414.7	397.2	414.5
Subsidy Cash Timing	(71.1)	(22.0)	53.2	(3.1)	(35.7)	(14.3)
<b>Net Cash Balance from Previous Year</b>	<b>(\$28.4)</b>	<b>(\$99.5)</b>	<b>(\$121.4)</b>	<b>(\$68.2)</b>	<b>(\$71.3)</b>	<b>(\$107.0)</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$99.5)</b>	<b>(\$121.4)</b>	<b>(\$68.2)</b>	<b>(\$71.3)</b>	<b>(\$107.0)</b>	<b>(\$121.2)</b>

**MTA New York City Transit**  
**February Financial Plan 2014 - 2017**  
**Paratransit Operations**  
(\$ in thousands)

	2013	2014	2015	2016	2017
<b>ADA Trips:</b>	6,753,067	7,341,540	7,928,863	8,563,172	9,248,226
<i>Pct Change from Previous Year</i>	-0.3%	8.7%	8.0%	8.0%	8.0%

**Revenue:**

Fares	\$ 16,285	\$ 18,343	\$ 19,810	\$ 21,395	\$ 23,106
Urban Tax	35,213	35,565	39,277	42,927	45,770
<i>Sub-total</i>	\$ 51,498	\$ 53,907	\$ 59,087	\$ 64,321	\$ 68,876
City Reimbursements	127,480	141,404	148,802	165,889	191,058
<b>Total Revenue</b>	<b>\$ 178,977</b>	<b>\$ 195,311</b>	<b>\$ 207,889</b>	<b>\$ 230,210</b>	<b>\$ 259,935</b>

**Expenses:**

<i>Operating Expenses:</i>					
Salaries & Benefits	\$ 17,766	\$ 21,737	\$ 21,737	\$ 21,737	\$ 21,737
Rental & Miscellaneous	440,904	470,146	497,520	554,014	634,077
<b>Total Expenses</b>	<b>\$ 458,670</b>	<b>\$ 491,883</b>	<b>\$ 519,257</b>	<b>\$ 575,751</b>	<b>\$ 655,814</b>

<b>Net Paratransit Surplus/(Deficit)</b>	<b>\$ (279,693)</b>	<b>\$ (296,571)</b>	<b>\$ (311,368)</b>	<b>\$ (345,541)</b>	<b>\$ (395,879)</b>
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**Paratransit Details**

<b>Total Paratransit Reimbursement:</b>	<b>\$ 162,693</b>	<b>\$ 176,969</b>	<b>\$ 188,079</b>	<b>\$ 208,816</b>	<b>\$ 236,828</b>
Urban Tax	\$ 35,213	\$ 35,565	\$ 39,277	\$ 42,927	\$ 45,770
City Reimbursements	127,480	141,404	148,802	165,889	191,058

**Rental & Miscellaneous Expense:**

*Paratransit Service Contracts*

Carrier Services	\$ 338,161	\$ 357,936	\$ 373,699	\$ 415,496	\$ 481,063
Command Center	22,192	26,066	28,676	31,511	34,588
Eligibility Certification	3,270	3,701	4,100	4,550	5,050
Other	4,702	5,031	5,031	5,031	5,031
<i>Subtotal</i>	<b>\$ 368,326</b>	<b>\$ 392,734</b>	<b>\$ 411,506</b>	<b>\$ 456,589</b>	<b>\$ 525,733</b>

*Other Than Personnel Service:*

Insurance	34,903	37,451	43,992	52,264	62,082
Fuel	22,501	22,253	23,192	25,323	28,110
Other	13,993	16,496	17,620	18,628	16,942
<i>Subtotal</i>	<b>\$ 71,396</b>	<b>\$ 76,200</b>	<b>\$ 84,803</b>	<b>\$ 96,215</b>	<b>\$ 107,134</b>

<i>Non-City Reimbursable OTPS:</i>	\$ 1,182	\$ 1,211	\$ 1,211	\$ 1,210	\$ 1,210
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<b>Total Rental &amp; Miscellaneous Expense</b>	<b>\$ 440,904</b>	<b>\$ 470,146</b>	<b>\$ 497,520</b>	<b>\$ 554,014</b>	<b>\$ 634,077</b>
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<i>Annual Growth in Total Expenses</i>	4.8%	7.2%	5.6%	10.9%	13.9%
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## Debt Service in the Financial Plan

The following table includes debt service projections for 2013 through 2017 associated with *approved* Capital Programs. The overall increase in baseline debt service from the November Plan is due primarily to the impact of cash management actions that were captured below-the-line in Volume I of the November Plan. These actions include: the cash defeasance of 2016-2017 maturities of Transportation Revenue Bonds (Series 2003A and 2003B) to yield interest savings; defeasance of 2014 unhedged variable rate principal; and a prepayment of 2014 debt service. In addition, debt service for the Disaster Recovery Program (Sandy) was also moved into the baseline.

<b>Debt Service Forecast</b>			
<b>(in millions)*</b>			
<b>Year</b>	<b>November Plan Debt Service</b>	<b>February Plan Debt Service</b>	<b>Difference: Favorable/ (Unfavorable)</b>
<b>2013</b>	\$2,191	\$2,304	(\$114)
<b>2014</b>	2,393	2,333	61
<b>2015</b>	2,481	2,491	(10)
<b>2016</b>	2,642	2,651	(9)
<b>2017</b>	2,818	2,873	(55)
<b>Total 2013-2017</b>	<b>\$12,525</b>	<b>\$12,653</b>	<b>(\$127)</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>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<i>(\$ in millions)</i>					
TR and DTF New Money Bonds	\$1,799	\$1,793	\$2,331	\$2,337	\$2,067
TBTA New Money Bonds	<u>200</u>	<u>166</u>	<u>339</u>	<u>369</u>	<u>334</u>
Total New Money Bonds	\$1,999	\$1,959	\$2,670	\$2,705	\$2,401
Assumed Fixed-Rates					
Transportation Revenue Bonds	5.48%	5.66%	5.81%	5.92%	5.97%
Dedicated Tax Fund Bonds	5.16%	5.33%	5.48%	5.58%	5.62%
Triborough Bridge & Tunnel Authority	5.16%	5.33%	5.48%	5.58%	5.62%
Assumed Variable Rates					
	4.00%	4.00%	4.00%	4.00%	4.00%
Weighted Average Interest Rates <sup>1</sup>					
Transportation Revenue Bonds	5.33%	5.49%	5.63%	5.73%	5.77%
Dedicated Tax Fund Bonds	5.04%	5.20%	5.33%	5.42%	5.46%
Triborough Bridge & Tunnel Authority	5.04%	5.20%	5.33%	5.42%	5.46%

\* TR stands for Transportation Revenue; DTF stands for Dedicated Tax Fund. 2013 New Money Bonds include \$1.5 billion of TR New Money Bonds and \$200 million of TBTA New Money Bonds issued through October 15, 2013.

<sup>1</sup> Weighted Average of fixed and variable forecasted rates calculated.

- 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 2013–2017 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of October 1, 2013).
- 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.
- 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 \$514 million of pay-go funding committed to capital including \$160 million of pay-go funding for the Disaster Recovery Program (Sandy) during the 2013-2017 forecast period.
- In 2013, 2 Broadway Certificates of Participation Debt Service is partially offset by approximately \$1.1 million debt service reserve fund release.
- Build America Bonds subsidy has been reduced by 7.2% annually through and including Federal Fiscal Year 2021 reflecting the sequester reduction for payments to issuers of direct pay bonds.
- No reserve funds.



**METROPOLITAN TRANSPORTATION AUTHORITY**

**February Financial Plan 2014-2017**

**Summary of Total Budgeted Debt Service**

(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2012	2013	2014	2015	2016	2017
9	<b><u>New York City Transit:</u></b>						
10							
11	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$688.894	\$810.316	\$785.061	\$780.498	\$767.525	\$780.961
12	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	1.191	38.224	97.146	173.375	258.714
13	2 Broadway Certificates of Participation - NYCT Lease Portion	4.648	12.335	17.727	19.775	18.602	21.180
14	Transportation Resolution Commercial Paper	0.851	3.965	13.259	13.259	13.259	13.259
15	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	318.492	309.371	324.262	315.970	318.345	319.390
16	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>0.000</u>	<u>0.000</u>	<u>8.070</u>	<u>25.012</u>	<u>43.701</u>	<u>64.942</u>
17	<i>Sub-Total MTA Paid Debt Service</i>	\$1,012.885	\$1,137.177	\$1,186.603	\$1,251.660	\$1,334.807	\$1,458.446
18							
19	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$193.100	\$193.985	\$176.947	\$180.789	\$180.796	\$181.806
20	<u>Budgeted Gross Debt Service for Existing TBTA (B&amp;T) Subordinate Revenue Bonds</u>	<u>81.085</u>	<u>77.884</u>	<u>66.096</u>	<u>73.323</u>	<u>73.936</u>	<u>75.343</u>
21	<i>Sub-Total B&amp;T Paid Debt Service</i>	\$274.185	\$271.869	\$243.043	\$254.112	\$254.731	\$257.150
22							
23							
24	<b>Total NYCT Debt Service</b>	<b>\$1,287.070</b>	<b>\$1,409.046</b>	<b>\$1,429.646</b>	<b>\$1,505.771</b>	<b>\$1,589.538</b>	<b>\$1,715.596</b>
25							
26	<b><u>Commuter Railroads:</u></b>						
27							
28	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$445.835	\$505.632	\$489.050	\$486.208	\$478.126	\$486.496
29	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	1.100	41.306	101.362	163.660	221.127
30	Transportation Resolution Commercial Paper	0.453	2.490	8.575	8.575	8.575	8.575
31	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	68.393	66.402	67.774	66.041	66.537	66.756
32	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
33	<i>Sub-Total MTA Paid Debt Service</i>	\$514.681	\$575.623	\$606.705	\$662.185	\$716.898	\$782.954
34							
35	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$86.431	\$87.908	\$83.172	\$84.978	\$84.981	\$85.456
36	<u>Budgeted Gross Debt Service for Existing TBTA (B&amp;T) Subordinate Revenue Bonds</u>	<u>35.625</u>	<u>34.219</u>	<u>29.040</u>	<u>32.215</u>	<u>32.484</u>	<u>33.103</u>
37	<i>Sub-Total B&amp;T Paid Debt Service</i>	\$122.056	\$122.127	\$112.212	\$117.193	\$117.465	\$118.559
38							
39	<b>Total CRR Debt Service</b>	<b>\$636.738</b>	<b>\$697.750</b>	<b>\$718.917</b>	<b>\$779.378</b>	<b>\$834.364</b>	<b>\$901.513</b>
40							
41	<b><u>Bridges and Tunnels:</u></b>						
42							
43	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$168.730	\$178.707	\$213.567	\$218.204	\$218.211	\$219.432
44	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	32.030	30.766	26.109	28.964	29.206	29.762
45	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.142	6.945	22.512	45.379	71.635
46	2 Broadway Certificates of Participation - TBTA Lease Portion	0.657	1.744	2.507	2.796	2.631	2.995
47							
48	<b>Total B&amp;T Debt Service</b>	<b>\$201.417</b>	<b>\$211.359</b>	<b>\$249.127</b>	<b>\$272.476</b>	<b>\$295.428</b>	<b>\$323.824</b>
49							
50	<b><u>MTA Bus:</u></b>						
51							
52	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$28.454	\$28.963	\$21.646	\$21.520	\$21.162	\$21.533
53	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.005	0.045	0.099	0.252	0.414
54	Transportation Resolution Commercial Paper	0.214	0.206	0.166	0.166	0.166	0.166
55							
56	<b>Total MTA Bus Debt Service</b>	<b>\$28.668</b>	<b>\$29.173</b>	<b>\$21.857</b>	<b>\$21.785</b>	<b>\$21.580</b>	<b>\$22.113</b>
57							
58	<b>Total MTA HQ Debt Service for 2 Broadway Certificates of Participation</b>	<b>\$0.638</b>	<b>\$1.692</b>	<b>\$2.432</b>	<b>\$2.713</b>	<b>\$2.552</b>	<b>\$2.906</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**February Financial Plan 2014-2017**

**Summary of Total Budgeted Debt Service**

(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2012	2013	2014	2015	2016	2017
59	<b><u>MTA Total:</u></b>						
60							
61	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$1,163.183	\$1,344.911	\$1,295.757	\$1,288.226	\$1,266.813	\$1,288.990
62	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	386.885	375.773	392.036	382.011	384.882	386.146
63	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	448.261	460.600	473.686	483.971	483.988	486.694
64	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	148.740	142.869	121.245	134.501	135.626	138.208
65	2 Broadway Certificates of Participation	5.942	15.771	22.666	25.285	23.785	27.081
66	Transportation Resolution Commercial Paper	1.519	6.660	22.000	22.000	22.000	22.000
67	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	2.295	79.576	198.606	337.286	480.255
68	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	8.070	25.012	43.701	64.942
69	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.142	6.945	22.512	45.379	71.635
70							
71	<b>Total Debt Service</b>	<b>\$2,154.530</b>	<b>\$2,349.020</b>	<b>\$2,421.980</b>	<b>\$2,582.123</b>	<b>\$2,743.461</b>	<b>\$2,965.952</b>
72							
73	<b><u>MTA Investment Income by Resolution</u></b>						
74							
75	Investment Income from Transportation Debt Service Fund	\$0.000	\$0.000	\$0.000	(\$0.929)	(\$2.005)	(\$2.212)
76	Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	0.000	0.000	(0.254)	(0.536)	(0.564)
77	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	0.000	0.000	(0.317)	(0.662)	(0.698)
78	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	0.000	0.000	(0.084)	(0.170)	(0.173)
79	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	(0.016)	(0.030)	(0.034)
80							
81	<b>Total MTA Investment Income</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1.600)</b>	<b>(\$3.402)</b>	<b>(\$3.680)</b>
82							
83	<b><u>MTA Net Total</u></b>						
84							
85	Net Transportation Revenue Bonds Debt Service	\$1,163.183	\$1,347.205	\$1,375.332	\$1,485.902	\$1,602.094	\$1,767.033
86	Transportation Resolution Commercial Paper	1.519	6.660	22.000	22.000	22.000	22.000
87	Net Dedicated Tax Fund Bonds Debt Service	386.885	375.773	400.106	406.768	428.048	450.524
88	Net TBTA (B&T) General Revenue Bonds Debt Service	448.261	460.742	480.631	506.166	528.706	557.632
89	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	148.740	142.869	121.245	134.417	135.457	138.035
90	Net 2 Broadway Certificates of Participation Debt Service	5.942	15.771	22.666	25.269	23.755	27.047
91	BAB Subsidy Transportation Revenue Bonds	(58.703)	(27.238)	(54.477)	(54.477)	(54.477)	(54.330)
92	BAB Subsidy Dedicated Tax Fund Bonds	(28.369)	(13.163)	(26.326)	(26.326)	(26.326)	(26.326)
93	BAB Subsidy TBTA General Revenue Bonds	(9.063)	(4.205)	(8.411)	(8.411)	(8.411)	(8.411)
94							
95	<b>Total MTA Net Debt Service</b>	<b>\$2,058.395</b>	<b>\$2,304.413</b>	<b>\$2,332.766</b>	<b>\$2,491.309</b>	<b>\$2,650.846</b>	<b>\$2,873.205</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2014-2017

### Debt Affordability Statement <sup>(1)</sup>

\$ in millions

Forecasted Debt Service and Borrowing Schedule	Notes	2012 ACTL	2013	2014	2015	2016	2017
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3	\$2,052.5	\$2,288.6	\$2,310.1	\$2,466.0	\$2,627.1	\$2,846.2
Forecasted New Money Bonds Issued	4	2,184.9	1,998.6	1,958.9	2,669.9	2,705.4	2,400.6
Forecasted Debt Service by Credit <sup>9</sup>	Notes	2012 ACTL	2013	2014	2015	2016	2017
Transportation Revenue Bonds							
Pledged Revenues	5	\$10,773.0	\$11,917.0	\$12,014.8	\$12,228.8	\$12,458.3	\$12,669.4
Debt Service		1,106.0	1,326.6	1,342.9	1,453.4	1,569.6	1,734.7
Debt Service as a % of Pledged Revenues		10%	11%	11%	12%	13%	14%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	\$599.5	\$593.1	\$609.5	\$614.1	\$617.5	\$619.0
Debt Service		358.5	362.6	373.8	380.4	401.7	424.2
Debt Service as a % of Pledged Revenues		60%	61%	61%	62%	65%	69%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	7	\$1,089.1	\$1,174.9	\$1,148.1	\$1,132.7	\$1,122.3	\$1,108.2
Debt Service		439.2	456.5	472.2	497.8	520.3	549.2
Debt Service as a % of Total Pledged Revenues		40%	39%	41%	44%	46%	50%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	8	\$649.9	\$718.4	\$675.9	\$634.9	\$602.0	\$559.0
Debt Service		148.7	142.9	121.2	134.4	135.5	138.0
Debt Service as a % of Total Pledged Revenues		23%	20%	18%	21%	23%	25%
Cumulative Debt Service (Excluding State Service Contract Bonds)	Notes	2012 ACTL	2013	2014	2015	2016	2017
Total Debt Service		\$2,052.5	\$2,288.6	\$2,310.1	\$2,466.0	\$2,627.1	\$2,846.2
Fare and Toll Revenues		\$6,570.1	\$7,112.6	\$7,299.7	\$7,376.2	\$7,458.0	\$7,495.9
Total Debt Service as a % of Fare and Toll Revenue		31%	32%	32%	33%	35%	38%
Operating Revenues (including Fare and Toll Revenues) and Subsidies		\$12,625.8	\$13,782.4	\$13,988.2	\$14,359.2	\$14,704.8	\$14,981.8
Total Debt Service as a % of Operating Revenues and Subsidies		16%	17%	17%	17%	18%	19%
Non-reimbursable Expenses with Non-Cash Liabilities		\$14,215.9	\$14,808.4	\$15,417.8	\$16,075.8	\$16,637.8	\$17,377.4
Total Debt Service as % of Non-reimbursable Expenses		14%	15%	15%	15%	16%	16%

Notes on the following page are integral to this table.

## **Notes**

- 1** *Unhedged tax-exempt variable rate debt reflects actual rates through May 2013, 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 2013 issuance through October 15, 2013 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.*

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

**Total Budgeted Annual Debt Service**

All Issuance to October 15, 2013 (\$ in millions)

Fiscal Year	Transportation Revenue Resolution			Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service		
	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined
2013	1,324.3	2.3	1,326.6	362.6	-	362.6	456.4	0.1	456.5	142.9	-	142.9	2,286.2	2.4	2,288.6
2014	1,263.3	79.6	1,342.9	365.7	8.1	373.8	465.3	6.9	472.2	121.2	-	121.2	2,215.5	94.6	2,310.1
2015	1,255.7	198.6	1,454.4	355.7	25.0	380.7	475.6	22.5	498.1	134.5	-	134.5	2,221.5	246.1	2,467.6
2016	1,234.3	337.3	1,571.6	358.6	43.7	402.3	475.6	45.4	521.0	135.6	-	135.6	2,204.1	426.4	2,630.5
2017	1,256.7	480.3	1,736.9	359.8	64.9	424.8	478.3	71.6	549.9	138.2	-	138.2	2,233.0	616.8	2,849.8
2018	1,272.2	586.2	1,858.4	358.3	84.4	442.7	475.6	93.5	569.1	136.5	-	136.5	2,242.5	764.1	3,006.7
2019	1,268.4	630.7	1,899.1	352.6	92.5	445.1	472.2	111.3	583.5	136.5	-	136.5	2,229.6	834.5	3,064.1
2020	1,266.8	630.7	1,897.5	354.3	92.5	446.7	472.6	123.0	595.6	135.8	-	135.8	2,229.6	846.2	3,075.7
2021	1,263.5	630.7	1,894.2	351.6	92.5	444.1	469.7	129.2	598.9	136.5	-	136.5	2,221.4	852.4	3,073.8
2022	1,255.4	630.7	1,886.1	347.3	92.5	439.7	473.3	131.5	604.8	136.0	-	136.0	2,212.0	854.7	3,066.6
2023	1,270.9	630.7	1,901.6	350.1	92.5	442.6	466.8	132.0	598.8	136.6	-	136.6	2,224.4	855.2	3,079.5
2024	1,272.5	630.7	1,903.2	349.5	92.5	442.0	461.8	132.1	593.9	136.7	-	136.7	2,220.4	855.2	3,075.7
2025	1,277.6	630.7	1,908.2	349.5	92.5	441.9	461.5	132.1	593.6	136.7	-	136.7	2,225.2	855.2	3,080.4
2026	1,317.4	630.7	1,948.1	346.7	92.5	439.1	460.7	132.1	592.8	136.9	-	136.9	2,261.6	855.2	3,116.9
2027	1,316.8	630.7	1,947.5	339.6	92.5	432.1	464.0	132.1	596.1	136.9	-	136.9	2,257.4	855.2	3,112.6
2028	1,311.1	630.7	1,941.8	348.2	92.5	440.6	475.8	132.1	607.9	137.2	-	137.2	2,272.2	855.2	3,127.5
2029	1,296.2	630.7	1,926.9	346.4	92.5	438.9	474.9	132.1	607.0	137.1	-	137.1	2,254.7	855.2	3,109.9
2030	1,299.5	630.7	1,930.2	345.3	92.5	437.8	477.1	132.1	609.2	137.3	-	137.3	2,259.3	855.2	3,114.5
2031	1,310.9	630.7	1,941.6	342.7	92.5	435.2	494.6	132.1	626.7	130.6	-	130.6	2,278.8	855.2	3,134.0
2032	1,239.1	630.7	1,869.8	347.1	92.5	439.6	419.5	132.1	551.6	77.4	-	77.4	2,083.2	855.2	2,938.5
2033	955.5	630.7	1,586.2	333.8	92.5	426.3	220.0	132.1	352.1	-	-	-	1,509.3	855.2	2,364.6
2034	956.3	630.7	1,587.0	182.8	92.5	275.2	230.9	132.1	363.0	-	-	-	1,369.9	855.2	2,225.2
2035	929.5	630.7	1,560.2	131.3	92.5	223.7	260.8	132.1	392.9	-	-	-	1,321.6	855.2	2,176.8
2036	747.1	630.7	1,377.8	146.0	92.5	238.5	254.6	132.1	386.7	-	-	-	1,147.8	855.2	2,003.0
2037	716.2	630.7	1,346.9	334.1	92.5	426.5	255.5	132.1	387.6	-	-	-	1,305.8	855.2	2,161.1
2038	662.1	630.7	1,292.8	322.8	92.5	415.2	234.2	132.1	366.3	-	-	-	1,219.0	855.2	2,074.3
2039	595.6	630.7	1,226.3	271.3	92.5	363.8	79.8	132.1	211.9	-	-	-	946.7	855.2	1,802.0
2040	492.6	630.7	1,123.3	29.9	92.5	122.4	37.0	132.1	169.1	-	-	-	559.5	855.2	1,414.8
2041	344.1	630.7	974.8	-	92.5	92.5	17.1	132.1	149.2	-	-	-	361.2	855.2	1,216.4
2042	281.4	630.7	912.1	-	92.5	92.5	15.4	132.1	147.5	-	-	-	296.8	855.2	1,152.0
2043	144.7	620.6	765.3	-	92.5	92.5	2.9	132.1	135.0	-	-	-	147.6	845.2	992.8
2044	42.8	557.3	600.1	-	84.4	84.4	-	126.6	126.6	-	-	-	42.8	768.2	811.0
2045	42.8	445.5	488.3	-	67.5	67.5	-	112.7	112.7	-	-	-	42.8	625.6	668.5
2046	41.4	327.6	369.0	-	48.8	48.8	-	94.6	94.6	-	-	-	41.4	471.0	512.3
2047	29.9	180.9	210.8	-	27.5	27.5	-	67.5	67.5	-	-	-	29.9	275.9	305.8

**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 2014-2017**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Agency**

<b>CATEGORY</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b><i>Baseline Total Positions</i></b>	<b>67,381</b>	<b>68,538</b>	<b>68,564</b>	<b>68,514</b>	<b>68,869</b>
NYC Transit	46,454	47,311	47,038	46,700	46,830
Long Island Rail Road	6,908	6,984	7,187	7,465	7,673
Metro-North Railroad	6,478	6,583	6,597	6,596	6,603
Bridges & Tunnels	1,746	1,746	1,746	1,746	1,746
Headquarters	1,722	1,765	1,769	1,799	1,843
Staten Island Railway	276	305	305	271	271
Capital Construction Company	140	140	140	140	140
Bus Company	3,657	3,704	3,782	3,797	3,763
<b><i>Non-Reimbursable</i></b>	<b>61,033</b>	<b>61,994</b>	<b>62,218</b>	<b>62,478</b>	<b>62,971</b>
NYC Transit	41,801	42,566	42,444	42,352	42,611
Long Island Rail Road	6,141	6,190	6,440	6,758	6,975
Metro-North Railroad	5,900	5,968	5,982	5,971	5,978
Bridges & Tunnels	1,658	1,658	1,658	1,658	1,658
Headquarters	1,672	1,704	1,708	1,738	1,782
Staten Island Railway	268	268	268	268	268
Capital Construction Company	-	-	-	-	-
Bus Company	3,593	3,640	3,718	3,733	3,699
<b><i>Reimbursable</i></b>	<b>6,348</b>	<b>6,544</b>	<b>6,346</b>	<b>6,036</b>	<b>5,898</b>
NYC Transit	4,653	4,745	4,594	4,348	4,219
Long Island Rail Road	767	794	747	707	698
Metro-North Railroad	578	615	615	625	625
Bridges & Tunnels	88	88	88	88	88
Headquarters	50	61	61	61	61
Staten Island Railway	8	37	37	3	3
Capital Construction Company	140	140	140	140	140
Bus Company	64	64	64	64	64
<b><i>Total Full-Time</i></b>	<b>67,201</b>	<b>68,364</b>	<b>68,405</b>	<b>68,355</b>	<b>68,710</b>
NYC Transit	46,290	47,153	46,895	46,557	46,687
Long Island Rail Road	6,908	6,984	7,187	7,465	7,673
Metro-North Railroad	6,477	6,582	6,596	6,595	6,602
Bridges & Tunnels	1,746	1,746	1,746	1,746	1,746
Headquarters	1,722	1,765	1,769	1,799	1,843
Staten Island Railway	276	305	305	271	271
Capital Construction Company	140	140	140	140	140
Bus Company	3,642	3,689	3,767	3,782	3,748
<b><i>Total Full-Time-Equivalents</i></b>	<b>180</b>	<b>174</b>	<b>159</b>	<b>159</b>	<b>159</b>
NYC Transit	164	158	143	143	143
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 2014-2017**  
**Baseline Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>	<b>4,320</b>	<b>4,386</b>	<b>4,385</b>	<b>4,384</b>	<b>4,398</b>
NYC Transit	1,934	1,888	1,880	1,876	1,875
Long Island Rail Road	646	657	662	669	680
Metro-North Railroad	569	607	607	607	607
Bridges & Tunnels	64	84	84	84	84
Headquarters	932	965	964	964	964
Staten Island Railway	25	25	25	25	25
Capital Construction Company	16	16	16	16	16
Bus Company	134	144	147	143	147
<b>Operations</b>	<b>29,633</b>	<b>29,890</b>	<b>29,860</b>	<b>29,925</b>	<b>30,117</b>
NYC Transit	21,910	22,448	22,270	22,240	22,268
Long Island Rail Road	2,291	2,324	2,458	2,547	2,699
Metro-North Railroad	2,163	1,829	1,843	1,849	1,861
Bridges & Tunnels	789	769	769	769	769
Headquarters	-	-	-	-	-
Staten Island Railway	91	91	91	91	91
Capital Construction Company	-	-	-	-	-
Bus Company	2,389	2,429	2,429	2,429	2,429
<b>Maintenance</b>	<b>29,809</b>	<b>30,611</b>	<b>30,638</b>	<b>30,583</b>	<b>30,688</b>
NYC Transit	20,707	21,073	20,961	20,712	20,815
Long Island Rail Road	3,829	3,867	3,931	4,113	4,158
Metro-North Railroad	3,636	4,037	4,037	4,030	4,025
Bridges & Tunnels	403	403	403	403	403
Headquarters	-	-	-	-	-
Staten Island Railway	155	155	155	155	155
Capital Construction Company	-	-	-	-	-
Bus Company	1,079	1,076	1,151	1,170	1,132
<b>Engineering/Capital</b>	<b>1,958</b>	<b>1,936</b>	<b>1,961</b>	<b>1,872</b>	<b>1,872</b>
NYC Transit	1,319	1,274	1,299	1,244	1,244
Long Island Rail Road	142	136	136	136	136
Metro-North Railroad	110	110	110	110	110
Bridges & Tunnels	221	221	221	221	221
Headquarters	-	-	-	-	-
Staten Island Railway	5	34	34	-	-
Capital Construction Company	124	124	124	124	124
Bus Company	37	37	37	37	37
<b>Public Safety</b>	<b>1,661</b>	<b>1,715</b>	<b>1,720</b>	<b>1,750</b>	<b>1,794</b>
NYC Transit	584	628	628	628	628
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	269	269	269	269	269
Headquarters	790	800	805	835	879
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	18	18	18	18	18

**Metropolitan Transportation Authority**  
**February Financial Plan 2014-2017**  
**Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION/OCCUPATIONAL GROUP	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors	1,709	1,727	1,721	1,723	1,733
Professional, Technical, Clerical	2,488	2,526	2,528	2,533	2,533
Operational Hourlies	123	132	135	127	131
<b>Total Administration</b>	<b>4,320</b>	<b>4,386</b>	<b>4,385</b>	<b>4,384</b>	<b>4,398</b>
<b>Operations</b>					
Managers/Supervisors	3,361	3,421	3,411	3,397	3,416
Professional, Technical, Clerical	968	983	980	974	974
Operational Hourlies	25,305	25,487	25,470	25,555	25,728
<b>Total Operations</b>	<b>29,633</b>	<b>29,890</b>	<b>29,860</b>	<b>29,925</b>	<b>30,117</b>
<b>Maintenance</b>					
Managers/Supervisors	5,331	5,399	5,371	5,370	5,366
Professional, Technical, Clerical	1,918	1,870	1,834	1,791	1,789
Operational Hourlies	22,561	23,343	23,434	23,423	23,534
<b>Total Maintenance</b>	<b>29,809</b>	<b>30,611</b>	<b>30,638</b>	<b>30,583</b>	<b>30,688</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	522	552	557	502	502
Professional, Technical, Clerical	1,432	1,354	1,374	1,368	1,368
Operational Hourlies	4	30	30	2	2
<b>Total Engineering/Capital</b>	<b>1,958</b>	<b>1,936</b>	<b>1,961</b>	<b>1,872</b>	<b>1,872</b>
<b>Public Safety</b>					
Managers/Supervisors	266	310	310	310	311
Professional, Technical, Clerical	144	148	148	148	148
Operational Hourlies	1,251	1,257	1,262	1,292	1,335
<b>Total Public Safety</b>	<b>1,661</b>	<b>1,715</b>	<b>1,720</b>	<b>1,750</b>	<b>1,794</b>
<b>Baseline Total Positions</b>					
Managers/Supervisors	11,189	11,409	11,370	11,302	11,328
Professional, Technical, Clerical	6,949	6,881	6,864	6,814	6,812
Operational Hourlies	49,243	50,248	50,330	50,398	50,729
<b>Baseline Total Positions</b>	<b>67,381</b>	<b>68,538</b>	<b>68,564</b>	<b>68,514</b>	<b>68,869</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**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 2014-2013</b>	<b>Change 2015-2014</b>	<b>Change 2016-2015</b>	<b>Change 2017-2016</b>
<b>Baseline Total Positions</b>	<b>(1,157)</b>	<b>(26)</b>	<b>50</b>	<b>(355)</b>
NYC Transit	(857)	273	338	(130)
Long Island Rail Road	(76)	(203)	(278)	(208)
Metro-North Railroad	(105)	(14)	1	(7)
Bridges & Tunnels	-	-	-	-
Headquarters	(43)	(4)	(30)	(44)
Staten Island Railway	(29)	-	34	-
Capital Construction Company	-	-	-	-
Bus Company	(47)	(78)	(15)	34
<b>Non-Reimbursable</b>	<b>(961)</b>	<b>(224)</b>	<b>(260)</b>	<b>(493)</b>
NYC Transit	(765)	122	92	(259)
Long Island Rail Road	(49)	(250)	(318)	(217)
Metro-North Railroad	(68)	(14)	11	(7)
Bridges & Tunnels	-	-	-	-
Headquarters	(32)	(4)	(30)	(44)
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(47)	(78)	(15)	34
<b>Reimbursable</b>	<b>(196)</b>	<b>198</b>	<b>310</b>	<b>139</b>
NYC Transit	(92)	151	246	129
Long Island Rail Road	(27)	47	40	10
Metro-North Railroad	(37)	-	(10)	-
Bridges & Tunnels	-	-	-	-
Headquarters	(11)	-	-	-
Staten Island Railway	(29)	-	34	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
<b>Total Full-Time</b>	<b>(1,163)</b>	<b>(41)</b>	<b>50</b>	<b>(355)</b>
NYC Transit	(863)	258	338	(130)
Long Island Rail Road	(76)	(203)	(278)	(208)
Metro-North Railroad	(105)	(14)	1	(7)
Bridges & Tunnels	-	-	-	-
Headquarters	(43)	(4)	(30)	(44)
Staten Island Railway	(29)	-	34	-
Capital Construction Company	-	-	-	-
Bus Company	(47)	(78)	(15)	34
<b>Total Full-Time-Equivalents</b>	<b>6</b>	<b>15</b>	<b>-</b>	<b>-</b>
NYC Transit	6	15	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**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 2014-2013	Change 2015-2014	Change 2016-2015	Change 2017-2016
<b>Administration</b>	<b>(66)</b>	<b>1</b>	<b>1</b>	<b>(14)</b>
NYC Transit	46	8	4	1
Long Island Rail Road	(11)	(5)	(7)	(11)
Metro-North Railroad	(38)	-	-	-
Bridges & Tunnels	(20)	-	-	-
Headquarters	(33)	1	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(10)	(3)	4	(4)
<b>Operations</b>	<b>(257)</b>	<b>30</b>	<b>(65)</b>	<b>(192)</b>
NYC Transit	(538)	178	30	(28)
Long Island Rail Road	(33)	(134)	(89)	(152)
Metro-North Railroad	334	(14)	(6)	(12)
Bridges & Tunnels	20	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(40)	-	-	-
<b>Maintenance</b>	<b>(802)</b>	<b>(27)</b>	<b>55</b>	<b>(105)</b>
NYC Transit	(366)	112	249	(103)
Long Island Rail Road	(38)	(64)	(182)	(45)
Metro-North Railroad	(401)	-	7	5
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	3	(75)	(19)	38
<b>Engineering/Capital</b>	<b>22</b>	<b>(25)</b>	<b>89</b>	<b>-</b>
NYC Transit	45	(25)	55	-
Long Island Rail Road	6	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	(29)	-	34	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
<b>Public Safety</b>	<b>(54)</b>	<b>(5)</b>	<b>(30)</b>	<b>(44)</b>
NYC Transit	(44)	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	(10)	(5)	(30)	(44)
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

**Metropolitan Transportation Authority**  
**February Financial Plan 2014-2017**  
**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 2014-2013	Change 2015-2014	Change 2016-2015	Change 2017-2016
<b>Administration</b>				
Managers/Supervisors	(18)	6	(2)	(10)
Professional, Technical, Clerical	(39)	(2)	(5)	-
Operational Hourlies	(9)	(3)	8	(4)
<b>Total Administration</b>	<b>(66)</b>	<b>1</b>	<b>1</b>	<b>(14)</b>
<b>Operations</b>				
Managers/Supervisors	(60)	10	14	(19)
Professional, Technical, Clerical	(15)	3	6	-
Operational Hourlies	(182)	17	(85)	(173)
<b>Total Operations</b>	<b>(257)</b>	<b>30</b>	<b>(65)</b>	<b>(192)</b>
<b>Maintenance</b>				
Managers/Supervisors	(68)	28	1	4
Professional, Technical, Clerical	48	36	43	2
Operational Hourlies	(782)	(91)	11	(111)
<b>Total Maintenance</b>	<b>(802)</b>	<b>(27)</b>	<b>55</b>	<b>(105)</b>
<b>Engineering/Capital</b>				
Managers/Supervisors	(30)	(5)	55	-
Professional, Technical, Clerical	78	(20)	6	-
Operational Hourlies	(26)	-	28	-
<b>Total Engineering/Capital</b>	<b>22</b>	<b>(25)</b>	<b>89</b>	<b>-</b>
<b>Public Safety</b>				
Managers/Supervisors	(44)	-	-	(1)
Professional, Technical, Clerical	(4)	-	-	-
Operational Hourlies	(6)	(5)	(30)	(43)
<b>Total Public Safety</b>	<b>(54)</b>	<b>(5)</b>	<b>(30)</b>	<b>(44)</b>
<b>Baseline Total Positions</b>				
Managers/Supervisors	(220)	39	68	(26)
Professional, Technical, Clerical	68	17	50	2
Operational Hourlies	(1,005)	(82)	(68)	(331)
<b>Baseline Total Positions</b>	<b>(1,157)</b>	<b>(26)</b>	<b>50</b>	<b>(355)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**Baseline Change Between 2014 February Financial Plan vs. 2013 November Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**  
**Favorable/(Unfavorable)**

CATEGORY	2013	2014	2015	2016	2017
<b>Baseline Total Positions</b>	<b>(7)</b>	<b>(295)</b>	<b>(296)</b>	<b>(295)</b>	<b>(295)</b>
NYC Transit	-	(264)	(264)	(264)	(264)
Long Island Rail Road	(7)	(31)	(32)	(31)	(31)
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Non-Reimbursable</b>	<b>(7)</b>	<b>(295)</b>	<b>(296)</b>	<b>(295)</b>	<b>(295)</b>
NYC Transit	-	(264)	(264)	(264)	(264)
Long Island Rail Road	(7)	(31)	(32)	(31)	(31)
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Reimbursable</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</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>	<b>(7)</b>	<b>(295)</b>	<b>(296)</b>	<b>(295)</b>	<b>(295)</b>
NYC Transit	-	(264)	(264)	(264)	(264)
Long Island Rail Road	(7)	(31)	(32)	(31)	(31)
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Total Full-Time-Equivalents</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</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 2014-2017**  
**Baseline Change Between 2014 February Financial Plan vs. 2013 November Financial Plan**  
**Total Non-Reimbursable - Reimbursable Positions**  
**Full-Time Positions and Full Time Equivalents by Function and Agency**  
**Favorable/(Unfavorable)**

FUNCTION/DEPARTMENT	2013	2014	2015	2016	2017
<b>Administration</b>	-	(37)	(37)	(39)	(39)
NYC Transit	-	2	2	-	-
Long Island Rail Road	(1)	(3)	(3)	(3)	(3)
Metro-North Railroad	-	(17)	(17)	(17)	(17)
Bridges & Tunnels	1	(19)	(19)	(19)	(19)
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Operations</b>	(6)	(228)	(229)	(228)	(228)
NYC Transit	-	(228)	(228)	(228)	(228)
Long Island Rail Road	(6)	(21)	(22)	(21)	(21)
Metro-North Railroad	-	1	1	1	1
Bridges & Tunnels	-	20	20	20	20
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Maintenance</b>	2	(10)	(10)	(8)	(8)
NYC Transit	-	(21)	(21)	(19)	(19)
Long Island Rail Road	-	(7)	(7)	(7)	(7)
Metro-North Railroad	-	16	16	16	16
Bridges & Tunnels	2	2	2	2	2
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Engineering/Capital</b>	(3)	(3)	(3)	(3)	(3)
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	(3)	(3)	(3)	(3)	(3)
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Public Safety</b>	-	(17)	(17)	(17)	(17)
NYC Transit	-	(17)	(17)	(17)	(17)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<b>Baseline Total Positions</b>	(7)	(295)	(296)	(295)	(295)

**Metropolitan Transportation Authority**  
**February Financial Plan 2014-2017**  
**Baseline Change Between 2014 February Financial Plan vs. 2013 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				
	2013	2014	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors	(1)	(5)	(5)	(7)	(7)
Professional, Technical, Clerical	1	(32)	(32)	(32)	(32)
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>-</b>	<b>(37)</b>	<b>(37)</b>	<b>(39)</b>	<b>(39)</b>
<b>Operations</b>					
Managers/Supervisors	-	(7)	(8)	(8)	(8)
Professional, Technical, Clerical	-	(16)	(16)	(16)	(16)
Operational Hourlies	(6)	(205)	(205)	(204)	(204)
<b>Total Operations</b>	<b>(6)</b>	<b>(228)</b>	<b>(229)</b>	<b>(228)</b>	<b>(228)</b>
<b>Maintenance</b>					
Managers/Supervisors	1	12	12	15	15
Professional, Technical, Clerical	1	49	49	48	48
Operational Hourlies	-	(71)	(71)	(71)	(71)
<b>Total Maintenance</b>	<b>2</b>	<b>(10)</b>	<b>(10)</b>	<b>(8)</b>	<b>(8)</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	(1)	(45)	(45)	(1)	(1)
Professional, Technical, Clerical	(2)	42	42	(2)	(2)
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>(3)</b>	<b>(3)</b>	<b>(3)</b>	<b>(3)</b>	<b>(3)</b>
<b>Public Safety</b>					
Managers/Supervisors	-	(15)	(15)	(15)	(15)
Professional, Technical, Clerical	-	(2)	(2)	(2)	(2)
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>(17)</b>	<b>(17)</b>	<b>(17)</b>	<b>(17)</b>
<b>Baseline Total Positions</b>					
Managers/Supervisors	(1)	(60)	(61)	(16)	(16)
Professional, Technical, Clerical	-	41	41	(4)	(4)
Operational Hourlies	(6)	(276)	(276)	(275)	(275)
<b>Baseline Total Positions</b>	<b>(7)</b>	<b>(295)</b>	<b>(296)</b>	<b>(295)</b>	<b>(295)</b>

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



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No	Reimbursable	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
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	1,348	1,444	1,583	1,528	1,524	1,516
15	<b>Total Operating Revenue</b>	<b>\$1,348</b>	<b>\$1,444</b>	<b>\$1,583</b>	<b>\$1,528</b>	<b>\$1,524</b>	<b>\$1,516</b>
16							
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$467	\$485	\$567	\$558	\$549	\$540
20	Overtime	107	134	108	103	103	103
21	Health & Welfare	51	58	66	69	71	73
22	OPEB Current Payment	0	0	0	0	0	0
23	Pensions	65	63	68	69	68	68
24	Other-Fringe Benefits	131	145	169	165	162	159
25	Reimbursable Overhead	311	308	313	304	301	296
26	<b>Subtotal Labor Expenses</b>	<b>\$1,131</b>	<b>\$1,193</b>	<b>\$1,292</b>	<b>\$1,268</b>	<b>\$1,255</b>	<b>\$1,239</b>
27							
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	8	7	10	10	10	10
32	Claims	0	0	0	(0)	(0)	(0)
33	Paratransit Service Contracts	1	0	0	0	0	0
34	Maintenance and Other Operating Contracts	69	67	52	57	64	68
35	Professional Service Contracts	37	55	66	73	77	79
36	Materials & Supplies	95	114	155	114	112	113
37	Other Business Expenses	5	7	7	6	6	6
38	<b>Subtotal Non-Labor Expenses</b>	<b>\$216</b>	<b>\$250</b>	<b>\$291</b>	<b>\$260</b>	<b>\$269</b>	<b>\$277</b>
39							
40	<b>Other Expense Adjustments:</b>						
41	Other	\$0	\$0	\$0	\$0	\$0	\$0
42	<b>Subtotal Other Expense Adjustments</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
43							
44	Environmental Remediation	0	0	0	0	0	0
45							
46	<b>Total Operating Expense</b>	<b>\$1,348</b>	<b>\$1,444</b>	<b>\$1,583</b>	<b>\$1,528</b>	<b>\$1,524</b>	<b>\$1,516</b>
47							
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 2014-2017**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line Number	Non-Reimbursable / Reimbursable	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$5,079	\$5,484	\$5,650	\$5,723	\$5,796	\$5,830
12	Toll Revenue	1,491	1,629	1,649	1,653	1,662	1,666
13	Other Revenue	564	779	656	610	638	673
14	Capital and Other Reimbursements	1,348	1,444	1,583	1,528	1,524	1,532
15	<b>Total Operating Revenue</b>	<b>\$8,482</b>	<b>\$9,336</b>	<b>\$9,538</b>	<b>\$9,515</b>	<b>\$9,620</b>	<b>\$9,701</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,661	\$4,767	\$4,935	\$5,034	\$5,134	\$5,260
20	Overtime	681	737	667	653	657	666
21	Health & Welfare	864	979	1,093	1,169	1,253	1,349
22	OPEB Current Payment	413	453	496	537	585	633
23	Pensions	1,393	1,359	1,388	1,400	1,421	1,424
24	Other-Fringe Benefits	782	738	756	778	799	822
25	Reimbursable Overhead	1	(1)	(2)	(0)	(0)	4
26	<b>Sub-total Labor Expenses</b>	<b>\$8,795</b>	<b>\$9,031</b>	<b>\$9,332</b>	<b>\$9,570</b>	<b>\$9,849</b>	<b>\$10,159</b>
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$472	\$514	\$535	\$571	\$606	\$643
30	Fuel	252	275	269	268	269	275
31	Insurance	16	40	61	78	97	120
32	Claims	136	204	201	210	215	219
33	Paratransit Service Contracts	362	368	394	412	457	526
34	Maintenance and Other Operating Contracts	521	613	626	692	707	712
35	Professional Service Contracts	314	369	399	398	394	393
36	Materials & Supplies	526	612	675	670	667	681
37	Other Business Expenses	149	179	155	175	178	182
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,747</b>	<b>\$3,175</b>	<b>\$3,316</b>	<b>\$3,474</b>	<b>\$3,589</b>	<b>\$3,750</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	\$63	\$46	\$47	\$48	\$51	\$52
42	General Reserve	0	0	135	140	145	150
43	<b>Sub-total Other Expense Adjustments</b>	<b>\$63</b>	<b>\$46</b>	<b>\$182</b>	<b>\$188</b>	<b>\$196</b>	<b>\$202</b>
45	<b>Total Operating Expense before Non-Cash Liability Adjs.</b>	<b>\$11,604</b>	<b>\$12,252</b>	<b>\$12,830</b>	<b>\$13,232</b>	<b>\$13,635</b>	<b>\$14,111</b>
47	Depreciation	\$2,149	\$2,176	\$2,265	\$2,384	\$2,453	\$2,637
48	OPEB Obligation	1,786	1,819	1,900	1,982	2,069	2,156
49	Environmental Remediation	25	5	6	6	6	6
51	<b>Total Operating Expense</b>	<b>\$15,564</b>	<b>\$16,252</b>	<b>\$17,001</b>	<b>\$17,604</b>	<b>\$18,162</b>	<b>\$18,909</b>
53	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$7,082)</b>	<b>(\$6,917)</b>	<b>(\$7,462)</b>	<b>(\$8,089)</b>	<b>(\$8,542)</b>	<b>(\$9,208)</b>
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,959	\$4,000	\$4,171	\$4,372	\$4,527	\$4,799
57	Debt Service (excludes Service Contract Bonds)	(2,058)	(2,304)	(2,333)	(2,491)	(2,651)	(2,873)
59	<b>Total Operating Expense with Debt Service</b>	<b>\$13,663</b>	<b>\$14,557</b>	<b>\$15,162</b>	<b>\$15,723</b>	<b>\$16,285</b>	<b>\$16,984</b>
61	Dedicated Taxes and State/Local Subsidies	\$5,492	\$5,891	\$6,033	\$6,373	\$6,609	\$6,813
63	<b>Net Deficit After Subsidies and Debt Service</b>	<b>\$311</b>	<b>\$669</b>	<b>\$409</b>	<b>\$165</b>	<b>(\$57)</b>	<b>(\$470)</b>
65	Conversion to Cash Basis: GASB Account	(90)	(80)	(123)	(81)	(114)	(123)
66	Conversion to Cash Basis: All Other	(290)	(602)	(487)	(493)	(313)	(446)
68	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$68)</b>	<b>(\$12)</b>	<b>(\$202)</b>	<b>(\$409)</b>	<b>(\$484)</b>	<b>(\$1,039)</b>
69	<b>ADJUSTMENTS</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>348</b>	<b>489</b>	<b>775</b>
70	<b>PRIOR-YEAR CARRY-OVER</b>	<b>297</b>	<b>229</b>	<b>217</b>	<b>64</b>	<b>4</b>	<b>9</b>
71	<b>NET CASH BALANCE</b>	<b>\$229</b>	<b>\$217</b>	<b>\$64</b>	<b>\$4</b>	<b>\$9</b>	<b>(\$255)</b>

**Metropolitan Transportation Authority**  
**2014 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>	5,331,554	\$189.389	33.9%
<u>Unscheduled Service</u>	3,011,386	95.831	17.2%
<u>Programmatic/Routine Maintenance</u>	4,389,617	150.935	27.0%
<u>Unscheduled Maintenance</u>	30,205	2.053	0.4%
<u>Vacancy/Absentee Coverage</u>	1,568,475	72.253	12.9%
<u>Weather Emergencies</u>	615,698	23.567	4.2%
<u>Safety/Security/Law Enforcement</u>	260,867	10.561	1.9%
<u>Other</u>	268,394	13.771	2.5%
Subtotal	<b>15,476,195</b>	<b>\$558.361</b>	100.0%
<b>REIMBURSABLE OVERTIME</b>	2,957,422	108.144	
<b>TOTAL OVERTIME</b>	<b>18,433,617</b>	<b>\$666.505</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 2014-2017**  
**MTA Consolidated Cash Receipts and Expenditures**  
(\$ in millions)

Line

No

7	<b>Cash Receipts and Expenditures</b>					
8		2013	2014			
9	2012	Final	Adopted	2015	2016	2017
10	Actual	Estimate	Budget			
11	<b>Receipts</b>					
11	\$5,077	\$5,530	\$5,690	\$5,765	\$5,838	\$5,873
12	536	859	672	641	730	691
13	1,434	1,438	1,609	1,515	1,493	1,484
14	<b>\$7,047</b>	<b>\$7,827</b>	<b>\$7,971</b>	<b>\$7,920</b>	<b>\$8,061</b>	<b>\$8,048</b>
15	<b>Expenditures</b>					
16	<b>Labor:</b>					
18	\$4,499	\$4,605	\$4,986	\$4,853	\$4,938	\$5,061
19	646	709	673	629	630	641
20	872	973	1,061	1,135	1,217	1,308
21	399	437	479	521	567	615
22	1,480	1,152	1,339	1,357	1,373	1,375
23	608	680	707	718	734	755
24	90	80	98	106	114	123
25	0	0	0	0	0	0
26	<b>\$8,594</b>	<b>\$8,636</b>	<b>\$9,343</b>	<b>\$9,318</b>	<b>\$9,575</b>	<b>\$9,877</b>
27	<b>Non-Labor:</b>					
29	\$466	\$542	\$530	\$565	\$599	\$637
30	252	274	262	262	262	269
31	33	42	47	65	78	98
32	173	193	182	188	189	193
33	354	366	392	410	455	524
34	458	541	509	565	586	587
35	254	335	355	348	341	347
36	537	604	675	672	666	675
37	150	157	228	170	172	176
38	<b>\$2,677</b>	<b>\$3,054</b>	<b>\$3,181</b>	<b>\$3,243</b>	<b>\$3,349</b>	<b>\$3,504</b>
39	<b>Other Expenditure Adjustments:</b>					
41	\$92	\$73	\$131	\$93	\$110	\$111
42	0	0	135	140	145	150
43	<b>\$92</b>	<b>\$73</b>	<b>\$266</b>	<b>\$233</b>	<b>\$255</b>	<b>\$261</b>
44	<b>Total Expenditures</b>					
45	<b>\$11,364</b>	<b>\$11,763</b>	<b>\$12,790</b>	<b>\$12,794</b>	<b>\$13,178</b>	<b>\$13,642</b>
46	<b>Net Cash Deficit Before Subsidies and Debt Service</b>					
47	<b>(\$4,317)</b>	<b>(\$3,936)</b>	<b>(\$4,819)</b>	<b>(\$4,874)</b>	<b>(5,117)</b>	<b>(5,594)</b>
48	<b>Dedicated Taxes and State/Local Subsidies</b>					
49	\$5,691	\$5,599	\$6,333	\$6,300	\$6,605	\$6,717
50	(1,442)	(1,675)	(1,716)	(1,835)	(1,972)	(2,162)
51	<b>Net Cash Balance from Previous Year</b>					
52	297	229	217	14	0	0
53	<b>Baseline Net Cash Surplus/(Deficit)</b>					
54	<b>\$229</b>	<b>\$217</b>	<b>\$14</b>	<b>(\$394)</b>	<b>(\$484)</b>	<b>(\$1,039)</b>
55	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>					
56	(\$68)	(\$12)	(\$202)	(\$409)	(\$484)	(\$1,039)
57	0	0	0	0	0	0
58	0	0	50	348	489	775
59	<u>297</u>	<u>229</u>	<u>217</u>	<u>64</u>	<u>4</u>	<u>9</u>
60	<b>\$229</b>	<b>\$217</b>	<b>\$64</b>	<b>\$4</b>	<b>\$9</b>	<b>(\$255)</b>

# METROPOLITAN TRANSPORTATION AUTHORITY

## February Financial Plan 2014-2017

### Cash Conversion Detail

(\$ in millions)

	2012 Actual	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b><u>Depreciation</u></b>						
New York City Transit	\$1,416	\$1,433	\$1,544	\$1,638	\$1,688	\$1,863
Long Island Rail Road	317	323	312	321	324	327
Metro-North Railroad	223	225	227	225	227	229
MTA Bus Company	46	42	42	42	42	43
MTA Headquarters	50	50	27	38	43	38
Staten Island Railway	9	9	8	8	8	8
Bridges & Tunnels	88	94	104	112	120	128
<i>Sub-Total</i>	<u>2,149</u>	<u>2,176</u>	<u>2,265</u>	<u>2,384</u>	<u>2,453</u>	<u>2,637</u>
<b><u>Other Post Employment Benefits</u></b>						
New York City Transit	\$1,391	\$1,447	\$1,504	\$1,565	\$1,627	\$1,692
Long Island Rail Road	80	82	85	87	90	90
Metro-North Railroad	56	62	65	68	71	75
MTA Bus Company	100	56	57	58	58	59
MTA Headquarters	84	93	106	119	131	144
Staten Island Railway	2	2	2	2	2	2
Bridges & Tunnels	73	77	80	85	89	93
<i>Sub-Total</i>	<u>1,786</u>	<u>1,819</u>	<u>1,900</u>	<u>1,982</u>	<u>2,069</u>	<u>2,156</u>
<b><u>Environmental Remediation</u></b>						
New York City Transit	16	0	0	0	0	0
Long Island Rail Road	6	2	2	2	2	2
Metro-North Railroad	0	3	4	4	4	4
MTA Bus Company	2	0	0	0	0	0
Staten Island Railway	(0)	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0	0
<i>Sub-Total</i>	<u>25</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	(22)	157	(248)	(58)	(62)	(81)
Long Island Rail Road	(12)	(21)	(41)	(28)	(33)	(36)
Metro-North Railroad	33	(13)	(62)	(33)	(29)	(32)
MTA Bus Company	(20)	(46)	15	7	7	7
MTA Headquarters	(43)	103	(15)	121	187	129
Staten Island Railway	(3)	(0)	(0)	(0)	(0)	(0)
First Mutual Transportation Assurance Company	(36)	5	3	(4)	(13)	(22)
Other	38	29	21	21	21	21
<i>Sub-Total</i>	<u>(66)</u>	<u>215</u>	<u>(327)</u>	<u>25</u>	<u>77</u>	<u>(16)</u>
<b><u>Subsidies</u></b>						
New York City Transit	236	(355)	(269)	(509)	(393)	(451)
Commuter Railroads	(431)	(454)	(13)	(23)	(11)	(21)
MTA Bus Company	(71)	(22)	53	(3)	(36)	(14)
MTA Headquarters	(15)	(29)	(27)	(26)	(26)	(26)
Staten Island Railway	(28)	(32)	(28)	(37)	(39)	(42)
Long Island Bus	(4)	0	0	0	0	0
Other	0	(4)	0	0	0	0
<i>Sub-Total</i>	<u>(313)</u>	<u>(896)</u>	<u>(284)</u>	<u>(598)</u>	<u>(504)</u>	<u>(553)</u>
<b>Total Cash Conversion</b>	<b>\$3,580</b>	<b>\$3,318</b>	<b>\$3,560</b>	<b>\$3,799</b>	<b>\$4,100</b>	<b>\$4,230</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**Changes Year-to-Year By Category**

Favorable/(Unfavorable)  
(\$ in millions)

Line Number	2013 Final Estimate	2014 Adopted Budget	Change 2014 - 2013	2015	Change 2015 - 2014	2016	Change 2016 - 2015	2017	Change 2017 - 2016	
9	<b>Non-Reimbursable</b>									
12	<b>Operating Revenue</b>									
13	Farebox Revenue	\$5,484	\$5,650	\$166	\$5,723	\$73	\$5,796	\$73	\$5,830	\$34
14	Student Fare	0	0	0	0	0	0	0	0	0
14	Toll Revenue	1,629	1,649	21	1,653	3	1,662	9	1,666	4
15	Other Revenue	779	656	(123)	610	(46)	638	28	673	35
16	Capital and Other Reimbursements	0	0	0	0	0	0	0	0	0
17	<b>Total Operating Revenue</b>	<b>\$7,892</b>	<b>\$7,956</b>	<b>\$64</b>	<b>\$7,986</b>	<b>\$31</b>	<b>\$8,096</b>	<b>\$110</b>	<b>\$8,169</b>	<b>\$73</b>
19	<b>Operating Expense</b>									
20	<b>Labor Expenses:</b>									
21	Payroll	\$4,281	\$4,368	(\$87)	\$4,476	(\$108)	\$4,585	(\$109)	\$4,712	(\$127)
22	Overtime	603	558	45	550	9	553	(4)	562	(9)
23	Health & Welfare	921	1,027	(106)	1,100	(73)	1,182	(82)	1,273	(91)
24	OPEB Current Payment	453	496	(43)	537	(42)	585	(48)	633	(48)
25	Pensions	1,296	1,320	(24)	1,331	(11)	1,353	(22)	1,356	(3)
26	Other-Fringe Benefits	593	586	7	613	(26)	637	(24)	661	(24)
27	Reimbursable Overhead	(309)	(315)	6	(305)	(10)	(301)	(4)	(297)	(4)
28	<b>Sub-total Labor Expenses</b>	<b>\$7,838</b>	<b>\$8,040</b>	<b>(\$202)</b>	<b>\$8,302</b>	<b>(\$262)</b>	<b>\$8,594</b>	<b>(\$292)</b>	<b>\$8,900</b>	<b>(\$306)</b>
29	<b>Non-Labor Expenses:</b>									
31	Traction and Propulsion Power	\$514	\$535	(\$21)	\$570	(\$35)	\$605	(\$35)	\$643	(\$38)
32	Fuel for Buses and Trains	275	269	7	268	1	269	(1)	275	(7)
33	Insurance	33	52	(19)	68	(17)	87	(19)	110	(23)
34	Claims	204	201	4	210	(10)	215	(4)	219	(4)
35	Paratransit Service Contracts	368	394	(26)	412	(17)	457	(45)	526	(69)
36	Maintenance and Other Operating Contracts	546	574	(28)	635	(61)	643	(9)	643	0
37	Professional Service Contracts	314	333	(18)	324	8	316	8	322	(5)
38	Materials & Supplies	498	520	(22)	557	(36)	556	1	564	(9)
39	Other Business Expenses	172	148	23	169	(21)	172	(3)	175	(3)
40	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,925</b>	<b>\$3,025</b>	<b>(\$100)</b>	<b>\$3,213</b>	<b>(\$189)</b>	<b>\$3,320</b>	<b>(\$107)</b>	<b>\$3,477</b>	<b>(\$156)</b>
42	<b>Other Expense Adjustments:</b>									
43	Other	\$46	\$47	(1)	\$48	(1)	\$51	(3)	\$52	(1)
44	General Reserve	0	135	(135)	140	(5)	145	(5)	150	(5)
45	<b>Sub-total Other Expense Adjustments</b>	<b>\$46</b>	<b>\$182</b>	<b>(\$136)</b>	<b>\$188</b>	<b>(\$6)</b>	<b>\$196</b>	<b>(\$8)</b>	<b>\$202</b>	<b>(\$6)</b>
46	<b>Total Operating Expense before Non-Cash Liability Adjs.</b>	<b>\$10,809</b>	<b>\$11,247</b>	<b>(\$438)</b>	<b>\$11,703</b>	<b>(\$456)</b>	<b>\$12,111</b>	<b>(\$407)</b>	<b>\$12,579</b>	<b>(\$468)</b>
48	Depreciation	2,176	2,265	(90)	2,384	(119)	2,453	(68)	2,637	(184)
49	OPEB Obligation	1,819	1,900	(80)	1,982	(83)	2,069	(86)	2,156	(87)
50	Environmental Remediation	5	6	(1)	6	0	6	0	6	0
52	<b>Total Operating Expense</b>	<b>\$14,808</b>	<b>\$15,418</b>	<b>(\$609)</b>	<b>\$16,076</b>	<b>(\$658)</b>	<b>\$16,638</b>	<b>(\$562)</b>	<b>\$17,377</b>	<b>(\$740)</b>
53	Less B&T Depreciation	94	104	(10.0)	112	(7.3)	120	(7.9)	128	(8.3)
56	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$6,917)</b>	<b>(\$7,462)</b>	<b>(\$546)</b>	<b>(\$8,089)</b>	<b>(\$627)</b>	<b>(\$8,542)</b>	<b>(\$452)</b>	<b>(\$9,208)</b>	<b>(\$667)</b>
57	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$4,000	\$4,171	(\$171)	\$4,372	(\$202)	\$4,527	(\$160)	\$4,799	(\$222)
59	Debt Service (excludes Service Contract Bonds)	(2,304)	(2,333)	(28)	(2,491)	(159)	(2,651)	(160)	(2,873)	(222)
61	<b>Total Operating Expense with Debt Service</b>	<b>\$13,113</b>	<b>\$13,580</b>	<b>(\$467)</b>	<b>\$14,195</b>	<b>(\$615)</b>	<b>\$14,761</b>	<b>\$567</b>	<b>\$15,452</b>	<b>\$691</b>
64	Dedicated Taxes and State/Local Subsidies	\$5,891	\$6,033	\$142	\$6,373	\$340	\$6,609	\$236	\$6,813	\$204
66	<b>Net Deficit After Subsidies and Debt Service</b>	<b>\$669</b>	<b>\$409</b>	<b>(\$261)</b>	<b>\$165</b>	<b>(\$244)</b>	<b>(\$57)</b>	<b>(\$221)</b>	<b>(\$470)</b>	<b>(\$413)</b>
68	Conversion to Cash Basis: GASB Account	(80)	(123)	44	(81)	(43)	(114)	34	(123)	9
69	Conversion to Cash Basis: All Other	(602)	(487)	(115)	(493)	6	(313)	(180)	(446)	133
71	<b>CASH BALANCE BEFORE PRIOR YEAR CARRYOVER</b>	<b>(\$12)</b>	<b>(\$202)</b>	<b>(\$190)</b>	<b>(\$409)</b>	<b>(\$207)</b>	<b>(\$484)</b>	<b>(75)</b>	<b>(\$1,039)</b>	<b>(555)</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**Non-Recurring Revenue and Savings**  
(\$ in millions)

		2013 Final Estimate	2014 Adopted Budget	2015 Plan	2016 Plan	2017 Plan
		Explanation	Explanation	Explanation	Explanation	Explanation
Multi-Agency	2011 Tropical Storm Irene Reimb.	\$ 29.5 Insurance/FEMA reimbursement for expenses incurred as a result of Tropical Storm Irene (August 2011)	\$ -	\$ -	\$ -	\$ -
Multi-Agency	2012 Superstorm Sandy Reimb.	\$ 174.8 Insurance/FEMA reimbursement for expenses incurred as a result of Superstorm Sandy (October 2012)	\$ 50.2	\$ -	\$ -	\$ -
MTAHQ	Recovery of Relocation Costs	\$ -	\$ -	\$ 8.3 Reimbursement of HQ move to 2 B'way	\$ 59.0 Reimbursement of HQ move to 2 B'way	
LIRR	Sale of Finance and Accounting Building	\$ -	\$ 2.4 Proposed sale of Finance and Accounting Building to Jamaica Economic Development Corporation	\$ -	\$ -	\$ -
LIRR	Bayridge Real Estate Sale	\$ 3.0 Currently, the Transit Oriented Development (TOD) Group is doing an engineering study and an appraisal for the air rights. They are projecting phase I to go out towards the end of 2013 and phase II in 2014.	\$ 3.0	\$ -	\$ -	\$ -
NYCT	CNG Fuel Tax Credits	\$ 6.0 CNG Fuel Tax Credits		\$ -	\$ -	\$ -
<b>Total Non-Recurring Resources (&gt; or = \$1 million)</b>		<b>\$ 213.3</b>	<b>\$ 55.6</b>	<b>\$ 8.3</b>	<b>\$ 59.0</b>	<b>\$ -</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan 2014-2017**  
**Operating Budget Reserves - Baseline**  
(\$ in millions)

	<u>2013</u> Final <u>Estimate</u>	<u>2014</u> Adopted <u>Budget</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
MTA General Reserve (annual)	\$0.0	\$135.0	\$140.0	\$145.0	\$150.0
GASB Fund Reserve <sup>1,2</sup>	\$347.8	\$449.5	\$558.5	\$676.4	\$803.3
MTA Retiree Welfare Benefits Trust <sup>1</sup>	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0

<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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2014 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	\$449.9	\$423.0	\$475.7	\$469.5	\$479.6	\$478.0	\$488.0	\$471.6	\$481.1	\$496.3	\$458.0	\$479.6	\$5,650.2
Toll Revenue	123.6	115.7	137.2	137.4	147.8	146.2	144.3	147.4	138.8	140.9	135.6	134.6	1,649.5
Other Operating Revenue	52.0	50.3	52.9	51.1	53.1	52.4	46.6	45.4	50.3	53.2	52.0	96.5	655.9
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$625.5</b>	<b>\$589.0</b>	<b>\$665.9</b>	<b>\$658.0</b>	<b>\$680.4</b>	<b>\$676.6</b>	<b>\$678.9</b>	<b>\$664.4</b>	<b>\$670.3</b>	<b>\$690.4</b>	<b>\$645.6</b>	<b>\$710.7</b>	<b>\$7,955.6</b>
<b>Operating Expenses</b>													
<u>Labor:</u>													
Payroll	\$378.4	\$337.2	\$352.7	\$354.5	\$368.1	\$350.5	\$377.5	\$359.0	\$359.9	\$371.9	\$360.7	\$397.4	\$4,367.8
Overtime	49.8	45.8	44.6	45.2	44.9	44.4	49.2	45.6	46.3	45.8	44.6	52.3	558.4
Health and Welfare	85.6	83.8	84.1	84.1	84.6	80.4	92.7	87.0	86.8	87.5	86.5	83.7	1,026.8
OPEB Current Payment	39.6	39.4	42.7	39.5	39.5	41.0	43.5	40.9	44.0	40.8	40.7	44.1	495.7
Pensions	47.7	46.4	53.4	46.4	46.8	53.2	782.2	46.9	53.7	47.8	46.8	48.7	1,320.1
Other Fringe Benefits	51.8	47.5	48.5	49.0	48.7	49.0	52.6	47.8	50.3	46.8	45.2	49.1	586.3
Reimbursable Overhead	(25.1)	(23.5)	(27.1)	(26.8)	(26.7)	(27.2)	(27.0)	(26.2)	(28.2)	(26.8)	(24.2)	(26.1)	(315.0)
<b>Total Labor Expenses</b>	<b>\$627.8</b>	<b>\$576.7</b>	<b>\$598.8</b>	<b>\$591.9</b>	<b>\$605.8</b>	<b>\$591.3</b>	<b>\$1,370.7</b>	<b>\$600.9</b>	<b>\$612.7</b>	<b>\$613.6</b>	<b>\$600.5</b>	<b>\$649.2</b>	<b>\$8,040.1</b>
<u>Non-Labor:</u>													
Electric Power	\$44.6	\$45.3	\$44.6	\$42.2	\$41.9	\$44.6	\$47.1	\$47.4	\$45.1	\$44.1	\$43.6	\$44.3	\$534.9
Fuel	24.3	22.9	24.3	24.7	23.1	21.2	20.8	20.4	20.4	21.6	21.4	23.6	268.7
Insurance	4.2	4.1	3.9	4.1	4.3	4.4	4.3	4.3	4.4	4.4	4.4	4.9	51.6
Claims	16.6	16.6	16.9	16.6	16.6	16.9	16.6	16.6	16.9	16.6	16.6	16.8	200.6
Paratransit Service Contracts	32.7	31.0	33.1	33.1	33.4	33.0	32.8	31.7	32.7	34.2	32.6	33.9	394.2
Maintenance and Other Operating Contracts	37.2	40.8	47.6	48.2	48.6	49.0	46.2	51.5	51.5	48.2	48.4	56.6	573.9
Professional Service Contracts	20.9	25.2	28.6	26.0	26.3	29.0	28.1	25.7	28.4	28.7	32.1	33.6	332.6
Materials & Supplies	42.7	41.5	44.8	43.6	43.2	46.4	43.4	43.2	45.5	43.5	43.5	38.8	520.1
Other Business Expenses	16.3	12.3	14.9	12.6	12.8	12.7	13.0	12.9	12.8	13.3	13.3	1.2	148.2
<b>Total Non-Labor Expenses</b>	<b>\$239.5</b>	<b>\$239.8</b>	<b>\$258.8</b>	<b>\$251.0</b>	<b>\$250.4</b>	<b>\$257.3</b>	<b>\$252.3</b>	<b>\$253.7</b>	<b>\$257.8</b>	<b>\$254.6</b>	<b>\$255.8</b>	<b>\$253.7</b>	<b>\$3,024.8</b>
<u>Other Expenses Adjustments:</u>													
Other	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	6.9	47.0
General Reserve	-	-	-	-	-	-	-	-	-	-	-	135.0	135.0
<b>Total Other Expense Adjustments</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$141.9</b>	<b>\$182.0</b>
<b>Total Expenses/Expenditures before Non-Cash Liability Adjs.</b>	<b>\$871.0</b>	<b>\$820.2</b>	<b>\$861.3</b>	<b>\$846.6</b>	<b>\$859.9</b>	<b>\$852.3</b>	<b>\$1,626.6</b>	<b>\$858.3</b>	<b>\$874.2</b>	<b>\$871.9</b>	<b>\$860.0</b>	<b>\$1,044.8</b>	<b>\$11,246.9</b>
Depreciation	177.6	177.8	178.0	186.6	182.8	192.1	192.5	193.4	194.3	195.5	196.3	198.5	2,265.3
OPEB Obligation	32.3	32.3	408.8	32.6	32.8	408.9	32.3	32.8	409.5	33.1	33.1	411.1	1,899.7
Environmental Remediation	0.2	0.2	1.1	0.2	0.2	1.1	0.2	0.2	1.1	0.2	0.2	1.1	5.8
<b>Net Operating Expenses</b>	<b>\$1,081.0</b>	<b>\$1,030.4</b>	<b>\$1,449.2</b>	<b>\$1,066.0</b>	<b>\$1,075.7</b>	<b>\$1,454.4</b>	<b>\$1,851.6</b>	<b>\$1,084.7</b>	<b>\$1,479.1</b>	<b>\$1,100.7</b>	<b>\$1,089.4</b>	<b>\$1,655.6</b>	<b>\$15,417.8</b>
<b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$455.5)</b>	<b>(\$441.4)</b>	<b>(\$783.3)</b>	<b>(\$407.9)</b>	<b>(\$395.3)</b>	<b>(\$777.8)</b>	<b>(\$1,172.7)</b>	<b>(\$420.3)</b>	<b>(\$808.8)</b>	<b>(\$410.3)</b>	<b>(\$443.9)</b>	<b>(\$944.9)</b>	<b>(\$7,462.1)</b>
Subsidies	\$311.8	\$354.1	\$342.0	\$2,054.6	\$422.7	\$350.9	\$446.3	\$295.7	\$379.5	\$260.8	\$338.6	\$475.5	\$6,032.6
Debt Service	176.4	211.4	211.4	200.2	159.8	207.2	211.4	211.4	204.2	186.3	146.8	206.5	\$2,332.8

-- Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	118.4	111.5	127.2	132.8	133.2	132.0	162.4	137.0	138.0	137.3	122.1	130.9	1,582.8
<b>Total Revenue</b>	<b>\$118.4</b>	<b>\$111.5</b>	<b>\$127.2</b>	<b>\$132.8</b>	<b>\$133.2</b>	<b>\$132.0</b>	<b>\$162.4</b>	<b>\$137.0</b>	<b>\$138.0</b>	<b>\$137.3</b>	<b>\$122.1</b>	<b>\$130.9</b>	<b>\$1,582.8</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$45.4	\$41.8	\$47.8	\$48.9	\$48.2	\$46.7	\$49.7	\$48.2	\$49.1	\$49.7	\$44.5	\$46.7	\$566.7
Overtime	8.2	7.8	8.9	9.5	9.7	9.4	9.6	9.4	9.3	9.3	8.6	8.5	108.1
Health and Welfare	5.1	4.8	5.3	5.8	5.5	5.5	6.1	5.7	5.9	5.7	5.2	5.5	66.1
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	3.0	2.8	3.4	3.9	3.5	3.5	29.9	3.6	3.9	3.6	3.2	3.4	67.8
Other Fringe Benefits	13.8	12.7	14.4	14.4	14.5	14.0	14.6	14.5	14.5	15.0	13.3	13.8	169.5
Reimbursable Overhead	25.0	23.4	27.0	26.7	26.6	27.0	26.8	26.0	28.0	26.6	24.0	26.0	313.3
<b>Total Labor Expenses</b>	<b>\$100.5</b>	<b>\$93.4</b>	<b>\$106.7</b>	<b>\$109.2</b>	<b>\$108.0</b>	<b>\$106.1</b>	<b>\$136.6</b>	<b>\$107.5</b>	<b>\$110.8</b>	<b>\$109.9</b>	<b>\$98.9</b>	<b>\$103.9</b>	<b>\$1,291.5</b>
<b>Non-Labor:</b>													
Electric Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
Fuel	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
Insurance	0.5	0.5	0.7	0.9	0.8	0.8	1.3	0.8	1.0	0.8	0.7	0.7	9.7
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.4	3.9	5.0	4.9	4.9	4.4	4.9	4.8	4.6	4.1	3.8	3.8	52.4
Professional Service Contracts	3.5	3.6	3.7	5.4	3.9	5.5	4.5	5.7	4.3	9.7	6.1	10.5	66.4
Materials & Supplies	9.7	9.3	12.2	11.7	14.8	14.4	14.3	17.4	16.6	12.0	11.8	11.3	155.3
Other Business Expenses	0.8	0.8	(1.2)	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	7.2
<b>Total Non-Labor Expenses</b>	<b>\$17.9</b>	<b>\$18.1</b>	<b>\$20.5</b>	<b>\$23.7</b>	<b>\$25.2</b>	<b>\$25.9</b>	<b>\$25.8</b>	<b>\$29.5</b>	<b>\$27.2</b>	<b>\$27.4</b>	<b>\$23.2</b>	<b>\$27.0</b>	<b>\$291.3</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$118.4</b>	<b>\$111.5</b>	<b>\$127.2</b>	<b>\$132.8</b>	<b>\$133.2</b>	<b>\$132.0</b>	<b>\$162.4</b>	<b>\$137.0</b>	<b>\$138.0</b>	<b>\$137.3</b>	<b>\$122.1</b>	<b>\$130.9</b>	<b>\$1,582.8</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Net Operating Expenses (excluding B&amp;T Depreciation)</b>	<b>\$118.4</b>	<b>\$111.5</b>	<b>\$127.2</b>	<b>\$132.8</b>	<b>\$133.2</b>	<b>\$132.0</b>	<b>\$162.4</b>	<b>\$137.0</b>	<b>\$138.0</b>	<b>\$137.3</b>	<b>\$122.1</b>	<b>\$130.9</b>	<b>\$1,582.8</b>
<b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>

-- Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$449.9	\$423.0	\$475.7	\$469.5	\$479.6	\$478.0	\$488.0	\$471.6	\$481.1	\$496.3	\$458.0	\$479.6	\$5,650.2
Toll Revenue	123.6	115.7	137.2	137.4	147.8	146.2	144.3	147.4	138.8	140.9	135.6	134.6	1,649.5
Other Operating Revenue	52.0	50.3	52.9	51.1	53.1	52.4	46.6	45.4	50.3	53.2	52.0	96.5	655.9
Capital and Other Reimbursements	118.4	111.5	127.2	132.8	133.2	132.0	162.4	137.0	138.0	137.3	122.1	130.9	1,582.8
<b>Total Revenue</b>	<b>\$743.9</b>	<b>\$700.5</b>	<b>\$793.1</b>	<b>\$790.8</b>	<b>\$813.7</b>	<b>\$808.5</b>	<b>\$841.3</b>	<b>\$801.4</b>	<b>\$808.3</b>	<b>\$827.7</b>	<b>\$767.6</b>	<b>\$841.6</b>	<b>\$9,538.4</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$423.8	\$379.1	\$400.5	\$403.4	\$416.3	\$397.2	\$427.1	\$407.2	\$408.9	\$421.6	\$405.2	\$444.2	\$4,934.6
Overtime	58.0	53.6	53.5	54.7	54.6	53.8	58.8	54.9	55.6	55.1	53.3	60.7	666.5
Health and Welfare	90.7	88.6	89.3	89.9	90.1	86.0	98.8	92.7	92.7	93.2	91.8	89.3	1,092.9
OPEB Current Payment	39.6	39.4	42.7	39.5	39.5	41.0	43.5	40.9	44.0	40.8	40.7	44.1	495.7
Pensions	50.8	49.3	56.7	50.3	50.3	56.7	812.1	50.5	57.7	51.3	50.0	52.1	1,387.9
Other Fringe Benefits	65.6	60.2	62.9	63.5	63.1	63.0	67.2	62.3	64.8	61.8	58.5	62.9	755.8
Reimbursable Overhead	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.2)	(0.2)	(0.2)	(0.2)	(0.2)	(0.1)	(0.2)	(1.7)
<b>Total Labor Expenses</b>	<b>\$728.4</b>	<b>\$670.1</b>	<b>\$705.6</b>	<b>\$701.0</b>	<b>\$713.8</b>	<b>\$697.4</b>	<b>\$1,507.3</b>	<b>\$708.4</b>	<b>\$723.5</b>	<b>\$723.5</b>	<b>\$699.4</b>	<b>\$753.1</b>	<b>\$9,331.7</b>
<b>Non-Labor:</b>													
Electric Power	\$44.7	\$45.3	\$44.7	\$42.2	\$41.9	\$44.6	\$47.1	\$47.4	\$45.1	\$44.2	\$43.6	\$44.4	\$535.2
Fuel	24.3	22.9	24.3	24.7	23.1	21.2	20.8	20.4	20.4	21.6	21.4	23.6	268.7
Insurance	4.7	4.6	4.6	5.0	5.1	5.3	5.6	5.1	5.4	5.3	5.0	5.6	61.3
Claims	16.6	16.6	16.9	16.6	16.6	16.9	16.6	16.6	16.9	16.6	16.6	16.8	200.6
Paratransit Service Contracts	32.7	31.0	33.1	33.1	33.4	33.0	32.8	31.7	32.7	34.2	32.6	33.9	394.2
Maintenance and Other Operating Contracts	40.5	44.7	52.6	53.1	53.6	53.4	51.2	56.3	56.1	52.2	52.2	60.4	626.2
Professional Service Contracts	24.3	28.9	32.4	31.4	30.2	34.5	32.6	31.4	32.7	38.3	38.2	44.1	398.9
Materials & Supplies	52.4	50.8	57.0	55.3	58.0	60.8	57.7	60.6	62.1	55.5	55.2	50.1	675.4
Other Business Expenses	17.1	13.1	13.7	13.3	13.6	13.5	13.7	13.7	13.6	14.0	14.1	2.0	155.4
<b>Total Non-Labor Expenses</b>	<b>\$257.4</b>	<b>\$257.9</b>	<b>\$279.3</b>	<b>\$274.7</b>	<b>\$275.6</b>	<b>\$283.2</b>	<b>\$278.0</b>	<b>\$283.2</b>	<b>\$285.0</b>	<b>\$282.0</b>	<b>\$279.0</b>	<b>\$280.7</b>	<b>\$3,316.0</b>
<b>Other Expenses Adjustments:</b>													
Other	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	6.9	47.0
General Reserve	-	-	-	-	-	-	-	-	-	-	-	135.0	135.0
<b>Total Other Expense Adjustments</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$141.9</b>	<b>\$182.0</b>
<b>Total Expenses/Expenditures before Depreciation &amp; Other Post Employment Benefits</b>													
	<b>\$989.4</b>	<b>\$931.7</b>	<b>\$988.5</b>	<b>\$979.4</b>	<b>\$993.1</b>	<b>\$984.2</b>	<b>\$1,789.0</b>	<b>\$995.3</b>	<b>\$1,012.2</b>	<b>\$1,009.2</b>	<b>\$982.0</b>	<b>\$1,175.8</b>	<b>\$12,829.7</b>
<b>Depreciation</b>													
Depreciation	177.6	177.8	178.0	186.6	182.8	192.1	192.5	193.4	194.3	195.5	196.3	198.5	2,265.3
OPEB Obligation	32.3	32.3	408.8	32.6	32.8	408.9	32.3	32.8	409.5	33.1	33.1	411.1	1,899.7
Environmental Remediation	0.2	0.2	1.1	0.2	0.2	1.1	0.2	0.2	1.1	0.2	0.2	1.1	5.8
<b>Net Operating Expenses</b>	<b>\$1,199.4</b>	<b>\$1,141.8</b>	<b>\$1,576.4</b>	<b>\$1,198.8</b>	<b>\$1,209.0</b>	<b>\$1,586.3</b>	<b>\$2,014.0</b>	<b>\$1,221.7</b>	<b>\$1,617.1</b>	<b>\$1,238.0</b>	<b>\$1,211.5</b>	<b>\$1,786.6</b>	<b>\$17,000.5</b>
<b>Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service</b>													
	<b>(\$455.5)</b>	<b>(\$441.4)</b>	<b>(\$783.3)</b>	<b>(\$407.9)</b>	<b>(\$395.3)</b>	<b>(\$777.8)</b>	<b>(\$1,172.7)</b>	<b>(\$420.3)</b>	<b>(\$808.8)</b>	<b>(\$410.3)</b>	<b>(\$443.9)</b>	<b>(\$944.9)</b>	<b>(\$7,462.1)</b>
<b>Subsidies</b>													
Subsidies	\$311.8	\$354.1	\$342.0	\$2,054.6	\$422.7	\$350.9	\$446.3	\$295.7	\$379.5	\$260.8	\$338.6	\$475.5	\$6,032.6
<b>Debt Service</b>													
Debt Service	176.4	211.4	211.4	200.2	159.8	207.2	211.4	211.4	204.2	186.3	146.8	206.5	\$2,332.8

-- Differences are due to rounding.

**Metropolitan Transportation Authority  
2014 Adopted Budget  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)**

<i><b>NON-REIMBURSABLE OVERTIME</b></i>	<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>
<u>Schedule Service</u>	\$17.132	\$15.506	\$14.922	\$15.811	\$16.027	\$14.622	\$15.645	\$14.107	\$15.989	\$16.176	\$15.932	\$17.519	\$189.389
<u>Unschedule Service</u>	7.223	6.953	6.898	7.912	8.102	8.041	8.712	8.169	8.026	8.052	7.903	9.809	95.801
<u>Programatic/Routine Maintenance</u>	13.929	11.781	11.931	12.609	11.895	12.508	14.354	13.042	13.307	12.080	11.619	11.843	150.899
<u>Unschedule Maintenance</u>	0.178	0.171	0.171	0.169	0.170	0.169	0.170	0.167	0.168	0.174	0.170	0.176	2.053
<u>Vacancy/Absentee Coverage</u>	4.986	5.494	5.170	5.756	5.778	6.077	7.317	7.120	5.804	6.369	5.857	6.525	72.253
<u>Weather Emergencies</u>	3.839	3.951	3.497	0.961	0.878	1.028	1.000	0.926	0.919	0.967	1.225	4.443	23.634
<u>Safety/Security/Law Enforcement</u>	1.196	0.786	0.874	0.812	0.849	0.833	0.785	0.910	0.879	0.915	0.875	0.790	10.503
<u>All Other</u>	1.292	1.141	1.146	1.146	1.178	1.101	1.257	1.123	1.173	1.057	1.059	1.154	13.828
<b>Subtotal</b>	<b>\$49.775</b>	<b>\$45.783</b>	<b>\$44.609</b>	<b>\$45.177</b>	<b>\$44.877</b>	<b>\$44.379</b>	<b>\$49.240</b>	<b>\$45.564</b>	<b>\$46.265</b>	<b>\$45.790</b>	<b>\$44.641</b>	<b>\$52.260</b>	<b>\$558.361</b>
<i><b>REIMBURSABLE OVERTIME</b></i>	8.216	7.836	8.872	9.499	9.677	9.385	9.597	9.361	9.327	9.270	8.612	8.489	108.144
<b>TOTAL OVERTIME</b>	<b>\$57.991</b>	<b>\$53.619</b>	<b>\$53.481</b>	<b>\$54.676</b>	<b>\$54.554</b>	<b>\$53.764</b>	<b>\$58.837</b>	<b>\$54.924</b>	<b>\$55.592</b>	<b>\$55.060</b>	<b>\$53.253</b>	<b>\$60.749</b>	<b>\$666.505</b>

**Metropolitan Transportation Authority**  
**February Financial Plan - 2014 Adopted Budget**  
**Consolidated Subsidies - Accrued Basis**

(\$ in millions)

**Accrued Subsidies:**

**Dedicated Taxes**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$1,558.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,558.4
Petroleum Business Tax	50.9	42.9	45.2	47.2	57.8	71.9	46.2	56.8	50.4	49.6	41.7	49.2	609.9
MRT <sup>(b)</sup> 1 (Gross)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	25.2	277.9
MRT <sup>(b)</sup> 2 (Gross)	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	11.3	125.8
Other MRT <sup>(b)</sup> Adjustments	-	-	(2.5)	-	-	(2.5)	-	-	(2.5)	-	-	(2.5)	(10.1)
Urban Tax	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	48.7	533.5
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.0
	<b>\$128.3</b>	<b>\$120.4</b>	<b>\$120.4</b>	<b>\$1,683.0</b>	<b>\$135.3</b>	<b>\$147.1</b>	<b>\$123.6</b>	<b>\$134.2</b>	<b>\$125.6</b>	<b>\$127.1</b>	<b>\$119.2</b>	<b>\$132.1</b>	<b>\$3,096.3</b>

**New State Taxes and Fees**

Payroll Mobility Tax	133.4	183.0	94.1	107.0	178.4	78.9	81.8	114.5	62.0	86.8	111.1	84.2	1,315.1
Payroll Mobility Tax Replacement Funds	-	-	-	-	61.4	-	61.4	-	61.4	-	61.4	61.4	307.2
MTA Aid <sup>(c)</sup>	-	-	78.4	-	-	78.4	-	-	82.8	-	-	80.8	320.4
	<b>\$133.4</b>	<b>\$183.0</b>	<b>\$172.5</b>	<b>\$107.0</b>	<b>\$239.9</b>	<b>\$157.3</b>	<b>\$143.2</b>	<b>\$114.5</b>	<b>\$206.3</b>	<b>\$86.8</b>	<b>\$172.5</b>	<b>\$226.4</b>	<b>\$1,942.7</b>

**State and Local Subsidies**

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
CDOT Subsidies	9.5	9.3	9.8	7.8	8.2	7.0	7.8	7.3	8.7	8.4	6.5	0.3	90.6
Station Maintenance	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	162.7
	<b>\$23.1</b>	<b>\$22.9</b>	<b>\$23.3</b>	<b>\$238.5</b>	<b>\$21.7</b>	<b>\$20.6</b>	<b>\$145.0</b>	<b>\$20.9</b>	<b>\$22.2</b>	<b>\$21.9</b>	<b>\$20.1</b>	<b>\$48.9</b>	<b>\$629.2</b>

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

	<b>\$284.8</b>	<b>\$326.2</b>	<b>\$316.2</b>	<b>\$2,028.5</b>	<b>\$396.9</b>	<b>\$325.0</b>	<b>\$411.9</b>	<b>\$269.7</b>	<b>\$354.1</b>	<b>\$235.8</b>	<b>\$311.8</b>	<b>\$407.5</b>	<b>\$5,668.3</b>
City Subsidy for MTA Bus	27.0	27.9	25.8	26.1	25.8	25.9	34.4	26.1	25.4	24.9	26.9	40.2	336.4
City Subsidy for SIRTOA	-	-	-	-	-	-	-	-	-	-	-	27.9	27.9
	<b>\$27.0</b>	<b>\$27.9</b>	<b>\$25.8</b>	<b>\$26.1</b>	<b>\$25.8</b>	<b>\$25.9</b>	<b>\$34.4</b>	<b>\$26.1</b>	<b>\$25.4</b>	<b>\$24.9</b>	<b>\$26.9</b>	<b>\$68.0</b>	<b>\$364.3</b>

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

	<b>\$311.8</b>	<b>\$354.1</b>	<b>\$342.0</b>	<b>\$2,054.6</b>	<b>\$422.7</b>	<b>\$350.9</b>	<b>\$446.3</b>	<b>\$295.7</b>	<b>\$379.5</b>	<b>\$260.8</b>	<b>\$338.6</b>	<b>\$475.5</b>	<b>\$6,032.6</b>
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**Inter-agency Subsidy Transactions**

B&T Operating Surplus Transfer	\$37.5	\$30.9	\$45.9	\$52.9	\$56.9	\$55.8	\$55.9	\$58.0	\$45.6	\$51.2	\$46.8	\$14.6	\$552.2
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**Total Subsidies**

	<b>\$349.3</b>	<b>\$385.0</b>	<b>\$387.9</b>	<b>\$2,107.5</b>	<b>\$479.6</b>	<b>\$406.7</b>	<b>\$502.2</b>	<b>\$353.8</b>	<b>\$425.2</b>	<b>\$312.0</b>	<b>\$385.5</b>	<b>\$490.1</b>	<b>\$6,584.7</b>
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**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 - 2014 Adopted Budget**  
**Consolidated Subsidies - Cash Basis**  
(\$ in millions)

**Cash Subsidies:**

**Dedicated Taxes**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$150.5	\$138.3	\$140.3	\$147.5	\$138.3	\$185.6	\$207.6	\$450.3	\$1,558.4
Petroleum Business Tax	48.8	50.9	42.9	45.2	47.2	57.8	71.9	46.2	56.8	50.4	49.6	41.7	609.5
MRT <sup>(b)</sup> 1 (Gross)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	275.7
MRT <sup>(b)</sup> 2 (Gross)	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	124.9
Other MRT <sup>(b)</sup> Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(30.1)	(33.9)
Urban Tax	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	528.8
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.0
	<b>\$126.3</b>	<b>\$128.3</b>	<b>\$119.4</b>	<b>\$122.6</b>	<b>\$275.2</b>	<b>\$272.6</b>	<b>\$289.7</b>	<b>\$271.1</b>	<b>\$271.5</b>	<b>\$313.5</b>	<b>\$334.6</b>	<b>\$539.6</b>	<b>\$3,064.5</b>

**New State Taxes and Fees**

Payroll Mobility Tax	133.4	183.0	94.1	107.0	178.4	78.9	81.8	114.5	62.0	86.8	111.1	84.2	1,315.1
Payroll Mobility Tax Replacement Funds	-	-	-	-	61.4	-	61.4	-	61.4	-	61.4	61.4	307.2
MTA Aid <sup>(c)</sup>	-	-	78.4	-	-	78.4	-	-	82.8	-	-	80.8	320.4
	<b>\$133.4</b>	<b>\$183.0</b>	<b>\$172.5</b>	<b>\$107.0</b>	<b>\$239.9</b>	<b>\$157.3</b>	<b>\$143.2</b>	<b>\$114.5</b>	<b>\$206.3</b>	<b>\$86.8</b>	<b>\$172.5</b>	<b>\$226.4</b>	<b>\$1,942.7</b>

**State and Local Subsidies**

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	9.5	9.3	9.8	7.8	8.2	7.0	7.8	7.3	8.7	8.4	6.5	0.3	90.6
Station Maintenance	-	-	-	-	-	75.0	-	-	85.9	-	-	-	160.9
	<b>\$9.5</b>	<b>\$9.3</b>	<b>\$17.1</b>	<b>\$7.8</b>	<b>\$55.1</b>	<b>\$89.3</b>	<b>\$131.5</b>	<b>\$54.3</b>	<b>\$101.9</b>	<b>\$8.4</b>	<b>\$53.5</b>	<b>\$89.6</b>	<b>\$627.4</b>

**Other Subsidy Adjustments**

Pension Liability Reduction	-	-	-	-	-	-	-	-	-	-	-	(20.9)	(20.9)
Interagency Loan	-	-	-	-	-	-	-	-	-	-	-	-	-
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	1.7	1.7
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	(100.0)	(100.0)
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	(144.8)	(144.8)
	<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>(\$266.4)</b>	<b>(\$277.9)</b>

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

	<b>\$269.2</b>	<b>\$320.6</b>	<b>\$309.0</b>	<b>\$237.4</b>	<b>\$570.2</b>	<b>\$519.2</b>	<b>\$564.4</b>	<b>\$440.0</b>	<b>\$568.2</b>	<b>\$408.7</b>	<b>\$560.7</b>	<b>\$589.2</b>	<b>\$5,356.6</b>
City Subsidy for MTA Bus	18.5	18.5	46.3	18.5	18.5	110.9	18.5	18.5	43.7	18.5	18.5	40.8	389.7
City Subsidy for SIRTOA	-	-	-	-	-	-	-	-	-	-	-	32.3	32.3
	<b>\$18.5</b>	<b>\$18.5</b>	<b>\$46.3</b>	<b>\$18.5</b>	<b>\$18.5</b>	<b>\$110.9</b>	<b>\$18.5</b>	<b>\$18.5</b>	<b>\$43.7</b>	<b>\$18.5</b>	<b>\$18.5</b>	<b>\$73.1</b>	<b>\$422.0</b>

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

	<b>\$287.7</b>	<b>\$339.1</b>	<b>\$355.2</b>	<b>\$255.9</b>	<b>\$588.7</b>	<b>\$630.0</b>	<b>\$582.9</b>	<b>\$458.5</b>	<b>\$611.9</b>	<b>\$427.2</b>	<b>\$579.2</b>	<b>\$662.3</b>	<b>\$5,778.6</b>
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**Inter-agency Subsidy Transactions**

B&T Operating Surplus Transfer	\$0.0	\$94.0	\$27.8	\$41.3	\$47.6	\$51.2	\$50.3	\$50.3	\$52.2	\$41.1	\$46.1	\$52.4	\$554.3
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**Total Subsidies**

	<b>\$287.7</b>	<b>\$433.1</b>	<b>\$383.0</b>	<b>\$297.2</b>	<b>\$636.3</b>	<b>\$681.3</b>	<b>\$633.1</b>	<b>\$508.8</b>	<b>\$664.1</b>	<b>\$468.3</b>	<b>\$625.3</b>	<b>\$714.7</b>	<b>\$6,333.0</b>
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**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 - 2014 Adopted Budget**  
**New York City Transit Subsidies - Cash Basis**

(\$ in millions)

**Cash Subsidies:**

**Dedicated Taxes**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$99.5	\$91.4	\$92.7	\$97.5	\$91.4	\$122.7	\$137.2	\$297.6	\$1,030.1
Petroleum Business Tax	41.5	43.3	36.5	38.4	40.1	49.2	61.1	39.2	48.3	42.9	42.2	35.5	518.1
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	528.8
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$85.6</b>	<b>\$87.3</b>	<b>\$80.6</b>	<b>\$82.5</b>	<b>\$183.7</b>	<b>\$184.6</b>	<b>\$197.9</b>	<b>\$180.8</b>	<b>\$183.7</b>	<b>\$209.6</b>	<b>\$223.5</b>	<b>\$377.2</b>	<b>\$2,077.0</b>

**New State Taxes and Fees**

Payroll Mobility Tax	99.9	137.0	70.5	80.1	133.6	59.1	61.3	85.8	46.4	65.0	83.2	63.1	985.0
Payroll Mobility Tax Replacement Funds	-	-	-	-	46.0	-	46.0	-	46.0	-	46.0	46.0	230.1
MTA Aid <sup>(c)</sup>	-	-	58.7	-	-	58.7	-	-	62.0	-	-	60.5	240.0
	<b>\$99.9</b>	<b>\$137.0</b>	<b>\$129.2</b>	<b>\$80.1</b>	<b>\$179.7</b>	<b>\$117.8</b>	<b>\$107.3</b>	<b>\$85.8</b>	<b>\$154.5</b>	<b>\$65.0</b>	<b>\$129.2</b>	<b>\$169.6</b>	<b>\$1,455.1</b>

**State and Local Subsidies**

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>

**Other Agency Subsidies**

Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	-	-
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
Forward Energy Contract Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	1.2	1.2
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	(78.0)	(78.0)
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	(176.2)	(176.2)
	<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>(\$253.0)</b>	<b>(\$264.5)</b>

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

	<b>\$185.5</b>	<b>\$224.4</b>	<b>\$209.7</b>	<b>\$162.6</b>	<b>\$402.9</b>	<b>\$302.4</b>	<b>\$428.3</b>	<b>\$306.1</b>	<b>\$326.7</b>	<b>\$274.7</b>	<b>\$392.2</b>	<b>\$368.3</b>	<b>\$3,583.9</b>
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**Inter-agency Subsidy Transactions**

B&T Operating Surplus Transfer	\$0.0	\$37.0	\$9.9	\$16.6	\$19.8	\$21.6	\$21.1	\$21.2	\$22.1	\$16.5	\$19.1	\$17.9	\$222.8
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**Total Subsidies**

	<b>\$185.5</b>	<b>\$261.4</b>	<b>\$219.6</b>	<b>\$179.2</b>	<b>\$422.7</b>	<b>\$324.0</b>	<b>\$449.4</b>	<b>\$327.3</b>	<b>\$348.8</b>	<b>\$291.2</b>	<b>\$411.3</b>	<b>\$386.2</b>	<b>\$3,806.7</b>
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**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 - 2014 Adopted Budget**  
**Commuter Railroads Subsidies - Cash Basis**

(\$ in millions)

**Cash Subsidies:**

**Dedicated Taxes**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$50.7	\$46.6	\$47.2	\$49.7	\$46.6	\$62.5	\$69.9	\$151.6	\$524.7
Petroleum Business Tax	7.3	7.6	6.4	6.8	7.1	8.7	10.8	6.9	8.5	7.6	7.4	6.3	91.4
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>\$7.3</b>	<b>\$7.6</b>	<b>\$6.7</b>	<b>\$6.8</b>	<b>\$57.8</b>	<b>\$55.5</b>	<b>\$58.0</b>	<b>\$56.6</b>	<b>\$55.3</b>	<b>\$70.1</b>	<b>\$77.3</b>	<b>\$158.1</b>	<b>\$617.1</b>

**New State Taxes and Fees**

Payroll Mobility Tax	33.5	45.9	23.6	26.9	44.8	19.8	20.5	28.8	15.6	21.8	27.9	21.1	330.1
Payroll Mobility Tax Replacement Funds	-	-	-	-	15.4	-	15.4	-	15.4	-	15.4	15.4	77.1
MTA Aid <sup>(c)</sup>	-	-	19.7	-	-	19.7	-	-	20.8	-	-	20.3	80.4
	<b>\$33.5</b>	<b>\$45.9</b>	<b>\$43.3</b>	<b>\$26.9</b>	<b>\$60.2</b>	<b>\$39.5</b>	<b>\$35.9</b>	<b>\$28.8</b>	<b>\$51.8</b>	<b>\$21.8</b>	<b>\$43.3</b>	<b>\$56.8</b>	<b>\$487.6</b>

**State and Local Subsidies**

NYS Operating Assistance	-	-	-	-	7.3	-	-	7.3	-	-	7.3	7.3	29.3
NYC and Local 18b:													
New York City	-	-	0.5	-	-	0.5	-	-	0.5	-	-	0.5	1.9
Nassau County	-	-	2.9	-	-	2.9	-	-	2.9	-	-	2.9	11.6
Suffolk County	-	-	1.9	-	-	1.9	-	-	1.9	-	-	1.9	7.5
Westchester County	-	-	1.8	-	-	1.8	-	-	1.8	-	-	1.8	7.3
Putnam County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Dutchess County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Orange County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.1
Rockland County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
CDOT Subsidies	9.5	9.3	9.8	7.8	8.2	7.0	7.8	7.3	8.7	8.4	6.5	0.3	90.6
Station Maintenance	-	-	-	-	-	75.0	-	-	85.9	-	-	-	160.9
	<b>\$9.5</b>	<b>\$9.3</b>	<b>\$17.1</b>	<b>\$7.8</b>	<b>\$15.5</b>	<b>\$89.3</b>	<b>\$7.8</b>	<b>\$14.6</b>	<b>\$101.9</b>	<b>\$8.4</b>	<b>\$13.8</b>	<b>\$15.0</b>	<b>\$310.0</b>

**Other Agency Subsidies**

Pension Liability Reduction	-	-	-	-	-	-	-	-	-	-	-	(20.9)	(20.9)
Inter-agency Loan	-	-	-	-	-	-	-	-	-	-	-	-	-
Forward Energy Contract Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	0.5	0.5
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	(22.0)	(22.0)
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	31.4	31.4
	<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>\$7.4</b>	<b>(\$13.5)</b>

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

	<b>\$50.3</b>	<b>\$62.9</b>	<b>\$67.1</b>	<b>\$41.4</b>	<b>\$133.4</b>	<b>\$184.3</b>	<b>\$101.8</b>	<b>\$100.0</b>	<b>\$209.0</b>	<b>\$100.2</b>	<b>\$134.5</b>	<b>\$237.4</b>	<b>\$1,401.3</b>
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**Inter-agency Subsidy Transactions**

B&T Operating Surplus Transfer	\$0.0	\$57.0	\$17.9	\$24.6	\$27.8	\$29.6	\$29.1	\$29.2	\$30.1	\$24.5	\$27.1	\$34.5	\$331.5
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**Total Subsidies**

	<b>\$50.3</b>	<b>\$119.9</b>	<b>\$85.0</b>	<b>\$66.1</b>	<b>\$161.2</b>	<b>\$213.9</b>	<b>\$130.9</b>	<b>\$129.1</b>	<b>\$239.1</b>	<b>\$124.8</b>	<b>\$161.5</b>	<b>\$271.9</b>	<b>\$1,732.9</b>
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**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 - 2014 Adopted Budget**  
**Staten Island Railway Subsidies - Cash Basis**

(\$ in millions)

**Cash Subsidies:**

**Dedicated Taxes**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.4	\$0.5	\$1.0	\$3.6
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>\$0.3</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.4</b>	<b>\$0.5</b>	<b>\$1.0</b>	<b>\$3.6</b>

**State and Local Subsidies**

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	-	-	-	-	-	-	-	-	-	-	-	-	-
	<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>\$0.1</b>	<b>\$1.1</b>

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

	<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>\$0.9</b>	<b>\$0.5</b>	<b>\$0.3</b>	<b>\$0.4</b>	<b>\$0.6</b>	<b>\$1.2</b>	<b>\$4.7</b>
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City Subsidy for SIRTOA

	-	-	-	-	-	-	-	-	-	-	-	32.3	32.3
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**Total Subsidies**

	<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>\$0.9</b>	<b>\$0.5</b>	<b>\$0.3</b>	<b>\$0.4</b>	<b>\$0.6</b>	<b>\$1.2</b>	<b>\$4.7</b>
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**Notes**

(a) Metropolitan Mass Transportation Operating Assistance

(b) Mortgage Recording Tax

**Metropolitan Transportation Authority**  
**February Financial Plan - 2014 Adopted Budget**  
**MTA Headquarters Subsidies - Cash Basis**

(\$ in millions)

**Cash Subsidies:**

**Dedicated Taxes**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA <sup>(a)</sup>	\$0.0	\$0.0	\$0.0	\$0.0	\$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)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	275.7
MRT <sup>(b)</sup> 2 (Gross)	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	124.9
Other MRT <sup>(b)</sup> Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(30.1)	(33.9)
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$32.1</b>	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$32.1</b>	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$32.1</b>	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$3.3</b>	<b>\$366.7</b>

**State and Local Subsidies**

NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC and Local 18b:													
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
	<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>

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

	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$32.1</b>	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$32.1</b>	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$32.1</b>	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$3.3</b>	<b>\$366.7</b>
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**Total Subsidies**

	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$32.1</b>	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$32.1</b>	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$32.1</b>	<b>\$33.4</b>	<b>\$33.4</b>	<b>\$3.3</b>	<b>\$366.7</b>
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**Notes**

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

**Metropolitan Transportation Authority  
February Financial Plan - 2014 Adopted Budget  
MTA Bus Company Subsidies - Cash Basis**

(\$ in millions)

<u>Cash Subsidies:</u>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
City Subsidy to MTA Bus	\$18.5	\$18.5	\$46.3	\$18.5	\$18.5	\$110.9	\$18.5	\$18.5	\$43.7	\$18.5	\$18.5	\$40.8	\$389.7

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February 2014 Financial Plan - 2014 Adopted Budget**

**Debt Service**  
**(\$ in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Debt Service:</b>													
MTA Transportation Revenue													
<i>Transit</i>	49.429	70.635	70.635	70.635	54.132	70.635	70.635	70.635	70.635	70.635	53.248	68.391	790.279
<i>Commuter</i>	32.250	45.460	45.460	45.460	35.179	45.460	45.460	45.460	45.460	45.460	34.628	44.062	509.795
<i>Bus Company</i>	1.279	1.863	1.863	1.863	1.408	1.863	1.863	1.863	1.863	1.863	1.384	1.802	20.781
	<b>82.958</b>	<b>117.958</b>	<b>117.958</b>	<b>117.958</b>	<b>90.720</b>	<b>117.958</b>	<b>117.958</b>	<b>117.958</b>	<b>117.958</b>	<b>117.958</b>	<b>89.260</b>	<b>114.254</b>	<b>1320.856</b>
Commercial Paper													
<i>Transit</i>	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	13.259
<i>Commuter</i>	0.715	0.715	0.715	0.715	0.715	0.715	0.715	0.715	0.715	0.715	0.715	0.715	8.575
<i>Bus Company</i>	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.166
	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>1.833</b>	<b>22.000</b>
TBTA General Resolution													
<i>Transit</i>	14.741	14.741	14.741	14.741	14.741	14.741	14.741	14.741	14.741	14.741	14.765	14.775	176.947
<i>Commuter</i>	6.929	6.929	6.929	6.929	6.929	6.929	6.929	6.929	6.929	6.929	6.940	6.945	83.172
<i>TBTA</i>	18.370	18.370	18.370	18.370	18.370	14.165	18.370	18.370	18.370	18.370	14.193	18.411	212.100
	<b>40.040</b>	<b>40.040</b>	<b>40.040</b>	<b>40.040</b>	<b>40.040</b>	<b>35.834</b>	<b>40.040</b>	<b>40.040</b>	<b>40.040</b>	<b>40.040</b>	<b>35.898</b>	<b>40.131</b>	<b>472.220</b>
TBTA Subordinate													
<i>Transit</i>	5.514	5.514	5.514	5.514	5.514	5.514	5.514	5.514	5.514	5.514	5.490	5.465	66.096
<i>Commuter</i>	2.423	2.423	2.423	2.423	2.423	2.423	2.423	2.423	2.423	2.423	2.412	2.401	29.040
<i>TBTA</i>	2.178	2.178	2.178	2.178	2.178	2.178	2.178	2.178	2.178	2.178	2.169	2.159	26.109
	<b>10.115</b>	<b>10.115</b>	<b>10.115</b>	<b>10.115</b>	<b>10.115</b>	<b>10.115</b>	<b>10.115</b>	<b>10.115</b>	<b>10.115</b>	<b>10.115</b>	<b>10.070</b>	<b>10.026</b>	<b>121.245</b>
Dedicated Tax Fund													
<i>Transit</i>	32.807	32.807	32.807	23.571	12.684	32.807	32.807	32.807	26.898	12.085	6.633	31.845	310.557
<i>Commuter</i>	6.716	6.716	6.716	4.786	2.510	6.716	6.716	6.716	5.481	2.385	1.246	6.515	63.223
	<b>39.523</b>	<b>39.523</b>	<b>39.523</b>	<b>28.357</b>	<b>15.194</b>	<b>39.523</b>	<b>39.523</b>	<b>39.523</b>	<b>32.379</b>	<b>14.471</b>	<b>7.878</b>	<b>38.361</b>	<b>373.780</b>
2 Broadway COPs													
<i>Transit</i>	1.477	1.477	1.477	1.477	1.477	1.477	1.477	1.477	1.477	1.477	1.477	1.477	17.727
<i>TBTA</i>	0.209	0.209	0.209	0.209	0.209	0.209	0.209	0.209	0.209	0.209	0.209	0.209	2.507
<i>Headquarters</i>	0.203	0.203	0.203	0.203	0.203	0.203	0.203	0.203	0.203	0.203	0.203	0.203	2.432
	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>1.889</b>	<b>22.666</b>
<b>Total Debt Service (Accrued)</b>	<b>176.358</b>	<b>211.358</b>	<b>211.358</b>	<b>200.192</b>	<b>159.790</b>	<b>207.152</b>	<b>211.358</b>	<b>211.358</b>	<b>204.214</b>	<b>186.305</b>	<b>146.829</b>	<b>206.494</b>	<b>2,332.766</b>

**Notes:**

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











**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2014 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>4,277</b>	<b>4,278</b>	<b>4,279</b>	<b>4,278</b>	<b>4,278</b>	<b>4,279</b>	<b>4,279</b>	<b>4,279</b>	<b>4,279</b>	<b>4,282</b>	<b>4,282</b>	<b>4,386</b>
Managers/Supervisors	1,727	1,727	1,728	1,727	1,727	1,728	1,727	1,727	1,727	1,727	1,727	1,727
Professional, Technical, Clerical	2,517	2,518	2,518	2,518	2,518	2,518	2,519	2,519	2,519	2,522	2,522	2,526
Operational Hourlies	32	32	32	32	32	32	32	32	32	32	32	132
<b>Operations</b>	<b>29,648</b>	<b>29,673</b>	<b>29,724</b>	<b>29,863</b>	<b>30,003</b>	<b>30,065</b>	<b>30,023</b>	<b>30,078</b>	<b>30,128</b>	<b>30,080</b>	<b>29,988</b>	<b>29,890</b>
Managers/Supervisors	3,413	3,414	3,414	3,424	3,428	3,429	3,433	3,433	3,432	3,432	3,426	3,421
Professional, Technical, Clerical	985	985	985	986	989	996	993	993	986	982	981	983
Operational Hourlies	25,251	25,275	25,326	25,454	25,587	25,641	25,598	25,653	25,711	25,667	25,582	25,487
<b>Maintenance</b>	<b>30,325</b>	<b>30,330</b>	<b>30,320</b>	<b>30,314</b>	<b>30,322</b>	<b>30,497</b>	<b>30,520</b>	<b>30,524</b>	<b>30,518</b>	<b>30,538</b>	<b>30,574</b>	<b>30,611</b>
Managers/Supervisors	5,368	5,368	5,367	5,368	5,367	5,395	5,394	5,394	5,394	5,394	5,394	5,399
Professional, Technical, Clerical	1,868	1,868	1,868	1,866	1,866	1,868	1,866	1,866	1,866	1,866	1,866	1,870
Operational Hourlies	23,090	23,095	23,086	23,081	23,090	23,235	23,261	23,265	23,259	23,279	23,315	23,343
<b>Engineering/Capital</b>	<b>1,891</b>	<b>1,906</b>	<b>1,915</b>	<b>1,923</b>	<b>1,927</b>	<b>1,929</b>	<b>1,929</b>	<b>1,929</b>	<b>1,927</b>	<b>1,927</b>	<b>1,927</b>	<b>1,936</b>
Managers/Supervisors	548	550	551	551	551	553	553	553	551	551	551	552
Professional, Technical, Clerical	1,339	1,344	1,347	1,350	1,354	1,354	1,354	1,354	1,354	1,354	1,354	1,354
Operational Hourlies	4	12	17	22	22	22	22	22	22	22	22	30
<b>Public Safety</b>	<b>1,713</b>	<b>1,713</b>	<b>1,713</b>	<b>1,713</b>	<b>1,713</b>	<b>1,713</b>	<b>1,715</b>	<b>1,715</b>	<b>1,715</b>	<b>1,715</b>	<b>1,715</b>	<b>1,715</b>
Managers/Supervisors	309	309	309	309	309	309	310	310	310	310	310	310
Professional, Technical, Clerical	147	147	147	147	147	147	148	148	148	148	148	148
Operational Hourlies	1,257	1,257	1,257	1,257	1,257	1,257	1,257	1,257	1,257	1,257	1,257	1,257
<b>Baseline Total Positions</b>	<b>67,854</b>	<b>67,900</b>	<b>67,951</b>	<b>68,091</b>	<b>68,243</b>	<b>68,483</b>	<b>68,466</b>	<b>68,525</b>	<b>68,567</b>	<b>68,542</b>	<b>68,486</b>	<b>68,538</b>
Managers/Supervisors	11,365	11,368	11,369	11,379	11,382	11,414	11,417	11,417	11,414	11,414	11,408	11,409
Professional, Technical, Clerical	6,856	6,862	6,865	6,867	6,874	6,883	6,880	6,880	6,873	6,872	6,871	6,881
Operational Hourlies	49,633	49,670	49,717	49,845	49,987	50,186	50,169	50,228	50,280	50,256	50,207	50,248

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

NYCT  
2014 Commitments Goal  
All \$ in millions

ACEP	Project Description	2014 Commitments
<b>2000-2004</b>		
N40905/34	Wireless Help Points: Bw7 WPR	\$ 0.95
	<b>Element Total</b>	<b>\$ 0.95</b>
<b>2005-2009</b>		
T50803/19	CBTC Canarsie: Equip R156 Locomotives	\$ 1.22
T50806/15	PA/CIS: 44 Stns: Furnish-install Cabinets	\$ 22.14
T50806/16	HVAC At 8 Locations, Wrap Up At 10 Locations	\$ 12.37
	<b>Element Total</b>	<b>\$ 35.73</b>
T51204/08	Brt: Traffic Signal Priority Hardware (SBS)	\$ 3.63
T51204/16	Ulmer Park Depot: Roof Replacement	\$ 2.44
T51204/28	Ulmer Park Depot: Mezzanine Extension - [SBMP]	\$ 2.56
	<b>Element Total</b>	<b>\$ 8.63</b>
<b>2010-2014</b>		
T60302/15	Purchase 256 Articulated Buses	\$ 245.50
T60302/17	Purchase 177 Paratransit Vehicles	\$ 20.59
T60302/28	Purchase 276 Standard Buses (New Flyer)	\$ 152.49
T60302/29	On-Board Audio Visual (OBAV) PILOT: Software Platform Devel	\$ 2.88
	<b>Element Total</b>	<b>\$ 421.46</b>
T60404/01	Heet Nr Electronics Replacement Ph I	\$ 42.71
T60404/05	New Fare Payment System	\$ 10.44
T60404/07	PSLAN: 10 Stations - Partial Systems	\$ 2.00
T60404/08	PSLAN: 20 Stations	\$ 19.97
T60404/09	PSLAN: 2 Stations Montague Tube	\$ 2.39
	<b>Element Total</b>	<b>\$ 77.51</b>
T60407/05	Elevator Replacement: 7 Hydraulic Elevators / Lexington	\$ 21.21
	<b>Element Total</b>	<b>\$ 21.21</b>
T60412/13	Station Rehabilitation: 20 Avenue/ Sea Beach	\$ 41.40
T60412/14	Station Rehabilitation: 8 Avenue / Sea Beach	\$ 36.00
T60412/15	Station Rehabilitation: Fort Hamilton Parkway / Sea Beach	\$ 36.00
T60412/16	Station Rehabilitation: 18 Avenue / Sea Beach	\$ 40.00
T60412/17	Station Rehabilitation: Kings Highway / Sea Beach	\$ 40.00
T60412/18	Station Rehabilitation: New Utrecht Av / Sea Beach	\$ 36.60
T60412/19	Station Rehabilitation: Bay Parkway / Sea Beach	\$ 39.30
T60412/20	Station Rehabilitation: Avenue U / Sea Beach	\$ 40.00
T60412/21	Station Rehabilitation: 86 Street / Sea Beach	\$ 40.00
T60412/32	Station Renewal: Ozone Park-Lefferts Blvd / Liberty	\$ 6.64
T60412/38	Station Renewal: Avenue X / Culver	\$ 14.03
T60412/39	Station Renewal: Avenue U / Culver	\$ 15.79
T60412/40	Station Renewal: Avenue P / Culver	\$ 12.02

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ACEP	Project Description	2014 Commitments
T60412/41	Station Renewal: Bay Parkway / Culver	\$ 12.18
T60412/42	Station Renewal: 18 Avenue / Culver	\$ 18.51
T60412/43	Station Renewal: Ditmas Avenue / Culver	\$ 18.40
T60412/44	Station Renewal: Avenue I / Culver	\$ 15.13
T60412/45	Station Renewal: Pennsylvania Avenue / New Lots	\$ 10.58
T60412/46	Station Renewal: Rockaway Avenue / New Lots	\$ 9.87
T60412/47	Station Renewal: Saratoga Avenue / New Lots	\$ 10.96
T60412/48	Station Renewal: Junius Street / New Lots	\$ 11.82
T60412/49	Station Renewal: Sutter Avenue-Rutland Road / New Lots	\$ 11.36
T60412/50	Station Renewal: Van Siclen Avenue / New Lots	\$ 10.74
T60412/60	Station Component: Station Components: 6 Stations / Jamaica	\$ 37.80
T60412/69	Station Component: Queensboro Plaza / Flushing	\$ 0.93
T60412/80	Station Component: 103 Street / Lexington	\$ 9.95
T60412/81	Station Component: 2 Locations / Culver	\$ 12.14
T60412/82	Station Component: 49 Street / Broadway	\$ 6.86
T60412/83	Station Component: 2 Locations / 4 Av	\$ 8.21
T60412/84	Station Component: Delancey St-essex St / Nassau	\$ 0.90
T60412/87	Station Ventilators: Elmhurst Av(N. Of Bwy) QBL [SBMP]	\$ 1.34
T60412/91	Station Component: 3 Locations / Lexington	\$ 5.57
T60412/92	Station Component: New Lots Av Station / New Lots Line	\$ 2.14
T60412/93	Station Component: 2 Locations / QBL	\$ 10.13
T60412/95	Station Ventilators: Ph 6 - 5 Loc / Upper Manhattan & Bronx	\$ 6.45
T60412/96	Station Component: 2 Locations / Nostrand	\$ 6.53
T60412/98	Station Component: Street Stairs: Ditmars Blvd / Astoria (s2/s3) [SBMP]	\$ 1.29
T60412/A2	Station Component: Street Stairs: Grand St / Canarsie [SBMP]	\$ 2.18
T60412/A3	Station Component: Mezzanine Ceiling/Walls: Morgan Avenue / Canarsie	\$ 1.27
T60412/B1	Station Component: 3 Locations / Crosstown	\$ 9.62
T60412/C3	Station Component: 5 Locations / Canarsie	\$ 10.88
T60412/C4	Station Component: 7 Locations / 8th Avenue	\$ 25.19
T60412/C5	Station Component: 2 Street Stairs: Broadway / Astoria (s1/s3) [SBMP]	\$ 1.31
T60412/C6	Station Component: 1 St Stair: Broadway / Astoria (s2) [SBMP]	\$ 0.65
T60412/C7	Station Component: 3 Street Stairs: Rector Street / Broadway (nb) [SBMP]	\$ 2.74
T60412/C8	Station Component: 5 Street Stairs: Rector Street / Broadway (sb) [SBMP]	\$ 3.62
T60412/C9	Station Component: 2 Street Stairs: Jay Street-metro Tech / Broadway [SE	\$ 1.30
T60412/D1	Station Ventilators: Elmhurst Av (S of Bwy) / QBL [SBMP]	\$ 1.44
T60412/D2	Station Ventilators: Grand Street / Canarsie [SBMP]	\$ 1.31
T60412/D3	Station Ventilators: Clin-Wash Avs (W of Wvrly) / BCT [SBMP]	\$ 0.97
T60412/D4	Station Component: 1 Interior Stair: 49 Street / Broadway (p2) [SBMP]	\$ 0.81
T60412/D6	Station Component: 3 St Strs: Clinton-washington Avs/fulton (s2/s4/s6) [SE	\$ 1.01

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ACEP	Project Description	2014 Commitments
T60412/D7	Station Component: 3 St Strs: Clinton-washington Avs/fulton (s1/s3/s5) [SE	\$ 1.01
T60412/D8	Station Component: 3 Street Strs: Rockaway Avenue / Fulton (s2/s4/s8) [S	\$ 0.94
T60412/D9	Station Component: 3 Street Stairs: Rockaway Avenue / Fulton (s1/s3/s7)	\$ 0.94
T60412/E1	Station Component: 3 Locations / Fulton	\$ 5.81
	<b>Element Total</b>	<b>\$ 710.56</b>
T60413/07	ADA: 68 St-hunter College / Lexington	\$ 0.96
T60413/10	ADA: 23 Street / Lexington	\$ 16.84
T60413/11	ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$ 36.16
T60413/12	ADA: Ozone Park-lefferts Blvd / Liberty	\$ 21.37
T60414/05	Access Improvements: Grand Central / Lex	\$ 18.19
	<b>Element Total</b>	<b>\$ 93.52</b>
T60502/13	Mainline Track Replacement - 2014 Design And EFA	\$ 4.90
T60502/14	Track Force Account - 2014	\$ 35.00
T60502/15	Mainline Track Replacement - 2015	\$ 2.00
T60502/16	Continuous Welded Rail - 2014	\$ 18.44
T60502/70	Mainline Track Replacement 2013 At Concourse	\$ 6.57
T60502/75	Mainline Track Replacement 2013 At 7th Avenue	\$ 2.97
T60502/83	Mainline Track Replacement 2014 / 4th Avenue	\$ 5.07
T60502/84	Mainline Track Replacement 2014 / 8th Avenue	\$ 12.76
T60502/85	Mainline Track Replacement 2014 / Concourse	\$ 3.38
T60502/86	Mainline Track Replacement 2014 / Queens Blvd	\$ 14.70
T60502/87	Mainline Track Replacement 2014 / White Plains Road	\$ 19.96
T60502/88	Mainline Track Replacement 2014 / Eastern Parkway	\$ 4.78
T60502/89	Mainline Track Replacement 2014 / Jerome	\$ 8.77
T60502/90	Mainline Track Replacement 2014 / Lexington Ave & 42 Shuttle	\$ 13.56
T60502/91	Mainline Track Replacement 2014 / Pelham	\$ 20.81
T60502/92	Mainline Track Replacement 2014 / 7th Avenue	\$ 4.68
T60502/93	Mainline Track Replacement 2014 / Brighton	\$ 28.41
T60502/94	Mainline Track Replacement 2014 / Flushing	\$ 5.98
	<b>Element Total</b>	<b>\$ 212.74</b>
T60503/05	Mainline Switches - 2014 Design And EFA	\$ 5.56
T60503/06	Mainline Switch Replacement 2015	\$ 2.90
T60503/21	Mainline Track Switches 2014 / Eastern Parkway	\$ 6.19
T60503/22	Mainline Track Switches 2014 / White Plains Road	\$ 17.10
T60503/23	Mainline Track Switches 2014 / Queens Blvd	\$ 6.12
	<b>Element Total</b>	<b>\$ 37.87</b>
T60603/02	Vent Study: South Of Grand Central / Lexington	\$ 2.10
T60603/05	Replace Vent Controls: 26 Locations	\$ 13.61
	<b>Element Total</b>	<b>\$ 15.71</b>



NYCT  
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ACEP	Project Description	2014 Commitments
T60604/03	Pumps: 4 Locations / Pelham - Jerome - Lenox	\$ 14.70
T60604/04	Pumps: 2 Locs - Manhattan Midtown	\$ 0.74
	<b>Element Total</b>	<b>\$ 15.44</b>
T60703/12	Rehab Retaining Walls: South (thru 18 Avenue) / Sea Beach	\$ 41.00
T60703/13	Structure Repairs / Dyre Avenue Line	\$ 8.54
T60703/16	Subway Tunnel Rehabilitation: Priority Repairs: 4th Avenue	\$ 0.50
T60703/19	Overcoating: Broadway Junction - New Lots Avenue / Cnr	\$ 24.37
T60703/24	Structural Steel Repair, Lower Level, 9th Ave, West End Ln	\$ 13.99
T60703/27	Overcoating: Portal - King's Hwy	\$ 27.40
T60703/28	Overcoating: King's Hwy - West 8th St	\$ 21.89
	<b>Element Total</b>	<b>\$ 137.69</b>
T60803/15	Interlocking Modernization: 34 St / 6th Avenue	\$ 218.26
T60803/16	West 4 St Interlocking / 6th Avenue	\$ 221.18
T60803/18	Signal Key-by Circuit Mods: Phase 3	\$ 14.67
T60803/25	Replacement Of ATS-A & CBTC Status Boards At RCC	\$ 6.59
T60803/26	ATS-A: Normal Replacemnet Of Hardware & Operating System	\$ 5.70
	<b>Element Total</b>	<b>\$ 466.39</b>
T60806/01	Fiber Optic Cable Replacement: Phase 1	\$ 1.10
T60806/04	PA/CIS: 43 Stns: Furnish-install Cabinets	\$ 22.64
T60806/10	Pbx Upgrade, Phase I	\$ 22.45
T60806/13	Antenna Cable Upgrade/replacement Ph 1	\$ 1.73
T60806/15	Copper Cable Upgrade/replacement Phase 3	\$ 8.92
T60806/20	Hydrogen Gas Ventilation:19 Communications Rooms	\$ 4.79
T60806/21	PSLAN: 30 Stations	\$ 28.09
T60806/28	Integrated Service Information & Mngmnt B-Div: Module 1 Grp1	\$ 12.32
	<b>Element Total</b>	<b>\$ 102.03</b>
T60902/08	Roof And Enclosure: Jerome/kinsbridge [SBMP]	\$ 2.97
	<b>Element Total</b>	<b>\$ 2.97</b>
T60904/03	Replace/upgrade Emergency Alarms And Emerg Telephones Pilot	\$ 5.70
T60904/09	CBH 275: Pearl Street / Clark	\$ 7.36
	<b>Element Total</b>	<b>\$ 13.06</b>
T61004/01	HVAC Repair And Maintenance Project For Dce Facilities, Ph2	\$ 53.59
T61004/07	Shop Repairs/ Upgrades: Pitkin And Concourse	\$ 16.20
T61004/08	Heavy Shop Equipment Replacement	\$ 11.98
T61004/15	Yard Track - 2014	\$ 1.40
T61004/16	Yard Track - 2015	\$ 0.06
T61004/21	Yard Switches - 2014	\$ 1.78
T61004/22	Yard Switches - 2015	\$ 0.65
T61004/25	207 St Overhaul: Equipment For Car HVAC Repair & Maintenance	\$ 2.24

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ACEP	Project Description	2014 Commitments
T61004/26	East 180 St Maintenance Shop: Facility Waterproofing	\$ 3.96
T61004/27	Car Washer Repairs: 3 Yards	\$ 12.48
T61004/28	Car Washer Repairs At Coney Island Yard	\$ 5.24
	<b>Element Total</b>	<b>\$ 109.57</b>
T61203	Sliding Gate Replacement At Jackie Gleason Bus Depot	\$ 3.78
T61203/03	Jamaica Depot Replacement	\$ 17.13
T61203/04	126th Street Bus Depot Decommissioning	\$ 5.00
	<b>Element Total</b>	<b>\$ 25.91</b>
T61204/14	Automated Fuel Management System Upgrade	\$ 2.50
T61204/20	Jamaica Bus Terminal Reconfiguration	\$ 3.40
T61204/21	New DOB Facility At St George Terminal	\$ 4.18
T61204/29	Construct Bus Command Center- DOB	\$ 50.91
T61204/30	3 Bus Washers At M J Quill: 1 New And 2 Rehab	\$ 5.76
	<b>Element Total</b>	<b>\$ 66.75</b>
T61302/02	Purchase 54 Flat Cars	\$ 18.38
T61302/06	Purchase 65 Non-rev Vehicles	\$ 11.50
T61302/07	Work Train & Special Equipment: Vacuum Train	\$ 19.02
	<b>Element Total</b>	<b>\$ 48.90</b>
T61602/05	Capital Revolving Fund - 2014	\$ 5.00
T61602/22	Help Point: 2 Stations / White Plains Road & Flushing [SBMP]	\$ 1.55
T61602/23	Help Point: 2 Stations / Flushing [SBMP]	\$ 1.61
T61602/24	Help Point: 2 Stations / Jerome [SBMP]	\$ 1.51
	<b>Element Total</b>	<b>\$ 9.67</b>
T61604/02	Enterprise-Wide San/Disaster Recovery Phase 2	\$ 11.68
T61604/04	Enterprise Lan/Wan Replacement	\$ 9.61
	<b>Element Total</b>	<b>\$ 21.29</b>
T61605/07	Engineering Services: 2013	\$ 3.60
T61605/09	Scope Development: Scope Development - 2014	\$ 9.53
T61605/13	Boring Services: Manhattan & Bronx	\$ 1.97
T61605/14	Boring Services: Bklyn, Qns & SI	\$ 1.64
T61605/15	Test Pits Contract (2014)	\$ 5.50
	<b>Element Total</b>	<b>\$ 22.24</b>
T61606/04	Asbestos Disposal	\$ 2.52
T61606/05	Sprinkler & Fire Alarm System, Ph 2: 6 Av Passageway	\$ 7.07
T61606/06	Fire Alarm: 207 Street Overhaul Shop	\$ 0.40
T61606/09	Asbestos Abatement - 2013	\$ 9.66
T61606/10	Asbestos/Lead: Air Monitor	\$ 9.12
	<b>Element Total</b>	<b>\$ 28.76</b>
T61607/03	RTO Master Tower Hardening	\$ 2.02

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ACEP	Project Description	2014 Commitments
T61607/05	Employee Facilities: Chambers St / Nassau Loop	\$ 6.53
T61607/07	Security: Perimeter Hardening: RCC & 130 Livingston	\$ 10.88
T61607/11	Facilities: AFC Equip Qtr: 8 Av Stn/ Sea Beach Ln	\$ 2.02
T61607/17	Facilities: Livingston Plaza: Elevators, Roof, Facade	\$ 19.80
T61607/20	RTO Facilities Hardening Ph 2	\$ 9.09
	<b>Element Total</b>	<b>\$ 50.34</b>
S60701/03	Sir: Track: St. George Interlocking	\$ 12.93
S60701/05	Sir: Power: New Power Substation: Prince's Bay	\$ 23.62
	<b>Element Total</b>	<b>\$ 36.55</b>
E61404/02	Electronic Security: 10tsg Boro Hall-Court St	\$ 19.94
E61404/03	Electronic Security: 10tsg Atlantic/Pacific	\$ 16.51
	<b>Element Total</b>	<b>\$ 36.45</b>
ES0702/09	Sandy Repairs: Tower B Rehabilitation (Long Term)	\$ 6.43
ES0702/11	Sandy Repairs: Clifton Shop Repairs (Long Term) Design	\$ 23.21
ES0702/14	Sandy Repairs: St. George Interlocking	\$ 105.80
	<b>Element Total</b>	<b>\$ 135.44</b>
ET0402	Sandy Repairs: Purchase And Install AFC Equipment	\$ 15.83
ET0402/12	Sandy Repairs: South Ferry Advance Removal	\$ 10.61
ET0402/13	Sandy Repairs: South Ferry Station Complex	\$ 141.77
	<b>Element Total</b>	<b>\$ 168.21</b>
ET0403/07	Sandy Mitigation: Lower Mhttn Flood Doors / Hatches [SBFP]	\$ 1.78
ET0403/08	Sandy Mitigation: Lower Mhttn Hatch Installation(SBFP)	\$ 1.33
	<b>Element Total</b>	<b>\$ 3.10</b>
ET0502	Sandy Repairs: Mainline Switches South Ferry	\$ 2.20
ET0502/10	Sandy Repairs: Track - Rutgers Tube	\$ 5.04
ET0502/11	Sandy Repairs: Mainline Track - Clark St Tube	\$ 3.78
ET0502/12	Sandy Repairs: Track - 53 St Tube QBL	\$ 6.64
ET0502/13	Sandy Repairs: South Ferry Track	\$ 3.15
	<b>Element Total</b>	<b>\$ 20.81</b>
ET0602	Sandy Repairs: Fan Plant (#6375) / Rutgers Tube	\$ 38.80
ET0602/14	Sandy Repairs: Tunnel Lighting - Rutgers Tube	\$ 4.92
ET0602/17	Sandy Repairs: 1 Pump Rooms (South Ferry)	\$ 6.50
ET0602/18	Sandy Repairs: 2 Pump Rooms (Southern Manhattan)	\$ 6.50
ET0602/20	Sandy Repairs: 2 Pump Rooms (207 St / CLK Tube)	\$ 7.30
ET0602/23	Sandy Repairs: Fan Plant South Ferry	\$ 3.90
ET0602/24	Sandy Repairs: 3 Fan Plants (Southern Manhattan)	\$ 30.70
ET0602/26	Sandy Repairs: 1 Fan Plant (Old Slip) Clark	\$ 4.36
ET0602/27	Sandy Repairs: South Ferry Tunnel Lighting	\$ 5.93
	<b>Element Total</b>	<b>\$ 108.91</b>

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 All \$ in millions

ACEP	Project Description	2014 Commitments
ET0802/01	Sandy Repairs: South Ferry Interlocking	\$ 56.20
ET0802/12	Sandy Repairs: Signals In The Clark St Tube	\$ 2.93
ET0802/13	Sandy Repairs: Signals In The Rutgers Tube	\$ 1.96
ET0802/14	Sandy Repairs: Signals In The Cranberry Tube	\$ 2.44
ET0802/15	Sandy Repairs: Signals - 53 St Tube QBL	\$ 1.96
ET0802/19	Sandy: Revenue Facility Microwave Communications System	\$ 3.49
ET0802/21	Sandy Repairs: CCTV, Rutgers Tube	\$ 3.84
ET0802/22	Sandy Repairs: CCTV, Cranberry Tube	\$ 3.84
	<b>Element Total</b>	<b>\$ 76.66</b>
ET0902	Sandy Repairs: CBH #502/ Cranberry Tube	\$ 38.61
ET0902/19	Sandy Repairs: Power & Comm Cable - Rutgers	\$ 23.10
ET0902/20	Sandy Repairs: Comm/Power Cable - Cranberry Tube	\$ 15.83
ET0902/22	Sandy Repair: 4 CBH's (#229, 278, 301, 284) - Clk (var Locs)	\$ 29.42
ET0902/23	Sandy Repairs: Substation Equip (Irt) - Clark St Tube	\$ 16.13
ET0902/24	Sandy Repairs: Comm & Power Cables - Clark St Tube	\$ 25.17
ET0902/25	Sandy Repairs: Comm/Power Cable Replacemnt - 53 St Tube QBL	\$ 22.29
ET0902/26	Sandy Repairs: Circuit Breaker House (#565) 53 St Tube QBL	\$ 22.55
ET0902/27	Sandy Repairs: 4 Circuit Breaker Houses(#'s 55, 56, 58 & 88)	\$ 79.26
	<b>Element Total</b>	<b>\$ 272.36</b>
ET1002/12	Sandy Repairs: Power Cable Replacement - Rockaway Park	\$ 6.87
ET1002/13	Sandy Repairs: Rockaway Park Yard Assessment	\$ 0.40
ET1002/14	Sandy Study: Yard Assessment - Coney Island	\$ 1.86
ET1002/18	Sandy Repairs: 207 St Yard Signals	\$ 6.48
	<b>Element Total</b>	<b>\$ 15.62</b>
ET1003/04	Sandy Mitigation: Rockaway Yard Rky	\$ 0.96
ET1003/05	Sandy Mitigation:Near Term Perimeter Protection Coney Isl Yd	\$ 7.13
	<b>Element Total</b>	<b>\$ 8.09</b>
ET1203/07	Sandy Mitigation: Various Depots	\$ 0.43
	<b>Element Total</b>	<b>\$ 0.43</b>
ET1602	Sandy Repairs: Employee Facility at Whitehall Station BWY	\$ 1.60
	<b>Element Total</b>	<b>\$ 1.60</b>
T70803 TBD	Interlocking Modernization: York Street / 6th Avenue	\$ 4.87
	<b>Element Total</b>	<b>\$ 4.87</b>
<b>Total 2014 Commitments</b>		<b>\$ 3,646.00</b>

MTA Long Island Rail Road  
2014 Commitment Summary  
All \$ in Millions

ACEP	Project Description	2014 Commitments
<b>2005-2009</b>		
L50204V4	3P CONSTRUCTION	\$ 1.26
	<b>Element Total</b>	<b>\$ 1.26</b>
L50304TS	3RD PARTY DESIGN / FURNISH	\$ 4.28
L50304TT	F/A CONSTRUCTION	\$ 2.70
	<b>Element Total</b>	<b>\$ 6.98</b>
L50601Y3	3P CONSTRUCTION SBMP	\$ 0.93
L50601YD	MTA REAL ESTATE	\$ 0.05
L50601YF	3P PAVING-MENTORING	\$ 0.94
	<b>Element Total</b>	<b>\$ 1.92</b>
L509048A	3P Remediation - Group "C" Sites	\$ 3.24
	<b>Element Total</b>	<b>\$ 3.24</b>
<b>2010-2014</b>		
EL0402ZB	3P DESIGN & REVIEW	\$ 0.55
	<b>Element Total</b>	<b>\$ 0.55</b>
EL0502ZC	3P CONSTR-FOUNDATION/EQUIP-PLATFORM	\$ 1.09
	<b>Element Total</b>	<b>\$ 1.09</b>
EL0602ZD	3RD PARTY DESIGN	\$ 0.97
EL0602ZL	3RD PARTY DESIGN & REVIEW	\$ 0.36
	<b>Element Total</b>	<b>\$ 1.34</b>
EL0702ZM	3P CM	\$ 1.02
	<b>Element Total</b>	<b>\$ 1.02</b>
EL0902ZF	F/A MATERIAL	\$ 3.97
	<b>Element Total</b>	<b>\$ 3.97</b>
L60204UC	FA DESIGN	\$ 3.52
L60204UD	3P CONSTRUCTION-(PN-V4)	\$ 11.17
L60204UE	3P CONSTRUCTION - ELEVATOR	\$ 6.82
L60204UF	3P DESIGN	\$ 1.20
L60204UH	FA CONSTRUCTION LABOR	\$ 3.95
	<b>Element Total</b>	<b>\$ 26.66</b>
L60205U1	F/A TRANSPORTATION	\$ 1.55
	<b>Element Total</b>	<b>\$ 1.55</b>
L60206VL	PROJECT MANAGEMENT	\$ 11.00
	<b>Element Total</b>	<b>\$ 11.00</b>
L60301TE	PROJECT MANAGEMENT	\$ 50.93
L60301TF	3p EQUIPMENT-TIE REMOVER	\$ 0.49
	<b>Element Total</b>	<b>\$ 51.42</b>
L60304TU	CPS	\$ 60.52
L60304TV	PROJECT MANAGEMENT	\$ 2.31
L60304TW	3P CONSTRUCTION	\$ 16.36
L60304TX	3P CM	\$ 6.45
	<b>Element Total</b>	<b>\$ 85.64</b>
L60401BC	3P CONSTRUCTION	\$ 7.93
	<b>Element Total</b>	<b>\$ 7.93</b>
L60502LA	PTC RAILSIM ANALYSIS	\$ 0.15
	<b>Element Total</b>	<b>\$ 0.15</b>
L60601YN	FA INSPECTION	\$ 2.71
L60604YT	3P CONSTRUCTION - UCC ROOF	\$ 3.50
	<b>Element Total</b>	<b>\$ 6.21</b>
L60701AM	FA CONSTRUCTION LABOR	\$ 6.88
L60701AQ	F/A ABATEMENT/DEMO	\$ 1.82
L60701AR	PROJECT MANAGEMENT	\$ 1.56
	<b>Element Total</b>	<b>\$ 10.27</b>
L60904N3	3P DESIGN	\$ 0.72
L60904N6	3P DESIGN	\$ 0.30
L60904NA	INDIRECT ADMINISTRATION 2014	\$ 19.88
L60904NC	LI PROTECTIVE LIABILITY 06/14-05/15	\$ 0.20
L60904ND	INDEPENDENT ENGINEER 2014	\$ 1.09
	<b>Element Total</b>	<b>\$ 22.18</b>
<b>Total 2014 Commitments</b>		<b>\$ 244.37</b>

MTA Metro-North Railroad  
2014 Commitment Summary  
All \$ in Millions

ACEP	Project Description	2014 Commitments
<b>2000-2004</b>		
G414-03-09	525 N. Broadway, White Plains	\$ 1.28
	<b>Element Total</b>	<b>\$ 1.28</b>
M402-03-13	North White Plains Parking Garage	\$ 0.50
	<b>Element Total</b>	<b>\$ 0.50</b>
<b>2005-2009</b>		
M501-01-10	M-9 Specification Development	\$ 0.43
M501-01-12	Rolling Stock Signals (PTC)	\$ 0.71
	<b>Element Total</b>	<b>\$ 1.14</b>
M502-02-02	Croton Harmon/Peekskill Station Improvements	\$ 3.01
M502-02-06	Station Building Rehabilitation	\$ 0.25
	<b>Element Total</b>	<b>\$ 3.26</b>
M508-01-09	Customer and Employee Communications Projects	\$ 1.40
	<b>Element Total</b>	<b>\$ 1.40</b>
<b>2010-2014</b>		
M601-01-02	M-8 New Haven Line Purchase	\$ 10.00
	<b>Element Total</b>	<b>\$ 10.00</b>
M602-01-01	GCT Trainshed/Tunnel Structure	\$ 18.12
M602-01-05	GCT Leaks Remediation Phase II	\$ 2.99
M602-01-06	GCT Elevator Rehab Phase 4	\$ 5.30
M602-01-09	GCT Customer Communications	\$ 2.04
M602-01-10	GCT Recycling Facility	\$ 1.11
	<b>Element Total</b>	<b>\$ 29.56</b>
M602-02-02	Fordham Station Improvements	\$ 4.64
M602-02-04	Station Building Rehabilitation/Net Lease	\$ 1.55
M602-02-06	New Haven Line Station Phase II	\$ 0.30
M602-02-08	Customer Communications/Connectivity Improve	\$ 5.37
	<b>Element Total</b>	<b>\$ 11.86</b>
M603-01-02	Turnouts - Mainline/High Speed	\$ 3.40
M603-01-03	GCT Turnouts/Switch Renewal	\$ 2.50
M603-01-04	Turnouts - Yards/Sidings	\$ 1.62
M603-01-05	M o f W Equipment/RS	\$ 3.91
M603-01-08	Drainage Improvements	\$ -
M603-01-14	2014 Cyclical Track Program	\$ 12.67
	<b>Element Total</b>	<b>\$ 24.10</b>
M603-02-02	Rehab Culverts/Railtop Culvert	\$ 0.18
M603-02-04	DC Substation/Signal House	\$ 0.66
M603-02-05	Bridge Walkways Installation	\$ 0.38
M603-02-06	Remove Obsolete Facilities	\$ 1.28
M603-02-09	Employee Welfare and Storage Facilities	\$ 2.66
M603-02-10	Replace/Repair Undergrade Bridges Program	\$ 3.45
M603-02-11	Harlem River Lift Bridge Cable	\$ 0.13
M603-02-12	Overhead Bridge Program - E of H	\$ 2.90
M603-02-14	Park Avenue Viaduct Direct Fixation	\$ 1.74
M603-03-05	W of H Replace/Renew Undergrade Bridges	\$ 5.70
	<b>Element Total</b>	<b>\$ 19.08</b>
M604-01-01	Positive Train Control	\$ 19.21
M604-01-02	West of Hudson Signal Improvements	\$ 12.74
M604-01-04	Replace Field code System - Mott Haven	\$ 0.51

MTA Metro-North Railroad  
 2014 Commitment Summary  
 All \$ in Millions

ACEP	Project Description	2014 Commitments
M604-01-06	Centralized Train Control/SCADA Intrusion Testing	\$ 0.89
M604-01-09	Replace High Cycle Relays	\$ 0.12
M604-01-11	PBX Equipment Upgrade	\$ 0.10
	<b>Element Total</b>	<b>\$ 33.57</b>
M605-01-01	Substation Bridge 23 - Construction	\$ -
M605-01-03	Harlem & Hudson Lines Power Improvements	\$ 26.24
M605-01-04	Replace Motors Alternators	\$ 1.48
M605-01-05	Replace Substation Batteries	\$ -
M605-01-07	Har. River Lift Bridge Breaker Houses/Controls	\$ 0.25
M605-01-09	Replace 3rd Rail Brackets - Park Avenue Tunnel	\$ 6.56
	<b>Element Total</b>	<b>\$ 34.52</b>
M606-01-01	Harmon Shop Improvements	\$ 36.84
	<b>Element Total</b>	<b>\$ 36.84</b>
M608-01-01	Systemwide Lead/Asbestos Abatement	\$ 0.50
M608-01-06	Program Administration	\$ 8.92
M608-01-07	Program Scope Development	\$ 2.53
	<b>Element Total</b>	<b>\$ 11.95</b>
EM03-02-02	Right of Way Restoration: Various Locations	\$ 2.20
	<b>Element Total</b>	<b>\$ 2.20</b>
EM04-02-05	Comm & Signal Infrastructure Restoration Phase 1	\$ 3.08
EM04-02-07	Comm & Signal Infrastr Restoration Eqpmt Replcmt	\$ 6.63
	<b>Element Total</b>	<b>\$ 9.71</b>
EM05-02-06	Power Infrastructure Restoration-Phase 1	\$ -
EM05-02-08	Power Infrastructure Restoration-Substations	\$ 36.63
EM05-02-09	Power Infrastructure Restoration-HRLB	\$ 4.44
EM05-02-10	Power Infrastr Restoration-Remote Terminal Houses	\$ 1.28
	<b>Element Total</b>	<b>\$ 42.35</b>
<b>Total 2014 Commitments</b>		<b>\$ 273.33</b>

MTA Bridges & Tunnels  
2014 Commitments Goal  
All \$ in millions

ACEP	Project Description	2014 Commitments
<b>2005-2009</b>		
D505QM01	Service & FE Building Rehabilitation	\$ 3.09
	<b>Element Total</b>	<b>\$ 3.09</b>
<b>2010-2014</b>		
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	\$ 69.67
	<b>Element Total</b>	<b>\$ 69.67</b>
D601MP06	Substructure & Underwater Scour Protection	\$ 1.84
	<b>Element Total</b>	<b>\$ 1.84</b>
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	\$ 3.45
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	\$ 3.73
	<b>Element Total</b>	<b>\$ 7.18</b>
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$ 111.64
D601RK76	Miscellaneous Structural Repair	\$ 15.75
	<b>Element Total</b>	<b>\$ 127.39</b>
D601TN52	Miscellaneous Structural Rehabilitation	\$ 8.60
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	\$ 3.63
	<b>Element Total</b>	<b>\$ 12.23</b>
D602BB54	Replacement Brooklyn Plaza Structural Slab	\$ 27.18
	<b>Element Total</b>	<b>\$ 27.18</b>
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	\$ 32.43
	<b>Element Total</b>	<b>\$ 32.43</b>
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	\$ 8.85
	<b>Element Total</b>	<b>\$ 8.85</b>
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	\$ 218.83
D602RK75	Interim Repairs - Toll Plaza Deck	\$ 16.18
	<b>Element Total</b>	<b>\$ 235.00</b>
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	\$ 0.63
	<b>Element Total</b>	<b>\$ 0.63</b>
D604MP03	Programmable Logic Controller & Mechanical Rehab.	\$ 3.50
	<b>Element Total</b>	<b>\$ 3.50</b>
D604QM81	Controls / Communication System	\$ 3.05
	<b>Element Total</b>	<b>\$ 3.05</b>
D604VN87	Substation #1 Rehabilitation	\$ 12.06
	<b>Element Total</b>	<b>\$ 12.06</b>
D605AW12	Hazardous Materials Abatement	\$ 0.42
	<b>Element Total</b>	<b>\$ 0.42</b>
D605BB21	Service Building Rehabilitation	\$ 6.62
D605BB43	Mlsc. Repairs at BP Garage	\$ 5.32
	<b>Element Total</b>	<b>\$ 11.94</b>
D606AW15	MTA Independent Engineer	\$ 0.56
D606AW18	Protective Liability Insurance	\$ 2.62
D606AW21	Program Administration	\$ 3.50
	<b>Element Total</b>	<b>\$ 6.68</b>
D607RK65	Paint - Plaza and Approach Ramps	\$ 24.44
	<b>Element Total</b>	<b>\$ 24.44</b>



MTA Bridges & Tunnels  
 2014 Commitments Goal  
 All \$ in millions

ACEP	Project Description	2014 Commitments
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	\$ 1.28
ED010228	Restore Hugh L. Carey Tunnel - Structural	\$ 192.64
	<b>Element Total</b>	<b>\$ 193.92</b>
ED010240	Restore Queens Midtown Tunnel - Structural	\$ 13.34
	<b>Element Total</b>	<b>\$ 13.34</b>
ED010324	MPB/CBB Master Plan & Resiliency Needs	\$ 9.00
	<b>Element Total</b>	<b>\$ 9.00</b>
ED020202	Restore Hugh L. Carey Tunnel Roadway	\$ 8.26
ED020203	Restore Queens Midtown Tunnel Roadway	\$ 0.64
	<b>Element Total</b>	<b>\$ 8.90</b>
ED040207	Replace MPB Electrical Equipmt at North Abutment	\$ 4.50
ED040208	Replace MPB Lighting Systems	\$ 0.68
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	\$ 7.11
ED040243	Restore Hugh L. Carey Tunnel Utilities	\$ 126.34
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	\$ 9.07
	<b>Element Total</b>	<b>\$ 147.70</b>
ED050201	Restore CBB Service Bldg	\$ 1.74
ED050202	Hugh L. Carey Tunnel Environmental Cleanup	\$ 7.20
ED050203	Queens Midtown Tunnel Environmental Cleanup	\$ 0.42
ED050204	Restore Queens Midtown Tunnel Vent Buildings	\$ 0.00
ED050221	Restore Hugh L. Carey Tunnel Vent Bldgs	\$ 4.97
	<b>Element Total</b>	<b>\$ 14.33</b>
ED05032A	Flood Mitigation -Studies/Conceptual Design HCT	\$ 1.01
ED05032B	Flood Mitigation -Studies/Conceptual Design QMT	\$ 1.00
	<b>Element Total</b>	<b>\$ 2.00</b>
	<b>Total 2014 Commitments</b>	<b>\$ 976.77</b>

MTA Bus  
 2014 Commitments Goal  
 All \$ in millions

<i>ACEP</i>	<i>Project Description</i>	<b>2014 Commitments</b>
<b><u>2005-2009</u></b>		
<i>U5030204</i>	Emergency Generators: 6 Depots - Purchase	\$4.3M
<i>U5030211</i>	Far Rockaway Roof Deck Replacement	\$1.5M
<i>U5030225</i>	Security Upgrade: Far Rockaway and Baisley Park	\$6.8M
<i>U5030204</i>	Emergency Generators: 6 Depots - Installation	\$3.3M
<i>U5030216</i>	Additional Fueling Capacity: JFK, Baisley Park and LaGuardia	\$3.5M
	<b>Element Total</b>	<b>\$19.45</b>
<b><u>2010-2014</u></b>		
<i>U6030201</i>	Project Administration & Engineering	\$4.1M
<i>U6030205</i>	Chassis Wash: LaGuardia and Baisley Park	\$2.0M
<i>U6030208</i>	New Apron: JFK	\$6.5M
<i>U6030225</i>	Bus Command Ctr	\$8.7M
<i>U6030217</i>	45 Diesel Buses	\$23.8M
<i>U6030219</i>	75 Articulated Buses	\$61.6M
<i>U6030226</i>	Bus Radio System	\$27.8M
	<b>Element Total</b>	<b>\$134.5M</b>
<i>EU030201</i>	Hurricane Sandy Depot Rehabilitation at Far Rockaway	\$25.0M
	<b>Element Total</b>	<b>\$25.00</b>
	<b>Total 2014 Commitments</b>	<b>\$178.92</b>

**MTA Capital Construction**  
**2014 Commitment Goals**  
All \$ in Millions

<b>ACEP</b>	<b>Project Description</b>	<b>2014 Commitments</b>
<b><u>2005-2009</u></b>		
N5100105	Harriman MTA PD Sign On - Design Phase	\$0.10
	<b>Element Total</b>	<b>\$0.10</b>
<b><u>2010-2014</u></b>		
EG160214	IESS East River Tunnel Impacts	\$21.36
	<b>Element Total</b>	<b>\$21.36</b>
E6100102	MTA PD Staten Island - Design	\$1.00
E6100103	MTA PD District Office Nassau County	\$1.00
	<b>Element Total</b>	<b>\$2.00</b>
E6140202	Penn Station MTA PD Holding Cells - Design Phase	\$0.30
E6140202	Penn Station - Consequence Management FLS	\$5.00
E6140202	Penn Station MTA PD Holding Cells - Construction Phase	\$0.50
	<b>Element Total</b>	<b>\$5.80</b>
Program 6 -ACEP not assigned	Penn Station Perimeter Protection -7th Ave	\$0.95
	<b>Element Total</b>	<b>\$0.95</b>
G61401XX	CM014B - GCT Concourse & Cavern Finishes	\$2.11
G61401XX	Harold Structures (Part 3)	\$31.46
	<b>Element Total</b>	<b>\$33.57</b>
G6090123	Harold Structures (Part 3)	\$75.05
G6090114	CM014B - GCT Concourse & Cavern Finishes	\$193.38
G609XXXX	Traction Power System	\$114.75
G6090142	Manhattan Southern Structures	\$316.27
G6090137	System Package 3 (Signal Equipment Procurement)	\$21.84
G6090135	Systems Package 1 - ESA	\$366.95
	<b>Element Total</b>	<b>\$1088.22</b>
<b>Total 2014 Commitments</b>		<b>\$1152.90</b>

MTA Police Department  
 2014 Commitment Summary  
 All \$ in Millions

ACEP	Project Description	2014 Commiments
<b>2005-2009</b>		
N5100105	MTAPD District 7 - Harriman	\$0.40
N5100109	MTAPD Radio Project	\$27.28
	<b>Element Total</b>	<b>\$27.68</b>
<b>2010-2014</b>		
E6100102	MTAPD District 9 HQ	\$0.80
E6100103	MTAPD District 2 HQ	\$1.50
E6100104	MTAPD Radio Project - Additional Funding	\$60.00
	<b>Element Total</b>	<b>\$62.30</b>
	<b>2014 Commitment Total</b>	<b>\$89.98</b>

**NYCT 2014 - 2017 Completions**

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60412/27	Station Renewal: Forest Avenue / Myrtle	\$7.38	Jan-14
T60412/29	Station Renewal: Fresh Pond Road / Myrtle	\$9.50	Jan-14
T60412/26	Station Renewal: Seneca Avenue / Myrtle	\$7.96	Jan-14
T60412/25	Station Renewal: Central Avenue / Myrtle	\$11.30	Jan-14
T60412/28	Station Renewal: Knickerbocker Avenue / Myrtle	\$11.00	Jan-14
T60806/06	Communications - RTO: RTO: Portable Radio Unit Replacement	\$6.76	Jan-14
T51302/03	Work Train & Special Equipment: 2 Ballast Regulators	\$7.74	Jan-14
T61607/02	Information Technology: Jay St Systems Ph1: Radio Security System at 130 Livingston	\$1.99	Jan-14
T50101/01	New Subway Cars: 23 A Division Cars - R188; Convert 10 R142A Cars	\$116.46	Jan-14
T60502/69	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Canarsie	\$19.09	Feb-14
T60413/08	Station Accessibility (ADA): ADA: Utica Av / Fulton Line	\$16.95	Feb-14
T60412/85	Station Component Investments: Station Ventilators: Ph 4 - 4Loc / Eastern Queens	\$2.51	Feb-14
T51604/02	Computer Hardware & Communications: HP Server Consolidation/Replacement	\$5.20	Feb-14
T60407/01	Escalator Replacement: 3 Escalators - Southern Manhattan	\$14.56	Feb-14
T60502/59	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Euclid Ave / 8 Avenue	\$11.31	Feb-14
T60404/09	Communications Cable And Equipment: Passenger Station LAN: 2 Stations Montague Tube	\$2.39	Feb-14
T60404/06	Communications Cable And Equipment: Passenger Station LAN: 4 Stations	\$5.25	Feb-14
T61604/02	Computer Hardware & Communications: Enterprise-Wide SAN/Disaster Recovery Phase 1	\$5.72	Mar-14
T61607/06	Facilities: Distribution: Maspeth Warehouse Repairs	\$9.92	Mar-14
T61604/05	Computer Hardware & Communications: HVAC Upgrade at 130 Livingston Plaza [SBMP]	\$0.65	Mar-14
T60412/A6	Station Component Investments: Street Stairs: 23 Street / 6 Avenue (S1/S2) [SBMP]	\$0.97	Mar-14
T60412/A7	Station Component Investments: Street Stairs: 23 Street / 6 Avenue (S3/S4) [SBMP]	\$1.03	Mar-14
T51302/10	Rubber-Tired Vehicles: Diesel Particulate Filters: Non-Rev Fleet	\$4.97	Mar-14
T60503/20	Mainline Track Switches: Mainline Track Switches 2013 at Brighton	\$4.78	Mar-14
T60502/71	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Archer Avenue	\$2.42	Mar-14
T60502/72	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Liberty Ave	\$8.67	Mar-14
T60502/73	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Jerome Ave	\$6.38	Mar-14
T60413/01	Station Accessibility (ADA): ADA: Forest Hills - 71 Av / Queens Blvd	\$24.73	Mar-14
T60803/01	Maintenance Of Way: Signal Control Modifications Phase 4	\$15.48	Mar-14
T60502/55	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at 6th Avenue	\$18.10	Mar-14
T51204/11	Depot Rehabilitation: Bus Lifts At Various Locations	\$8.80	Mar-14
T61204/02	Misc: Bus Projects: BRT - Bus Rapid Transit 2010-2014 (SBS)	\$25.00	Mar-14
U50302/11	Depot Rehabilitation: Roof/Ventilation: Far Rockaway Depot	\$6.93	Mar-14
U50302/09	Misc: Bus Projects: Upgrade Parking: Baisley Pk & JFK Depots	\$9.20	Mar-14
T60703/26	Subway Tunnel Rehabilitation: Rehab of Subway Roof Delancey St (Norfolk-Essex) [SBMP]	\$1.28	Mar-14
U50302/13	Depot Rehabilitation: Roof/Ventilation: Eastchester Maintenance Facility	\$3.64	Mar-14
T60703/25	Subway Tunnel Rehabilitation: Rehab of Subway Roof Delancey St (Norfolk-Suffolk) [SBMP]	\$1.05	Mar-14
ES0702/12	SIR: Shops & Facilities: Sandy Repairs: Tower B Rehabilitation (Short Term)	\$0.94	Apr-14
ES0702/10	SIR: Shops & Facilities: Sandy Repairs: Clifton Shop Repairs (Short Term)	\$4.23	Apr-14
T61204/09	Misc: Bus Projects: Tank Upgrades: Fresh Pond Depot [SBMP]	\$2.44	Apr-14
T50902/12	Misc: Power: Substation Hatchways: 6 Locations	\$6.10	Apr-14
T60902/03	Misc: Power: Substation Hatchways: 8 Locs	\$5.38	Apr-14
U40302/14	Misc: Bus Projects: Bus Time Customer Information System: MTA Bus	\$10.45	Apr-14
T51204/05	Misc: Bus Projects: Bus Time Customer Information System: NYCT	\$48.76	Apr-14
T60502/37	Mainline Track Rehabilitation: Mainline Track Replacement 2012 at Concourse	\$14.13	Apr-14
T41204/01	Radio & Data Communication: AVL: Paratransit - 2,273 Vehicles	\$37.28	Apr-14
T61606/02	Asbestos Abatement: Asbestos Abatement I/Q	\$8.30	May-14
ET0603/04	Work Train & Special Equipment: Sandy Mitigation: Convrt 6 110A's & 2 Flats to 2 Pump Trains	\$13.89	May-14
T61204/06	Bus Washers: 3 Bus Washers at Manhattanville Depot	\$4.15	May-14
T61607/02	Information Technology: Jay St Systems Phase 1: New PBX Room	\$6.45	May-14
T60803/07	Rapid Transit Operations: Station Time (ST) Improvements, Ph 2 / LEX	\$29.67	May-14
T51606/10	Asbestos Abatement: Asbestos Waste Disposal I/Q	\$0.84	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	\$79.27	May-14
ET0403/03	Misc: Stations: Sandy Mitigation: South Ferry Near-Term Flood Protection	\$5.77	May-14
T61606/05	Fire Protection: Sprinkler & Alarm Systems: Phase 1 - 5 Locations	\$13.32	May-14
T61602/13	Misc: Stations: Help Point: 233 St & 238 St / White Plains Rd [SBMP]	\$1.47	May-14
T60806/24	Station Communication Rooms: Communication Room Waterproofing: 5 Locations [SBMP]	\$1.30	May-14
ET0403/05	Misc: Stations: Sandy Mitigation: Vent Cover Prototype (SBFP)	\$1.20	May-14
T60803/01	Signal Systems: AC to DC Line Relay Conversion / Fulton PILOT	\$9.86	May-14
ET0802/18	Signal Systems: Sandy Repairs: Install PLC Signal Equipment - Rockaway Line	\$6.03	May-14

## NYCT 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
ET0403/04	Misc: Stations: Sandy Mitigation: Stair Covers Prototype (SBFP)	\$2.03	May-14
T61602/14	Misc: Stations: Help Point: 219 St & 225 St / White Plains Rd [SBMP]	\$1.49	May-14
T60413/09	Station Accessibility (ADA): ADA: Hunts Point Av / Pelham	\$17.97	May-14
T60404/02	Fare Marketing/Distribution Equipment: Purchase Automated Farecard Access System (AFAS) Units	\$1.85	May-14
T60502/12	Welded Rail: Continuous Welded Rail - 2013	\$3.92	Jun-14
T60412/A9	Station Component Investments: Street Stairs: 7 Avenue / 6 Avenue (S1-S4) [SBMP]	\$1.23	Jun-14
S40701/15	SIR: Passenger Stations: Station Security Initiatives	\$22.24	Jun-14
T61607/13	Consolidated Employee Facilities:Subways: 207 Street / 8th Avenue	\$8.84	Jun-14
T60502/78	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at s/o 190 St / 8th Avenue	\$6.89	Jun-14
T60502/66	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Lenox-White Plains Rd	\$5.59	Jun-14
T50599/01	Maintenance Of Way: Third Rail Heater Control System	\$5.95	Jun-14
T61605/01	Capital Program Management: Boring Services: Bklyn, Qns, SI	\$1.54	Jun-14
T61605/02	Capital Program Management: Boring Services: Manhattan & Bronx	\$1.85	Jun-14
ET0802/08	Security Program: Sandy Repairs: Security Equipment Various Locations	\$7.32	Jun-14
T51204/16	Depot Rehabilitation: Flatbush Depot: Asbestos Removal	\$2.45	Jun-14
T60502/75	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at 7th Avenue	\$2.97	Jun-14
T60502/79	Mainline Track Rehabilitation: Mainline Track Replace 2013 at s/o 72 St & 81-86 St / 8AV	\$10.63	Jun-14
T60703/14	Line Structure Overcoating: Bway Junction - Cypress Hills / Jamaica	\$19.93	Jun-14
T50703/17	Line Structure Overcoating: Portal To EOL / Pelham	\$28.16	Jun-14
E61404/01	Security Program: Electronic Security: 10TSG URT Phase 1	\$20.59	Jun-14
T60302/23	Bus Component Systems: Bus Cameras - 2010-14 Purchases	\$24.83	Jun-14
T60502/61	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Sea Beach	\$12.00	Jun-14
T60502/81	Mainline Track Rehabilitation: Mainline Track Replacement at Greenpoint Tube / Crosstown	\$3.73	Jun-14
T41204/P2	Depot Rehabilitation: Paving: 3 Locations	\$3.13	Jun-14
T60503/17	Mainline Track Switches: Mainline Track Switches 2013 at Queens Blvd	\$15.33	Jun-14
T41302/O4	Work Train & Special Equipment: 36 CWR Flatcars & 18 Flatcars	\$15.11	Jun-14
T61605/03	Capital Program Management: Test Pits Contract	\$2.60	Jun-14
T60502/63	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at 8th Avenue	\$14.04	Jun-14
T60502/70	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Concourse	\$6.57	Jun-14
T60412/A8	Station Component Investments: Street Stairs: 7 Avenue / 6 Avenue (S5-S8) [SBMP]	\$1.29	Jun-14
T51204/16	Depot Rehabilitation: Flatbush Depot: Roof Repair	\$3.81	Jun-14
T61004/25	Car Maintenance Shops: 207 St Overhaul: Equipment for Car HVAC Repair & Maintenance	\$2.24	Jun-14
T60413/06	Station Accessibility (ADA): ADA: Kingsbridge Rd / Concourse	\$24.45	Jul-14
T60412/89	Station Component Investments: Station Painting at Component Locations: 3 Loc / Brighton	\$3.09	Jul-14
T60412/77	Station Component Investments: Station Components: 3 Stations / Brighton	\$6.92	Jul-14
T61606/03	Asbestos Abatement: I/Q Asbestos/Lead Air Monitoring - 2010	\$7.52	Jul-14
S60701/02	SIR: Structures: Lemon Creek Culvert Bridge	\$3.45	Jul-14
T60412/B9	Station Component Investments: Street Stairs:Franklin Av / Eastern Parkway (S2/S4) [SBMP]	\$1.19	Jul-14
T60412/B8	Station Component Investments: Street Stairs:Franklin Av / Eastern Parkway (S1/S3) [SBMP]	\$1.19	Jul-14
T60412/12	Station Rehabilitation: Smith-9 Streets / Prospect Park Line	\$32.31	Jul-14
T50904/02	Power Distribution Facilities: Duct Reconstruction: Ryders Alley - Front St / 8AV (Phase 2)	\$21.36	Jul-14
S60701/01	SIR: Passenger Stations: Station Structural Repairs, 8 Locations	\$15.51	Jul-14
T60412/01	Station Component Investments: 4 Avenue / Culver	\$12.53	Jul-14
T61607/25	Depot Rehabilitation: AFC Office Upgrades at 2 Depots - FP and QV [SBMP]	\$1.76	Jul-14
T50803/07	Signal Systems: Signal Key-By Circuit Mod: Phase 2	\$29.84	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
T51203/06	New Depots & Facilities: Clara Hale Depot: Reconstruction	\$252.87	Aug-14
T61602/19	Misc: Stations: Help Point: Allerton Av & Burke Av /White Plains Rd [SBMP]	\$1.43	Aug-14
T51602/04	Owner-Controlled Insurance Program: 2006-2009 Owner-Controlled Insurance	\$132.35	Aug-14
T61607/02	Information Technology: Jay St Systems Phase 1: Signal Facility at 14 St / 8 Ave	\$5.83	Aug-14
T51204/30	Depot Rehabilitation: Ulmer Park Depot: In-Ground Lift / Floor Replacement [SBMP]	\$1.15	Aug-14
U50302/05	Depot Rehabilitation: Eastchester Depot: Relocate Fuel Tanks & Bus Washers	\$12.88	Aug-14
T51203/07	Depot Rehabilitation: ENY Depot Rehab	\$17.19	Sep-14
T60502/92	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / 7th Avenue	\$4.68	Sep-14
T60502/89	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Jerome	\$8.77	Sep-14
T61204/05	Depot Equipment And Machinery: IVN For 5 Depots	\$2.60	Sep-14
T60404/07	Communications Cable And Equipment: Passenger Station LAN: 10 Stations - Partial Systems	\$2.00	Sep-14
T60412/88	Station Component Investments: Station Ventilators: Montrose Avenue / Canarsie [SBMP]	\$1.31	Sep-14
T61607/02	Information Technology: Jay St Systems Ph1: Work Experience Program (WEP) Facility	\$4.22	Sep-14
T60412/C1	Station Component Investments: Station Ventilators:Clin-Wash Avs (E of Wvrrly) [SBMP]	\$1.15	Sep-14
T60503/18	Mainline Track Switches: Mainline Track Switches 2013 at Jamaica	\$13.79	Sep-14

## NYCT 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60902/09	Substation Enclosures (IRT-BMT): Roof and Enclosure: E. 180th Street, Morris Park [SBMP]	\$2.52	Sep-14
T40803/CI	Mainline Track Rehabilitation: SSI Bergen: I/H Track Wrap-Up	\$1.80	Sep-14
U50302/18	Misc: Bus Projects: Security Upgrade: Eastchester and LaGuardia	\$6.77	Sep-14
T60502/36	Mainline Track Rehabilitation: Mainline Track Replacement 2012 at 6th Avenue	\$18.48	Sep-14
E61402/01	Security Program: Perimeter Protection: Penn Station-Phase II	\$7.66	Oct-14
T60703/07	Line Structure Overcoating: Rockaway Boulevard - Hammels Wye / Rockaway	\$4.48	Oct-14
ET0802/09	Signal Systems: Sandy Repairs: Signals in the Greenpoint Tube	\$5.41	Oct-14
T60703/04	Elevated Structure Rehabilitation: Viaduct Structure Rehab: Rockaway & Far Rockaway	\$42.09	Oct-14
T61302/05	Rubber-Tired Vehicles: Purchase 80 Non-Rev Vehicles 2013	\$13.94	Oct-14
T60703/03	Elevated Structure Rehabilitation: Culver Viaduct Rehabilitation Phase 3 - Underside	\$50.64	Oct-14
U60302/27	Depot Equipment And Machinery: Depot Equipment: Bus Washers at Baisley Park & JFK SBFP	\$3.28	Oct-14
T60412/B3	Station Component Investments: Station Components: Greenpoint Avenue / Crosstown	\$2.79	Oct-14
T60412/B4	Station Component Investments: Station Painting at Components Locations:2Locs - North/Xtown	\$1.38	Oct-14
T60502/09	Welded Rail: Continuous Welded Rail - 2012	\$9.05	Oct-14
T60412/A1	Station Component Investments: Street Stairs: 39 Avenue / Astoria (S1/S2) [SBMP]	\$1.27	Oct-14
T60412/99	Station Component Investments: Street Stairs: Ditmars Blvd / Astoria (S1/S4) [SBMP]	\$1.04	Oct-14
T60412/B2	Station Component Investments: Station Components: 21 St / Crosstown	\$6.27	Oct-14
T60902/10	Misc: Power: Substation Hatchways: 5 Locations [SBFP]	\$2.81	Oct-14
T61203/07	Depot Rehabilitation: New Elevator at MAC #9 at Queens Village Bus Depot[SBMP]	\$0.68	Nov-14
ET0802/16	Signal Systems: Sandy Repairs: Signal Equip Repl - Montague Tube	\$31.04	Nov-14
T60803/04	Signal Systems: Repl Solid State Sig Equip - 2 Locs	\$0.48	Nov-14
T41203/FH	New Depots & Facilities: Charleston Depot: Decommission Retention Basin [SBMP]	\$0.93	Nov-14
ET1602/08	Facilities: Sandy Repairs: Facilities Restoration (Vehicle Portion)	\$3.78	Nov-14
T60412/A5	Station Component Investments: Station Ventilators: Ph 5 - 4 Loc / QBL, BCT, NOS, BW7	\$5.50	Nov-14
T61204/27	Bus Washers: 4 Bus Washers-2 Depots/Flatbush&Ulmer Pk [SBFP]	\$4.51	Nov-14
T61004/08	Shop Equipment And Machinery: Heavy Shop Equipment Replacement	\$12.88	Nov-14
T60414/02	Station Rehabilitation: Station Entrance Railings	\$4.02	Dec-14
T61602/23	Misc: Stations: Help Point: 2 Stations / Flushing [SBMP]	\$1.61	Dec-14
T61602/22	Misc: Stations: Help Point: 2 Stations / White Plains Road & Flushing [SBMP]	\$1.55	Dec-14
T61203/06	Depot Rehabilitation: Pavement Repairs at Jackie Gleason Bus Depot [SBMP]	\$1.36	Dec-14
T60502/80	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Flushing	\$19.08	Dec-14
U50302/19	Autos, Trucks & Service Vehicles: Service Vehicles MTA Bus	\$4.00	Dec-14
T60502/53	Mainline Track Rehabilitation: Mainline Track Repl 2012: Gaston Ave-Straiton Ave / Rockaway	\$10.61	Dec-14
T61004/21	Yard Switches: Yard Switches - 2014	\$2.11	Dec-14
T61004/15	Yard Track Rehabilitation: Yard Track - 2014	\$1.50	Dec-14
T61607/02	Information Technology: Jay St Sys Ph1:PBX Switch Furnish & Install	\$7.97	Dec-14
T60502/14	Mainline Track Rehabilitation: Track Force Account - 2014	\$35.00	Dec-14
S50701/12	SIR: Line Equipment: Signl Sys Mod: St.George-Tottnvil/Wrap-Up	\$1.19	Dec-14
T60502/13	Mainline Track Rehabilitation: Mainline Track Replacement - 2014 Design and EFA	\$6.04	Dec-14
T61602/21	Misc: Stations: Help Point: Ave I & Bay Pkwy / Culver [SBMP]	\$0.95	Dec-14
T61602/20	Misc: Stations: Help Point: Ave N & Ave X / Culver [SBMP]	\$1.60	Dec-14
T50404/01	Fare Control Modernization: Smart Card Implementation Study	\$5.40	Dec-14
T60503/05	Mainline Track Switches: Mainline Switches - 2014 Design and EFA	\$7.47	Dec-14
T60414/04	Misc: Stations: Scrubber Room Drainage - 2 Locations	\$3.23	Dec-14
U50302/23	Misc: Bus Projects: Bus Time Customer Information System: MTA Bus -- Misc Items	\$1.74	Dec-14
T60703/02	Line Structure Rehabilitation: Rehab Emergency Exits: 75 Locs	\$18.00	Dec-14
ET0502/07	Mainline Track Rehabilitation: Sandy Repairs: Track Components in the Greenpoint Tube	\$12.94	Jan-15
ET0602/10	Tunnel Lighting Rehabilitation: Sandy Repairs: Tunnel Lighting Greenpoint Tube	\$34.00	Jan-15
ET0902/10	Power Distribution Facilities: Sandy Repairs: Power/Cable/Ducts: Greenpoint Tube	\$16.19	Jan-15
T60407/03	Escalator Replacement: 2 Escalators Roosevelt Av / QBL	\$11.16	Jan-15
T60902/03	Misc: Power: Substation Hatchways: 6 Locations	\$3.97	Jan-15
T60703/15	Line Structure Overcoating: Dyckman Street - 215 Street / Broadway-7th Avenue	\$14.01	Jan-15
T61606/05	Fire Protection: Sprinkler & Alarm Systems: Phase 2 / 3 Locations	\$6.92	Jan-15
T61302/06	Rubber-Tired Vehicles: Purchase 65 Non-Rev Vehicles	\$11.50	Jan-15
T60502/94	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Flushing	\$5.98	Jan-15
U60302/08	Depot Rehabilitation: New Apron - JFK Depot	\$6.50	Jan-15
U50302/98	Capital Program Management: Misc CONSTRUCTION Consultant Mgmt Svces	\$5.05	Jan-15
T60904/06	Power Distribution Facilities: CBH 146 Prospect Park / Brighton	\$6.63	Jan-15
T51605/01	Capital Program Management: MTA-Indep Engineering Consultant 2009-2010	\$10.52	Jan-15
T60502/85	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Concourse	\$3.38	Feb-15
T40404/M6	Fare Control Modernization: AFC System Wrap-Up	\$8.10	Feb-15
T50703/22	Elevated Structure Rehabilitation: Steel Repair and Abutments: La Salle - 133 St / Bway-7th Ave	\$9.67	Mar-15

## NYCT 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60703/22	Subway Tunnel Rehabilitation: 122 St & 135 St Portal Repairs / Broadway-7th Avenue	\$16.84	Mar-15
ET0902/08	Power Distribution Facilities: Sandy Repairs: Power Cable & Ducts Montague Tube	\$78.99	Mar-15
ET0903/02	Power Distribution Facilities: Sandy Mitigation: Power Cable & Ducts Montague Tube	\$58.26	Mar-15
ET0602/07	Tunnel Lighting Rehabilitation: Sandy Repairs: Tunnel Lighting Montague Tube	\$32.84	Mar-15
ET0502/06	Mainline Track Rehabilitation: Sandy Repairs: Track (Montague Tube)	\$27.89	Mar-15
ET0902/09	Substation Equipment (IRT-BMT): Sandy Repairs: Two Substations (Montague Tube)	\$1.36	Mar-15
ET0902/07	Power Distribution Facilities: Sandy Repairs: 3 CBHs (Montague Tube)	\$10.86	Mar-15
T51204/31	Depot Rehabilitation: Concrete Floor Replacement @ Manhattanville Depot [SBMP]	\$1.33	Mar-15
ET0502/08	Mainline Track Switches: Sandy Repairs: Mainline Switches Montague Tube	\$3.30	Mar-15
ET0602/09	Ventilation Facilities: Sandy Repairs: 1 Fan Plant (Montague Tube)	\$5.11	Mar-15
ET0602/08	Pumping Facilities: Sandy Repairs: 2 Pump Room (Montague Tube)	\$9.41	Mar-15
T61604/03	Computer Hardware & Communications: Enterprise Security Network Infrastructure	\$10.39	Mar-15
T60412/95	Station Component Investments: Station Ventilators: Ph 6 - 5 Loc / Upper Manhattan & Bronx	\$6.55	Mar-15
T60503/22	Mainline Track Switches: Mainline Track Switches 2014 / White Plains Road	\$17.10	Mar-15
U50302/04	Depot Rehabilitation: Purchase Emergency Generators: 2 Depots	\$4.30	Mar-15
U50302/20	Depot Equipment And Machinery: Depot Equipment	\$1.16	Mar-15
E61404/05	Security Program: 2011-TSG: Electronic Security - URT Phase 2	\$32.00	Mar-15
T60803/04	Signal Systems: Repl Solid State Sig Equip - 6 Locs	\$10.43	Mar-15
T60302/	Radio & Data Communication: On-Board Audio Visual (OBAV) PILOT: 200 Buses	\$1.56	Apr-15
ET0502/14	Mainline Track Rehabilitation: Sandy Repairs: Track (Steinway Tube)	\$6.11	Apr-15
T61605/04	Capital Program Management: Independent Eng'g Consultant 2010-2014	\$19.48	Apr-15
T60806/19	Station Communication Rooms: Communication Room Waterproofing: 14 Locations	\$14.19	Apr-15
T60502/84	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / 8th Avenue	\$12.76	Apr-15
T60502/16	Welded Rail: Continuous Welded Rail - 2014	\$18.44	Apr-15
ET0602/21	Pumping Facilities: Sandy Repairs: Pump Room Steinway Tube FLS	\$12.17	Apr-15
T60902/11	Substation Enclosures (IRT-BMT): Substn Roof and Enclosure: Secor / Dyre/ Astor PI / WPR	\$5.11	Apr-15
ET0602/12	Ventilation Facilities: Sandy Repairs: 1 Fan Plant BCT (Greenpoint Tube)	\$9.70	Apr-15
ET0602/11	Pumping Facilities: Sandy Repairs: Pump Room (54 Av-Vernon Blvd) Greenpoint Tube	\$5.25	Apr-15
T60803/22	Maintenance Of Way: Duct Rehabilitation & Negative Cable: Steinway / Flushing	\$47.56	Apr-15
T61004/26	Car Maintenance Shops: East 180 St Maintenance Shop: Facility Waterproofing	\$5.16	Apr-15
T60703/21	Capital Program Management: Structural Repairs: Steinway Tube	\$15.00	Apr-15
T50904/14	Misc: Power: Cathodic Protection Manhole Relocation at Queensbridge Park	\$3.50	Apr-15
T60412/84	Station Component Investments: Delancey St-Essex St / Nassau	\$1.38	Apr-15
T60502/83	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / 4th Avenue	\$5.07	May-15
T60302/27	Radio & Data Communication: On-Board Audio Visual System (OBAV)	\$26.44	May-15
T60503/21	Mainline Track Switches: Mainline Track Switches 2014 / Eastern Parkway	\$6.19	May-15
T60502/88	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Eastern Parkway	\$4.78	May-15
ET2301/02	Direct Recovery Expense: Perimeter Protection: Livingston Plaza	\$0.50	May-15
ET0403/08	Misc: Stations: Sandy Mitigation: Lower Mhthn Hatch Installation(SBFP)	\$1.33	May-15
T61607/07	Security: Perimeter Hardening: RCC & 130 Livingston	\$12.00	May-15
EM0502/10	MN: Sandy Repairs: Power Infrastr Restoration-Remote Terminal Houses-Sandy	\$1.28	May-15
U50302/20	Depot Equipment And Machinery: Replace Chassis Wash and Oil Water Separator: JFK Depot SBFP	\$2.00	May-15
E61404/	Security Program: Electronic Security: Wall St Station/Clark St Line (IESS)	\$0.80	May-15
T60412/B7	Station Component Investments: Station Components: 2 Locs / BWY	\$6.92	May-15
T60412/83	Station Component Investments: Station Components: 2 Locations / 4 Av	\$9.03	May-15
T60502/91	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Pelham	\$20.81	Jun-15
T60502/90	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Lexington Ave & 42 Shuttle	\$13.56	Jun-15
T60503/23	Mainline Track Switches: Mainline Track Switches 2014 / Queens Blvd	\$6.12	Jun-15
T60502/86	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Queens Blvd	\$14.70	Jun-15
ET0402/11	Facilities: Police: Sandy Repairs: District Office 34: Stillwell Terminal	\$1.16	Jun-15
U50302/05	Depot Rehabilitation: Eastchester Depot: Purchase AFC Equipment	\$0.40	Jun-15
T60502/93	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Brighton	\$28.41	Jun-15
E61404/02	Security Program: Electronic Security: 10TSG Boro Hall-Court St	\$22.08	Jun-15
T60302/18	Fare Control Modernization: Replace Integrated Farebox Unit (IFU) Components, Phase 2	\$21.94	Jun-15
ET0402/10	Consolidated Employee Facilities:Subways: Sandy Repairs: Stillwell Terminal Employee Facilities	\$12.01	Jun-15
T60502/87	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / White Plains Road	\$19.96	Jun-15
T60803/12	Maintenance Of Way: Signal Control Modifications Phase 5	\$10.00	Jun-15
T61004/04	Car Maintenance Shops: 207 St Maintenance Shop: DC Power Upgrade	\$14.73	Jul-15
T60803/11	Communication-Based Train Control: CBTC Test Track, Phase 2 / Culver	\$84.90	Jul-15
T50803/23	Communication-Based Train Control: CBTC Test Track Pilot/ Culver Line	\$16.01	Jul-15
T60902/04	Substations (IND): Cabling: Central Substation / 6th Av - Phase 2	\$15.00	Jul-15
T60414/03	Misc: Stations: Water Condition Remedy - 2013	\$2.86	Aug-15



## NYCT 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T61602/01	Capital Revolving Fund: Capital Revolving Fund - 2010	\$5.00	Aug-15
T60412/06	Station Component Investments: Pelham Bay Park / Pelham	\$6.61	Aug-15
T60412/07	Station Renewal: Buhre Avenue / Pelham	\$24.69	Aug-15
T60412/08	Station Renewal: Middletown Road / Pelham	\$27.75	Aug-15
T60412/09	Station Renewal: Zerega Avenue / Pelham	\$22.82	Aug-15
T60412/10	Station Renewal: Castle Hill Avenue / Pelham	\$26.80	Aug-15
T60412/22	Station Component Investments: Brick Arch Repair: 168 Street & 181 Street / Broadway-7th Av	\$65.33	Aug-15
T60414/04	Misc: Stations: Scrubber Room Drainage: 191 & 181 Sts / Broadway-7th Avenue	\$0.48	Aug-15
T60412/74	Station Component Investments: 157 Street / Broadway-7th Ave	\$3.39	Aug-15
T60806/22	Misc: Stations: Help Point Infrastructure: 168 St / BW7	\$0.86	Aug-15
T60703/13	Line Structure Rehabilitation: Structure Repairs / Dyre Avenue Line	\$9.66	Aug-15
T60302/26	Misc: Bus Projects: Integrated Asset Management Planning System (EAM)	\$7.00	Aug-15
T61302/01	Rubber-Tired Vehicles: Purchase 87 Non-Revenue Vehicles - 2011	\$13.42	Aug-15
E61404/03	Security Program: Electronic Security: 10TSG Atlantic/Pacific	\$21.49	Aug-15
T60412/69	Station Component Investments: Queensboro Plaza / Flushing	\$0.93	Aug-15
T60412/96	Station Component Investments: 2 Locations / Nostrand	\$7.36	Aug-15
T60412/B1	Station Component Investments: 3 Locations / Crosstown	\$0.76	Aug-15
T61607/23	Facilities: Sidewalk Shed: Livingston Plaza [SBMP]	\$1.16	Sep-15
T60703/24	Station Structural Remediation: Structural Steel Repair, Lower Level, 9th Ave, West End Ln	\$14.99	Sep-15
T61606/01	Asbestos Abatement: Asbestos Abatement: Priority 7	\$5.00	Sep-15
T60412/80	Station Component Investments: 103 Street / Lexington	\$10.41	Sep-15
T60412/92	Station Component Investments: New Lots Av Station / New Lots Line	\$2.68	Oct-15
T61606/08	Groundwater And Soil Remediation: Consult: UST & Remed (2011)	\$6.00	Oct-15
T61204/10	Depot Equipment And Machinery: HVAC Upgrades - Yukon Depot	\$16.95	Oct-15
T60703/09	Line Structure Overcoating: Portal - East 180 Street / White Plains	\$32.01	Oct-15
T61607/09	Roofing Repair & Replacement: DOS Roof Replacement Phase 3	\$12.67	Oct-15
T60603/03	Ventilation Facilities: Vent Plant: Mulry Square / 8AV & BW7	\$71.81	Oct-15
T60806/20	Station Communication Rooms: Hydrogen Gas Ventilation:19 Communications Rooms	\$6.33	Oct-15
S60701/08	SIR: Passenger Stations: Station Construction: Arthur Kill	\$27.41	Oct-15
U50302/04	Depot Rehabilitation: Install / Purchase Emergency Generators: 6 Depots	\$3.30	Oct-15
ET0802/01	Signal Systems: Sandy Repairs: South Ferry Interlocking	\$1.70	Oct-15
T61302/02	Work Train & Special Equipment: 54 Flat Cars	\$35.38	Oct-15
T60412/90	Station Component Investments: Station Components: 5 Locations / Fulton	\$12.82	Nov-15
U60302/17	New Buses: 45 Standard Buses	\$23.78	Nov-15
T60806/28	Public Address/Customer Info Systems: Integrated Service Information & Mngmnt B-Div: Module 1 GRP1	\$12.32	Nov-15
ET0402/	Fare Marketing/Distribution Equipment: Sandy Repairs: Purchase and Install AFC Equipment	\$0.01	Dec-15
EM0302/02	MN: Sandy Repairs: Right of Way Restoration: Various Locations - Sandy	\$8.00	Dec-15
T60502/21	Mainline Track Rehabilitation: Mainline Track Replacement 2011 at Dyre Av	\$1.08	Dec-15
T60413/10	Station Accessibility (ADA): ADA: 23 Street / Lexington	\$21.53	Dec-15
T61004/09	Yard Lighting: Yard Lighting: (Jerome, Pelham)	\$14.61	Dec-15
U60302/19	New Buses: 75 Articulated Buses	\$61.57	Dec-15
T60806/21	Communications Cable And Equipment: Passenger Station LAN: 30 Stations	\$28.09	Dec-15
T60703/06	Demolition Of Abandoned Structures: Demolition of Abandoned Structures - Various - Ph1	\$15.15	Dec-15
T60414/07	Station Signage: Station Signage	\$4.83	Dec-15
T61606/05	Fire Protection: Spr & Alarm Sys, Ph 2: 14 St /8 Av Fire Sprinkl r & #2 Egres	\$6.97	Dec-15
T60806/04	Public Address/Customer Info Systems: PA/CIS: 43 Stations: Install Cable	\$47.32	Dec-15
T61607/05	Consolidated Employee Facilities:Subways: RTO Fac: Chambers St / Nassau Loop	\$7.07	Dec-15
T60502/15	Mainline Track Rehabilitation: Mainline Track Replacement - 2015	\$2.00	Dec-15
T60503/06	Mainline Track Switches: Mainline Switch Replacement 2015	\$2.90	Dec-15
T61004/16	Yard Track Rehabilitation: Yard Track - 2015	\$0.06	Dec-15
T61004/22	Yard Switches: Yard Switches - 2015	\$0.65	Dec-15
T60703/20	Elevated Structure Rehabilitation: Trackway Stabilization / Franklin Shuttle	\$3.21	Jan-16
T60904/04	Power Distribution Facilities: CBH 74 Havermeier & 74A Bridge / Jamaica	\$19.04	Jan-16
T60904/05	Power Distribution Facilities: Rehab CBH 403 Vanderbilt / Flushing	\$15.60	Jan-16
U50302/16	Misc: Bus Projects: Additional Fueling Capacity: Baisley Park, JFK, LaGuardia	\$3.53	Jan-16
T61004/07	Car Maintenance Shops: Shop Repairs/ Upgrades: Pitkin and Concourse	\$18.00	Jan-16
T60412/82	Station Component Investments: Station Components: 49 Street / Broadway	\$8.77	Jan-16
T60412/60	Station Component Investments: Station Components: 6 Stations / Jamaica	\$39.82	Jan-16
T60412/32	Station Renewal: Ozone Park-Lefferts Blvd / Liberty	\$7.99	Feb-16
T60101/01	New Subway Cars: 103 A Division Cars - R188 Option	\$272.39	Feb-16
T60404/08	Communications Cable And Equipment: Passenger Station LAN: 20 Stations	\$19.97	Feb-16
T51204/13	Depot Equipment And Machinery: Depot Equipment 2009	\$9.88	Feb-16

**NYCT 2014 - 2017 Completions**

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60803/05	Communication-Based Train Control: CBTC Flushing: 370 R-142A Conversions	\$224.78	Feb-16
T60413/12	Station Accessibility (ADA): ADA: Ozone Park-Lefferts Blvd / Liberty	\$24.65	Feb-16
T61602/02	Capital Revolving Fund: Capital Revolving Fund - 2011	\$5.00	Mar-16
T60703/19	Line Structure Overcoating: Broadway Junction - New Lots Avenue / CNR	\$25.59	Mar-16
T60412/50	Station Renewal: Van Siclen Avenue / New Lots	\$11.37	Mar-16
T60412/45	Station Renewal: Pennsylvania Avenue / New Lots	\$11.20	Mar-16
T60412/46	Station Renewal: Rockaway Avenue / New Lots	\$10.49	Mar-16
T60412/47	Station Renewal: Saratoga Avenue / New Lots	\$11.58	Mar-16
T60412/49	Station Renewal: Sutter Avenue-Rutland Road / New Lots	\$11.98	Mar-16
T61004/28	Car Maintenance Shops: Car Washer Repairs at Coney Island Yard	\$6.43	Mar-16
T60412/48	Station Renewal: Junius Street / New Lots	\$12.44	Mar-16
EM0502/09	MN: Sandy Repairs: Power Infrastructure Restoration-HRLB Facility Houses-Sandy	\$5.12	Apr-16
T61607/08	Maintenance Of Way: Emergency Generator at Livingston Plaza	\$10.39	Jun-16
T60703/	Line Structure Overcoating: Line Structure Overcoating: Portal - King's Hwy	\$28.73	Jun-16
T60703/	Line Structure Overcoating: Line Structure Overcoating: King's Hwy - West 8th St	\$21.89	Jun-16
ET0802/07	Signal Systems: Sandy Repairs: Signals: 200 St - 207 St / 8th Ave	\$3.08	Jun-16
T60302/25	New Buses: 300 Express Buses	\$188.88	Jun-16
T60302/15	New Buses: 256 Articulated Buses	\$245.50	Jun-16
T60407/04	Elevator Replacement: Replace 11 Hydraulic Elevators	\$27.84	Jul-16
T60703/16	Subway Tunnel Rehabilitation: Priority Repairs: 4th Avenue	\$14.82	Jul-16
T60806/13	Antenna Cable Replacement: Antenna Cable Upgrade/Replacement Ph 1	\$12.89	Jul-16
T60302/24	New Buses: 324 Standard Buses (Nova)	\$163.32	Jul-16
T50302/18	New Buses: 90 Standard Buses (Nova)	\$52.42	Jul-16
T60806/08	Communications Systems: VHF Radio System Upgrade	\$220.59	Jul-16
T61004/01	Car Maintenance Shops: HVAC Repair and Maintenance Project for DCE Facilities, Ph2	\$53.59	Jul-16
T60302/28	New Buses: 276 Standard Buses (New Flyer)	\$152.49	Jul-16
T51204/28	Depot Rehabilitation: Ulmer Park Depot: Mezzanine Extension - [SBMP]	\$0.33	Jul-16
EM0502/08	MN: Sandy Repairs: Power Infrastructure Restoration-Substations - Sandy	\$39.40	Aug-16
T61606/06	Fire Protection: Fire Alarm: 207 Street Overhaul Shop	\$5.12	Aug-16
T61204/29	Radio & Data Communication: Construct Bus Command Center- DOB	\$54.48	Aug-16
T60803/18	Signal Systems: Signal Key-By Circuit Mods: Phase 3	\$15.00	Aug-16
ET1002/10	Power Distribution Facilities: Sandy Repairs: Power Cable Replacement - 207th St Yard	\$0.60	Aug-16
U60302/25	Radio & Data Communication: Construct Bus Command Center - MTA Bus	\$8.73	Aug-16
T60412/31	Station Renewal: 104 Street / Liberty	\$13.95	Sep-16
T60412/34	Station Renewal: Rockaway Boulevard / Liberty	\$14.23	Sep-16
T60412/33	Station Renewal: 111 Street / Liberty	\$13.42	Sep-16
T60604/03	Pumping Facilities: Pumps: 4 Locations / Pelham - Jerome - Lenox	\$17.53	Sep-16
T60412/36	Station Renewal: 80 Street / Liberty	\$14.15	Sep-16
T60412/35	Station Renewal: 88 Street / Liberty	\$13.84	Sep-16
ET1002/11	Power Distribution Facilities: Sandy Repairs: Power Cable Replace - Coney Island Yard	\$0.82	Sep-16
EM0502/06	MN: Sandy Repairs: Power Infrastructure Restoration-PH1- Sandy	\$70.71	Oct-16
EM0402/05	MN: Sandy Repairs: Comm & Signal Infrastructure Restoration Phase 1 - Sandy	\$65.40	Oct-16
ES0702/14	SIR: Track: Sandy Repairs: St. George Interlocking	\$108.01	Oct-16
T60603/04	Ventilation Facilities: Vent Plant: 46th Street-Northern Blvd / Queens Blvd Line	\$86.10	Oct-16
S60701/03	SIR: Track: St. George Interlocking	\$14.21	Oct-16
T50803/08	Communication-Based Train Control: CBTC Flushing Line	\$384.92	Nov-16
T60803/06	Communication-Based Train Control: CBTC Flushing: Additional Support Costs	\$152.76	Nov-16
T60803/06	Communication-Based Train Control: CBTC Flushing: Equipment Removals	\$12.00	Nov-16
T60806/29	Public Address/Customer Info Systems: Integrated Service Information & Mngmnt B-Div: Module 1 GRP2	\$19.14	Nov-16
T60806/30	Public Address/Customer Info Systems: Integrated Service Information & Mngmnt B-Div: Module 1 GRP3	\$11.72	Nov-16
T60803/14	Signal Systems: Roosevelt Interlocking / Queens Blvd	\$103.57	Dec-16
T61606/11	Fire Protection: Fire Alarm Systems: 16 DOS Locations	\$39.38	Dec-16
T50803/19	Communication-Based Train Control: CBTC CNR: Equip R156 Locomotives	\$1.22	Dec-16
T61607/15	Consolidated Employee Facilities:Subways: 9 Locations / Crosstown	\$7.51	Dec-16
T60101/02	New Subway Cars: 300 B Division Cars - R179	\$735.56	Jan-17
T60404/01	Fare Control Modernization: AFC Replacement, Phase 2: Electronic Boards	\$30.00	Jan-17
T61004/10	Yard Rehabilitation: Yard CCTV, Phase 2	\$17.38	Feb-17
T61607/17	Facilities: Livingston Plaza: Elevators, Roof, Facade	\$21.68	Feb-17
S60701/05	SIR: Power: New Power Substation: Prince's Bay	\$26.19	Feb-17
T60412/	Station Component Investments: 7 Locations / 8th Avenue	\$25.19	Mar-17
T51605/21	Material: Concrete Batch Plant Inspection	\$1.15	Apr-17
T51605/24	Capital Program Management: Concrete Cylinder Testing	\$0.72	Apr-17

## NYCT 2014 - 2017 Completions

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
T61602/03	Capital Revolving Fund: Capital Revolving Fund - 2012	\$5.00	Apr-17
T60803/10	Signal Systems: 2 Interlockings: Union Turnpike & 71 Av	\$310.74	Apr-17
T60806/04	Public Address/Customer Info Systems: PA/CIS: 43 Stns: Furnish-Install Cabinets	\$18.64	Apr-17
T50806/15	Public Address/Customer Info Systems: PA/CIS: 44 Stns: Furnish-Install Cabinets	\$9.76	Apr-17
T60407/05	Elevator Replacement: 7 Hydraulic Elevators / Lexington	\$25.94	Apr-17
T61004/27	Car Maintenance Shops: Car Washer Repairs: 3 Yards	\$14.20	May-17
T60602/03	Tunnel Lighting Rehabilitation: 36 St To Jackson-Roosevelt / Queens Blvd	\$52.43	Jun-17
T60803/24	Communication-Based Train Control: CBTC: Equipment Supplier Interoperability	\$1.23	Jun-17
T61605/13	Capital Program Management: Boring Services: Manhattan & Bronx	\$2.03	Jul-17
T61605/14	Capital Program Management: Boring Services: Bklyn, Qns & SI	\$1.69	Jul-17
T61605/15	Capital Program Management: Test Pits Contract (2014)	\$5.56	Jul-17
T60806/10	Information Technology: PBX Upgrade, Phase I	\$23.16	Jul-17
T60803/13	Signal Systems: Dyre Avenue Line Signals	\$226.19	Jul-17
T60413/11	Station Accessibility (ADA): ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$38.38	Aug-17
T60414/05	Misc: Stations: Access Improvements: Grand Central / LEX	\$20.26	Aug-17
T60703/11	Water Conditions Remedy: Alleviate Flooding At 6 Locs: Manhattan	\$48.69	Sep-17
T60603/05	Ventilation Facilities: Replace Vent Controls: 26 Locations	\$15.36	Oct-17
T60413/04	Station Accessibility (ADA): ADA: Platform Gap Retrofit Phase 2 - 14 Stations	\$5.70	Nov-17
T61204/28	Bus Washers: 4 Bus Washers at 2 Depots (East NY & Yukon) [SBFP]	\$4.84	11/31/14

## LIRR 2014 - 2017 Completions

<b>Project #</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
PN8K	MORRIS PARK ENVIRONMENTAL STUDY	\$8.58	Jan-14
PNVC	PENN STA - EMP FAC YARDS /BLDG/ESCALATOR	\$.52	Jan-14
PNBH	WOODHAVEN BLVD. BRIDGE	\$11.00	Feb-14
PNYD	WHEEL SPUR YARD	\$13.01	Feb-14
PN28	FOREST HILL STATION-RAMP	\$2.00	Mar-14
PNAE	THIRD RAIL SYSTEM-2000 MCM CABLE	\$2.5M	Mar-14
PNVB	PENN STA - THIRD RAIL & SIGNAL	\$7.3M	Mar-14
PN70	FLATBUSH SUBSTATION UPGRADE		Aug-14
PNZN	LIC SUBSTATION RESTORATION	\$1.3M	Apr-14
PNAN	THIRD RAIL FEEDER CABLE UPGRADE	\$2.5M	May-14
PNTT	MLC-ELLISON AVENUE BRIDGE	\$1.5M	May-14
PNLF	CENTRALIZED TRAFFIC CONTROL		Oct-14
PN27	NEW ATLANTIC TERMINAL ELEVATOR	\$3.4M	Aug-14
PNC1	F CIRCUIT BREAKER HOUSE	\$7.2M	Aug-14
PNFT	LOCUST MANOR STATION IMPROVEMENTS	\$.6M	Aug-14
PNAC	SIGNAL POWER MOTOR GENERATOR REPLACEMENT	\$2.0M	Sep-14
PNAH	Composite Third Rail	\$10.9M	Sep-14
PNAK	SIGNAL POWER LINE REPLACEMENT	\$3.0M	Sep-14
PNBG	BRIDGE PAINTING PROGRAM	\$5.4M	Oct-14
PNYB	HILLSIDE FACILITY BLDG REHAB (ROOF)	\$3.4M	Oct-14
PNAJ	ATLANTIC AVE TUNNEL LIGHTING	\$7.0M	Nov-14
PNTF	CONSTRUCTION EQUIPMENT	\$7.0M	Nov-14
PNAL	POWER POLE REPLACEMENT	\$3.0M	Dec-14
PNL4	IMPROVED RADIO COVERAGE INITIATIVE	\$10.3M	Dec-14
PNTE	2014 ANNUAL TRACK PROGRAM	\$50.9M	Dec-14
PNTN	ROW-TRACK STABILITY /RETAINING WALLS	\$1.10	Jan-15
PNU1	WYANDANCH PARKING FACILITY	\$29.00	Jun-15
PNYC	HILLSIDE MAINTENANCE FACILITY	\$3.4M	Jan-15
PNYK	MONTAUK YARD IMPROVEMENTS		Apr-15
PNAD	SUBSTATION PILOT WIRE & RELAY REPLACEMEN	\$2.0M	Feb-15
PNAA	REPLACE HILLSIDE & KEW GARDENS SUBS.	\$25.5M	Jun-15
PNN4	YAPHANK LANDFILL REMEDIATION	\$2.0M	Mar-15
PNAM	NEW SUBSTATIONS		Apr-15
PNAP	NEGATIVE REACTOR UPGRADE	\$4.0M	May-15
PNBK	150TH STREET BRIDGE REHAB	\$21.0M	Sep-15
PNBP	ERT FIRE & LIFE SAFETY	\$16.6M	May-15
PNUB	MASSAPEQUA STATION PLATFORM REPLACEMENT	\$20.5M	Aug-15
PNUF	METS/WILLETS PT STATION RENOVATION	\$.4M	May-15
PNAG	THIRD RAIL SYSTEM - PROTECTION BOARD	\$9.2M	Jun-15
PNBC	COLONIAL RD IMPROVEMENT-BRIDGE REPLMNT	\$0.5M	Sep-15
PNBD	BROADWAY BRIDGE REHABILITATION	\$4.8M	Jun-15
PNTL	ROW-FENCING	\$8.0M	Jun-15
PNVA	ERT FIRE & LIFE SAFETY	\$116.3M	Jun-15
PNTX	2ND MAIN LINE TRACK FARM TO KO	\$136.7M	Aug-15
PNBB	BRIDGE PROGRAM	\$24.60	Nov-15
PNL6	PENN STATION RADIO RETROFIT/ERT ANTENNA		Sep-15
PNV4	ESCALATOR REPLACEMENT PROGRAM	\$2.85	Nov-15
PNYN	NEW MID SUFFOLK ELECTRIC YARD	\$3.03	Sep-15
PNLC	SPEONK - MONTAUK SIGNALIZATION	\$73.00	Oct-15
PN2E	NEW ELEVATORS-FLUSHING MAIN STREET	\$16.4M	Nov-15
PNSM	PTC DESIGN	\$9.5M	Dec-15
PNL1	FIBER OPTIC NETWORK	\$10.0M	Jan-16

## LIRR 2014 - 2017 Completions

<b>Project #</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
PNL7	ATLANTIC AVE TUNNEL CABLE REPLACEMENT	\$4.8M	Jan-16
PNLB	Signal Normal Replacement Program (2010)	\$15.0M	Jan-16
PNUH	ELEVATOR REPLACEMENT PROGRAM	\$5.0M	Jan-16
PNTQ	MLC-HICKSVILLE NORTH SIDING	\$2.3M	May-16
PNTV	MASSAPEQUA POCKET TRACK	\$8.3M	Mar-16
PNTW	COLONIAL RD IMPRO PROJ-POCKET TRK & DRAN	\$.6M	Apr-16
PNTG	ATLANTIC BRANCH 1/2 TIES	\$2.8M	Sep-16
PNL2	PBX-WAYSIDE PHONE REPLACEMENT	\$9.1M	Jul-16
PNLA	POSITIVE TRAIN CONTROL	\$327.2M	Aug-16
PNVL	PENN STATION HVAC	\$11.0M	Sep-16
PNN6	SMITHTOWN VIADUCT REMEDIATION & DRAINAGE	\$.2M	Dec-16
PNLC	SPEONK - MONTAUK SIGNALIZATION	\$38.1M	Jan-17
PNM4	PROTECT & WORK LOCO SPEC DEVELOPMENT	\$.1M	Jan-17
PNMA	M9 PURCHASE FOR M3 REPLACEMENT	\$352.5M	Jan-17
PNTQ	MLC-HICKSVILLE NORTH SIDING	\$2.3M	Jan-17
PNTS	MLC - DIVIDE SUPERVISORY CONTROL & RTUS	\$2.3M	Jan-17
PNTT	MLC-ELLISON AVENUE BRIDGE	\$1.5M	Jan-17
PNTU	JAMAICA CAPACITY IMPROVEMENTS	\$301.7M	Jan-17
PNTX	2ND MAIN LINE TRACK FARM TO KO	\$47.7M	Jan-17
PNYL	PORT WASHINGTON YARD RECONFIG	\$12.1M	Jan-17
PNZL	LONG ISLAND CITY YARD RESTORATION	\$.2M	Mar-17
PNZC	LONG BEACH BRANCH - SYS. RESTORE: SANDY	\$9.8M	Apr-17
PNAJ	ATLANTIC AVE TUNNEL LIGHTING	\$7.0M	Jun-17
PNAQ	REPLACEMENT OF PT. WASH SUBSTATION	\$4.5M	Jun-17
PNL2	PBX-WAYSIDE PHONE REPLACEMENT	\$9.1M	Jul-17
PNUC	WANTAGH STATION PLATFORM REPLACEMENT	\$.2M	Aug-17
PNN4	YAPHANK LANDFILL REMEDIATION	\$2.0M	Sep-17
PNUE	ESA/ GCT SUPPORT	\$7.1M	Dec-17

**MNR 2014 - 2017 Completions**

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M508-01-09	Customer & Employee Communications	\$ 7.96	Jan-2014
M6010101/02	M8 Cars; 94 Cars Acceptance	\$ 82.72	Dec-2013
M602-01-02	Park Avenue Tunnel Renewal	\$ 8.09	Feb-2014
M605-01-08	Replace 3rd Rail Sectionalizing Switches	\$ 1.26	Mar-2014
M603-03-01	West of hudson Track Program	\$ 21.18	Mar-2014
M603-02-03	Right Of Way Fencing	\$ 0.30	Apr-2014
M603-01-13	2013 Cyclical Track	\$ 12.67	Jun-2014
M603-03-03	Moodna/Woodbury Viaducts	\$ 9.24	Jun-2014
G514-03-03	2007 TSG Grand Central Terminal Emergency Generator	\$ 21.21	Jun-2014
M603-02-01	Replace Timbers Undergrade Bridges	\$ 3.68	Jul-2014
G514-03-05	Grand Central Terminal: Bollard Replacement Lex Av	\$ 1.99	Aug-2014
M602-02-06	New haven Line Station Improvements	\$ 36.75	Aug-2014
M604-01-04	Replace Field Code System-Mott Haven	\$ 1.76	Aug-2014
M404-01-07	Optimize Signal Relay Circuits	\$ 2.61	Sep-2014
M502-02-11	System Wide Vending Machines	\$ 0.57	Sep-2014
M604-01-11	PBX Equipment Upgrade	\$ 3.68	Oct-2014
M603-01-06	Cyclical Replacement of Insulated Joints	\$ 1.71	Dec-2014
M604-01-07	Refurbish/Replace Electrical Switch Mach	\$ 0.20	Dec-2014
M6060104	Port Jervis Yard Expansion	\$ 7.30	Jan-2015
M6030108	Drainage and Undercutting Improvements	\$ 14.00	Jan-2015
M6050102	Replace Switchgear M505-01-11 - M605-01-02	\$ 19.10	Jan-2015
M6030213	Catenary Painting/Rehabilitate	\$ 3.50	Jan-2015
M4020313	North White Plains Parking	\$ 41.80	Apr-2015
M6030203	Right-of-Way Fencing	\$ 0.30	Mar-2014
M6030114	2014 Cyclical Track Program	\$ 13.58	Apr-2015
M6030305	West of Hudson Replace / Renew	\$ 10.91	May-2015
M6080103	Railroad Protective Liability	\$ 4.15	Jun-2015
M6080104	Independent Engineer	\$ 6.73	Jun-2015
M6030211	Harlem River Lift Bridge-Cable & Breakers/Control System	\$ 32.89	Jun-2015
M6030205	Bridge Walkways Installation	\$ 0.92	Jun-2015
M6020202	Fordham Station Improvements	\$ 13.00	Jul-2015
M6040103	Replace Fiber / Communication	\$ 8.79	Jul-2015
M6050104	Replace Motor Alternators	\$ 8.00	Jul-2015
M6080101	Systemwide Lead / Asbestos Aba	\$ 0.50	Aug-2015
M6080102	Environmental Remediation	\$ 0.20	Aug-2015
M6030202	Renew / Replace Raitop Culver	\$ 2.40	Aug-2015
M6040106	Centralized Train Control /SCA	\$ 0.73	Aug-2015
M6020107	GCT Platform Improvements	\$ 3.10	Sep-2015
M6020108	GCT Utilities	\$ 27.39	Sep-2015
M5030206	Overhead Bridge Program-E of H	\$ 6.00	Sep-2015
M5020206	Station Building Rehabs.	\$ 11.31	Dec-2015
M6020204	Station Building Renewal / Net	\$ 4.95	Dec-2015
M6040109	Replace High Cycle Relays	\$ 0.63	Dec-2015
M6040102	West of Hudson Signal Improvem	\$ 67.60	Dec-2015
M6030204	DC Substation / Signal House	\$ 1.40	Dec-2015
M6030206	Remove Obsolete Facilities	\$ 3.00	Dec-2015
M6040107	Refurbish / Replace Electrical	\$ 0.20	Dec-2015
PTCM6040101	Positive Train Control	\$ 206.28	Dec-2015
M6030212	Overhead Bridge Program - East	\$ 17.10	Jan-2016
M6050103	Harlem & Hudson Lines Power Im	\$ 35.74	Feb-2016
M6020302	Strategic Facilities	\$ 45.50	Mar-2016
M6030210	Replace / Repair Undergrade Br	\$ 29.20	Mar-2016
M6020105	GCT Leaks Remediation	\$ 13.00	Apr-2016
M6020106	GCT Elevator Renewal - Phase 4	\$ 7.50	Jun-2016
M6020101	GCT Trainshed / Park Avenue Tu	\$ 29.03	Sep-2016
M6030107	Rock Slope Remediation	\$ 7.00	Sep-2016
M6020110	GCT Recycling Facility	\$ 7.50	Dec-2016
M6030102	Turnouts: Mainline / High Spee	\$ 64.70	Dec-2016
M6060103	Other Shops / Yards Renewal	\$ 24.10	Dec-2016

**B&T 2014 - 2017 Completions**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
D503HH85	Upper Level Toll Plaza Deck	\$5.66	Feb-14
D405BB43	Rehab Battery Parking Garage - Elevator	\$4.51	Apr-14
D602TN82	Rehabilitate Orthotropic Deck - Phase B	\$25.37	Jun-14
D607TN82	Paint - Bronx and Queens Approach Spans	\$42.24	Jun-14
D601RK19	Seismic and Wind Study	\$5.40	Sep-14
D604BB45	Replace Electrical Switchgear & Equipment	\$56.7M	Sep-14
D504BB45	Rehabilitation of Tunnel Vent.	\$5.0M	Sep-14
D601BW97	Concrete Anchorage Repairs	\$8.0M	Oct-14
D602RK73	Deck Replacement- RFK MQ Ramp	\$63.6M	Nov-14
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	\$1.8M	Dec-14
D502TN82	Rehab of Orthotropic Deck	\$2.7M	Dec-14
D602BW89	Deck Replacement - Elevated and On Grade Approach	\$148.5M	Jan-15
D503AW37	Operation Centers TS Systems	\$3.3M	Jan-15
D605AW12	Hazardous Materials Abatement	\$2.0M	Jan-15
D606AW15	MTA Independent Engineer	\$3.9M	Jan-15
D606AW21	Program Administration	\$16.3M	Jan-15
D606AW22	Miscellaneous	\$2.4M	Feb-15
D606AW85	Traffic Enforcement Support	\$5.8M	Feb-15
D604BW15	Necklace Lighting	\$12.5M	May-15
D601AW98	Feasibility Study:BBT/QMT Improve/Modernize	\$3.4M	May-15
D606AW18	Protective Liability Insurance	\$6.6M	Jun-15
D601MP06	Substructure & Underwater Scour Protection	\$25.3M	Jul-15
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	\$66.2M	Jul-15
D604QM81	Controls / Communication System	\$4.3M	Jul-15
D603AW36	Installation of CCTV / Fiber Optic Cable	\$17.3M	Jul-15
D606AW28	Scope Development	\$7.8M	Aug-15
D601HH89	Skewbacks Retrofit	\$5.73	Oct-15
D505QM01	Service & FE Building Rehab	\$13.32	Nov-15
D605BB21	Service Building Rehabilitation	\$7.90	Nov-15
D601TN52	Miscellaneous Structural Rehabilitation	\$22.04	Dec-15
D501BW84	Cable and Anchorage Investigat	\$8.18	Dec-15
D607AW95	Miscellaneous Agency Wide Painting	\$2.0M	Jan-16
D605BB43	Misc. Repairs at BP Garage	\$6.3M	Jan-16
D601MP16	Miscellaneous Steel Repairs	\$2.5M	Mar-16
D604VN87	Substation #1 Rehabilitation	\$16.6M	Jun-16
D602TN49	Suspended Span Replacement - Phase A	\$23.9M	Aug-16
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	\$49.4M	Sep-16
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	\$11.1M	Sep-16
D607MP21	Paint - Rockaway Point Overpass	\$0M	Sep-16
D601BW07	Tower and Pier Fender Protection	\$3.3M	Dec-16
D601RK76	Miscellaneous Structural Repair	\$20.0M	Dec-16
D603AW35	Weather Information Systems	\$1.2M	Dec-16
D603AW48	2nd Generation E-Zpass In-Lane	\$21.4M	Dec-16
D604AW80	Advanced Traveler Information Systems	\$11.6M	Dec-16
D604MP03	Programmable Logic Controller & Mechanical Rehab.	\$24.0M	Apr-17
ED040207	Replace MPB Electrical Equipmt at North Abutment	\$5.9M	Apr-17
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	\$10.4M	Apr-17
D602VN84	Widening of Belt Parkway Ramps	\$7.7M	Apr-17
D604QM30	Tunnel Ventilation Building Electrical Upgrade	\$56.2M	May-17
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	\$27.23	Jun-17
D601TN60	Anchorage Dehumidification	\$3.30	Jun-17
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	\$13.56	Jun-17
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	\$16.99	Jun-17
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$145.22	Jul-17

## MTA Bus 2014 - 2017 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
U5030217	Fire Protection at JFK	\$4.0M	Jan-14
U4030214	Bus Time Customer Information System: MTA Bus	\$10.4M	Apr-14
U5030209	Upgrade Parking Lot: JFK & Baisley Park	\$9.2M	Jul-14
U5030213	New Roof and Ventilation System at Eastchester	\$3.9M	Jul-14
U5030205	Relocate Fuel Tanks/Rehabilitation at Eastchester	\$12.9M	Sep-14
U5030218	Security Upgrade: Eastchester and LaGuardia	\$6.8M	Sep-14
U6030227	Bus Wash: JFK and Baisley Park	\$3.3M	Dec-14
U5030219	Service Vehicles	\$4.0M	Dec-14
U5030223	Bus Time Customer Information System: MTA Bus-Misc. Items	\$1.7M	Dec-14
U6030208	New Apron: JFK	\$6.5M	Apr-15
U5030211	Far Rockaway Roof Deck Replacement	\$1.5M	May-15
U5030220	Oil-Water Separator/Chassis Wash: JFK	\$2.0M	May-15
U5030225	Security Upgrade: Far Rockaway and Baisley Park	\$6.8M	Dec-15
U5030298	Construction Management Services	\$5.0M	Dec-15
U5030299	Engineering Design Services	\$4.7M	Dec-15
U6030217	45 Diesel Buses	\$23.8M	Dec-15
U5030204	Emergency Generators: 6 Depots - Purchase	\$0.6M	Jan-16
U5030204	Emergency Generators: 6 Depots - Installation	\$8.4M	Jan-16
U5030216	Additional Fueling Capacity: JFK, Baisley Park and LaGuardia	\$3.5M	Jan-16
U6030205	Chassis Wash: LaGuardia and Baisley Park	\$2.0M	Jan-16
U6030219	75 Articulated Buses	\$61.6M	Jan-16
EU030201	Hurricane Sandy Depot Rehabilitation at Far Rockaway	\$15.0M	Jan-16
U6030226	Bus Radio System	\$36.5M	Dec-16



## MTACC 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
G5100102	Contract 4B 72 St Stn Structure	\$ 478.87	Jan-14
G4120106	FSTC A/C Mezzanine	\$ 173.13	Jan-14
G4090143	44th St and 245 Park Ave Entr	\$ 66.77	Feb-14
G5110108	Construction (Site J)	\$ 126.19	Feb-14
G5090115	50th St. Vent Plant Facility	\$ 100.47	Mar-14
PN CQ031	Queens Bored Tunnels	\$ 801.10	Apr-14
G4120107	FSTC 4F-Transit Center Enclosure	\$ 224.92	Jun-14
G4090126	Harold Structures (Part 2A)	\$ 27.07	Jun-14
G5090155	Harold Structures (Part 2A)	\$ 32.69	Jun-14
G5110106	Site A Fac; Finishes and Systems	\$ 580.11	Oct-14
G5090117	Harold Structures (Part 1)	\$ 209.47	Aug-14
G6090122	Harold Structures (Part 1)	\$ 66.45	Aug-14
G5100107	Cnt 5B 86St Stn Mining&Lining	\$ 75.24	Feb-15
G6100103	Cnt 5B 86St Stn Mining&Lining	\$ 264.39	Feb-15
G6090112	55th St. Ventilation Facility	\$ 58.85	Apr-15
G5100108	Contract 3: 63rd St Stn Rehab	\$ 202.28	Jun-15
G5090119	Harold & Point CIL	\$ 38.84	Jul-15
G6090120	Plaza Substation & Structures	\$ 211.92	Aug-15
G6100102	4C: Station Finishes/MEP 72 St	\$ 290.27	Nov-15
G5090118	Harold Interlocking Stage 1-4	\$ 116.56	Nov-15
G6140103	Harold Structures Part 3A: W-Bnd By-Pass	\$ 128.28	Feb-16
G6090141	Manhattan South Structures	\$ 220.66	Feb-16
G6100101	2B/C: Shell/Finishes/MEP 96 St	\$ 378.88	Mar-16
G5110112	Construction: Core&Shell (Site P)	\$ 96.36	Apr-16
G6100104	5C: Station Finishes/MEP 86 St	\$ 239.41	May-16
G6090123	Harold Structures - Part 3A	\$ 70.32	May-16
G5100104	Contract 6: SAS Systems	\$ 323.25	Aug-16
G6090142	Manhattan North Structures	\$ 360.67	Nov-16

**MTA PD 2014-17 Completions**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
N5100104	K-9 Facility	\$ 13.47	9/2014
N5100109	MTAPD Radio Project Design/Build	\$ 26.22	9/2014
E6100104	MTAPD Radio Project Design/Build	\$ 60.00	9/2015
E6100102	S. I. District Office	\$ 12.00	2/2015
E6100103	Nassau County District Office	\$ 13.00	12/2014
N5100105	Harriman District Office	\$ 0.40	6/2014

## **OPERATING IMPACTS EXCEEDING \$1 MILLION FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2014-2017**

### **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. The depot is planned to open in mid-2014 with full operating budget impacts in 2015 of about \$2 million annually.

**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. Installation is projected to be complete by 2016 with full operating budget impacts beginning in 2016 (\$1.2 million annually).

**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 later in 2014 with \$18.0 million in additional annual 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 annual 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 are not included in the Financial Plan and NYCT is evaluating options regarding the operating impacts of these cars for the November Plan cycle. The R188 cars are expected to start arriving in 2015.

**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. Total impacts of the 28 fleet expansion cars are not included in the Financial Plan and NYCT is evaluating options regarding the operating impacts of these cars for a future financial plan cycle. The R179 cars are expected to start arriving in 2017.

**Project:** Public Address/ Customer Information – 87 Stations B Division. 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 \$3.3 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 Opening Day. Operating budget increases will begin before opening day.

**Project:** Positive Train Control (PTC). This project is for the installation of a PTC system for the LIRR. 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.

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

**Project:** M-8 New Haven Line Purchase. This project is for the design, manufacture, test and delivery of the 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. 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 (PTC). Installation of a 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 that will exceed \$1 million a year.

**Project:** West of Hudson Signal Improvements. 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 2014-2017 that have impacts on the operating budget over \$1 million.

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

# **Bridges and Tunnels**

**MTA BRIDGES AND TUNNELS  
FEBRUARY FINANCIAL PLAN 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan, which were adopted by the Board in December 2013 as well as other technical adjustments.

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

- A cost of \$0.150 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.
- Debt Service adjustments reflect an increase of \$22.3 million in 2013, a decrease of \$21.6 million in 2014, and increases of \$3.1 million in 2015, \$7.9 million in 2016, and \$13.0 million in 2017, due primarily to the impact of cash management actions that were captured below-the-line in Volume I of the November Plan. These actions include defeasance of 2014 unhedged variable rate principal and debt service for the Disaster Recovery Program (Sandy).

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.



**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	1,658	\$1,220.812	1,658	\$1,195.263	1,658	\$1,180.990	1,658	\$1,175.567	1,658	\$1,163.221
<b>Technical Adjustments:</b>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)										
MTA re-estimates										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training		(0.150)		-		-		-		-
Other										-
Sub-Total MTA Plan Adjustments	0	(\$0.150)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	1,658	\$ 1,220.662	1,658	\$ 1,195.263	1,658	\$ 1,180.990	1,658	\$ 1,175.567	1,658	\$ 1,163.221

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>	<b>88</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>										
Service Investments (Proposed in July)										
MTA re-estimates										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>88</b>	<b>\$ -</b>	<b>88</b>	<b>\$ -</b>	<b>88</b>	<b>\$ -</b>	<b>88</b>	<b>\$ -</b>	<b>88</b>	<b>\$ -</b>

**MTA BRIDGES AND TUNNELS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>
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	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Revenue</b>								
Farebox Revenue	\$0.000							\$0.000
Vehicle Toll Revenue	1,649.488							1,649.488
Other Operating Revenue	16.098							16.098
Capital and Other Reimbursements	0.000							0.000
Investment Income	0.162							0.162
<b>Total Revenue</b>	<b>\$1,665.748</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,665.748</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$132.900							\$132.900
Overtime	21.228							21.228
Health and Welfare	27.340							27.340
OPEB Current Payment	16.168							16.168
Pensions	33.849							33.849
Other Fringe Benefits	17.595							17.595
Reimbursable Overhead	(5.095)							(5.095)
<b>Total Labor Expenses</b>	<b>\$243.984</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$243.984</b>
<b>Non-Labor:</b>								
Electric Power	\$7.561	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.561
Fuel	2.959	0.000	0.000	0.000	0.000	0.000	0.000	2.959
Insurance	16.466							16.466
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	129.870							129.870
Professional Service Contracts	36.537							36.537
Materials & Supplies	4.300							4.300
Other Business Expenses	28.808							28.808
<b>Total Non-Labor Expenses</b>	<b>\$226.501</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$226.501</b>
<b>Other Expense Adjustments:</b>								
Other	\$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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$470.485</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$470.485</b>
Add: Depreciation	\$104.389							\$104.389
Add: OPEB Obligation	80.483							80.483
Add: Environmental Remediation	0.000							0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$655.356</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$655.356</b>
Less: Depreciation	\$104.389							\$104.389
Less: OPEB Obligation	80.483							80.483
Less: Environmental Remediation	0.000							0.000
<b>Total Expenses</b>	<b>\$470.485</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$470.485</b>
<b>Net Income/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,195.263</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,195.263</b>

-- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

<b>REIMBURSABLE</b>
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	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<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	21.230							21.230
Investment Income	0.000							0.000
<b>Total Revenue</b>	<b>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$9.735							\$9.735
Overtime	0.407							0.407
Health and Welfare	2.177							2.177
OPEB Current Payment	0.000							0.000
Pensions	2.571							2.571
Other Fringe Benefits	1.245							1.245
Reimbursable Overhead	5.095							5.095
<b>Total Labor Expenses</b>	<b>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</b>
<b>Non-Labor:</b>								
Electric Power	\$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
Insurance	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
Paratransit Service Contracts	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
Professional Service Contracts	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
Other Business Expenses	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>Other Expense Adjustments:</b>								
Other	\$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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	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>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</b>
Less: Depreciation	\$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
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</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>

-- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 1 of 2)

	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Revenue</b>								
Farebox Revenue								\$0.000
Vehicle Toll Revenue	1,649.488							1,649.488
Other Operating Revenue	16.098							16.098
Capital and Other Reimbursements	21.230							21.230
Investment Income	0.162							0.162
<b>Total Revenue</b>	<b>\$1,686.978</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,686.978</b>
<b>Expenses</b>								
Labor:								
Payroll	\$142.635							\$142.635
Overtime	21.635							21.635
Health and Welfare	29.517							29.517
OPEB Current Payment	16.168							16.168
Pensions	36.420							36.420
Other Fringe Benefits	18.840							18.840
Reimbursable Overhead	0.000	\$0.000	\$0.000	\$0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$265.214</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$265.214</b>
Non-Labor:								
Electric Power	\$7.561	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.561
Fuel	2.959	0.000	0.000	0.000	0.000	0.000	0.000	2.959
Insurance	16.466							16.466
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	129.870							129.870
Professional Service Contracts	36.537							36.537
Materials & Supplies	4.300							4.300
Other Business Expenses	28.808							28.808
<b>Total Non-Labor Expenses</b>	<b>\$226.501</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$226.501</b>
Other Expense Adjustments:								
Other	\$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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$491.715</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>\$491.715</b>
Add: Depreciation	\$104.389							\$104.389
Add: OPEB Obligation	80.483							80.483
Add: Environmental Remediation	0.000							0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$676.586</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>\$676.586</b>
Less: Depreciation	\$104.389							\$104.389
Less: OPEB Obligation	80.483							80.483
Less: Environmental Remediation	0.000							0.000
<b>Total Expenses</b>	<b>\$491.715</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>\$491.715</b>
<b>Net Income/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,195.263</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,195.263</b>

-- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 2 of 2)

	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Net Income/(Deficit)</b>	<b>\$1,195.263</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,195.263</b>
<u>Deductions from Income:</u>								
Less: Capitalized Assets	\$17.843							\$17.843
Reserves and Prepaid Expenses	25.895							25.895
GASB 45 Reserve	3.234							3.234
Total Deductions from Income	\$46.972	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$46.972
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,148.291</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,148.291</b>
Less: Debt Service	\$617.559	0.000	0.000	0.000	0.000	0.000	(21.588)	\$595.972
<b>Income Available for Distribution</b>	<b>\$530.731</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.588</b>	<b>\$552.319</b>
<u>Distributable To:</u>								
MTA - Investment Income	\$0.162							\$0.162
MTA - Distributable Income	321.717						7.778	329.494
NYCT - Distributable Income	208.853						13.810	222.663
<b>Total Distributable Income:</b>	<b>\$530.731</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.588</b>	<b>\$552.319</b>
<u>Actual Cash Transfers:</u>								
MTA - Investment Income	\$0.110							\$0.110
MTA - Transfers	325.350						6.169	331.519
NYCT - Transfers	211.779						11.018	222.797
<b>Total Cash Transfers:</b>	<b>\$537.239</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$17.188</b>	<b>\$554.426</b>
<u>SUPPORT TO MASS TRANSIT:</u>								
Total Revenues	\$1,686.978	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1,686.978
Less: Net Operating Expenses	491.715	0.000	0.000	0.000	0.000	0.000	0.000	491.715
<b>Net Surplus/(Deficit)</b>	<b>\$1,195.263</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,195.263</b>
<u>Deductions from Operating Income:</u>								
B&T Debt Service	\$246.438	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$5.722)	\$240.716
Capitalized Assets	17.843	0.000	0.000	0.000	0.000	0.000	0.000	17.843
Reserves and Prepaid Expenses	25.895	0.000	0.000	0.000	0.000	0.000	0.000	25.895
GASB 45 Reserve	3.234	0.000	0.000	0.000	0.000	0.000	0.000	3.234
<b>Total Deductions from Operating Inc.</b>	<b>\$293.410</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$5.722)</b>	<b>\$287.689</b>
<b>Total Support to Mass Transit:</b>	<b>\$901.853</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$5.722</b>	<b>\$907.574</b>

-- Differences are due to rounding

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,628.823	1,649.488	1,652.899	1,661.859	1,665.930
Other Operating Revenue	23.613	16.098	15.932	16.101	16.281
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.110	0.162	0.737	2.180	2.866
<b>Total Revenue</b>	<b>\$1,652.547</b>	<b>\$1,665.748</b>	<b>\$1,669.568</b>	<b>\$1,680.140</b>	<b>\$1,685.077</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$120.979	\$132.900	\$136.313	\$138.740	\$142.746
Overtime	20.882	21.228	21.656	22.103	22.523
Health and Welfare	25.022	27.340	28.363	29.971	31.678
OPEB Current Payment	15.384	16.168	16.783	17.757	18.786
Pensions	32.745	33.849	34.661	35.481	36.163
Other Fringe Benefits	16.493	17.595	17.902	18.158	18.386
Reimbursable Overhead	(5.114)	(5.095)	(5.145)	(5.196)	(5.442)
<b>Total Labor Expenses</b>	<b>\$226.391</b>	<b>\$243.984</b>	<b>\$250.533</b>	<b>\$257.014</b>	<b>\$264.840</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$7.480	\$7.561	\$7.805	\$8.170	\$8.540
Fuel	2.894	2.959	2.794	2.681	2.733
Insurance	12.589	16.466	19.914	23.163	26.980
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	113.232	129.870	136.876	142.371	145.505
Professional Service Contracts	36.390	36.537	36.826	36.527	37.763
Materials & Supplies	4.050	4.300	4.378	4.532	4.659
Other Business Expenses	28.857	28.808	29.451	30.115	30.835
<b>Total Non-Labor Expenses</b>	<b>\$205.494</b>	<b>\$226.501</b>	<b>\$238.044</b>	<b>\$247.559</b>	<b>\$257.015</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>\$431.885</b>	<b>\$470.485</b>	<b>\$488.578</b>	<b>\$504.573</b>	<b>\$521.855</b>
Add: Depreciation	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Add: OPEB Obligation	76.650	80.483	84.507	88.732	93.169
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$602.964</b>	<b>\$655.356</b>	<b>\$684.751</b>	<b>\$712.826</b>	<b>\$742.877</b>
Less: Depreciation	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Less: OPEB Obligation	76.650	80.483	84.507	88.732	93.169
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$431.885</b>	<b>\$470.485</b>	<b>\$488.578</b>	<b>\$504.573</b>	<b>\$521.855</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,220.662</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	2013 Final <u>Estimate</u>	2014 Adopted <u>Budget</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
<b>Revenue</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	17.228	21.230	21.628	22.108	22.809
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.321	\$9.735	\$9.810	\$9.894	\$9.976
Overtime	0.400	0.407	0.415	0.420	0.426
Health and Welfare	1.578	2.177	2.287	2.446	2.607
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.891	2.571	2.702	2.861	3.022
Other Fringe Benefits	0.924	1.245	1.269	1.291	1.336
Reimbursable Overhead	5.114	5.095	5.145	5.196	5.442
<b>Total Labor Expenses</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</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>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses After Depreciation</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</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 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
<b>Page 1 of 2</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,628.823	1,649.488	1,652.899	1,661.859	1,665.930
Other Operating Revenue	23.613	16.098	15.932	16.101	16.281
Capital and Other Reimbursements	17.228	21.230	21.628	22.108	22.809
Investment Income	0.110	0.162	0.737	2.180	2.866
<b>Total Revenue</b>	<b>\$1,669.774</b>	<b>\$1,686.978</b>	<b>\$1,691.196</b>	<b>\$1,702.248</b>	<b>\$1,707.885</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$128.300	\$142.635	\$146.123	\$148.634	\$152.722
Overtime	21.282	21.635	22.071	22.523	22.949
Health and Welfare	26.600	29.517	30.650	32.417	34.285
OPEB Current Payment	15.384	16.168	16.783	17.757	18.786
Pensions	34.636	36.420	37.363	38.342	39.185
Other Fringe Benefits	17.417	18.840	19.171	19.449	19.722
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$243.619</b>	<b>\$265.214</b>	<b>\$272.161</b>	<b>\$279.122</b>	<b>\$287.649</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$7.480	\$7.561	\$7.805	\$8.170	\$8.540
Fuel	2.894	2.959	2.794	2.681	2.733
Insurance	12.589	16.466	19.914	23.163	26.980
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	113.232	129.870	136.876	142.371	145.505
Professional Service Contracts	36.390	36.537	36.826	36.527	37.763
Materials & Supplies	4.050	4.300	4.378	4.532	4.659
Other Business Expenses	28.857	28.808	29.451	30.115	30.835
<b>Total Non-Labor Expenses</b>	<b>\$205.494</b>	<b>\$226.501</b>	<b>\$238.044</b>	<b>\$247.559</b>	<b>\$257.015</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>\$449.113</b>	<b>\$491.715</b>	<b>\$510.205</b>	<b>\$526.681</b>	<b>\$544.664</b>
Add: Depreciation	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Add: OPEB Obligation	76.650	80.483	84.507	88.732	93.169
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$620.192</b>	<b>\$676.586</b>	<b>\$706.379</b>	<b>\$734.934</b>	<b>\$765.686</b>
Less: Depreciation	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Less: OPEB Obligation	76.650	80.483	84.507	88.732	93.169
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$449.113</b>	<b>\$491.715</b>	<b>\$510.205</b>	<b>\$526.681</b>	<b>\$544.664</b>
<b>Baseline Net Income/(Deficit)</b>	<b>\$1,220.662</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE  
Page 2 of 2

	2013 Final <u>Estimate</u>	2014 Adopted <u>Budget</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
<b>Baseline Income/(Deficit)</b>	<b>\$1,220.662</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>
<b><u>Deductions from Income:</u></b>					
Less: Capitalized Assets	\$17.165	\$17.843	\$17.849	\$20.635	\$21.056
Reserves	25.415	25.895	26.382	26.881	27.338
GASB Reserves	3.077	3.234	3.357	3.551	3.757
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$1,175.005</b>	<b>\$1,148.291</b>	<b>\$1,133.402</b>	<b>\$1,124.500</b>	<b>\$1,111.071</b>
Less: Debt Service	\$601.150	\$595.972	\$634.953	\$658.353	\$690.218
<b>Income Available for Distribution</b>	<b>\$573.855</b>	<b>\$552.319</b>	<b>\$498.449</b>	<b>\$466.148</b>	<b>\$420.853</b>
<b><u>Distributable To:</u></b>					
MTA - Investment Income	\$0.110	\$0.162	\$0.737	\$2.180	\$2.866
MTA - Distributable Income	349.743	329.494	305.271	288.525	266.193
NYCT - Distributable Income	224.002	222.663	192.441	175.442	151.794
<b>Total Distributable Income:</b>	<b>\$573.855</b>	<b>\$552.319</b>	<b>\$498.449</b>	<b>\$466.148</b>	<b>\$420.853</b>
<b><u>Actual Cash Transfers:</u></b>					
MTA - Investment Income	\$0.136	\$0.110	\$0.162	\$0.737	\$2.180
MTA - Transfers	353.701	331.519	307.693	290.200	268.427
NYCT - Transfers	222.358	222.797	195.463	177.142	154.158
<b>Total Cash Transfers:</b>	<b>\$576.195</b>	<b>\$554.426</b>	<b>\$503.318</b>	<b>\$468.079</b>	<b>\$424.765</b>
<b><u>SUPPORT TO MASS TRANSIT:</u></b>					
Total Revenues	\$1,669.774	\$1,686.978	\$1,691.196	\$1,702.248	\$1,707.885
Less: Net Operating Expenses	449.113	491.715	510.205	526.681	544.664
<b>Baseline Net Operating Income:</b>	<b>\$1,220.662</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>
<b><u>Deductions from Operating Income:</u></b>					
B&T Debt Service	\$207.154	\$240.716	\$263.888	\$286.652	\$315.028
Capitalized Assets	17.165	17.843	17.849	20.635	21.056
Reserves	25.415	25.895	26.382	26.881	27.338
GASB Reserves	3.077	3.234	3.357	3.551	3.757
<b>Total Deductions from Operating Income:</b>	<b>\$252.811</b>	<b>\$287.689</b>	<b>\$311.476</b>	<b>\$337.719</b>	<b>\$367.178</b>
<b>Total Support to Mass Transit:</b>	<b>\$967.851</b>	<b>\$907.574</b>	<b>\$869.514</b>	<b>\$837.848</b>	<b>\$796.043</b>

**MTA BRIDGES TUNNELS**  
**2014 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>	47,575	\$2.804	13.2%
<u>Unscheduled Service</u>	14,918	0.876	4.1%
<u>Programmatic/Routine Maintenance</u>	501	0.037	0.2%
<u>Unscheduled Maintenance</u>	23,976	1.768	8.3%
<u>Vacancy/Absentee Coverage</u>	154,678	9.457	44.5%
<u>Weather Emergencies</u>	17,437	1.196	5.6%
<u>Safety/Security/Law Enforcement</u>	39,350	2.350	11.1%
<u>Other</u>	9,575	0.622	2.9%
<u>All Other Departments and Accruals<sup>1</sup></u>		2.118	10.0%
Subtotal	<b>308,010</b>	<b>\$21.228</b>	100.0%
<b>REIMBURSABLE OVERTIME</b>	5,508	0.407	
<b>TOTAL OVERTIME</b>	<b>313,518</b>	<b>\$21.635</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 2014-2017**  
**Traffic Volume/ (Utilization)**  
(in millions)

<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
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**TRAFFIC VOLUME**

**Baseline Total Traffic Volume**

<b>281.462</b>	<b>281.570</b>	<b>282.861</b>	<b>284.766</b>	<b>285.834</b>
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**TOLL REVENUE**

**Baseline Total Toll Revenue**

<b>\$1,628.823</b>	<b>\$1,649.488</b>	<b>\$1,652.899</b>	<b>\$1,661.859</b>	<b>\$1,665.930</b>
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**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Executive	2	2	2	2	2
Law <sup>(1)</sup>	20	20	20	20	20
CFO <sup>(2)</sup>	21	21	21	21	21
Labor Relations	5	5	5	5	5
Staff Services <sup>(3)</sup>	15	35	35	35	35
EEO	1	1	1	1	1
<b>Total Administration</b>	<b>64</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>
<b>Operations</b>					
Revenue Management	41	41	41	41	41
Operations (Non-Security)	748	728	728	728	728
<b>Total Operations</b>	<b>789</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>
<b>Maintenance</b>					
Maintenance	171	171	171	171	171
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>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>
<b>Engineering/Capital</b>					
Engineering & Construction	172	172	172	172	172
Health & Safety	10	10	10	10	10
Law <sup>(1)</sup>	16	16	16	16	16
Planning & Budget Capital	23	23	23	23	23
<b>Total Engineering/Capital</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>
<b>Public Safety</b>					
Operations (Security)	232	232	232	232	232
Internal Security - Operations	37	37	37	37	37
<b>Total Public Safety</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Baseline Positions</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>
<i>Non-Reimbursable</i>	1,658	1,658	1,658	1,658	1,658
<i>Reimbursable</i>	88	88	88	88	88
<i>Total Full-Time</i>	1,746	1,746	1,746	1,746	1,746
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2014-2017**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors	20	20	20	20	20
Professional, Technical, Clerical	44	64	64	64	64
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>64</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>
<b>Operations</b>					
Managers/Supervisors	56	56	56	56	56
Professional, Technical, Clerical	55	35	35	35	35
Operational Hourlies <sup>(1)</sup>	678	678	678	678	678
<b>Total Operations</b>	<b>789</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>
<b>Maintenance</b>					
Managers/Supervisors	33	33	33	33	33
Professional, Technical, Clerical	51	51	51	51	51
Operational Hourlies <sup>(2)</sup>	319	319	319	319	319
<b>Total Maintenance</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	50	50	50	50	50
Professional, Technical, Clerical	171	171	171	171	171
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>
<b>Public Safety</b>					
Managers/Supervisors	7	7	7	7	7
Professional, Technical, Clerical	28	28	28	28	28
Operational Hourlies <sup>(3)</sup>	234	234	234	234	234
<b>Total Public Safety</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Baseline Positions</b>					
Managers/Supervisors	166	166	166	166	166
Professional, Technical, Clerical	349	349	349	349	349
Operational Hourlies	1,231	1,231	1,231	1,231	1,231
<b>Total Baseline Positions</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</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 - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	123.622	115.743	137.229	137.408	147.764	146.213	144.275	147.368	138.833	140.887	135.564	134.583	1,649.488
Other Operating Revenue	1.269	1.199	1.269	1.333	1.359	1.333	1.447	1.447	1.418	1.350	1.324	1.350	16.098
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	0.014	0.012	0.014	0.013	0.014	0.013	0.014	0.014	0.013	0.014	0.013	0.014	0.162
<b>Total Revenue</b>	<b>\$124.905</b>	<b>\$116.954</b>	<b>\$138.512</b>	<b>\$138.754</b>	<b>\$149.137</b>	<b>\$147.559</b>	<b>\$145.736</b>	<b>\$148.829</b>	<b>\$140.264</b>	<b>\$142.251</b>	<b>\$136.901</b>	<b>\$135.947</b>	<b>\$1,665.748</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$10.588	\$9.475	\$10.439	\$10.119	\$10.501	\$10.320	\$10.836	\$10.643	\$10.182	\$10.505	\$10.183	\$19.108	\$132.900
Overtime	2.126	2.193	1.841	1.628	1.766	1.581	1.676	1.642	1.622	1.510	1.723	1.919	21.228
Health and Welfare	2.544	2.562	2.544	2.550	2.544	2.550	2.544	2.544	2.550	2.544	2.550	(0.690)	27.340
OPEB Current Payment	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	16.168
Pensions	2.610	2.631	2.610	2.617	2.610	2.617	3.024	3.024	3.031	3.024	3.031	3.024	33.849
Other Fringe Benefits	2.075	0.848	2.307	0.852	0.887	2.274	0.897	0.882	2.275	0.870	0.863	2.566	17.595
Reimbursable Overhead	(0.433)	(0.391)	(0.433)	(0.419)	(0.433)	(0.419)	(0.433)	(0.433)	(0.419)	(0.433)	(0.419)	(0.433)	(5.095)
<b>Total Labor Expenses</b>	<b>\$20.857</b>	<b>\$18.665</b>	<b>\$20.656</b>	<b>\$18.694</b>	<b>\$19.222</b>	<b>\$20.271</b>	<b>\$19.891</b>	<b>\$19.650</b>	<b>\$20.589</b>	<b>\$19.367</b>	<b>\$19.279</b>	<b>\$26.842</b>	<b>\$243.984</b>
<b>Non-Labor:</b>													
Electric Power	\$0.567	\$0.567	\$0.567	\$0.567	\$0.567	\$0.567	\$0.756	\$0.756	\$0.756	\$0.756	\$0.567	\$0.567	\$7.561
Fuel	0.376	0.376	0.376	0.260	0.260	0.260	0.118	0.118	0.118	0.233	0.233	0.233	2.959
Insurance	1.398	1.263	1.398	1.353	1.398	1.353	1.398	1.398	1.353	1.398	1.353	1.398	16.466
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	5.240	6.812	10.377	6.281	11.869	10.166	8.756	9.968	12.719	10.339	9.906	27.435	129.870
Professional Service Contracts	2.904	2.623	3.272	2.810	2.904	3.178	2.904	2.904	3.178	2.904	2.810	4.149	36.537
Materials & Supplies	0.365	0.330	0.365	0.353	0.365	0.353	0.365	0.365	0.353	0.365	0.353	0.365	4.300
Other Business Expenses	2.384	2.095	2.314	2.242	2.314	2.241	2.314	2.316	2.240	2.316	2.267	3.765	28.808
<b>Total Non-Labor Expenses</b>	<b>\$13.235</b>	<b>\$14.066</b>	<b>\$18.670</b>	<b>\$13.866</b>	<b>\$19.677</b>	<b>\$18.119</b>	<b>\$16.612</b>	<b>\$17.825</b>	<b>\$20.717</b>	<b>\$18.311</b>	<b>\$17.491</b>	<b>\$37.912</b>	<b>\$226.501</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adjs.</b>	<b>\$34.093</b>	<b>\$32.731</b>	<b>\$39.326</b>	<b>\$32.561</b>	<b>\$38.899</b>	<b>\$38.390</b>	<b>\$36.503</b>	<b>\$37.475</b>	<b>\$41.306</b>	<b>\$37.678</b>	<b>\$36.769</b>	<b>\$64.754</b>	<b>\$470.485</b>
Add: Depreciation	\$8.866	\$8.008	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$104.389
Add: OPEB Obligation	6.836	6.174	6.836	6.615	6.836	6.615	6.836	6.836	6.615	6.836	6.615	6.836	80.483
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>\$49.794</b>	<b>\$46.913</b>	<b>\$55.028</b>	<b>\$47.756</b>	<b>\$54.601</b>	<b>\$53.585</b>	<b>\$52.204</b>	<b>\$53.176</b>	<b>\$56.501</b>	<b>\$53.379</b>	<b>\$51.964</b>	<b>\$80.455</b>	<b>\$655.356</b>
Less: Depreciation	\$8.866	\$8.008	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$104.389
Less: OPEB Obligation	6.836	6.174	6.836	6.615	6.836	6.615	6.836	6.836	6.615	6.836	6.615	6.836	80.483
Less: 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>\$34.093</b>	<b>\$32.731</b>	<b>\$39.326</b>	<b>\$32.561</b>	<b>\$38.899</b>	<b>\$38.390</b>	<b>\$36.503</b>	<b>\$37.475</b>	<b>\$41.306</b>	<b>\$37.678</b>	<b>\$36.769</b>	<b>\$64.754</b>	<b>\$470.485</b>
<b>Net Income/(Deficit)</b>	<b>\$90.812</b>	<b>\$84.223</b>	<b>\$99.186</b>	<b>\$106.193</b>	<b>\$110.238</b>	<b>\$109.169</b>	<b>\$109.233</b>	<b>\$111.354</b>	<b>\$98.958</b>	<b>\$104.573</b>	<b>\$100.132</b>	<b>\$71.193</b>	<b>\$1,195.263</b>





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

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	123.622	115.743	137.229	137.408	147.764	146.213	144.275	147.368	138.833	140.887	135.564	134.583	1,649.488
Other Operating Revenue	1.269	1.199	1.269	1.333	1.359	1.333	1.447	1.447	1.418	1.350	1.324	1.350	16.098
Capital and Other Reimbursements	1.802	1.631	1.802	1.745	1.802	1.745	1.802	1.802	1.745	1.802	1.745	1.802	21.230
Investment Income	0.014	0.012	0.014	0.013	0.014	0.013	0.014	0.014	0.013	0.014	0.013	0.014	0.162
<b>Total Revenue</b>	<b>\$126.707</b>	<b>\$118.585</b>	<b>\$140.315</b>	<b>\$140.500</b>	<b>\$150.940</b>	<b>\$149.304</b>	<b>\$147.538</b>	<b>\$150.631</b>	<b>\$142.009</b>	<b>\$144.053</b>	<b>\$138.646</b>	<b>\$137.749</b>	<b>\$1,686.978</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$11.415	\$10.222	\$11.266	\$10.919	\$11.328	\$11.120	\$11.663	\$11.470	\$10.982	\$11.332	\$10.983	\$19.935	\$142.635
Overtime	2.160	2.227	1.875	1.662	1.799	1.615	1.710	1.676	1.656	1.544	1.757	1.953	21.635
Health and Welfare	2.729	2.729	2.729	2.729	2.729	2.729	2.729	2.729	2.729	2.729	2.729	(0.505)	29.517
OPEB Current Payment	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	16.168
Pensions	2.828	2.828	2.828	2.828	2.828	2.828	3.242	3.242	3.242	3.242	3.242	3.242	36.420
Other Fringe Benefits	2.180	0.943	2.413	0.954	0.993	2.377	1.003	0.987	2.377	0.975	0.965	2.672	18.840
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>\$22.660</b>	<b>\$20.297</b>	<b>\$22.458</b>	<b>\$20.440</b>	<b>\$21.025</b>	<b>\$22.017</b>	<b>\$21.694</b>	<b>\$21.452</b>	<b>\$22.334</b>	<b>\$21.169</b>	<b>\$21.024</b>	<b>\$28.645</b>	<b>\$265.214</b>
<b>Non-Labor:</b>													
Electric Power	\$0.567	\$0.567	\$0.567	\$0.567	\$0.567	\$0.567	\$0.756	\$0.756	\$0.756	\$0.756	\$0.567	\$0.567	\$7.561
Fuel	0.376	0.376	0.376	0.260	0.260	0.260	0.118	0.118	0.118	0.233	0.233	0.233	2.959
Insurance	1.398	1.263	1.398	1.353	1.398	1.353	1.398	1.398	1.353	1.398	1.353	1.398	16.466
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	5.240	6.812	10.377	6.281	11.869	10.166	8.756	9.968	12.719	10.339	9.906	27.435	129.870
Professional Service Contracts	2.904	2.623	3.272	2.810	2.904	3.178	2.904	2.904	3.178	2.904	2.810	4.149	36.537
Materials & Supplies	0.365	0.330	0.365	0.353	0.365	0.353	0.365	0.365	0.353	0.365	0.353	0.365	4.300
Other Business Expenses	2.384	2.095	2.314	2.242	2.314	2.241	2.314	2.316	2.240	2.316	2.267	3.765	28.808
<b>Total Non-Labor Expenses</b>	<b>\$13.235</b>	<b>\$14.066</b>	<b>\$18.670</b>	<b>\$13.866</b>	<b>\$19.677</b>	<b>\$18.119</b>	<b>\$16.612</b>	<b>\$17.825</b>	<b>\$20.717</b>	<b>\$18.311</b>	<b>\$17.491</b>	<b>\$37.912</b>	<b>\$226.501</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>\$35.895</b>	<b>\$34.362</b>	<b>\$41.129</b>	<b>\$34.306</b>	<b>\$40.702</b>	<b>\$40.135</b>	<b>\$38.306</b>	<b>\$39.277</b>	<b>\$43.051</b>	<b>\$39.480</b>	<b>\$38.515</b>	<b>\$66.556</b>	<b>\$491.715</b>
Add: Depreciation	\$8.866	\$8.008	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$104.389
Add: OPEB Obligation	6.836	6.174	6.836	6.615	6.836	6.615	6.836	6.836	6.615	6.836	6.615	6.836	80.483
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>\$51.597</b>	<b>\$48.544</b>	<b>\$56.830</b>	<b>\$49.501</b>	<b>\$56.403</b>	<b>\$55.330</b>	<b>\$54.007</b>	<b>\$54.979</b>	<b>\$58.246</b>	<b>\$55.182</b>	<b>\$53.710</b>	<b>\$82.258</b>	<b>\$676.586</b>
Less: Depreciation	\$8.866	\$8.008	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$104.389
Less: OPEB Obligation	6.836	6.174	6.836	6.615	6.836	6.615	6.836	6.836	6.615	6.836	6.615	6.836	80.483
Less: 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>\$35.895</b>	<b>\$34.362</b>	<b>\$41.129</b>	<b>\$34.306</b>	<b>\$40.702</b>	<b>\$40.135</b>	<b>\$38.306</b>	<b>\$39.277</b>	<b>\$43.051</b>	<b>\$39.480</b>	<b>\$38.515</b>	<b>\$66.556</b>	<b>\$491.715</b>
<b>Net Income/(Deficit)</b>	<b>\$90.812</b>	<b>\$84.223</b>	<b>\$99.186</b>	<b>\$106.193</b>	<b>\$110.238</b>	<b>\$109.169</b>	<b>\$109.233</b>	<b>\$111.354</b>	<b>\$98.958</b>	<b>\$104.573</b>	<b>\$100.132</b>	<b>\$71.193</b>	<b>\$1,195.263</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2014 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>\$90.812</b>	<b>\$84.223</b>	<b>\$99.186</b>	<b>\$106.193</b>	<b>\$110.238</b>	<b>\$109.169</b>	<b>\$109.233</b>	<b>\$111.354</b>	<b>\$98.958</b>	<b>\$104.573</b>	<b>\$100.132</b>	<b>\$71.193</b>	<b>\$1,195.263</b>
<u>Deductions from Income:</u>													
Less: Capitalized Assets	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$17.843
Reserves	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	25.895
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.234	3.234
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$87.167</b>	<b>\$80.578</b>	<b>\$95.541</b>	<b>\$102.548</b>	<b>\$106.593</b>	<b>\$105.524</b>	<b>\$105.588</b>	<b>\$107.709</b>	<b>\$95.313</b>	<b>\$100.928</b>	<b>\$96.487</b>	<b>\$64.314</b>	<b>\$1,148.291</b>
Less: Debt Service	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$595.972
<b>Income Available for Distribution</b>	<b>\$37.503</b>	<b>\$30.913</b>	<b>\$45.877</b>	<b>\$52.884</b>	<b>\$56.929</b>	<b>\$55.860</b>	<b>\$55.924</b>	<b>\$58.045</b>	<b>\$45.649</b>	<b>\$51.264</b>	<b>\$46.823</b>	<b>\$14.649</b>	<b>\$552.319</b>
<b>Distributable To:</b>													
MTA - Investment Income	\$0.014	\$0.012	\$0.014	\$0.013	\$0.014	\$0.013	\$0.014	\$0.014	\$0.013	\$0.014	\$0.013	\$0.014	\$0.162
MTA - Distributable Income	23.196	19.902	27.383	30.887	32.909	32.375	32.406	33.467	27.269	30.076	27.856	11.769	329.494
NYCT - Distributable Income	14.293	10.999	18.480	21.984	24.006	23.472	23.504	24.564	18.366	21.174	18.953	2.867	222.663
<b>Total Distributable Income:</b>	<b>\$37.503</b>	<b>\$30.913</b>	<b>\$45.877</b>	<b>\$52.884</b>	<b>\$56.929</b>	<b>\$55.860</b>	<b>\$55.924</b>	<b>\$58.045</b>	<b>\$45.649</b>	<b>\$51.264</b>	<b>\$46.823</b>	<b>\$14.649</b>	<b>\$552.319</b>
<b>Cash Transfers:</b>													
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	57.000	17.912	24.645	27.798	29.618	29.137	29.166	30.120	24.542	27.069	34.513	331.519
NYCT - Transfers	0.000	37.000	9.899	16.632	19.786	21.606	21.125	21.153	22.108	16.530	19.056	17.902	222.797
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$94.110</b>	<b>\$27.811</b>	<b>\$41.277</b>	<b>\$47.584</b>	<b>\$51.223</b>	<b>\$50.262</b>	<b>\$50.319</b>	<b>\$52.228</b>	<b>\$41.072</b>	<b>\$46.125</b>	<b>\$52.415</b>	<b>\$554.426</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenues	\$126.707	\$118.585	\$140.315	\$140.500	\$150.940	\$149.304	\$147.538	\$150.631	\$142.009	\$144.053	\$138.646	\$137.749	\$1,686.978
Less: Net Operating Expenses	35.895	34.362	41.129	34.306	40.702	40.135	38.306	39.277	43.051	39.480	38.515	66.556	491.715
<b>Net Operating Income:</b>	<b>\$90.812</b>	<b>\$84.223</b>	<b>\$99.186</b>	<b>\$106.193</b>	<b>\$110.238</b>	<b>\$109.169</b>	<b>\$109.233</b>	<b>\$111.354</b>	<b>\$98.958</b>	<b>\$104.573</b>	<b>\$100.132</b>	<b>\$71.193</b>	<b>\$1,195.263</b>
<b>Deductions from Operating Income:</b>													
B&T Debt Service	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$240.716
Capitalized Assets	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	17.843
Reserves	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	25.895
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.234	3.234
<b>Total Deductions from Operating Income</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$26.939</b>	<b>\$287.689</b>
<b>Total Support to Mass Transit:</b>	<b>\$67.107</b>	<b>\$60.518</b>	<b>\$75.482</b>	<b>\$82.489</b>	<b>\$86.533</b>	<b>\$85.464</b>	<b>\$85.528</b>	<b>\$87.650</b>	<b>\$75.253</b>	<b>\$80.868</b>	<b>\$76.427</b>	<b>\$44.254</b>	<b>\$907.574</b>

**MTA Bridges Tunnels**  
**February Financial Plan - 2014 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>													
<b>OPERATIONS &amp; MAINTENANCE</b>													
<u>Scheduled Service</u>	0.218	0.215	0.215	0.219	0.262	0.220	0.223	0.222	0.267	0.217	0.308	0.219	2.804
<u>Unscheduled Service</u>	0.075	0.076	0.053	0.062	0.091	0.056	0.086	0.054	0.069	0.064	0.103	0.088	0.876
<u>Programmatic/Routine Maintenance</u>	0.006	0.004	0.000	0.002	0.002	0.004	0.006	-	0.002	0.004	0.004	0.003	0.037
<u>Unscheduled Maintenance</u>	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	1.768
<u>Vacancy/Absentee Coverage</u>	0.890	0.918	0.772	0.763	0.832	0.747	0.800	0.802	0.708	0.677	0.726	0.821	9.457
<u>Weather Emergencies</u>	0.327	0.382	0.208	0.031	-	-	-	-	-	-	0.026	0.222	1.196
<u>Safety/Security/Law Enforcement</u>	0.202	0.183	0.211	0.189	0.202	0.195	0.194	0.201	0.214	0.198	0.185	0.174	2.350
<u>Other</u>	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.622
<u>All Other Departments and Accruals<sup>1</sup></u>	0.208	0.217	0.182	0.164	0.176	0.160	0.167	0.164	0.163	0.152	0.172	0.193	2.118
<b>Sub-Total</b>	<b>\$2.126</b>	<b>\$2.193</b>	<b>\$1.841</b>	<b>\$1.628</b>	<b>\$1.766</b>	<b>\$1.581</b>	<b>\$1.676</b>	<b>\$1.642</b>	<b>\$1.622</b>	<b>\$1.510</b>	<b>\$1.723</b>	<b>\$1.919</b>	<b>\$21.228</b>
<b>REIMBURSABLE OVERTIME</b>	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.407
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$2.160</b>	<b>\$2.227</b>	<b>\$1.875</b>	<b>\$1.662</b>	<b>\$1.799</b>	<b>\$1.615</b>	<b>\$1.710</b>	<b>\$1.676</b>	<b>\$1.656</b>	<b>\$1.544</b>	<b>\$1.757</b>	<b>\$1.953</b>	<b>\$21.635</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 - 2014 Adopted Budget**  
**Traffic/(Utilization)**  
(in millions)

	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b><u>Traffic Volume</u></b>													
Total Traffic Volume	21.135	19.832	23.426	23.411	25.166	24.898	24.633	25.129	23.698	24.043	23.176	23.023	281.570
<b><u>Toll Revenue</u></b>													
Total Toll Revenue	\$123.622	\$115.743	\$137.229	\$137.408	\$147.764	\$146.213	\$144.275	\$147.368	\$138.833	\$140.887	\$135.564	\$134.583	\$1,649.488

**MTA BRIDGES & TUNNELS**  
**February Financial Plan - 2014 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Executive	2	2	2	2	2	2	2	2	2	2	2	2
Law <sup>(1)</sup>	20	20	20	20	20	20	20	20	20	20	20	20
CFO <sup>(2)</sup>	21	21	21	21	21	21	21	21	21	21	21	21
Labor Relations	5	5	5	5	5	5	5	5	5	5	5	5
Staff Services <sup>(3)</sup>	35	35	35	35	35	35	35	35	35	35	35	35
EEO	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total Administration</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>
<b>Operations</b>												
Revenue Management	41	41	41	41	41	41	41	41	41	41	41	41
Operations (Non-Security)	728	728	728	728	728	728	728	728	728	728	728	728
<b>Total Operations</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>
<b>Maintenance</b>												
Maintenance	171	171	171	171	171	171	171	171	171	171	171	171
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>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>
<b>Engineering/Capital</b>												
Engineering & Construction	172	172	172	172	172	172	172	172	172	172	172	172
Health & Safety	10	10	10	10	10	10	10	10	10	10	10	10
Law <sup>(1)</sup>	16	16	16	16	16	16	16	16	16	16	16	16
Planning & Budget Capital	23	23	23	23	23	23	23	23	23	23	23	23
<b>Total Engineering/Capital</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>
<b>Public Safety</b>												
Operations (Security)	232	232	232	232	232	232	232	232	232	232	232	232
Internal Security - Operations	37	37	37	37	37	37	37	37	37	37	37	37
<b>Total Public Safety</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Positions</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>
<i>Non-Reimbursable</i>	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658
<i>Reimbursable</i>	88	88	88	88	88	88	88	88	88	88	88	88
<i>Total Full-Time</i>	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2014 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	20	20	20	20	20	20	20	20	20	20	20	20
Professional, Technical, Clerical	64	64	64	64	64	64	64	64	64	64	64	64
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>
<b>Operations</b>												
Managers/Supervisors	56	56	56	56	56	56	56	56	56	56	56	56
Professional, Technical, Clerical	35	35	35	35	35	35	35	35	35	35	35	35
Operational Hourlies <sup>(1)</sup>	678	678	678	678	678	678	678	678	678	678	678	678
<b>Total Operations</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>
<b>Maintenance</b>												
Managers/Supervisors	33	33	33	33	33	33	33	33	33	33	33	33
Professional, Technical, Clerical	51	51	51	51	51	51	51	51	51	51	51	51
Operational Hourlies <sup>(2)</sup>	319	319	319	319	319	319	319	319	319	319	319	319
<b>Total Maintenance</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	50	50	50	50	50	50	50	50	50	50	50	50
Professional, Technical, Clerical	171	171	171	171	171	171	171	171	171	171	171	171
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>
<b>Public Safety</b>												
Managers/Supervisors	7	7	7	7	7	7	7	7	7	7	7	7
Professional, Technical, Clerical	28	28	28	28	28	28	28	28	28	28	28	28
Operational Hourlies <sup>(3)</sup>	234	234	234	234	234	234	234	234	234	234	234	234
<b>Total Public Safety</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Positions</b>												
Managers/Supervisors	166	166	166	166	166	166	166	166	166	166	166	166
Professional, Technical, Clerical	349	349	349	349	349	349	349	349	349	349	349	349
Operational Hourlies	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231
<b>Total Positions</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</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 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA approved budget procedures, the following information presents MTA Capital Construction's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of an MTA Adjustment that was presented in the November Plan and adopted by the Board in December 2013.

The projections of the February Financial Plan change from the November Financial Plan in 2013 and remain unchanged from 2014 through 2017; expenditures are projected at \$35.221 million, \$35.802 million, \$36.203 million and \$37.116 million respectively. MTACC's headcount is projected at 140 in 2014 and remains constant through 2017.

- A cost of \$0.015 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.

The plan also includes schedules detailing the monthly allocation of financial and headcount data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)										
	2013		2014		2015		2016		2017		
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	
<b>2013 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>140</b>	<b>\$0.000</b>	<b>#</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>											
Service Investments (Proposed in July)											
MTA re-estimates:											
Reduction in Unfunded Pension Liability (LIRR)											
Energy - NYPA											
Con Edison (MNR)											
EEO Training					(\$0.015)						
Other - Captial & Other Reimbursements					\$0.015						
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000		0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline Surplus/(Deficit)</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>	<b>140</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2013		2014		2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2013 November Financial Plan: Baseline Surplus/(Deficit)</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>	<b>140</b>	<b>\$0.000</b>
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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:**

Service Investments (Proposed in July)

MTA re-estimates:

Reduction in Unfunded Pension Liability (LIRR)

Energy - NYPA

Con Edison (MNR)

EEO Training

(\$0.015)

Other - Captial & Other Reimbursements

\$0.015

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>2014 February Financial Plan: Baseline Surplus/(Deficit)</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>	<b>140</b>	<b>\$0.000</b>
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**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</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	34.366	35.221	35.802	36.203	37.116
<b>Total Revenue</b>	<b>\$34.366</b>	<b>\$35.221</b>	<b>\$35.802</b>	<b>\$36.203</b>	<b>\$37.116</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$15.174	\$15.464	\$15.750	\$16.048	\$16.344
Overtime					
Health and Welfare	2.882	2.822	2.971	3.078	3.234
OPEB Current Payment					
Pensions	2.911	3.266	3.381	3.502	3.625
Other Fringe Benefits	5.828	6.142	6.245	6.491	6.630
Reimbursable Overhead					
<b>Total Labor Expenses</b>	<b>\$26.795</b>	<b>\$27.693</b>	<b>\$28.347</b>	<b>\$29.119</b>	<b>\$29.834</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel					
Insurance	0.255	0.286	0.343	0.412	0.494
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts	4.393	4.069	3.929	3.378	3.410
Materials & Supplies	0.033	0.034	0.034	0.035	0.035
Other Business Expenses	2.890	3.139	3.147	3.260	3.343
<b>Total Non-Labor Expenses</b>	<b>\$7.571</b>	<b>\$7.528</b>	<b>\$7.454</b>	<b>\$7.084</b>	<b>\$7.282</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>\$34.366</b>	<b>\$35.221</b>	<b>\$35.802</b>	<b>\$36.203</b>	<b>\$37.116</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$34.366</b>	<b>\$35.221</b>	<b>\$35.802</b>	<b>\$36.203</b>	<b>\$37.116</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 2014 - 2017**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</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	34.366	35.221	35.802	36.203	37.116
<b>Total Receipts</b>	<b>\$34.366</b>	<b>\$35.221</b>	<b>\$35.802</b>	<b>\$36.203</b>	<b>\$37.116</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$15.174	\$15.464	\$15.750	\$16.048	\$16.344
Overtime					
Health and Welfare	2.882	2.822	2.971	3.078	3.234
OPEB Current Payment					
Pensions	2.911	3.266	3.381	3.502	3.625
Other Fringe Benefits	5.828	6.142	6.245	6.491	6.630
Reimbursable Overhead					
<b>Total Labor Expenditures</b>	<b>\$26.795</b>	<b>\$27.693</b>	<b>\$28.347</b>	<b>\$29.119</b>	<b>\$29.834</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel					
Insurance	0.255	0.286	0.343	0.412	0.494
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts	4.393	4.069	3.929	3.378	3.410
Materials & Supplies	0.033	0.034	0.034	0.035	0.035
Other Business Expenditures	2.890	3.139	3.147	3.260	3.343
<b>Total Non-Labor Expenditures</b>	<b>\$7.571</b>	<b>\$7.528</b>	<b>\$7.454</b>	<b>\$7.084</b>	<b>\$7.282</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>\$34.366</b>	<b>\$35.221</b>	<b>\$35.802</b>	<b>\$36.203</b>	<b>\$37.116</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 2014 - 2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013 Final <u>Estimate</u></b>	<b>2014 Adopted <u>Budget</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017</u></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	0.000	0.000	0.000	0.000	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>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime					
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment					
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead					
<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	0.000	0.000	0.000	0.000	0.000
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$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 2014 - 2017**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

<b>Function/Department</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Administration</b>					
MTACC	16	16	16	16	16
<b>Engineering/Capital</b>					
MTACC	40	40	40	40	40
East Side Access	22	22	22	22	22
Second Avenue Subway	20	20	20	20	20
Security Program	12	12	12	12	12
Lower Manhattan Projects	20	20	20	20	20
7 Line Extension	10	10	10	10	10
<b>Total Engineering/Capital</b>	124	124	124	124	124
<b>Total Baseline Positions</b>	140	140	140	140	140
<i>Non-Reimbursable</i>	-	-	-	-	-
<i>Reimbursable</i>	140	140	140	140	140
<i>Total Full-Time</i>	140	140	140	140	140
<i>Total Full-Time Equivalents</i>	-	-	-	-	-
<b>Total</b>	140	140	140	140	140

**MTA CAPITAL CONSTRUCTION**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Occupation**

Function/Occupational Group	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors					
Professional, Technical, Clerical	16	16	16	16	16
Operational Hourlies					
<b>Total Administration</b>	16	16	16	16	16
<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	124	124	124	124	124
Operational Hourlies					
<b>Total Engineering/Capital</b>	124	124	124	124	124
<b>Public Safety</b>					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
<b>Total Public Safety</b>	-	-	-	-	-
<b>Total</b>					
Managers/Supervisors					
Professional, Technical, Clerical	140	140	140	140	140
Operational Hourlies					
<b>Baseline Total Positions</b>	140	140	140	140	140













# **Long Island Rail Road**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan, which were adopted by the Board in December 2013.

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

- As part of the 2013 MTA Service Investments and Customer Enhancement Initiative, the LIRR invested \$2.6 million in 2014 - 2017, which either adds or restores service. For specific service details, please refer to the 2013 July Financial Plan.
- The 2013 Mid-Year Forecast captured a "one-shot" increase in real estate receipts due to a high volume of large transactions that occurred earlier in the year. The MTA applied \$80 million of these proceeds towards the LIRR "Additional Plan" to reduce the unfunded pension liability. This is expected to result in savings of \$5.6 million annually in pension expenses beginning in 2014.
- The November Plan included a 2014 provision for traction power based upon a final reconciliation of 2010 NYPA billings. This adjustment reflects a change in the timing assumptions, shifting \$0.494 million to 2013 from 2014.
- A cost of \$3.2 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.

The plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,134</b>	<b>(\$1,018.146)</b>	<b>6,159</b>	<b>(\$1,094.090)</b>	<b>6,408</b>	<b>(\$1,141.241)</b>	<b>6,727</b>	<b>(\$1,225.916)</b>	<b>6,944</b>	<b>(\$1,329.111)</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>										
Service Investments (Proposed in July)	(7)	(0.726)	(31)	(2.600)	(32)	(2.600)	(31)	(2.600)	(31)	(2.600)
MTA Re-estimates										
Reduction in Unfunded Pension Liability (LIRR)				5.600		5.600		5.600		5.600
Energy - NYPA		(0.494)		0.494						
Con Edison (MNR)										
EEO Training		(3.200)								
Other										
Sub-Total MTA Plan Adjustments	(7)	(\$4.420)	(31)	\$3.494	(32)	\$3.000	(31)	\$3.000	(31)	\$3.000
<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,141</b>	<b>\$ (1,022.566)</b>	<b>6,190</b>	<b>\$ (1,090.596)</b>	<b>6,440</b>	<b>\$ (1,138.241)</b>	<b>6,758</b>	<b>\$ (1,222.916)</b>	<b>6,975</b>	<b>\$ (1,326.111)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>767</b>	<b>\$0.000</b>	<b>794</b>	<b>\$0.000</b>	<b>747</b>	<b>\$0.000</b>	<b>707</b>	<b>\$0.000</b>	<b>698</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>										
Service Investments (Proposed in July)										
MTA Re-estimates										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>767</b>	<b>\$0.000</b>	<b>794</b>	<b>\$0.000</b>	<b>747</b>	<b>\$0.000</b>	<b>707</b>	<b>\$0.000</b>	<b>698</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,901</b>	<b>(\$631.899)</b>	<b>6,953</b>	<b>(\$737.115)</b>	<b>7,155</b>	<b>(\$759.422)</b>	<b>7,434</b>	<b>(\$843.398)</b>	<b>7,642</b>	<b>(\$946.599)</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>										
Service Investments (Proposed in July)	(7)	(0.726)	(31)	(2.600)	(32)	(2.600)	(31)	(2.600)	(31)	(2.600)
MTA Re-estimates										
Reduction in Unfunded Pension Liability (LIRR)				5.600		5.600		5.600		5.600
Energy - NYPA		(0.494)		0.494						
Con Edison (MNR)										
EEO Training		(3.200)								
Other										
Sub-Total MTA Plan Adjustments	(7)	(\$4.420)	(31)	\$3.494	(32)	\$3.000	(31)	\$3.000	(31)	\$3.000
<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,908</b>	<b>\$ (636.319)</b>	<b>6,984</b>	<b>\$ (733.622)</b>	<b>7,187</b>	<b>\$ (756.422)</b>	<b>7,465</b>	<b>\$ (840.397)</b>	<b>7,673</b>	<b>\$ (943.599)</b>

**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Revenue</b>								
Farebox Revenue	\$644.345	3.046						\$647.391
Vehicle Toll Revenue								
Other Operating Revenue	54.399							54.399
Capital and Other Reimbursements	0.000							0.000
<b>Total Revenue</b>	<b>\$698.744</b>	<b>\$3.046</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$701.790</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$450.308	1.891						\$452.200
Overtime	91.545	1.210						92.755
Health and Welfare	102.799	0.557						103.356
OPEB Current Payment	66.731							66.731
Pensions	177.353		(5.600)					171.753
Other Fringe Benefits	115.875	0.478						116.353
Reimbursable Overhead	(26.094)							(26.094)
<b>Total Labor Expenses</b>	<b>\$978.518</b>	<b>\$4.136</b>	<b>(\$5.600)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$977.054</b>
<b>Non-Labor:</b>								
Electric Power	\$103.125	1.124	0.000	(0.494)	0.000	0.000	0.000	\$103.755
Fuel	30.671	0.036	0.000	0.000	0.000	0.000	0.000	30.707
Insurance	25.343							25.343
Claims	4.156							4.156
Paratransit Service Contracts	0.000							
Maintenance and Other Operating Contracts	71.551							71.551
Professional Service Contracts	39.397	0.186						39.583
Materials & Supplies	126.358	0.150						126.508
Other Business Expenses	15.654	0.013						15.667
<b>Total Non-Labor Expenses</b>	<b>\$416.255</b>	<b>\$1.510</b>	<b>0.000</b>	<b>(0.494)</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>417.270</b>
<b>Other Expense Adjustments:</b>								
Other								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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,394.772</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>1,394.324</b>
Depreciation	\$311.549							\$311.549
OPEB Obligation	84.513							84.513
Environmental Remediation	2.000							2.000
<b>Total Expenses</b>	<b>\$1,792.834</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,792.386</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,094.090)</b>	<b>(\$2.600)</b>	<b>5.600</b>	<b>0.494</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(1,090.596)</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	\$311.549							\$311.549
Operating/Capital	(33.575)							(33.575)
Other Cash Adjustments	79.001							79.000
<b>Total Cash Conversion Adjustments</b>	<b>\$356.975</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$356.974</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$737.115)</b>	<b>(\$2.600)</b>	<b>\$5.600</b>	<b>\$0.494</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$733.622)</b>

-- Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Revenue</b>								
Farebox Revenue	0.000							0.000
Vehicle Toll Revenue	0.000							0.000
Capital and Other Reimbursements	\$280.084							\$280.084
<b>Total Revenue</b>	<b>\$280.084</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>\$280.084</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$90.101							\$90.101
Overtime	15.326							15.326
Health and Welfare	16.152							16.152
OPEB Current Payment	0.000							0.000
Pensions	21.505							21.505
Other Fringe Benefits	19.453							19.453
Reimbursable Overhead	26.094							26.094
<b>Total Labor Expenses</b>	<b>\$188.631</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$188.631</b>
<b>Non-Labor:</b>								
Electric Power	\$0.046	0.000	0.000	0.000	0.000	0.000	0.000	\$0.046
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	5.598							5.598
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	13.890							13.890
Professional Service Contracts	8.335							8.335
Materials & Supplies	62.178							62.178
Other Business Expenses	1.406							1.406
<b>Total Non-Labor Expenses</b>	<b>\$91.453</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>\$91.453</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>Total Expenses before Depreciation</b>	<b>\$280.084</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>\$280.084</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$280.084</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>\$280.084</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>Cash Conversion Adjustments:</b>								
Depreciation	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
Other Cash Adjustments	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>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>

-- Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2014							February Adopted Budget
	MTA Re-estimates							
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	\$644.345	3.046						\$647.391
Vehicle Toll Revenue								
Other Operating Revenue	54.399							54.399
Capital and Other Reimbursements	280.084	0.000	0.000			0.000	0.000	280.084
<b>Total Revenue</b>	<b>\$978.828</b>	<b>\$3.046</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$981.874</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$540.409	1.891						\$542.301
Overtime	106.871	1.210						108.081
Health and Welfare	118.951	0.557						119.508
OPEB Current Payment	66.731							66.731
Pensions	198.858		(5.600)					193.258
Other Fringe Benefits	135.328	0.478						135.806
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenses</b>	<b>\$1,167.149</b>	<b>\$4.136</b>	<b>(\$5.600)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,165.685</b>
<b>Non-Labor:</b>								
Electric Power	\$103.171	1.124	0.000	(0.494)	0.000	0.000	0.000	\$103.801
Fuel	30.671	0.036	0.000	0.000	0.000	0.000	0.000	30.707
Insurance	30.941							30.941
Claims	4.156							4.156
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	85.441							85.441
Professional Service Contracts	47.732	0.186						47.918
Materials & Supplies	188.536	0.150						188.686
Other Business Expenses	17.060	0.013						17.073
<b>Total Non-Labor Expenses</b>	<b>\$507.708</b>	<b>\$1.510</b>	<b>\$0.000</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$508.723</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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,674.856</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,674.408</b>
Depreciation	\$311.549							\$311.549
OPEB Obligation	84.513							84.513
Environmental Remediation	2.000							2.000
<b>Total Expenses</b>	<b>\$2,072.918</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2,072.470</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,094.090)</b>	<b>(\$2.600)</b>	<b>\$5.600</b>	<b>\$0.494</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1,090.596)</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	\$311.549							\$311.549
Operating/Capital	(33.575)							(33.575)
Other Cash Adjustments	79.001							79.000
<b>Total Cash Conversion Adjustments</b>	<b>\$356.975</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$356.974</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$737.115)</b>	<b>(\$2.600)</b>	<b>\$5.600</b>	<b>\$0.494</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$733.622)</b>

-- Differences are due to rounding.



**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the November Forecast by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Receipts</b>								
Farebox Revenue	\$668.345	3.046						\$671.391
Vehicle Toll Revenue								0.000
Other Operating Revenue	45.976							45.976
Capital and Other Reimbursements	240.887	0.000	0.000			0.000	0.000	240.887
<b>Total Receipts</b>	<b>\$955.208</b>	<b>\$3.046</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$958.254</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$537.697	1.891						\$539.589
Overtime	106.871	1.210						108.081
Health and Welfare	118.951	0.557						119.508
OPEB Current Payment	66.731							66.731
Pensions	198.858		(5.600)					193.258
Other Fringe Benefits	135.328	0.478						135.806
GASB Account	13.346							13.346
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenditures</b>	<b>\$1,177.782</b>	<b>\$4.136</b>	<b>(\$5.600)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,176.319</b>
<b>Non-Labor:</b>								
Electric Power	\$103.171	1.124	0.000	(0.494)	0.000	0.000	0.000	\$103.801
Fuel	30.671	0.036	0.000	0.000	0.000	0.000	0.000	30.707
Insurance	30.751							30.751
Claims	2.346							2.346
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	85.441							85.441
Professional Service Contracts	44.382	0.186						44.568
Materials & Supplies	177.452	0.150						177.602
Other Business Expenditures	16.327	0.013						16.341
<b>Total Non-Labor Expenditures</b>	<b>\$490.541</b>	<b>\$1.510</b>	<b>\$0.000</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$491.557</b>
<b>Other Expenditure Adjustments:</b>								
Other	\$24.000							\$24.000
<b>Total Other Expenditure Adjustments</b>	<b>\$24.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$24.000</b>
<b>Total Expenditures</b>	<b>\$1,692.323</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,691.876</b>
<b>Baseline Cash Deficit</b>	<b>(\$737.115)</b>	<b>(\$2.600)</b>	<b>\$5.600</b>	<b>\$0.494</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$733.622)</b>

-- Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the November Forecast by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Receipts</b>								
Farebox Revenue	\$24.000							\$24.000
Vehicle Toll Revenue	0.000							
Other Operating Revenue	(8.423)							(8.423)
Capital and Other Reimbursements	(39.197)							(39.197)
<b>Total Receipt Adjustments</b>	<b>(\$23.620)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$23.620)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$2.712							\$2.712
Overtime	0.000							0.000
Health and Welfare	0.000							0.000
OPEB Current Payment	0.000							0.000
Pensions	0.000							0.000
Other Fringe Benefits	0.000							0.000
GASB Account	(13.346)							(13.346)
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenditures</b>	<b>(\$10.633)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$10.633)</b>
<b>Non-Labor:</b>								
Electric Power	\$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
Insurance	0.190							0.190
Claims	1.810							1.810
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	0.000							0.000
Professional Service Contracts	3.350							3.350
Materials & Supplies	11.084							11.084
Other Business Expenditures	0.733							0.733
<b>Total Non-Labor Expenditures</b>	<b>\$17.167</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$17.167</b>
<b>Other Expenditure Adjustments:</b>								
Other	(\$24.000)							(\$24.000)
<b>Total Other Expenditure Adjustments</b>	<b>(\$24.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$24.000)</b>
<b>Total Expenditure Adjustments</b>	<b>(\$17.466)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$17.466)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$41.086)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$41.086)</b>
Depreciation Adjustment	\$311.549							\$311.549
OPEB Obligation	84.513							84.513
Environmental Remediation	2.000							2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$356.976</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$356.976</b>

-- Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Operating Revenue</b>					
Farebox Revenue	\$631.523	\$647.391	\$652.039	\$656.186	\$659.033
Toll Revenue	-	-	-	-	-
Other Operating Revenue	69.060	54.399	46.483	47.465	47.320
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$700.583</b>	<b>\$701.790</b>	<b>\$698.522</b>	<b>\$703.651</b>	<b>\$706.353</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$434.439	\$452.200	\$473.635	\$505.862	\$538.998
Overtime	90.762	92.755	92.536	93.312	94.163
Health and Welfare	93.972	103.356	110.164	122.335	134.398
OPEB Current Payment	62.966	66.731	69.857	74.471	79.371
Pensions	183.003	171.753	173.178	177.154	178.809
Other Fringe Benefits	109.988	116.353	122.041	130.035	136.919
Reimbursable Overhead	(29.189)	(26.094)	(20.539)	(20.375)	(17.847)
<b>Total Labor Expenses</b>	<b>\$945.941</b>	<b>\$977.054</b>	<b>\$1,020.872</b>	<b>\$1,082.794</b>	<b>\$1,144.811</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$100.005	\$103.755	\$107.081	\$111.580	\$115.901
Fuel	31.381	30.707	29.826	30.021	30.803
Insurance	20.570	25.343	29.313	33.862	39.228
Claims	4.085	4.156	4.229	4.303	4.370
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	58.632	71.551	64.822	70.824	89.589
Professional Service Contracts	31.412	39.583	30.307	30.164	31.232
Materials & Supplies	108.107	126.508	124.616	130.825	140.696
Other Business Expenses	16.221	15.667	15.800	16.492	16.907
<b>Total Non-Labor Expenses</b>	<b>\$370.413</b>	<b>\$417.270</b>	<b>\$405.994</b>	<b>\$428.071</b>	<b>\$468.726</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>\$1,316.354</b>	<b>\$1,394.324</b>	<b>\$1,426.866</b>	<b>\$1,510.865</b>	<b>\$1,613.537</b>
Depreciation	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
OPEB Obligation	82.051	84.513	87.048	89.660	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,723.149</b>	<b>\$1,792.386</b>	<b>\$1,836.763</b>	<b>\$1,926.567</b>	<b>\$2,032.464</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,022.566)</b>	<b>(\$1,090.596)</b>	<b>(\$1,138.241)</b>	<b>(\$1,222.916)</b>	<b>(\$1,326.111)</b>
<b><u>Cash Conversion Adjustments</u></b>					
Depreciation	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
Operating/Capital	(19.972)	(33.575)	(11.956)	(12.125)	(12.336)
Other Cash Adjustment	83.475	79.000	72.926	70.602	67.581
<b>Total Cash Conversion Adjustments</b>	<b>\$386.247</b>	<b>\$356.974</b>	<b>\$381.819</b>	<b>\$382.519</b>	<b>\$382.512</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$636.319)</b>	<b>(\$733.622)</b>	<b>(\$756.422)</b>	<b>(\$840.397)</b>	<b>(\$943.599)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	230.331	280.084	249.048	244.688	242.986
<b>Total Revenue</b>	<b>\$230.331</b>	<b>\$280.084</b>	<b>\$249.048</b>	<b>\$244.688</b>	<b>\$242.986</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$72.620	\$90.101	\$92.662	\$90.575	\$90.579
Overtime	14.928	15.326	14.195	13.689	14.056
Health and Welfare	14.190	16.152	16.501	16.044	16.063
OPEB Current Payment	-	-	-	-	-
Pensions	20.003	21.505	22.010	21.440	21.495
Other Fringe Benefits	15.533	19.453	19.872	19.322	19.345
Reimbursable Overhead	29.189	26.094	20.539	20.375	17.847
<b>Total Labor Expenses</b>	<b>\$166.463</b>	<b>\$188.631</b>	<b>\$185.779</b>	<b>\$181.445</b>	<b>\$179.385</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.103	\$0.046	\$0.034	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	4.040	5.598	5.741	5.551	5.528
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	12.170	13.890	10.375	10.405	10.409
Professional Service Contracts	7.109	8.335	3.692	3.165	3.405
Materials & Supplies	39.953	62.178	43.322	44.020	44.156
Other Business Expenses	0.493	1.406	0.105	0.102	0.103
<b>Total Non-Labor Expenses</b>	<b>\$63.868</b>	<b>\$91.453</b>	<b>\$63.269</b>	<b>\$63.243</b>	<b>\$63.601</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>\$230.331</b>	<b>\$280.084</b>	<b>\$249.048</b>	<b>\$244.688</b>	<b>\$242.986</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$230.331</b>	<b>\$280.084</b>	<b>\$249.048</b>	<b>\$244.688</b>	<b>\$242.986</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 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Revenue</b>					
Farebox Revenue	\$631.523	\$647.391	\$652.039	\$656.186	\$659.033
Toll Revenue	-	-	-	-	-
Other Operating Revenue	69.060	54.399	46.483	47.465	47.320
Capital and Other Reimbursements	230.331	280.084	249.048	244.688	242.986
<b>Total Revenue</b>	<b>\$930.914</b>	<b>\$981.874</b>	<b>\$947.570</b>	<b>\$948.339</b>	<b>\$949.339</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$507.059	\$542.301	\$566.297	\$596.437	\$629.577
Overtime	105.690	108.081	106.731	107.001	108.219
Health and Welfare	108.162	119.508	126.665	138.379	150.461
OPEB Current Payment	62.966	66.731	69.857	74.471	79.371
Pensions	203.006	193.258	195.188	198.594	200.304
Other Fringe Benefits	125.521	135.806	141.913	149.357	156.264
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$1,112.404</b>	<b>\$1,165.685</b>	<b>\$1,206.651</b>	<b>\$1,264.239</b>	<b>\$1,324.196</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$100.108	\$103.801	\$107.115	\$111.580	\$115.901
Fuel	31.381	30.707	29.826	30.021	30.803
Insurance	24.610	30.941	35.054	39.413	44.756
Claims	4.085	4.156	4.229	4.303	4.370
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	70.802	85.441	75.197	81.229	99.998
Professional Service Contracts	38.521	47.918	33.999	33.329	34.637
Materials & Supplies	148.060	188.686	167.938	174.845	184.852
Other Business Expenses	16.714	17.073	15.905	16.594	17.010
<b>Total Non-Labor Expenses</b>	<b>\$434.281</b>	<b>\$508.723</b>	<b>\$469.263</b>	<b>\$491.314</b>	<b>\$532.327</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 Adjts.</b>	<b>\$1,546.685</b>	<b>\$1,674.408</b>	<b>\$1,675.914</b>	<b>\$1,755.553</b>	<b>\$1,856.523</b>
Depreciation	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
OPEB Obligation	82.051	84.513	87.048	89.660	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,953.480</b>	<b>\$2,072.470</b>	<b>\$2,085.811</b>	<b>\$2,171.255</b>	<b>\$2,275.450</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,022.566)</b>	<b>(\$1,090.596)</b>	<b>(\$1,138.241)</b>	<b>(\$1,222.916)</b>	<b>(\$1,326.111)</b>
<b><u>Cash Conversion Adjustments</u></b>					
Depreciation	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
Operating/Capital	(19.972)	(33.575)	(11.956)	(12.125)	(12.336)
Other Cash Adjustment	83.475	79.000	72.926	70.602	67.581
<b>Total Cash Conversion Adjustments</b>	<b>\$386.247</b>	<b>\$356.974</b>	<b>\$381.819</b>	<b>\$382.519</b>	<b>\$382.512</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$636.319)</b>	<b>(\$733.622)</b>	<b>(\$756.422)</b>	<b>(\$840.397)</b>	<b>(\$943.599)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$656.246	\$671.391	\$676.039	\$680.186	\$683.033
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	111.134	45.976	37.785	38.485	38.023
Capital and Other Reimbursements	207.647	240.887	231.362	226.487	224.485
<b>Total Receipts</b>	<b>\$975.027</b>	<b>\$958.254</b>	<b>\$945.186</b>	<b>\$945.158</b>	<b>\$945.541</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$507.709	\$539.589	\$563.523	\$593.601	\$626.746
Overtime	105.690	108.081	106.731	107.001	108.219
Health and Welfare	108.162	119.508	126.665	138.379	150.461
OPEB Current Payment	62.966	66.731	69.857	74.471	79.371
Pensions	203.701	193.258	195.188	198.594	200.304
Other Fringe Benefits	126.921	135.806	141.913	149.357	156.264
GASB Account	12.593	13.346	13.971	14.894	15.874
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$1,127.742</b>	<b>\$1,176.319</b>	<b>\$1,217.848</b>	<b>\$1,276.297</b>	<b>\$1,337.239</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$133.479	\$103.801	\$107.115	\$111.580	\$115.901
Fuel	31.729	30.707	29.826	30.021	30.803
Insurance	23.588	30.751	34.857	39.196	45.516
Claims	2.953	2.346	2.400	2.455	2.505
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	77.745	85.441	75.197	81.229	99.998
Professional Service Contracts	39.783	44.568	30.492	29.656	30.790
Materials & Supplies	129.576	177.602	164.615	175.189	186.053
Other Business Expenses	20.751	16.341	15.258	15.932	16.335
<b>Total Non-Labor Expenses</b>	<b>\$459.604</b>	<b>\$491.557</b>	<b>\$459.760</b>	<b>\$485.258</b>	<b>\$527.901</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
<b>Total Other Expenditure Adjustments</b>	<b>\$24.000</b>	<b>\$24.000</b>	<b>\$24.000</b>	<b>\$24.000</b>	<b>\$24.000</b>
<b>Total Expenditures</b>	<b>\$1,611.346</b>	<b>\$1,691.876</b>	<b>\$1,701.608</b>	<b>\$1,785.555</b>	<b>\$1,889.140</b>
Cash Timing and Availability Adjustment	-	-	-	-	-
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$636.319)</b>	<b>(\$733.622)</b>	<b>(\$756.422)</b>	<b>(\$840.397)</b>	<b>(\$943.599)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$24.723	\$24.000	\$24.000	\$24.000	\$24.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	42.074	(8.423)	(8.698)	(8.980)	(9.297)
Capital and Other Reimbursements	(22.684)	(39.197)	(17.686)	(18.201)	(18.501)
<b>Total Receipts</b>	<b>\$44.113</b>	<b>(\$23.620)</b>	<b>(\$2.384)</b>	<b>(\$3.181)</b>	<b>(\$3.798)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$0.650)	\$2.712	\$2.774	\$2.836	\$2.831
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	(0.695)	-	-	-	-
Other Fringe Benefits	(1.400)	-	-	-	-
GASB Account	(12.593)	(13.346)	(13.971)	(14.894)	(15.874)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$15.338)</b>	<b>(\$10.634)</b>	<b>(\$11.197)</b>	<b>(\$12.058)</b>	<b>(\$13.043)</b>
<b><u>Non-Labor:</u></b>					
Electric Power	(\$33.371)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.348)	-	-	-	-
Insurance	1.022	0.190	0.197	0.217	(0.760)
Claims	1.132	1.810	1.829	1.848	1.865
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(6.943)	-	-	-	-
Professional Service Contracts	(1.262)	3.350	3.507	3.673	3.847
Materials & Supplies	18.484	11.084	3.323	(0.344)	(1.201)
Other Business Expenditures	(4.037)	0.732	0.647	0.662	0.675
<b>Total Non-Labor Expenses</b>	<b>(\$25.323)</b>	<b>\$17.166</b>	<b>\$9.503</b>	<b>\$6.056</b>	<b>\$4.426</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	(\$24.000)	(\$24.000)	(\$24.000)	(\$24.000)	(\$24.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$24.000)</b>	<b>(\$24.000)</b>	<b>(\$24.000)</b>	<b>(\$24.000)</b>	<b>(\$24.000)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$20.548)</b>	<b>(\$41.088)</b>	<b>(\$28.078)</b>	<b>(\$33.183)</b>	<b>(\$36.415)</b>
Depreciation Adjustment	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
OPEB Obligation	82.051	84.513	87.048	89.660	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>\$386.247</b>	<b>\$356.974</b>	<b>\$381.819</b>	<b>\$382.519</b>	<b>\$382.512</b>

**MTA Long Island Rail Road**  
**2014 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>	374,970	\$19.509	21.0%
<u>Unscheduled Service</u>	119,205	6.704	7.2%
<u>Programmatic/Routine Maintenance</u>	539,373	25.862	27.9%
<u>Unscheduled Maintenance</u>	6,229	0.284	0.3%
<u>Vacancy/Absentee Coverage</u>	644,837	31.963	34.5%
<u>Weather Emergencies</u>	143,533	7.618	8.2%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	18,168	0.814	0.9%
Subtotal	<b>1,846,315</b>	<b>\$92.755</b>	100.0%
<b><i>REIMBURSABLE OVERTIME</i></b>	294,728	15.326	
<b>TOTAL OVERTIME</b>	<b>2,141,043</b>	<b>\$108.081</b>	



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Ridership/ (Utilization)**  
(in millions)

	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
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**RIDERSHIP**

Monthly	46.206	46.678	47.006	47.307	47.337
Weekly	1.787	1.797	1.809	1.820	1.828
<b>Total Commutation</b>	<b>47.993</b>	<b>48.476</b>	<b>48.815</b>	<b>49.127</b>	<b>49.165</b>

One-Way Full Fare	8.120	8.211	8.267	8.318	8.354
One-Way Off Peak	17.514	17.857	17.979	18.089	18.168
All Other	9.594	9.728	9.827	9.885	9.926
<b>Total Commutation</b>	<b>35.228</b>	<b>35.796</b>	<b>36.074</b>	<b>36.293</b>	<b>36.449</b>

<b>Total Ridership</b>	<b>83.221</b>	<b>84.272</b>	<b>84.889</b>	<b>85.420</b>	<b>85.614</b>
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**FAREBOX REVENUE**

Passenger Revenue	\$631.523	\$647.391	\$652.039	\$656.186	\$659.033
<b>Total Revenue</b>	<b>\$631.523</b>	<b>\$647.391</b>	<b>\$652.039</b>	<b>\$656.186</b>	<b>\$659.033</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Executive VP	5	5	5	5	5
Labor Relations	18	18	18	18	18
Procurement & Logistics (excl. Stores)	88	83	83	80	81
Human Resources	32	32	38	48	51
Sr VP Administration	2	2	2	2	2
Strategic Investments	32	32	32	32	32
President	4	4	4	4	4
VP & CFO	2	2	2	2	2
Information Technology	162	164	165	165	172
Controller	45	46	46	46	46
Management and Budget	18	19	19	19	19
Process Re-Engineering	7	7	7	7	7
VP - East Side Access & Special Projects	34	42	42	42	42
Market Dev. & Public Affairs	61	61	61	61	61
Gen. Counsel & Secretary	30	30	30	30	30
Diversity Management	1	1	1	1	1
System Safety/Training	75	74	72	72	72
Security	6	11	11	11	11
Sr VP Operations/Serv. Planning	24	24	24	24	24
<b>Total Administration</b>	<b>646</b>	<b>657</b>	<b>662</b>	<b>669</b>	<b>680</b>
<b>Operations</b>					
Train Operations	1,992	2,025	2,159	2,251	2,397
Customer Service	299	299	299	296	302
<b>Total Operations</b>	<b>2,291</b>	<b>2,324</b>	<b>2,458</b>	<b>2,547</b>	<b>2,699</b>
<b>Maintenance</b>					
Engineering	1,722	1,740	1,768	1,761	1,755
Equipment	2,014	2,034	2,070	2,259	2,310
Procurement (Stores)	93	93	93	93	93
<b>Total Maintenance</b>	<b>3,829</b>	<b>3,867</b>	<b>3,931</b>	<b>4,113</b>	<b>4,158</b>
<b>Engineering/Capital</b>					
Department of Project Management	142	136	136	136	136
<b>Total Engineering/Capital</b>	<b>142</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Total Baseline Positions</b>	<b>6,908</b>	<b>6,984</b>	<b>7,187</b>	<b>7,465</b>	<b>7,673</b>
Non-Reimbursable	6,141	6,190	6,440	6,758	6,975
Reimbursable	767	794	747	707	698
Total Full-Time	6,908	6,984	7,187	7,465	7,673
Total Full-Time Equivalents					

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors	333	345	351	360	371
Professional, Technical, Clerical	313	312	311	309	309
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	646	657	662	669	680
<b>Operations</b>					
Managers/Supervisors	325	332	332	333	351
Professional, Technical, Clerical	167	167	167	163	163
Operational Hourlies	1,799	1,825	1,959	2,051	2,185
<b>Total Operations</b>	2,291	2,324	2,458	2,547	2,699
<b>Maintenance</b>					
Managers/Supervisors	744	760	770	813	807
Professional, Technical, Clerical	277	269	267	267	267
Operational Hourlies	2,808	2,838	2,894	3,033	3,084
<b>Total Maintenance</b>	3,829	3,867	3,931	4,113	4,158
<b>Engineering/Capital</b>					
Managers/Supervisors	106	99	99	99	99
Professional, Technical, Clerical	36	37	37	37	37
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	142	136	136	136	136
<b>Public Safety</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	-	-	-	-	-
<b>Total Positions</b>					
Managers/Supervisors	1,508	1,536	1,552	1,605	1,628
Professional, Technical, Clerical	793	785	782	776	776
Operational Hourlies	4,607	4,663	4,853	5,084	5,269
<b>Total Baseline Positions</b>	6,908	6,984	7,187	7,465	7,673

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 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	\$49.072	\$47.794	\$52.394	\$52.332	\$54.231	\$56.948	\$58.780	\$56.982	\$55.634	\$53.968	\$54.229	\$55.027	\$647.391
Vehicle Toll Revenue													
Other Operating Revenue	3.477	3.480	4.486	3.571	4.649	3.768	3.787	3.782	3.529	3.551	3.833	12.486	54.399
Capital and Other Reimbursements													
<b>Total Revenue</b>	<b>\$52.549</b>	<b>\$51.274</b>	<b>\$56.880</b>	<b>\$55.903</b>	<b>\$58.880</b>	<b>\$60.716</b>	<b>\$62.567</b>	<b>\$60.764</b>	<b>\$59.163</b>	<b>\$57.519</b>	<b>\$58.062</b>	<b>\$67.513</b>	<b>\$701.790</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$40.346	\$35.363	\$36.345	\$35.181	\$38.042	\$36.006	\$37.754	\$37.248	\$36.146	\$40.283	\$36.330	\$43.156	\$452.200
Overtime	7.702	8.682	6.014	7.490	6.804	6.886	9.111	7.439	7.941	7.568	7.368	9.750	92.755
Health and Welfare	8.996	9.023	8.646	8.380	8.624	8.665	8.281	8.599	8.282	8.591	8.727	8.542	103.356
OPEB Current Payment	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.560	66.731
Pensions	15.263	15.254	14.806	14.434	14.773	14.793	14.318	14.739	14.366	14.807	14.992	9.208	171.753
Other Fringe Benefits	10.530	10.332	9.707	10.969	10.015	9.964	11.645	9.712	10.275	8.586	7.266	7.352	116.353
Reimbursable Overhead	(1.602)	(1.642)	(2.209)	(2.580)	(2.069)	(2.083)	(2.623)	(2.169)	(2.928)	(2.029)	(1.972)	(2.188)	(26.094)
<b>Total Labor Expenses</b>	<b>\$86.8</b>	<b>\$82.6</b>	<b>\$78.9</b>	<b>\$79.4</b>	<b>\$81.8</b>	<b>\$79.8</b>	<b>\$84.0</b>	<b>\$81.1</b>	<b>\$79.6</b>	<b>\$83.4</b>	<b>\$78.3</b>	<b>\$81.4</b>	<b>\$977.054</b>
<b>Non-Labor:</b>													
Electric Power	\$8.741	\$8.373	\$8.162	\$7.828	\$8.402	\$9.254	\$9.487	\$10.024	\$9.351	\$7.892	\$8.062	\$8.179	\$103.755
Fuel	2.459	2.252	2.462	2.420	2.620	2.724	2.756	2.836	2.616	2.619	2.533	2.410	30.707
Insurance	1.981	1.981	1.992	1.992	2.153	2.154	2.154	2.154	2.154	2.154	2.223	2.251	25.343
Claims	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.350	4.156
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	5.528	5.570	5.364	5.737	6.064	5.906	6.200	5.991	6.149	6.333	6.347	6.362	71.551
Professional Service Contracts	2.334	2.874	3.091	3.236	3.399	3.166	3.182	3.379	3.258	3.736	3.356	4.572	39.583
Materials & Supplies	9.256	9.246	11.503	10.308	9.781	12.889	9.851	9.892	11.842	9.885	10.027	12.028	126.508
Other Business Expenses	1.243	1.197	1.271	1.258	1.279	1.335	1.347	1.316	1.328	1.302	1.280	1.511	15.667
<b>Total Non-Labor Expenses</b>	<b>\$31.888</b>	<b>\$31.839</b>	<b>\$34.191</b>	<b>\$33.125</b>	<b>\$34.044</b>	<b>\$37.774</b>	<b>\$35.323</b>	<b>\$35.938</b>	<b>\$37.044</b>	<b>\$34.267</b>	<b>\$34.174</b>	<b>\$37.663</b>	<b>\$417.270</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>-</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 Expenses before Non-Cash Liability Adjs.</b>	<b>\$118.684</b>	<b>\$114.412</b>	<b>\$113.061</b>	<b>\$112.560</b>	<b>\$115.794</b>	<b>\$117.566</b>	<b>\$119.370</b>	<b>\$117.067</b>	<b>\$116.687</b>	<b>\$117.634</b>	<b>\$112.446</b>	<b>\$119.043</b>	<b>\$1,394.324</b>
Depreciation	25.167	25.167	23.490	31.391	26.332	26.399	25.487	25.518	25.649	25.652	25.649	25.648	311.549
OPEB Obligation	6.420	7.094	6.320	7.001	6.987	6.615	6.504	7.004	7.231	7.284	7.437	8.616	84.513
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Total Expenses</b>	<b>\$150.438</b>	<b>\$146.840</b>	<b>\$143.038</b>	<b>\$151.119</b>	<b>\$149.280</b>	<b>\$150.747</b>	<b>\$151.528</b>	<b>\$149.756</b>	<b>\$149.734</b>	<b>\$150.737</b>	<b>\$145.699</b>	<b>\$153.470</b>	<b>\$1,792.386</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$97.889)</b>	<b>(\$95.566)</b>	<b>(\$86.158)</b>	<b>(\$95.216)</b>	<b>(\$90.400)</b>	<b>(\$90.031)</b>	<b>(\$88.961)</b>	<b>(\$88.992)</b>	<b>(\$90.571)</b>	<b>(\$93.218)</b>	<b>(\$87.637)</b>	<b>(\$85.957)</b>	<b>(\$1,090.596)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	25.167	25.167	23.490	31.391	26.332	26.399	25.487	25.518	25.649	25.652	25.649	25.648	311.549
Operating Capital	(0.880)	(0.880)	(2.990)	(3.509)	(3.302)	(3.251)	(3.039)	(4.169)	(2.889)	(2.883)	(2.883)	(2.900)	(33.575)
Other Cash Adjustments	3.098	15.552	7.617	1.588	(1.160)	9.488	2.310	11.435	10.828	5.895	22.203	(9.855)	79.000
<b>Total Cash Conversion Adjustments</b>	<b>\$27.385</b>	<b>\$39.839</b>	<b>\$28.117</b>	<b>\$29.470</b>	<b>\$21.870</b>	<b>\$32.636</b>	<b>\$24.758</b>	<b>\$32.784</b>	<b>\$33.588</b>	<b>\$28.664</b>	<b>\$44.969</b>	<b>\$12.894</b>	<b>\$356.974</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$70.504)</b>	<b>(\$55.727)</b>	<b>(\$58.041)</b>	<b>(\$65.746)</b>	<b>(\$68.530)</b>	<b>(\$57.395)</b>	<b>(\$64.203)</b>	<b>(\$56.208)</b>	<b>(\$56.983)</b>	<b>(\$64.554)</b>	<b>(\$42.668)</b>	<b>(\$73.063)</b>	<b>(\$733.622)</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 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	\$49.072	\$47.794	\$52.394	\$52.332	\$54.231	\$56.948	\$58.780	\$56.982	\$55.634	\$53.968	\$54.229	\$55.027	\$647.391
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.477	3.480	4.486	3.571	4.649	3.768	3.787	3.782	3.529	3.551	3.833	12.486	54.399
Capital and Other Reimbursements	16.135	16.231	23.727	27.727	24.199	23.924	28.077	25.381	27.737	23.310	21.194	22.442	280.084
<b>Total Revenue</b>	<b>\$68.684</b>	<b>\$67.505</b>	<b>\$80.607</b>	<b>\$83.630</b>	<b>\$83.079</b>	<b>\$84.640</b>	<b>\$90.644</b>	<b>\$86.145</b>	<b>\$86.900</b>	<b>\$80.829</b>	<b>\$79.256</b>	<b>\$89.955</b>	<b>\$981.874</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$45.992	\$41.062	\$43.641	\$44.091	\$45.276	\$43.305	\$47.291	\$44.897	\$45.453	\$47.611	\$42.961	\$50.721	\$542.301
Overtime	8.368	9.301	7.505	9.189	8.627	8.357	10.565	8.799	9.380	8.870	8.402	10.718	108.081
Health and Welfare	9.963	9.995	9.978	9.992	9.980	10.002	9.979	9.980	9.942	9.914	9.902	9.881	119.508
OPEB Current Payment	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	66.731
Pensions	16.571	16.572	16.572	16.571	16.572	16.572	16.571	16.571	16.571	16.571	16.572	10.972	193.258
Other Fringe Benefits	11.695	11.502	11.311	12.911	11.648	11.574	13.690	11.375	12.274	10.180	8.681	8.965	135.806
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$98.150</b>	<b>\$93.993</b>	<b>\$94.568</b>	<b>\$98.315</b>	<b>\$97.664</b>	<b>\$95.371</b>	<b>\$103.657</b>	<b>\$97.183</b>	<b>\$99.181</b>	<b>\$98.707</b>	<b>\$92.079</b>	<b>\$96.817</b>	<b>\$1,165.685</b>
<b>Non-Labor:</b>													
Electric Power	\$8.745	\$8.377	\$8.166	\$7.832	\$8.406	\$9.258	\$9.491	\$10.028	\$9.355	\$7.896	\$8.066	\$8.181	\$103.801
Fuel	2.459	2.252	2.462	2.420	2.620	2.724	2.756	2.836	2.616	2.619	2.533	2.410	30.707
Insurance	2.262	2.261	2.471	2.574	2.638	2.633	2.790	2.661	2.760	2.617	2.605	2.669	30.941
Claims	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.350	4.156
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.188	6.219	7.178	7.697	7.884	6.981	7.472	7.158	7.220	7.243	7.134	7.067	85.441
Professional Service Contracts	3.007	3.548	3.790	3.945	4.098	3.863	3.890	4.078	3.964	4.433	4.042	5.260	47.918
Materials & Supplies	12.304	12.335	16.419	15.781	14.941	18.862	15.579	16.725	17.535	15.664	15.439	17.102	188.686
Other Business Expenses	1.358	1.312	1.388	1.377	1.396	1.452	1.466	1.433	1.447	1.419	1.396	1.629	17.073
<b>Total Non-Labor Expenses</b>	<b>\$36.669</b>	<b>\$36.650</b>	<b>\$42.220</b>	<b>\$41.972</b>	<b>\$42.329</b>	<b>\$46.119</b>	<b>\$43.790</b>	<b>\$45.265</b>	<b>\$45.243</b>	<b>\$42.237</b>	<b>\$41.561</b>	<b>\$44.668</b>	<b>\$508.723</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>\$134.819</b>	<b>\$130.643</b>	<b>\$136.788</b>	<b>\$140.287</b>	<b>\$139.993</b>	<b>\$141.490</b>	<b>\$147.447</b>	<b>\$142.448</b>	<b>\$144.424</b>	<b>\$140.944</b>	<b>\$133.640</b>	<b>\$141.485</b>	<b>\$1,674.408</b>
Depreciation	25.167	25.167	23.490	31.391	26.332	26.399	25.487	25.518	25.649	25.652	25.649	25.648	311.549
OPEB Obligation	6.420	7.094	6.320	7.001	6.987	6.615	6.504	7.004	7.231	7.284	7.437	8.616	84.513
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Total Expenses</b>	<b>\$166.573</b>	<b>\$163.071</b>	<b>\$166.765</b>	<b>\$178.846</b>	<b>\$173.479</b>	<b>\$174.671</b>	<b>\$179.605</b>	<b>\$175.137</b>	<b>\$177.471</b>	<b>\$174.047</b>	<b>\$166.893</b>	<b>\$175.912</b>	<b>\$2,072.470</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$97.889)</b>	<b>(\$95.566)</b>	<b>(\$86.158)</b>	<b>(\$95.216)</b>	<b>(\$90.400)</b>	<b>(\$90.031)</b>	<b>(\$88.961)</b>	<b>(\$88.992)</b>	<b>(\$90.571)</b>	<b>(\$93.218)</b>	<b>(\$87.637)</b>	<b>(\$85.957)</b>	<b>(\$1,090.596)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	25.167	25.167	23.490	31.391	26.332	26.399	25.487	25.518	25.649	25.652	25.649	25.648	311.549
Operating Capital	(0.880)	(0.880)	(2.990)	(3.509)	(3.302)	(3.251)	(3.039)	(4.169)	(2.889)	(2.883)	(2.883)	(2.900)	(33.575)
Other Cash Adjustments	3.098	15.552	7.617	1.588	(1.160)	9.488	2.310	11.435	10.828	5.895	22.203	(9.855)	79.000
<b>Total Cash Conversion Adjustments</b>	<b>27.385</b>	<b>39.839</b>	<b>28.117</b>	<b>29.470</b>	<b>21.870</b>	<b>32.636</b>	<b>24.758</b>	<b>32.784</b>	<b>33.588</b>	<b>28.664</b>	<b>44.969</b>	<b>12.894</b>	<b>356.974</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$70.504)</b>	<b>(\$55.727)</b>	<b>(\$58.041)</b>	<b>(\$65.746)</b>	<b>(\$68.530)</b>	<b>(\$57.395)</b>	<b>(\$64.203)</b>	<b>(\$56.208)</b>	<b>(\$56.983)</b>	<b>(\$64.554)</b>	<b>(\$42.668)</b>	<b>(\$73.063)</b>	<b>(\$733.622)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 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	\$51.072	\$49.794	\$54.394	\$54.332	\$56.231	\$58.948	\$60.780	\$58.982	\$57.634	\$55.968	\$56.229	\$57.027	\$671.391
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.733	2.736	3.742	2.939	3.906	3.024	3.161	3.043	2.902	2.812	3.094	11.884	45.976
Capital and Other Reimbursements	14.850	17.199	18.092	13.586	17.285	18.223	19.924	21.357	17.741	30.336	29.331	22.963	240.887
<b>Total Receipts</b>	<b>\$68.655</b>	<b>\$69.729</b>	<b>\$76.228</b>	<b>\$70.857</b>	<b>\$77.422</b>	<b>\$80.195</b>	<b>\$83.865</b>	<b>\$83.382</b>	<b>\$78.277</b>	<b>\$89.116</b>	<b>\$88.654</b>	<b>\$91.874</b>	<b>\$958.254</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$49.579	\$40.550	\$40.246	\$40.547	\$50.290	\$40.425	\$47.106	\$45.567	\$41.084	\$52.009	\$41.318	\$50.868	\$539.589
Overtime	10.265	9.106	7.310	7.156	10.588	8.161	10.370	8.604	7.309	10.893	8.207	10.112	108.081
Health and Welfare	9.963	9.995	9.978	9.992	9.980	10.002	9.979	9.980	9.942	9.914	9.902	9.881	119.508
OPEB Current Payment	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.560	66.731
Pensions	9.833	9.834	16.572	16.571	16.572	16.572	16.571	16.571	16.571	16.571	16.572	24.448	193.258
Other Fringe Benefits	13.669	11.317	10.682	11.836	13.237	11.026	12.286	13.145	10.705	11.776	8.333	7.794	135.806
GASB Account	-	-	-	-	-	-	-	-	-	-	-	13.346	13.346
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$98.870</b>	<b>\$86.363</b>	<b>\$90.349</b>	<b>\$91.663</b>	<b>\$106.228</b>	<b>\$91.747</b>	<b>\$101.873</b>	<b>\$99.428</b>	<b>\$91.172</b>	<b>\$106.724</b>	<b>\$89.893</b>	<b>\$122.009</b>	<b>\$1,176.319</b>
<b>Non-Labor:</b>													
Electric Power	\$8.745	\$8.377	\$8.166	\$7.832	\$8.406	\$9.258	\$9.491	\$10.028	\$9.355	\$7.896	\$8.066	\$8.181	\$103.801
Fuel	2.459	2.252	2.462	2.420	2.620	2.724	2.756	2.836	2.616	2.619	2.533	2.410	30.707
Insurance	5.433	2.955	0.674	3.599	(0.808)	3.346	5.532	0.067	3.100	2.887	2.738	1.228	30.751
Claims	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.190	2.346
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	5.939	5.968	7.178	7.697	7.884	6.981	7.472	7.158	7.220	7.243	7.134	7.567	85.441
Professional Service Contracts	3.534	2.866	3.108	4.472	3.416	3.181	4.417	3.396	3.282	4.961	3.360	4.575	44.568
Materials & Supplies	10.685	13.227	18.808	15.407	14.673	16.765	12.925	13.107	14.931	17.785	14.066	15.223	177.602
Other Business Expenditures	1.298	1.252	1.328	1.317	1.337	1.392	1.406	1.374	1.388	1.359	1.336	1.554	16.341
<b>Total Non-Labor Expenditures</b>	<b>\$38.289</b>	<b>\$37.093</b>	<b>\$41.920</b>	<b>\$42.940</b>	<b>\$37.724</b>	<b>\$43.843</b>	<b>\$44.195</b>	<b>\$38.162</b>	<b>\$42.088</b>	<b>\$44.946</b>	<b>\$39.429</b>	<b>\$40.928</b>	<b>\$491.557</b>
<b>Other Adjustments:</b>													
Other	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$24.000
<b>Total Other Expenditure Adjustments</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$24.000</b>
<b>Total Expenditures</b>	<b>\$139.159</b>	<b>\$125.456</b>	<b>\$134.269</b>	<b>\$136.603</b>	<b>\$145.952</b>	<b>\$137.590</b>	<b>\$148.068</b>	<b>\$139.590</b>	<b>\$135.260</b>	<b>\$153.670</b>	<b>\$131.322</b>	<b>\$164.937</b>	<b>\$1,691.876</b>
Cash Timing and Availability Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Baseline Net Cash Deficit</b>	<b>(\$70.504)</b>	<b>(\$55.727)</b>	<b>(\$58.041)</b>	<b>(\$65.746)</b>	<b>(\$68.530)</b>	<b>(\$57.395)</b>	<b>(\$64.203)</b>	<b>(\$56.208)</b>	<b>(\$56.983)</b>	<b>(\$64.554)</b>	<b>(\$42.668)</b>	<b>(\$73.063)</b>	<b>(\$733.622)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 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	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$24.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(0.744)	(0.744)	(0.744)	(0.632)	(0.743)	(0.744)	(0.626)	(0.739)	(0.627)	(0.739)	(0.739)	(0.602)	(8.423)
Capital and Other Reimbursements	(1.285)	0.968	(5.635)	(14.141)	(6.914)	(5.701)	(8.153)	(4.024)	(9.996)	7.026	8.137	0.521	(39.197)
<b>Total Receipts</b>	<b>(\$0.029)</b>	<b>\$2.224</b>	<b>(\$4.379)</b>	<b>(\$12.773)</b>	<b>(\$5.657)</b>	<b>(\$4.445)</b>	<b>(\$6.779)</b>	<b>(\$2.763)</b>	<b>(\$8.623)</b>	<b>\$8.287</b>	<b>\$9.398</b>	<b>\$1.919</b>	<b>(\$23.620)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$3.587)	\$0.512	\$3.395	\$3.544	(\$5.014)	\$2.880	\$0.185	(\$0.670)	\$4.369	(\$4.398)	\$1.643	(\$0.147)	\$2.712
Overtime	(1.897)	0.195	0.195	2.033	(1.961)	0.196	0.195	0.195	2.071	(2.023)	0.195	0.606	-
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	6.738	6.738	-	-	-	-	-	-	-	-	-	(13.476)	-
Other Fringe Benefits	(1.974)	0.185	0.629	1.075	(1.589)	0.548	1.404	(1.770)	1.569	(1.596)	0.348	1.171	0.000
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(13.346)	(13.346)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	0.000	(0.000)	(0.000)
<b>Total Labor Expenditures</b>	<b>(\$0.720)</b>	<b>\$7.630</b>	<b>\$4.219</b>	<b>\$6.652</b>	<b>(\$8.564)</b>	<b>\$3.624</b>	<b>\$1.784</b>	<b>(\$2.245)</b>	<b>\$8.009</b>	<b>(\$8.017)</b>	<b>\$2.186</b>	<b>(\$25.192)</b>	<b>(\$10.634)</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	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	(3.171)	(0.694)	1.797	(1.025)	3.446	(0.713)	(2.742)	2.594	(0.340)	(0.270)	(0.133)	1.441	0.190
Claims	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.160	1.810
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.249	0.251	-	-	-	-	-	-	-	-	-	(0.500)	(0.000)
Professional Service Contracts	(0.527)	0.682	0.682	(0.527)	0.682	0.682	(0.527)	0.682	0.682	(0.528)	0.682	0.685	3.350
Materials & Supplies	1.619	(0.892)	(2.389)	0.374	0.268	2.097	2.654	3.618	2.604	(2.121)	1.373	1.879	11.084
Other Business Expenditures	0.060	0.060	0.060	0.060	0.059	0.060	0.060	0.059	0.059	0.060	0.060	0.075	0.732
<b>Total Non-Labor Expenditures</b>	<b>(\$1.620)</b>	<b>(\$0.443)</b>	<b>\$0.300</b>	<b>(\$0.968)</b>	<b>\$4.605</b>	<b>\$2.276</b>	<b>(\$0.405)</b>	<b>\$7.103</b>	<b>\$3.155</b>	<b>(\$2.709)</b>	<b>\$2.132</b>	<b>\$3.740</b>	<b>\$17.166</b>
<b>Other Adjustments:</b>													
Other	(\$2.000)	(\$2.000)	(\$2.000)	(\$2.000)	(\$2.000)	(\$2.000)	(\$2.000)	(\$2.000)	(\$2.000)	(\$2.000)	(\$2.000)	(\$2.000)	(\$24.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$2.000)</b>	<b>(\$24.000)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$4.369)</b>	<b>\$7.411</b>	<b>(\$1.860)</b>	<b>(\$9.089)</b>	<b>(\$11.616)</b>	<b>(\$0.545)</b>	<b>(\$7.400)</b>	<b>\$0.095</b>	<b>\$0.541</b>	<b>(\$4.439)</b>	<b>\$11.716</b>	<b>(\$21.533)</b>	<b>(\$41.088)</b>
Depreciation Adjustment	25.167	25.167	23.490	31.391	26.332	26.399	25.487	25.518	25.649	25.652	25.649	25.648	311.549
OPEB Obligation	6.420	7.094	6.320	7.001	6.987	6.615	6.504	7.004	7.231	7.284	7.437	8.616	84.513
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$27.385</b>	<b>\$39.839</b>	<b>\$28.117</b>	<b>\$29.470</b>	<b>\$21.870</b>	<b>\$32.636</b>	<b>\$24.758</b>	<b>\$32.784</b>	<b>\$33.588</b>	<b>\$28.664</b>	<b>\$44.969</b>	<b>\$12.894</b>	<b>\$356.974</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
**(\$ 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>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$2.319	\$2.259	\$0.767	\$1.703	\$1.470	\$0.803	\$1.732	\$0.819	\$1.711	\$1.642	\$1.766	\$2.520	\$19.509
<u>Unscheduled Service</u>	0.557	0.530	0.410	0.550	0.590	0.757	0.688	0.486	0.500	0.476	0.551	0.610	6.704
<u>Programmatic/Routine Maintenance</u>	1.719	2.243	1.906	2.332	2.006	2.219	2.572	2.238	2.533	2.023	1.816	2.255	25.862
<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>	1.804	2.264	1.923	2.459	2.347	2.653	3.711	3.468	2.772	2.955	2.607	3.001	31.963
<u>Weather Emergencies</u>	1.205	1.297	0.916	0.357	0.303	0.365	0.317	0.340	0.336	0.378	0.538	1.267	7.618
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.067	0.067	0.067	0.067	0.067	0.067	0.068	0.068	0.069	0.068	0.068	0.069	0.814
<b>Sub-Total</b>	<b>\$7.702</b>	<b>\$8.682</b>	<b>\$6.014</b>	<b>\$7.490</b>	<b>\$6.804</b>	<b>\$6.886</b>	<b>\$9.111</b>	<b>\$7.439</b>	<b>\$7.941</b>	<b>\$7.568</b>	<b>\$7.368</b>	<b>\$9.750</b>	<b>\$92.755</b>
<b>REIMBURSABLE OVERTIME</b>	\$0.666	\$0.619	\$1.491	\$1.699	\$1.823	\$1.471	\$1.454	\$1.360	\$1.439	\$1.302	\$1.034	\$0.968	\$15.326
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$8.368</b>	<b>\$9.301</b>	<b>\$7.505</b>	<b>\$9.189</b>	<b>\$8.627</b>	<b>\$8.356</b>	<b>\$10.565</b>	<b>\$8.799</b>	<b>\$9.380</b>	<b>\$8.870</b>	<b>\$8.402</b>	<b>\$10.720</b>	<b>\$108.081</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 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	3.865	3.527	3.990	4.075	3.920	3.947	3.928	3.639	3.906	4.354	3.506	4.020	<b>46.678</b>
Weekly	0.138	0.129	0.145	0.142	0.136	0.160	0.184	0.215	0.151	0.150	0.112	0.136	<b>1.797</b>
<b>Total Commutation</b>	<b>4.003</b>	<b>3.656</b>	<b>4.136</b>	<b>4.217</b>	<b>4.056</b>	<b>4.107</b>	<b>4.112</b>	<b>3.854</b>	<b>4.056</b>	<b>4.503</b>	<b>3.618</b>	<b>4.156</b>	<b>48.476</b>
One-Way Full Fare	0.570	0.543	0.654	0.661	0.694	0.737	0.775	0.754	0.736	0.718	0.672	0.697	<b>8.211</b>
One-Way Off-Peak	1.294	1.163	1.366	1.404	1.516	1.586	1.762	1.701	1.545	1.410	1.492	1.618	<b>17.857</b>
All Other	0.670	0.652	0.760	0.792	0.809	0.898	0.928	0.953	0.825	0.793	0.786	0.861	<b>9.728</b>
<b>Total Non-Commutation</b>	<b>2.534</b>	<b>2.357</b>	<b>2.780</b>	<b>2.857</b>	<b>3.019</b>	<b>3.222</b>	<b>3.465</b>	<b>3.408</b>	<b>3.106</b>	<b>2.921</b>	<b>2.950</b>	<b>3.176</b>	<b>35.796</b>
<b>Total Ridership</b>	<b>6.537</b>	<b>6.013</b>	<b>6.916</b>	<b>7.074</b>	<b>7.076</b>	<b>7.329</b>	<b>7.577</b>	<b>7.262</b>	<b>7.163</b>	<b>7.424</b>	<b>6.569</b>	<b>7.332</b>	<b>84.272</b>
<b><u>FAREBOX</u></b>													
Passenger Revenue	\$49.072	\$47.794	\$52.394	\$52.332	\$54.231	\$56.948	\$58.780	\$56.982	\$55.634	\$53.968	\$54.229	\$55.027	<b>\$647.391</b>
<b>Total Revenue</b>	<b>\$49.072</b>	<b>\$47.794</b>	<b>\$52.394</b>	<b>\$52.332</b>	<b>\$54.231</b>	<b>\$56.948</b>	<b>\$58.780</b>	<b>\$56.982</b>	<b>\$55.634</b>	<b>\$53.968</b>	<b>\$54.229</b>	<b>\$55.027</b>	<b>\$647.391</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 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	345	345	346	345	345	346	345	345	345	345	345	345
Professional, Technical, Clerical	312	312	312	312	312	312	312	312	312	312	312	312
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>657</b>	<b>657</b>	<b>658</b>	<b>657</b>	<b>657</b>	<b>658</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>
<b>Operations</b>												
Managers/Supervisors	328	328	328	328	328	329	333	333	332	332	332	332
Professional, Technical, Clerical	168	168	168	169	172	179	179	179	172	168	167	167
Operational Hourlies	1,847	1,864	1,863	1,864	1,853	1,857	1,839	1,839	1,834	1,827	1,827	1,825
<b>Total Operations</b>	<b>2,343</b>	<b>2,360</b>	<b>2,359</b>	<b>2,361</b>	<b>2,353</b>	<b>2,365</b>	<b>2,351</b>	<b>2,351</b>	<b>2,338</b>	<b>2,327</b>	<b>2,326</b>	<b>2,324</b>
<b>Maintenance</b>												
Managers/Supervisors	760	760	758	759	758	759	759	759	759	759	759	760
Professional, Technical, Clerical	269	269	269	269	269	269	269	269	269	269	269	269
Operational Hourlies	2,871	2,877	2,867	2,875	2,875	2,875	2,877	2,878	2,865	2,857	2,849	2,838
<b>Total Maintenance</b>	<b>3,900</b>	<b>3,906</b>	<b>3,894</b>	<b>3,903</b>	<b>3,902</b>	<b>3,903</b>	<b>3,905</b>	<b>3,906</b>	<b>3,893</b>	<b>3,885</b>	<b>3,877</b>	<b>3,867</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	98	98	98	98	98	100	100	100	98	98	98	99
Professional, Technical, Clerical	37	37	37	37	37	37	37	37	37	37	37	37
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>137</b>	<b>137</b>	<b>137</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>136</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	1,531	1,531	1,530	1,530	1,529	1,534	1,537	1,537	1,534	1,534	1,534	1,536
Professional, Technical, Clerical	786	786	786	787	790	797	797	797	790	786	785	785
Operational Hourlies	4,718	4,741	4,730	4,739	4,728	4,732	4,716	4,717	4,699	4,684	4,676	4,663
<b>Total Positions</b>	<b>7,035</b>	<b>7,058</b>	<b>7,046</b>	<b>7,056</b>	<b>7,047</b>	<b>7,063</b>	<b>7,050</b>	<b>7,051</b>	<b>7,023</b>	<b>7,004</b>	<b>6,995</b>	<b>6,984</b>

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# **Metro-North Railroad**

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's 2013 Final Estimate, 2014 Adopted Budget, and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan, which were adopted by the Board in December 2013, as well as other technical adjustments.

These adjustments are presented on the reconciliation schedules from the November Financial Plan which are included with this submission and are described below:

- As part of the July 2013 Financial Plan, the MTA restored \$18 million per year in service and service quality investments. The Metro-North share of these service improvements reflects the expanded installation of real-time train status information monitors at all New York State stations at a non-reimbursable capital cost of \$0.4 million in 2013 and \$1.7 million annually from 2014-2020.
- A cost of \$1.4 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training to all employees.
- Refinements to reimbursable project expenditures (and reimbursements) in 2014 and 2015 include:
  - \$8.0 million in 2014 for Superstorm Sandy restoration work.
  - \$10.9 million for the relocation of offices and equipment from 347 Madison Avenue to the Graybar Building (420 Lexington Avenue) of which \$7.9 million is included in 2014 and \$3.0 million is added in 2015.
- 2014 includes a projected reimbursement of \$10 million from Con Edison for losses incurred from the New Haven Line power outage that began on September 25, 2013 and ended October 6, 2013.
- The November Plan included a 2014 provision for traction and power upon a final reconciliation of 2010 NYPA billings. This adjustment reflects a change in the timing assumptions, shifting \$0.6 million to 2013 from 2014.

Attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,900</b>	<b>(\$679.759)</b>	<b>6,005</b>	<b>(\$704.899)</b>	<b>5,982</b>	<b>(\$724.746)</b>	<b>5,971</b>	<b>(\$739.273)</b>	<b>5,978</b>	<b>(\$766.548)</b>
<b>Technical Adjustments:</b>										
Correction of Non-Reimbursable/Reimbursable Positions			37							
Miscellaneous OH Recovery Adjustment for Capital Projects						(0.147)		(0.146)		(0.148)
Sub-Total Technical Adjustments	0	\$0.000	37	\$0.000	0	(\$0.147)	0	(\$0.146)	0	(\$0.148)
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA		(0.634)		0.634						
Con Edison (MNR)				10.000						
EEO Training		(1.381)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$2.015)	0	\$10.634	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,900</b>	<b>(\$681.774)</b>	<b>5,968</b>	<b>(\$694.265)</b>	<b>5,982</b>	<b>(\$724.893)</b>	<b>5,971</b>	<b>(\$739.419)</b>	<b>5,978</b>	<b>(\$766.696)</b>



**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>578</b>	<b>\$0.000</b>	<b>578</b>	<b>\$0.000</b>	<b>615</b>	<b>\$0.000</b>	<b>625</b>	<b>\$0.000</b>	<b>625</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
<i>MNR - MTA</i>				15.829		2.927				
<i>MNR - CDOT</i>										
<i>Hurricane Sandy Restoration - Power Systems</i>				(7.972)						
<i>347 Madison Avenue Relocation</i>				(7.857)		(2.927)				
<i>Correction of Non-Reimbursable/Reimbursable Positions</i>				(37)						
Sub-Total Technical Adjustments	0	\$0.000	(37)	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>578</b>	<b>\$0.000</b>	<b>615</b>	<b>\$0.000</b>	<b>615</b>	<b>\$0.000</b>	<b>625</b>	<b>\$0.000</b>	<b>625</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
(\$ in millions)

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>6,478</b>	<b>(\$402.900)</b>	<b>6,583</b>	<b>(\$469.118)</b>	<b>6,597</b>	<b>(\$459.372)</b>	<b>6,596</b>	<b>(\$463.765)</b>	<b>6,603</b>	<b>(\$488.663)</b>
<b>Technical Adjustments:</b>										
MNR - MTA			15.829		2.927					
MNR - CDOT			-		-					
Hurricane Sandy Restoration - Power Systems			(7.972)		-					
347 Madison Avenue Relocation			(7.857)		(2.927)					
Miscellaneous OH Recovery Adjustment for Capital Projects					(0.147)		(0.146)		(0.148)	
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	(\$0.147)	0	(\$0.146)	0	(\$0.148)
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)		(0.365)		(1.690)		(1.690)		(1.690)		(1.690)
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA		(0.634)		0.634						
Con Edison (MNR)				10.000						
EEO Training		(1.381)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$2.380)	0	\$8.944	0	(\$1.690)	0	(\$1.690)	0	(\$1.690)
<b>2014 February Financial Plan: Cash Baseline Surplus/(Deficit)</b>	<b>6,478</b>	<b>(\$405.280)</b>	<b>6,583</b>	<b>(\$460.174)</b>	<b>6,597</b>	<b>(\$461.209)</b>	<b>6,596</b>	<b>(\$465.601)</b>	<b>6,603</b>	<b>(\$490.501)</b>

**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2014 MTA Re-estimates							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	\$660.112							\$660.112
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue	56.389							56.389
<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>Total Revenue</b>	<b>\$716.501</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$716.501</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$431.522							\$431.522
Overtime	60.376							60.376
Health and Welfare	106.748							106.748
OPEB Current Payment	22.049							22.049
Pensions	75.961							75.961
Other Fringe Benefits	102.307							102.307
Reimbursable Overhead	(40.514)							(40.514)
<b>Total Labor Expenses</b>	<b>\$758.450</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>\$758.450</b>
<b>Non-Labor:</b>								
Electric Power	\$86.801	\$0.000	\$0.000	(\$0.634)	\$0.000	\$0.000	\$0.000	\$86.167
Fuel	26.607	0.000	0.000	0.000	0.000	0.000	0.000	26.607
Insurance	18.313							18.313
Claims	0.535							0.535
Paratransit Service Contracts	0.000							
Maintenance and Other Operating Contracts	107.353							107.353
Professional Service Contracts	28.940							28.940
Materials & Supplies	72.718							72.718
Other Business Expenses	25.548				(10.000)			15.548
<b>Total Non-Labor Expenses</b>	<b>\$366.814</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$356.180</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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,125.265</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,114.631</b>
Depreciation	\$227.237							\$227.237
OPEB Obligation	65.098							65.098
Environmental Remediation	3.800							3.800
<b>Total Expenses</b>	<b>\$1,421.400</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,410.766</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$704.899)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$694.265)</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	\$227.237							\$227.237
Operating/Capital	(43.007)	(1.690)						(44.697)
Other Cash Adjustments	51.550							51.550
<b>Total Cash Conversion Adjustments</b>	<b>\$235.780</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$234.090</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$469.119)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$460.175)</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	MTA Re-estimates					All Other	
	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training			
<b>Revenue</b>								
Farebox Revenue	\$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
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>Capital &amp; Other Reimbursements:</i>								
MTA	113.125						15.829	128.954
CDOT	61.342							61.342
Other	16.278							16.278
<b>Total Capital and Other Reimbursements</b>	<b>190.745</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>15.829</b>	<b>206.574</b>
<b>Total Revenue</b>	<b>\$190.745</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$206.574</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$44.707							\$44.707
Overtime	15.862							15.862
Health and Welfare	15.025							15.025
OPEB Current Payment	0.000							0.000
Pensions	8.904							8.904
Other Fringe Benefits	10.370							10.370
Reimbursable Overhead	38.836							38.836
<b>Total Labor Expenses</b>	<b>\$133.705</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$133.705</b>
<b>Non-Labor:</b>								
Electric Power	\$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
Insurance	3.818							3.818
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	12.010							12.010
Professional Service Contracts	19.629						0.930	20.559
Materials & Supplies	20.945						14.899	35.844
Other Business Expenses	0.638							0.638
<b>Total Non-Labor Expenses</b>	<b>\$57.040</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$72.869</b>
<b>Other Expense Adjustments:</b>								
Other	\$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>Total Expenses before Depreciation</b>	<b>\$190.745</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$206.574</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$190.745</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$206.574</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>Cash Conversion Adjustments:</b>								
Depreciation	\$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
Other Cash Adjustments	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>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>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	MTA Re-estimates					All Other	
	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training			
<b>Revenue</b>								
Farebox Revenue	\$660.112							\$660.112
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue	56.389							56.389
Capital & Other Reimbursements:	0.000							
MTA	113.125						15.829	128.954
CDOT	61.342							61.342
Other	16.278							16.278
<b>Total Capital and Other Reimbursements</b>	<b>190.745</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>15.829</b>	<b>206.574</b>
<b>Total Revenue</b>	<b>\$907.247</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$923.076</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$476.229							\$476.229
Overtime	76.239							76.239
Health and Welfare	121.774							121.774
OPEB Current Payment	22.049							22.049
Pensions	84.865							84.865
Other Fringe Benefits	112.678							112.678
Reimbursable Overhead	(1.678)							(1.678)
<b>Total Labor Expenses</b>	<b>\$892.155</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$892.155</b>
<b>Non-Labor:</b>								
Electric Power	\$86.801	\$0.000	\$0.000	(\$0.634)	\$0.000	\$0.000	\$0.000	\$86.167
Fuel	26.607	0.000	0.000	0.000	0.000	0.000	0.000	26.607
Insurance	22.131							22.131
Claims	0.535							0.535
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	119.363							119.363
Professional Service Contracts	48.570						0.930	49.499
Materials & Supplies	93.662						14.899	108.562
Other Business Expenses	26.187				(10.000)			16.187
<b>Total Non-Labor Expenses</b>	<b>\$423.855</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$429.050</b>
<b>Other Expense Adjustments:</b>								
Other	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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,316.010</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$1,321.205</b>
Depreciation	\$227.237							\$227.237
OPEB Obligation	65.098							65.098
Environmental Remediation	3.800							3.800
<b>Total Expenses</b>	<b>\$1,612.146</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$1,617.341</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$704.899)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$694.265)</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	\$227.237							\$227.237
Operating/Capital	(43.007)	(1.690)						(44.697)
Other Cash Adjustments	51.550							51.550
<b>Total Cash Conversion Adjustments</b>	<b>\$235.780</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$234.090</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$469.119)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$460.175)</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the November Forecast by Generic Category**  
(\$ in millions)

CASH RECIEPTS & EXPENDITURES	2014							February Adopted Budget
	2014 Final Proposed Budget	MTA Re-estimates					All Other	
	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training			
<b>Receipts</b>								
Farebox Revenue	\$666.414							\$666.414
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue	71.957							71.957
<i>Capital &amp; Other Reimbursements:</i>								
MTA	112.376						15.829	128.205
CDOT	64.076							64.076
Other	16.707							16.707
<b>Total Capital and Other Reimbursements</b>	<b>193.159</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>15.829</b>	<b>208.988</b>
<b>Total Receipts</b>	<b>\$931.530</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$947.359</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$487.892							\$487.892
Overtime	78.852							78.852
Health and Welfare	126.105							126.105
OPEB Current Payment	22.049							22.049
Pensions	85.856							85.856
Other Fringe Benefits	114.252							114.252
GASB Account	8.917							8.917
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenditures</b>	<b>\$923.923</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>\$923.923</b>
<b>Non-Labor:</b>								
Electric Power	\$88.795	\$0.000	\$0.000	(\$0.634)	\$0.000	\$0.000	\$0.000	\$88.161
Fuel	23.007	0.000	0.000	0.000	0.000	0.000	0.000	23.007
Insurance	22.406							22.406
Claims	0.681							0.681
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	119.979							119.979
Professional Service Contracts	59.681							60.611
Materials & Supplies	111.723	1.690					0.930	128.312
Other Business Expenditures	50.454				(10.000)		14.899	40.454
<b>Total Non-Labor Expenditures</b>	<b>\$476.725</b>	<b>\$1.690</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$483.610</b>
<b>Other Expenditure Adjustments:</b>								
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	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>Total Expenditures</b>	<b>\$1,400.648</b>	<b>\$1.690</b>	<b>\$0.000</b>	<b>(\$0.634)</b>	<b>(\$10.000)</b>	<b>\$0.000</b>	<b>\$15.829</b>	<b>\$1,407.533</b>
<b>Baseline Cash Deficit</b>	<b>(\$469.118)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$460.174)</b>
<b>Subsidies</b>								
MTA	(\$371.950)	(\$1.690)		\$0.594	\$3.500			(\$369.546)
CDOT	(97.168)			0.040	6.500			(90.628)
<b>Total Subsidies</b>	<b>(\$469.118)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.634</b>	<b>\$10.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$460.174)</b>
<b>Opening Cash Balance</b>								<b>0.000</b>
<b>Cash Timing and Availability Adjustment</b>								<b>0.000</b>
<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>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the November Forecast by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014							February Adopted Budget
	2014 Final Proposed Budget	MTA Re-estimates						
	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other		
<b>Receipts</b>								
Farebox Revenue	\$6.302							\$6.302
Vehicle Toll Revenue	0.000							
Other Operating Revenue	15.569							15.569
<i>Capital &amp; Other Reimbursements:</i>								
MTA	(0.749)							(0.749)
CDOT	2.734							2.734
Other	0.429							0.429
<b>Total Capital and Other Reimbursements</b>								<b>0.000</b>
<b>Total Receipt Adjustments</b>	<b>\$24.284</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$24.284</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	(\$11.663)							(\$11.663)
Overtime	(2.613)							(2.613)
Health and Welfare	(4.331)							(4.331)
OPEB Current Payment	0.000							0.000
Pensions	(0.991)							(0.991)
Other Fringe Benefits	(1.574)							(1.574)
GASB Account	(8.917)							(8.917)
Reimbursable Overhead	(1.678)							(1.678)
<b>Total Labor Expenditures</b>	<b>(\$31.768)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$31.768)</b>
<b>Non-Labor:</b>								
Electric Power	(\$1.994)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.994)
Fuel	3.600	0.000	0.000	0.000	0.000	0.000	0.000	3.600
Insurance	(0.275)							(0.275)
Claims	(0.146)							(0.146)
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	(0.616)							(0.616)
Professional Service Contracts	(11.111)						0.000	(11.111)
Materials & Supplies	(18.061)	(1.690)					0.000	(19.751)
Other Business Expenditures	(24.268)				0.000			(24.268)
<b>Total Non-Labor Expenditures</b>	<b>(\$52.871)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$54.561)</b>
<b>Other Expenditure Adjustments:</b>								
Other	\$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>Total Expenditure Adjustments</b>	<b>(\$84.638)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$86.328)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$60.355)</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$62.045)</b>
Depreciation Adjustment	\$227.237							\$227.237
OPEB Obligation	65.098							65.098
Environmental Remediation	3.800							3.800
<b>Total Cash Conversion Adjustments</b>	<b>\$235.781</b>	<b>(\$1.690)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$234.091</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$621.318	\$660.112	\$673.953	\$685.453	\$696.281
Other Operating Revenue	72.322	56.389	54.173	54.772	56.473
MNR - MTA	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$693.640</b>	<b>\$716.501</b>	<b>\$728.126</b>	<b>\$740.226</b>	<b>\$752.753</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$412.986	\$431.522	\$441.131	\$446.587	\$455.365
Overtime	62.620	60.376	58.950	56.086	57.146
Health and Welfare	96.604	106.748	112.373	116.509	123.317
OPEB Current Payment	21.000	22.049	22.877	24.169	25.536
Pensions	75.972	75.961	77.027	76.872	77.775
Other Fringe Benefits	98.582	102.307	106.609	108.291	111.052
Reimbursable Overhead	(35.949)	(40.514)	(39.990)	(40.738)	(41.495)
<b>Total Labor Expenses</b>	<b>\$731.815</b>	<b>\$758.450</b>	<b>\$778.978</b>	<b>\$787.777</b>	<b>\$808.696</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$78.535	\$86.167	\$92.079	\$98.011	\$103.915
Fuel	29.073	26.606	25.756	25.918	26.660
Insurance	14.802	18.313	21.124	24.217	27.835
Claims	0.393	0.535	0.535	0.535	0.535
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	98.732	107.353	110.283	108.073	109.085
Professional Service Contracts	27.973	28.940	28.019	29.201	28.963
Materials & Supplies	71.135	72.718	72.212	73.935	74.113
Other Business Expenses	33.229	15.548	27.203	29.334	30.965
<b>Total Non-Labor</b>	<b>\$353.872</b>	<b>\$356.180</b>	<b>\$377.211</b>	<b>\$389.223</b>	<b>\$402.071</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>\$1,085.688</b>	<b>\$1,114.630</b>	<b>\$1,156.189</b>	<b>\$1,177.000</b>	<b>\$1,210.767</b>
Depreciation	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
OPEB Obligation	62.070	65.098	67.542	71.356	75.392
Environmental Remediation	2.885	3.800	3.800	3.800	3.800
<b>Total Expenses</b>	<b>\$1,375.414</b>	<b>\$1,410.766</b>	<b>\$1,453.018</b>	<b>\$1,479.643</b>	<b>\$1,519.446</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$681.774)</b>	<b>(\$694.265)</b>	<b>(\$724.892)</b>	<b>(\$739.418)</b>	<b>(\$766.693)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
Operating Capital	(31.902)	(44.697)	(31.842)	(18.690)	(18.690)
Other Cash Adjustments	83.624	51.549	70.038	65.019	65.396
<b>Total Cash Conversion Adjustments</b>	<b>\$276.493</b>	<b>\$234.089</b>	<b>\$263.683</b>	<b>\$273.816</b>	<b>\$276.193</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$405.281)</b>	<b>(\$460.175)</b>	<b>(\$461.209)</b>	<b>(\$465.601)</b>	<b>(\$490.500)</b>



**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
MNR - MTA	86.168	128.954	119.606	119.424	122.085
MNR - CDOT	68.887	61.342	78.402	86.283	93.466
MNR - Other	9.747	16.278	16.621	16.976	17.312
Capital and Other Reimbursements	164.802	206.574	214.630	222.683	232.863
<b>Total Revenue</b>	<b>\$164.802</b>	<b>\$206.574</b>	<b>\$214.630</b>	<b>\$222.683</b>	<b>\$232.863</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$36.548	\$44.707	\$45.569	\$46.420	\$47.292
Overtime	16.330	15.862	16.170	16.474	16.782
Health and Welfare	12.296	15.025	15.444	16.148	16.761
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	7.364	8.904	8.399	8.235	8.037
Other Fringe Benefits	9.312	10.370	11.187	11.502	11.815
Reimbursable Overhead	34.892	38.836	39.580	40.320	41.069
<b>Total Labor</b>	<b>\$116.742</b>	<b>\$133.705</b>	<b>\$136.348</b>	<b>\$139.098</b>	<b>\$141.755</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	2.918	3.818	3.929	4.003	4.078
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	23.832	12.010	20.564	27.022	31.638
Professional Service Contracts	5.592	20.559	29.062	28.959	30.793
Materials & Supplies	14.846	35.844	24.077	22.940	23.929
Other Business Expenses	0.871	0.638	0.649	0.661	0.671
<b>Total Non-Labor</b>	<b>\$48.060</b>	<b>\$72.869</b>	<b>\$78.281</b>	<b>\$83.584</b>	<b>\$91.108</b>
<b><u>Other Adjustments:</u></b>					
<b>Other</b>					
<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>\$164.802</b>	<b>\$206.574</b>	<b>\$214.630</b>	<b>\$222.683</b>	<b>\$232.863</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$164.802</b>	<b>\$206.574</b>	<b>\$214.630</b>	<b>\$222.683</b>	<b>\$232.863</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 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Farebox Revenue	\$621.318	\$660.112	\$673.953	\$685.453	\$696.281
Other Operating Revenue	72.322	56.389	54.173	54.772	56.473
MNR - MTA	86.168	128.954	119.606	119.424	122.085
MNR - CDOT	68.887	61.342	78.402	86.283	93.466
MNR - Other	9.747	16.278	16.621	16.976	17.312
Capital and Other Reimbursements	164.802	206.574	214.630	222.683	232.863
<b>Total Revenue</b>	<b>\$858.442</b>	<b>\$923.076</b>	<b>\$942.755</b>	<b>\$962.908</b>	<b>\$985.616</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	\$449.533	\$476.229	\$486.700	\$493.007	\$502.657
Overtime	78.951	76.239	75.120	72.560	73.928
Health and Welfare	108.900	121.774	127.817	132.657	140.078
OPEB Current Payment	21.000	22.049	22.877	24.169	25.536
Pensions	83.336	84.865	85.426	85.108	85.811
Other Fringe Benefits	107.894	112.678	117.796	119.793	122.866
Reimbursable Overhead	(1.057)	(1.678)	(0.410)	(0.419)	(0.426)
<b>Total Labor</b>	<b>\$848.557</b>	<b>\$892.155</b>	<b>\$915.326</b>	<b>\$926.875</b>	<b>\$950.451</b>
<b>Non-Labor:</b>					
Electric Power	\$78.535	\$86.167	\$92.079	\$98.011	\$103.915
Fuel	29.073	26.606	25.756	25.918	26.660
Insurance	17.720	22.131	25.053	28.220	31.913
Claims	0.393	0.535	0.535	0.535	0.535
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	122.564	119.363	130.847	135.095	140.722
Professional Service Contracts	33.565	49.499	57.081	58.159	59.756
Materials & Supplies	85.982	108.562	96.289	96.875	98.042
Other Business Expenses	34.101	16.187	27.852	29.994	31.636
<b>Total Non-Labor</b>	<b>\$401.932</b>	<b>\$429.049</b>	<b>\$455.492</b>	<b>\$472.808</b>	<b>\$493.179</b>
<b>Other Adjustments:</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>\$1,250.490</b>	<b>\$1,321.205</b>	<b>\$1,370.818</b>	<b>\$1,399.683</b>	<b>\$1,443.630</b>
Depreciation	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
OPEB Obligation	62.070	65.098	67.542	71.356	75.392
Environmental Remediation	2.885	3.800	3.800	3.800	3.800
<b>Total Expenses</b>	<b>\$1,540.216</b>	<b>\$1,617.340</b>	<b>\$1,667.647</b>	<b>\$1,702.326</b>	<b>\$1,752.309</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$681.774)</b>	<b>(\$694.265)</b>	<b>(\$724.892)</b>	<b>(\$739.418)</b>	<b>(\$766.693)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
Operating Capital	(31.902)	(44.697)	(31.842)	(18.690)	(18.690)
Other Cash Adjustments	83.624	51.549	70.038	65.019	65.396
<b>Total Cash Conversion Adjustments</b>	<b>\$276.493</b>	<b>\$234.089</b>	<b>\$263.683</b>	<b>\$273.816</b>	<b>\$276.193</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$405.281)</b>	<b>(\$460.175)</b>	<b>(\$461.209)</b>	<b>(\$465.601)</b>	<b>(\$490.500)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$627.245	\$666.414	\$680.953	\$692.953	\$704.781
Other Operating Revenue	85.091	71.957	70.444	71.154	72.068
MNR - MTA	80.462	128.205	121.322	120.765	123.277
MNR - CDOT	68.627	64.076	80.307	86.275	93.458
MNR - Other	20.938	16.707	16.983	17.771	17.237
Capital and Other Reimbursements	\$170.027	\$208.988	\$218.612	\$224.811	\$233.972
<b>Total Revenue</b>	<b>\$882.363</b>	<b>\$947.359</b>	<b>\$970.009</b>	<b>\$988.918</b>	<b>\$1,010.821</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$456.525	\$487.892	\$488.518	\$490.761	\$502.256
Overtime	79.302	78.852	75.675	73.131	74.881
Health and Welfare	113.487	126.105	132.425	137.405	144.967
OPEB Current Payment	21.000	22.049	22.877	24.169	25.536
Pensions	67.940	85.856	86.316	85.504	86.211
Other Fringe Benefits	103.903	114.252	119.113	118.626	122.167
GASB Account	(4.399)	8.917	9.105	9.291	9.474
Reimbursable Overhead					
<b>Total Labor</b>	<b>\$837.758</b>	<b>\$923.923</b>	<b>\$934.029</b>	<b>\$938.887</b>	<b>\$965.492</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$80.548	\$88.161	\$93.875	\$99.861	\$105.821
Fuel	25.473	23.006	22.156	22.318	23.060
Insurance	18.765	22.406	26.250	28.514	32.306
Claims	1.039	0.681	0.681	0.681	0.681
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	135.137	119.979	128.598	144.546	149.620
Professional Service Contracts	36.491	60.611	63.357	61.072	62.595
Materials & Supplies	101.368	128.313	109.495	103.616	103.620
Other Business Expenditures	51.064	40.454	52.777	55.024	58.127
<b>Total Non-Labor</b>	<b>\$449.885</b>	<b>\$483.611</b>	<b>\$497.189</b>	<b>\$515.632</b>	<b>\$535.830</b>
<b><u>Other Adjustments:</u></b>					
Other					
Cash Timing and Availability Adjustment					
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,287.643</b>	<b>\$1,407.534</b>	<b>\$1,431.218</b>	<b>\$1,454.519</b>	<b>\$1,501.322</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$405.280)</b>	<b>(\$460.175)</b>	<b>(\$461.209)</b>	<b>(\$465.601)</b>	<b>(\$490.501)</b>
<b><u>Subsidies</u></b>					
MTA	\$308.594	\$369.548	\$365.247	\$371.145	\$392.219
CDOT	\$96.686	\$90.627	\$95.962	\$94.456	\$98.282
<b>Total Subsidies</b>	<b>\$405.280</b>	<b>\$460.175</b>	<b>\$461.209</b>	<b>\$465.601</b>	<b>\$490.501</b>
<b>Net Surplus/Deficit</b>	<b>\$405.280</b>	<b>\$460.175</b>	<b>\$461.209</b>	<b>\$465.601</b>	<b>\$490.501</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$5.927	\$6.302	\$7.000	\$7.500	\$8.500
Other Operating Revenue	12.770	15.569	16.272	16.382	15.596
<i>Capital and Other Reimbursements:</i>					
MTA	(5.706)	(0.749)	1.716	1.341	1.192
CDOT	(0.260)	2.734	1.905	(0.008)	(0.008)
Other	11.191	0.429	0.362	0.795	(0.075)
Total Capital and Other Reimbursements	5.225	2.414	3.982	2.128	1.109
<b>Total Receipts</b>	<b>\$23.921</b>	<b>\$24.284</b>	<b>\$27.254</b>	<b>\$26.010</b>	<b>\$25.205</b>
<b>Expenditures</b>					
<b><i>Labor:</i></b>					
Payroll	(\$6.992)	(\$11.663)	(\$1.818)	\$2.246	\$0.401
Overtime	(0.351)	(2.613)	(0.556)	(0.571)	(0.953)
Health and Welfare	(4.587)	(4.331)	(4.607)	(4.748)	(4.889)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	15.396	(0.991)	(0.890)	(0.396)	(0.400)
Other Fringe Benefits	3.991	(1.574)	(1.317)	1.167	0.699
GASB Account	4.399	(8.917)	(9.105)	(9.291)	(9.474)
Reimbursable Overhead	(1.057)	(1.678)	(0.410)	(0.419)	(0.426)
<b>Total Labor</b>	<b>\$10.799</b>	<b>(\$31.768)</b>	<b>(\$18.703)</b>	<b>(\$12.012)</b>	<b>(\$15.041)</b>
<b><i>Non-Labor:</i></b>					
Electric Power	(\$2.013)	(\$1.994)	(\$1.796)	(\$1.850)	(\$1.906)
Fuel	3.600	3.600	3.600	3.600	3.600
Insurance	(1.045)	(0.275)	(1.197)	(0.294)	(0.393)
Claims	(0.646)	(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	(12.573)	(0.616)	2.249	(9.451)	(8.898)
Professional Service Contracts	(2.926)	(11.112)	(6.276)	(2.913)	(2.839)
Materials & Supplies	(15.386)	(19.751)	(13.206)	(6.741)	(5.578)
Other Business Expenditures	(16.964)	(24.268)	(24.926)	(25.030)	(26.492)
<b>Total Non-Labor</b>	<b>(\$47.953)</b>	<b>(\$54.562)</b>	<b>(\$41.697)</b>	<b>(\$42.824)</b>	<b>(\$42.651)</b>
<b><i>Other Adjustments:</i></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>(\$13.232)</b>	<b>(\$62.046)</b>	<b>(\$33.146)</b>	<b>(\$28.827)</b>	<b>(\$32.487)</b>
Depreciation Adjustment	\$224.771	\$227.237	\$225.487	\$227.487	\$229.487
OPEB Obligation	62.070	65.098	67.542	71.356	75.392
Environmental Remediation	2.885	3.800	3.800	3.800	3.800
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$276.494</b>	<b>\$234.090</b>	<b>\$263.683</b>	<b>\$273.817</b>	<b>\$276.192</b>

**MTA METRO-NORTH RAILROAD**  
**2014 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>	507,621	\$26.299	43.6%
<u>Unscheduled Service</u>	0	0.000	0.0%
<u>Programmatic/Routine Maintenance</u>	422,659	19.169	31.7%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	253,215	11.347	18.8%
<u>Weather Emergencies</u>	49,855	2.294	3.8%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	29,380	1.268	2.1%
Subtotal	<b>1,262,730</b>	<b>\$60.376</b>	100.0%
<b><i>REIMBURSABLE OVERTIME</i></b>	315,607	\$15.862	
<b>TOTAL OVERTIME</b>	<b>1,578,337</b>	<b>\$76.239</b>	

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

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Ridership/(Utilization)**  
(in millions)

	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
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**RIDERSHIP**

Harlem Line	27.065	27.768	28.322	28.765	29.131
Hudson Line	16.016	16.401	16.682	16.935	17.173
New Haven Line	39.331	40.081	40.633	41.062	41.511
<b>Total East of Hudson Ridership</b>	<b>82.412</b>	<b>84.249</b>	<b>85.636</b>	<b>86.763</b>	<b>87.815</b>
West of Hudson	1.605	1.623	1.650	1.679	1.693
<b>Total Ridership</b>	<b>84.018</b>	<b>85.873</b>	<b>87.287</b>	<b>88.441</b>	<b>89.507</b>

**FAREBOX REVENUE**

Harlem Line	\$189.307	\$197.487	\$201.889	\$205.379	\$208.143
Hudson Line	137.572	142.990	145.627	148.060	150.304
New Haven Line	293.958	319.144	325.935	331.504	337.319
West of Hudson Mail & Ride	0.481	0.492	0.501	0.510	0.514
<b>Total Farebox Revenue</b>	<b>\$621.318</b>	<b>\$660.112</b>	<b>\$673.953</b>	<b>\$685.453</b>	<b>\$696.281</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
President	3	3	3	3	3
Labor Relations	9	9	9	9	9
Safety <sup>(1)</sup>	22	45	45	45	45
COS/ Corporate & Public Affairs <sup>(1)</sup>	16	17	17	17	17
Customer Service <sup>(1)</sup>	48	52	52	52	52
Legal	18	18	18	18	18
Claims	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7
VP Administration	3	3	3	3	3
VP Human Resources	7	7	7	7	7
Human Resources & Diversity	28	28	28	28	28
Training	50	58	58	58	58
Employee Relations & Diversity	5	5	5	5	5
VP Planning	2	2	2	2	2
Operations Planning & Analysis	18	18	18	18	18
Capital Planning & Programming	16	16	16	16	16
Business Development Facilities & Mktg <sup>(1)</sup>	24	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	0	26	26	26	26
Long Range Planning	8	8	8	8	8
VP Finance & Info Systems <sup>(2)</sup>	1	3	3	3	3
Controller	80	81	81	81	81
Information Technology & Project Mgmt	124	125	125	125	125
Budget <sup>(2)</sup>	20	18	18	18	18
Procurement & Material Management <sup>(2)</sup>	46	42	42	42	42
Corporate <sup>(1)</sup>	0	2	2	2	2
<b>Total Administration</b>	<b>569</b>	<b>607</b>	<b>607</b>	<b>607</b>	<b>607</b>
<b>Operations</b>					
Operations Administration	61	61	61	61	61
Operations Services <sup>(3)</sup>	1,798	1,457	1,471	1,477	1,489
Customer Service <sup>(1)</sup>	239	239	239	239	239
Business Development Facilities & Mktg <sup>(1)</sup>	38	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	0	38	38	38	38
Metro-North West	27	34	34	34	34
<b>Total Operations</b>	<b>2,163</b>	<b>1,829</b>	<b>1,843</b>	<b>1,849</b>	<b>1,861</b>
<b>Maintenance</b>					
GCT <sup>(1)</sup>	389	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	0	179	179	179	179
Maintenance of Equipment <sup>(3)</sup>	1,351	1,735	1,735	1,745	1,745
Maintenance of Way <sup>(1)</sup>	1,776	1,999	1,999	1,982	1,977
Procurement & Material Management <sup>(2)</sup>	120	124	124	124	124
<b>Total Maintenance</b>	<b>3,636</b>	<b>4,037</b>	<b>4,037</b>	<b>4,030</b>	<b>4,025</b>
<b>Engineering/Capital</b>					
Construction Management	42	42	42	42	42
Engineering & Design	68	68	68	68	68
<b>Total Engineering/Capital</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>
<b>Baseline Total Positions</b>	<b>6,478</b>	<b>6,583</b>	<b>6,597</b>	<b>6,596</b>	<b>6,603</b>
<i>Non-Reimbursable<sup>(4)</sup></i>	5,900	5,968	5,982	5,971	5,978
<i>Reimbursable<sup>(4)</sup></i>	578	615	615	625	625
<b>Total Full-Time</b>	<b>6,477</b>	<b>6,582</b>	<b>6,596</b>	<b>6,595</b>	<b>6,602</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

<sup>(1)</sup>Reflects the January 2014 reorganization of the GCT and Business Development departments which combines the two depts to create GCT & Corporate Development and transfers a portion of the combined dept. to the Maintenance of Way, Safety, Customer Service, Corporate and Public Affairs departments.

<sup>(2)</sup>Reflects the following transfer of positions between departments or functional groups:  
- 2 positions transferred from the Budget Department to the VP Finance Department.  
- 4 Procurement Specialists were reclassified from Administrative to Maintenance functions.

<sup>(3)</sup>Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).

<sup>(4)</sup>2014 includes the change in allocation of reimbursable positions versus the November plan.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Occupation\***

FUNCTION/OCCUPATIONAL GROUP	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors <sup>(1)</sup>	192	196	196	196	196
Professional, Technical, Clerical <sup>(1)</sup>	377	410	410	410	410
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>569</b>	<b>607</b>	<b>607</b>	<b>607</b>	<b>607</b>
<b>Operations</b>					
Managers/Supervisors <sup>(2)</sup>	156	149	149	149	149
Professional, Technical, Clerical	238	238	238	238	238
Operational Hourlies <sup>(2)</sup>	1,770	1,443	1,457	1,463	1,475
<b>Total Operations</b>	<b>2,163</b>	<b>1,829</b>	<b>1,843</b>	<b>1,849</b>	<b>1,861</b>
<b>Maintenance</b>					
Managers/Supervisors <sup>(1)(2)</sup>	541	545	545	545	545
Professional, Technical, Clerical <sup>(1)</sup>	502	506	506	506	506
Operational Hourlies <sup>(2)</sup>	2,594	2,987	2,987	2,980	2,975
<b>Total Maintenance</b>	<b>3,636</b>	<b>4,037</b>	<b>4,037</b>	<b>4,030</b>	<b>4,025</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	49	49	49	49	49
Professional, Technical, Clerical	61	61	61	61	61
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</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	938	939	939	939	939
Professional, Technical, Clerical	1,177	1,215	1,215	1,215	1,215
Operational Hourlies	4,363	4,429	4,443	4,442	4,449
<b>Total Baseline Positions</b>	<b>6,478</b>	<b>6,583</b>	<b>6,597</b>	<b>6,596</b>	<b>6,603</b>

<sup>(1)</sup>Reflects the January 2014 transfer of 16 positions from the Maintenance to the Administrative function resulting from the GCT/Business Development reorganization.

<sup>(2)</sup>Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).



**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2014 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	\$51.584	\$48.219	\$54.256	\$53.772	\$54.734	\$57.242	\$56.942	\$55.494	\$55.440	\$56.035	\$56.785	\$59.611	\$660.112
Vehicle Toll Revenue													
Other Operating Revenue	4.593	4.290	4.024	4.446	4.349	4.529	4.298	4.316	4.292	4.626	5.304	7.322	56.389
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>\$56.177</b>	<b>\$52.508</b>	<b>\$58.279</b>	<b>\$58.218</b>	<b>\$59.083</b>	<b>\$61.771</b>	<b>\$61.240</b>	<b>\$59.810</b>	<b>\$59.732</b>	<b>\$60.661</b>	<b>\$62.090</b>	<b>\$66.932</b>	<b>\$716.501</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$37.904	\$33.320	\$35.249	\$35.977	\$36.127	\$34.462	\$38.353	\$35.478	\$36.689	\$38.109	\$34.214	\$35.640	\$431.522
Overtime	5.030	4.546	4.980	4.729	4.969	4.676	5.197	4.802	4.873	5.092	5.540	5.941	60.376
Health and Welfare	9.493	8.114	8.692	8.840	8.927	8.404	9.583	8.706	9.064	9.502	8.497	8.926	106.748
OPEB Current Payment	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	22.049
Pensions	6.625	5.846	6.211	6.302	6.351	6.056	6.732	6.232	6.431	6.680	6.108	6.388	75.961
Other Fringe Benefits	8.874	8.305	8.278	8.442	8.434	8.183	9.000	8.392	8.655	8.937	8.247	8.557	102.307
Reimbursable Overhead	(2.943)	(2.602)	(2.908)	(3.789)	(3.704)	(3.650)	(3.882)	(3.392)	(3.594)	(3.899)	(3.038)	(3.113)	(40.514)
<b>Total Labor Expenses</b>	<b>\$66.821</b>	<b>\$59.367</b>	<b>\$62.339</b>	<b>\$62.339</b>	<b>\$62.942</b>	<b>\$59.969</b>	<b>\$66.820</b>	<b>\$62.056</b>	<b>\$63.956</b>	<b>\$66.259</b>	<b>\$61.405</b>	<b>\$64.177</b>	<b>\$758.450</b>
<b>Non-Labor:</b>													
Electric Power	\$6.668	\$7.691	\$8.120	\$6.993	\$7.235	\$6.869	\$7.389	\$7.591	\$6.893	\$7.051	\$6.982	\$6.686	\$86.167
Fuel	2.563	2.282	2.223	2.119	2.128	2.088	1.998	2.032	2.009	2.397	2.302	2.466	26.606
Insurance	1.422	1.433	1.440	1.437	1.571	1.582	1.555	1.555	1.555	1.584	1.625	1.625	18.313
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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.568	7.637	10.613	8.654	8.509	10.562	8.614	8.380	10.086	8.793	9.228	8.710	107.353
Professional Service Contracts	1.847	2.056	2.524	2.557	2.535	3.474	2.381	2.626	2.463	2.535	2.321	1.621	28.940
Materials & Supplies	6.395	6.137	5.993	6.092	6.247	6.167	6.146	6.122	6.140	6.021	6.091	5.167	72.718
Other Business Expenses	2.095	2.181	2.013	1.915	2.176	2.180	2.210	2.262	2.237	2.444	2.419	(8.584)	15.548
<b>Total Non-Labor</b>	<b>\$28.612</b>	<b>\$29.476</b>	<b>\$32.984</b>	<b>\$29.821</b>	<b>\$30.460</b>	<b>\$32.976</b>	<b>\$30.351</b>	<b>\$30.620</b>	<b>\$31.442</b>	<b>\$30.855</b>	<b>\$30.979</b>	<b>\$17.604</b>	<b>\$356.180</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>\$95.433</b>	<b>\$88.843</b>	<b>\$95.324</b>	<b>\$92.160</b>	<b>\$93.402</b>	<b>\$92.945</b>	<b>\$97.171</b>	<b>\$92.676</b>	<b>\$95.398</b>	<b>\$97.113</b>	<b>\$92.385</b>	<b>\$81.781</b>	<b>\$1,114.630</b>
Depreciation	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$227.237
OPEB Obligation	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	65.098
Environmental Remediation	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	3.800
<b>Total Expenses</b>	<b>\$119.794</b>	<b>\$113.204</b>	<b>\$120.635</b>	<b>\$116.521</b>	<b>\$117.763</b>	<b>\$118.256</b>	<b>\$121.532</b>	<b>\$117.038</b>	<b>\$120.709</b>	<b>\$121.475</b>	<b>\$116.746</b>	<b>\$107.093</b>	<b>\$1,410.766</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$63.618)</b>	<b>(\$60.696)</b>	<b>(\$62.356)</b>	<b>(\$58.303)</b>	<b>(\$58.681)</b>	<b>(\$56.485)</b>	<b>(\$60.292)</b>	<b>(\$57.228)</b>	<b>(\$60.977)</b>	<b>(\$60.813)</b>	<b>(\$54.656)</b>	<b>(\$40.160)</b>	<b>(\$694.265)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$227.237
Operating Capital	(1.755)	(0.868)	(2.581)	(2.104)	(5.664)	(3.653)	(2.735)	(3.581)	(5.125)	(3.425)	(3.568)	(9.638)	(44.697)
Other Cash Adjustments	8.642	8.023	1.871	11.333	(4.983)	(3.789)	5.750	3.105	9.936	6.861	18.983	(14.184)	51.550
<b>Total Cash Conversion Adjustments</b>	<b>\$25.824</b>	<b>\$26.092</b>	<b>\$18.226</b>	<b>\$28.166</b>	<b>\$8.290</b>	<b>\$11.495</b>	<b>\$21.951</b>	<b>\$18.461</b>	<b>\$23.748</b>	<b>\$22.372</b>	<b>\$34.351</b>	<b>(\$4.885)</b>	<b>\$234.090</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$37.794)</b>	<b>(\$34.604)</b>	<b>(\$44.130)</b>	<b>(\$30.137)</b>	<b>(\$50.391)</b>	<b>(\$44.990)</b>	<b>(\$38.341)</b>	<b>(\$38.767)</b>	<b>(\$37.230)</b>	<b>(\$38.442)</b>	<b>(\$20.305)</b>	<b>(\$45.046)</b>	<b>(\$460.175)</b>



**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2014 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	\$51,584	\$48,219	\$54,256	\$53,772	\$54,734	\$57,242	\$56,942	\$55,494	\$55,440	\$56,035	\$56,785	\$59,611	\$660,112
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	4,593	4,290	4,024	4,446	4,349	4,529	4,298	4,316	4,292	4,626	5,304	7,322	56,389
Capital and Other Reimbursements													
MNR - MTA	9,458	8,543	8,865	9,798	12,737	12,302	13,569	14,682	13,236	9,775	7,406	8,585	128,954
MNR - CDOT	3,576	3,035	4,488	4,705	5,004	4,220	4,535	3,699	6,453	8,021	7,458	6,148	61,342
MNR - Other	1,115	1,220	1,390	1,509	1,494	1,530	1,599	1,474	1,417	1,444	1,092	0,995	16,278
<b>Total Revenue</b>	<b>\$70,325</b>	<b>\$65,306</b>	<b>\$73,022</b>	<b>\$74,231</b>	<b>\$78,318</b>	<b>\$79,823</b>	<b>\$80,944</b>	<b>\$79,664</b>	<b>\$80,837</b>	<b>\$79,901</b>	<b>\$78,046</b>	<b>\$82,660</b>	<b>\$923,076</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$41,322	\$36,419	\$38,626	\$40,008	\$40,041	\$38,358	\$42,493	\$39,181	\$40,630	\$42,403	\$37,583	\$39,165	\$476,229
Overtime	6,089	5,503	6,094	6,209	6,401	6,136	6,821	6,229	6,284	6,640	6,730	7,103	76,239
Health and Welfare	10,598	9,110	9,799	10,209	10,253	9,729	11,019	9,982	10,399	10,967	9,626	10,082	121,774
OPEB Current Payment	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	1,837	22,049
Pensions	7,293	6,452	6,877	7,109	7,134	6,839	7,569	6,979	7,215	7,534	6,779	7,084	84,865
Other Fringe Benefits	9,642	9,000	9,047	9,386	9,349	9,098	9,985	9,269	9,574	9,941	9,027	9,360	112,678
Reimbursable Overhead	(0,072)	(0,065)	(0,067)	(0,106)	(0,102)	(0,191)	(0,190)	(0,185)	(0,191)	(0,198)	(0,147)	(0,164)	(1,678)
<b>Total Labor</b>	<b>\$76,710</b>	<b>\$68,257</b>	<b>\$72,214</b>	<b>\$74,652</b>	<b>\$74,913</b>	<b>\$71,807</b>	<b>\$79,534</b>	<b>\$73,292</b>	<b>\$75,748</b>	<b>\$79,125</b>	<b>\$71,434</b>	<b>\$74,467</b>	<b>\$892,155</b>
<b>Non-Labor:</b>													
Electric Power	\$6,668	\$7,691	\$8,120	\$6,993	\$7,235	\$6,869	\$7,389	\$7,591	\$6,893	\$7,051	\$6,982	\$6,686	\$86,167
Fuel	2,563	2,282	2,223	2,119	2,128	2,088	1,998	2,032	2,009	2,397	2,302	2,466	26,600
Insurance	1,671	1,657	1,696	1,793	1,919	1,932	1,945	1,896	1,901	1,941	1,875	1,905	22,131
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	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	8,132	8,588	11,628	9,471	9,334	11,719	9,969	9,730	11,438	9,868	9,992	9,493	119,363
Professional Service Contracts	2,915	3,125	3,592	3,673	3,651	4,540	3,784	3,721	3,813	6,086	5,650	4,949	49,499
Materials & Supplies	8,712	7,741	8,463	7,446	11,169	9,754	9,932	11,899	12,352	7,330	7,591	6,171	108,562
Other Business Expenses	2,154	2,240	2,071	1,970	2,230	2,234	2,264	2,316	2,290	2,497	2,462	(8,540)	16,187
<b>Total Non-Labor</b>	<b>\$32,871</b>	<b>\$33,383</b>	<b>\$37,852</b>	<b>\$33,520</b>	<b>\$37,724</b>	<b>\$39,189</b>	<b>\$37,340</b>	<b>\$39,238</b>	<b>\$40,755</b>	<b>\$37,229</b>	<b>\$36,907</b>	<b>\$23,042</b>	<b>\$429,049</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>\$109,581</b>	<b>\$101,640</b>	<b>\$110,066</b>	<b>\$108,172</b>	<b>\$112,637</b>	<b>\$110,996</b>	<b>\$116,874</b>	<b>\$112,531</b>	<b>\$116,503</b>	<b>\$116,353</b>	<b>\$108,341</b>	<b>\$97,509</b>	<b>\$1,321,205</b>
Depreciation	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$227,237
OPEB Obligation	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	5,425	65,098
Environmental Remediation	0,000	0,000	0,950	0,000	0,000	0,950	0,000	0,000	0,950	0,000	0,000	0,950	3,800
<b>Total Expenses</b>	<b>\$133,942</b>	<b>\$126,001</b>	<b>\$135,377</b>	<b>\$132,533</b>	<b>\$136,999</b>	<b>\$136,308</b>	<b>\$141,235</b>	<b>\$136,892</b>	<b>\$141,815</b>	<b>\$140,715</b>	<b>\$132,703</b>	<b>\$122,820</b>	<b>\$1,617,340</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$63,618)</b>	<b>(\$60,696)</b>	<b>(\$62,356)</b>	<b>(\$58,303)</b>	<b>(\$58,681)</b>	<b>(\$56,485)</b>	<b>(\$60,292)</b>	<b>(\$57,228)</b>	<b>(\$60,977)</b>	<b>(\$60,813)</b>	<b>(\$54,656)</b>	<b>(\$40,160)</b>	<b>(\$694,265)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$227,237
Operating Capital	(1,755)	(0,868)	(2,581)	(2,104)	(5,664)	(3,653)	(2,735)	(3,581)	(5,125)	(3,425)	(3,568)	(9,638)	(44,697)
Other Cash Adjustments	8,642	8,023	1,871	11,333	(4,983)	(3,789)	5,750	3,105	9,936	6,861	18,983	(14,184)	51,550
<b>Total Cash Conversion Adjustments</b>	<b>\$25,824</b>	<b>\$26,092</b>	<b>\$18,226</b>	<b>\$28,166</b>	<b>\$8,290</b>	<b>\$11,495</b>	<b>\$21,951</b>	<b>\$18,461</b>	<b>\$23,748</b>	<b>\$22,372</b>	<b>\$34,351</b>	<b>(\$4,885)</b>	<b>\$234,090</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$37,794)</b>	<b>(\$34,604)</b>	<b>(\$44,130)</b>	<b>(\$30,137)</b>	<b>(\$50,391)</b>	<b>(\$44,990)</b>	<b>(\$38,341)</b>	<b>(\$38,767)</b>	<b>(\$37,230)</b>	<b>(\$38,442)</b>	<b>(\$20,305)</b>	<b>(\$45,046)</b>	<b>(\$460,175)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2014 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	\$52.080	\$48.719	\$54.772	\$54.292	\$55.265	\$57.758	\$57.508	\$56.034	\$55.981	\$56.561	\$57.332	\$60.112	\$666.414
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	6.540	4.926	4.740	6.542	5.514	5.142	6.390	4.903	6.498	6.707	5.980	8.075	71.957
Capital and Other Reimbursements													
MNR - MTA	7.481	8.179	7.551	8.819	10.319	8.757	9.412	13.918	11.784	12.960	15.924	13.091	128.195
MNR - CDOT	3.746	4.604	4.376	4.575	5.203	4.694	5.011	4.503	6.324	7.882	7.718	5.450	64.086
MNR - Other	1.319	0.760	1.238	1.314	1.243	1.392	1.506	1.497	1.536	1.611	1.693	1.598	16.707
<b>Total Receipts</b>	<b>\$71.166</b>	<b>\$67.188</b>	<b>\$72.677</b>	<b>\$75.542</b>	<b>\$77.544</b>	<b>\$77.743</b>	<b>\$79.827</b>	<b>\$80.855</b>	<b>\$82.123</b>	<b>\$85.721</b>	<b>\$88.647</b>	<b>\$88.326</b>	<b>\$947.359</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$46.002	\$37.992	\$36.651	\$36.792	\$45.158	\$37.283	\$42.005	\$39.037	\$36.661	\$48.797	\$36.072	\$45.442	\$487.892
Overtime	6.819	5.564	5.720	6.100	7.204	6.134	8.299	6.215	6.204	7.513	5.956	7.124	78.852
Health and Welfare	10.459	10.459	10.609	10.459	10.459	10.609	10.459	10.459	10.609	10.459	10.459	10.611	126.105
OPEB Current Payment	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	1.837	22.049
Pensions	0.274	0.219	7.132	7.132	7.187	7.132	7.187	7.132	7.132	7.187	7.132	21.010	85.856
Other Fringe Benefits	12.176	9.436	9.166	9.536	11.366	9.666	9.694	11.012	8.540	10.442	6.966	6.252	114.252
GASB Account	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.743	0.744	8.917
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>\$78.310</b>	<b>\$66.250</b>	<b>\$71.858</b>	<b>\$72.599</b>	<b>\$83.954</b>	<b>\$73.404</b>	<b>\$80.224</b>	<b>\$76.435</b>	<b>\$71.726</b>	<b>\$86.978</b>	<b>\$69.165</b>	<b>\$93.020</b>	<b>\$923.923</b>
<b>Non-Labor:</b>													
Electric Power	\$6.828	\$7.848	\$8.291	\$7.147	\$7.398	\$7.069	\$7.573	\$7.766	\$7.048	\$7.186	\$7.129	\$6.878	\$88.161
Fuel	2.265	1.983	1.924	1.819	1.828	1.788	1.697	1.731	1.708	2.097	2.002	2.164	23.006
Insurance	0.000	3.338	1.031	0.011	3.716	1.579	1.497	3.713	1.032	0.000	3.713	2.776	22.406
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	4.738	6.574	14.824	7.249	6.764	17.488	7.400	8.486	14.402	8.425	7.300	16.329	119.979
Professional Service Contracts	2.827	3.111	5.768	4.230	4.378	6.833	4.745	5.082	5.798	6.106	5.774	5.961	60.611
Materials & Supplies	9.175	8.398	9.145	8.373	15.739	10.471	10.642	12.154	13.372	8.697	8.957	13.190	128.313
Other Business Expenditures	4.760	4.233	3.909	4.194	4.101	4.044	4.333	4.198	4.210	4.617	4.855	(7.000)	40.454
<b>Total Non-Labor</b>	<b>\$30.650</b>	<b>\$35.542</b>	<b>\$44.949</b>	<b>\$33.080</b>	<b>\$43.981</b>	<b>\$49.329</b>	<b>\$37.944</b>	<b>\$43.187</b>	<b>\$47.627</b>	<b>\$37.185</b>	<b>\$39.787</b>	<b>\$40.352</b>	<b>\$483.611</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 Expenditures</b>	<b>\$108.960</b>	<b>\$101.792</b>	<b>\$116.807</b>	<b>\$105.679</b>	<b>\$127.935</b>	<b>\$122.733</b>	<b>\$118.168</b>	<b>\$119.622</b>	<b>\$119.353</b>	<b>\$124.163</b>	<b>\$108.952</b>	<b>\$133.372</b>	<b>\$1,407.534</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$37.794)</b>	<b>(\$34.604)</b>	<b>(\$44.130)</b>	<b>(\$30.137)</b>	<b>(\$50.391)</b>	<b>(\$44.990)</b>	<b>(\$38.341)</b>	<b>(\$38.767)</b>	<b>(\$37.230)</b>	<b>(\$38.442)</b>	<b>(\$20.305)</b>	<b>(\$45.046)</b>	<b>(\$460.175)</b>
Cash Timing and Availability Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
MTA Subsidy	\$28.279	\$25.285	\$34.354	\$22.362	\$42.227	\$37.965	\$30.533	\$31.436	\$28.542	\$30.072	\$13.783	\$44.712	\$369.548
CDOT Subsidy	9.515	9.319	9.776	7.775	8.164	7.025	7.808	7.331	8.688	8.370	6.522	0.334	\$90.627

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

<b>CASH FLOW ADJUSTMENTS</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.496	\$0.500	\$0.516	\$0.520	\$0.531	\$0.516	\$0.566	\$0.540	\$0.541	\$0.526	\$0.547	\$0.501	\$6.302
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	1.947	0.636	0.716	2.096	1.165	0.613	2.092	0.587	2.206	2.081	0.676	0.753	15.568
Capital and Other Reimbursements													
MNR - MTA	(1.977)	(0.364)	(1.314)	(0.979)	(2.418)	(3.545)	(4.157)	(0.764)	(1.452)	3.185	8.518	4.506	(0.759)
MNR - CDOT	0.170	1.569	(0.112)	(0.130)	0.199	0.474	0.476	0.804	(0.129)	(0.139)	0.260	(0.698)	2.744
MNR - Other	0.204	(0.460)	(0.152)	(0.195)	(0.251)	(0.138)	(0.093)	0.023	0.119	0.167	0.601	0.603	0.429
<b>Total Receipts</b>	<b>\$0.841</b>	<b>\$1.882</b>	<b>(\$0.345)</b>	<b>\$1.311</b>	<b>(\$0.774)</b>	<b>(\$2.080)</b>	<b>(\$1.117)</b>	<b>\$1.191</b>	<b>\$1.286</b>	<b>\$5.820</b>	<b>\$10.601</b>	<b>\$5.666</b>	<b>\$24.283</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$4.680)	(\$1.573)	\$1.975	\$3.216	(\$5.117)	\$1.075	\$0.488	\$0.144	\$3.969	(\$6.394)	\$1.511	(\$6.277)	(\$11.662)
Overtime	(0.730)	(0.061)	0.374	0.109	(0.803)	0.002	(1.478)	0.014	0.080	(0.873)	0.774	(0.021)	(2.613)
Health and Welfare	0.139	(1.348)	(0.809)	(0.250)	(0.205)	(0.879)	0.560	(0.476)	(0.210)	0.508	(0.833)	(0.528)	(4.331)
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	7.019	6.233	(0.255)	(0.023)	(0.053)	(0.293)	0.382	(0.153)	0.083	0.347	(0.353)	(13.926)	(0.991)
Other Fringe Benefits	(2.534)	(0.436)	(0.119)	(0.150)	(2.017)	(0.568)	0.291	(1.743)	1.034	(0.501)	2.061	3.108	(1.574)
GASB Account	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(0.743)	(8.917)
Reimbursable Overhead	(0.072)	(0.065)	(0.067)	(0.106)	(0.102)	(0.191)	(0.190)	(0.185)	(0.191)	(0.198)	(0.147)	(0.164)	(1.678)
<b>Total Labor</b>	<b>(\$1.600)</b>	<b>\$2.007</b>	<b>\$0.356</b>	<b>\$2.053</b>	<b>(\$9.041)</b>	<b>(\$1.597)</b>	<b>(\$0.690)</b>	<b>(\$3.143)</b>	<b>\$4.022</b>	<b>(\$7.853)</b>	<b>\$2.269</b>	<b>(\$18.553)</b>	<b>(\$31.767)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.160)	(\$0.157)	(\$0.171)	(\$0.154)	(\$0.163)	(\$0.200)	(\$0.184)	(\$0.175)	(\$0.155)	(\$0.135)	(\$0.147)	(\$0.192)	(\$1.994)
Fuel	0.298	0.299	0.299	0.300	0.300	0.300	0.301	0.301	0.301	0.300	0.300	0.302	3.600
Insurance	1.671	(1.681)	0.665	1.782	(1.797)	0.353	0.448	(1.817)	0.869	1.941	(1.838)	(0.871)	(0.275)
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	3.394	2.014	(3.196)	2.222	2.570	(5.769)	2.569	1.244	(2.964)	1.443	2.692	(6.836)	(0.616)
Professional Service Contracts	0.088	0.014	(2.175)	(0.557)	(0.727)	(2.293)	(0.961)	(1.361)	(1.984)	(0.020)	(0.124)	(1.011)	(11.112)
Materials & Supplies	(0.463)	(0.657)	(0.682)	(0.927)	(4.570)	(0.717)	(0.710)	(0.255)	(1.020)	(1.367)	(1.366)	(7.019)	(19.751)
Other Business Expenditures	(2.606)	(1.993)	(1.838)	(2.224)	(1.871)	(1.810)	(2.069)	(1.882)	(1.920)	(2.120)	(2.393)	(1.540)	(24.267)
<b>Total Non-Labor</b>	<b>\$2.221</b>	<b>(\$2.159)</b>	<b>(\$7.096)</b>	<b>\$0.440</b>	<b>(\$6.257)</b>	<b>(\$10.139)</b>	<b>(\$0.604)</b>	<b>(\$3.949)</b>	<b>(\$6.871)</b>	<b>\$0.044</b>	<b>(\$2.880)</b>	<b>(\$17.310)</b>	<b>(\$54.562)</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 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>\$1.462</b>	<b>\$1.730</b>	<b>(\$7.085)</b>	<b>\$3.805</b>	<b>(\$16.072)</b>	<b>(\$13.816)</b>	<b>(\$2.410)</b>	<b>(\$5.900)</b>	<b>(\$1.563)</b>	<b>(\$1.989)</b>	<b>\$9.990</b>	<b>(\$30.196)</b>	<b>(\$62.046)</b>
Depreciation Adjustment	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$18.936	\$227.237
OPEB Obligation	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	5.425	65.098
Environmental Remediation	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	0.000	0.000	0.950	3.800
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$25.824</b>	<b>\$26.092</b>	<b>\$18.226</b>	<b>\$28.166</b>	<b>\$8.290</b>	<b>\$11.495</b>	<b>\$21.951</b>	<b>\$18.461</b>	<b>\$23.748</b>	<b>\$22.372</b>	<b>\$34.351</b>	<b>(\$4.885)</b>	<b>\$234.090</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2014 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>	\$2.405	\$2.043	\$1.928	\$1.958	\$2.256	\$1.832	\$2.299	\$1.854	\$2.380	\$1.920	\$2.593	\$2.833	\$26.299
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	1.316	1.335	1.699	1.730	1.645	1.599	1.584	1.675	1.576	1.938	1.806	1.265	19.169
<u>Unscheduled Maintenance</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Vacancy/Absentee Coverage</u>	0.782	0.693	0.837	0.919	0.913	1.024	1.033	1.145	0.769	1.129	1.016	1.088	11.347
<u>Weather Emergencies</u>	0.365	0.365	0.433	0.017	0.033	0.115	0.113	0.007	0.014	0.037	0.077	0.717	2.294
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.162	0.110	0.082	0.106	0.124	0.106	0.169	0.121	0.134	0.068	0.049	0.038	1.268
<b>Sub-Total</b>	<b>\$5.030</b>	<b>\$4.546</b>	<b>\$4.980</b>	<b>\$4.729</b>	<b>\$4.969</b>	<b>\$4.676</b>	<b>\$5.197</b>	<b>\$4.802</b>	<b>\$4.873</b>	<b>\$5.092</b>	<b>\$5.540</b>	<b>\$5.941</b>	<b>\$60.376</b>
<b>REIMBURSABLE OVERTIME</b>	\$1.060	\$0.956	\$1.114	\$1.480	\$1.432	\$1.459	\$1.624	\$1.427	\$1.411	\$1.549	\$1.189	\$1.162	\$15.862
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$6.089</b>	<b>\$5.503</b>	<b>\$6.094</b>	<b>\$6.209</b>	<b>\$6.401</b>	<b>\$6.136</b>	<b>\$6.821</b>	<b>\$6.229</b>	<b>\$6.284</b>	<b>\$6.640</b>	<b>\$6.730</b>	<b>\$7.103</b>	<b>\$76.239</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2014 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	2.218	2.010	2.324	2.347	2.335	2.360	2.396	2.240	2.337	2.493	2.218	2.490	27.768
Hudson Line	1.265	1.164	1.350	1.389	1.403	1.438	1.379	1.379	1.404	1.470	1.310	1.452	16.401
New Haven Line	3.163	2.785	3.297	3.380	3.313	3.469	3.541	3.324	3.352	3.576	3.216	3.663	40.081
<b>Baseline Total Ridership</b>	<b>6.646</b>	<b>5.960</b>	<b>6.971</b>	<b>7.116</b>	<b>7.050</b>	<b>7.267</b>	<b>7.316</b>	<b>6.943</b>	<b>7.093</b>	<b>7.538</b>	<b>6.744</b>	<b>7.605</b>	<b>84.249</b>
West of Hudson	0.118	0.112	0.135	0.135	0.135	0.141	0.145	0.140	0.138	0.147	0.130	0.146	1.623
<b>Total Ridership - All MNR Lines</b>	<b>6.763</b>	<b>6.072</b>	<b>7.106</b>	<b>7.251</b>	<b>7.186</b>	<b>7.408</b>	<b>7.462</b>	<b>7.083</b>	<b>7.231</b>	<b>7.685</b>	<b>6.874</b>	<b>7.751</b>	<b>85.873</b>
<b><u>Farebox Revenue</u></b>													
<b><u>Baseline</u></b>													
Harlem Line	\$15.671	\$14.850	\$16.298	\$15.977	\$16.502	\$16.978	\$17.188	\$16.401	\$16.599	\$16.734	\$16.832	\$17.455	\$197.487
Hudson Line	10.952	10.550	11.793	11.698	12.127	12.447	11.695	12.119	12.298	12.341	12.327	12.642	142.990
New Haven Line	24.922	22.777	26.122	26.055	26.063	27.775	28.018	26.933	26.502	26.918	27.585	29.475	319.144
West of Hudson Mail-n-Ride	0.039	0.041	0.042	0.042	0.042	0.042	0.041	0.040	0.041	0.041	0.041	0.040	0.492
<b>Total Farebox Revenue</b>	<b>\$51.584</b>	<b>\$48.219</b>	<b>\$54.256</b>	<b>\$53.772</b>	<b>\$54.734</b>	<b>\$57.242</b>	<b>\$56.942</b>	<b>\$55.494</b>	<b>\$55.440</b>	<b>\$56.035</b>	<b>\$56.785</b>	<b>\$59.611</b>	<b>\$660.112</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2014 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 <sup>(1)</sup>	45	45	45	45	45	45	45	45	45	45	45	45
COS/Corporate & Public Affairs <sup>(1)</sup>	17	17	17	17	17	17	17	17	17	17	17	17
Customer Service <sup>(1)</sup>	49	49	49	49	49	49	49	49	49	52	52	52
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	7	7	7	7	7	7	7	7	7	7	7	7
Human Resources & Diversity	28	28	28	28	28	28	28	28	28	28	28	28
Training	58	58	58	58	58	58	58	58	58	58	58	58
Employee Relations & Diversity	5	5	5	5	5	5	5	5	5	5	5	5
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	18	18	18	18	18	18	18	18	18	18	18	18
Capital Planning & Programming	16	16	16	16	16	16	16	16	16	16	16	16
Business Development Facilities & Mktg <sup>(1)</sup>	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	26	26	26	26	26	26	26	26	26	26	26	26
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems <sup>(2)</sup>	3	3	3	3	3	3	3	3	3	3	3	3
Controller	80	80	80	80	80	80	81	81	81	81	81	81
Information Technology & Project Mgmt	120	121	121	121	121	121	121	121	121	121	121	125
Budget <sup>(2)</sup>	18	18	18	18	18	18	18	18	18	18	18	18
Procurement & Material Mgmt <sup>(2)</sup>	42	42	42	42	42	42	42	42	42	42	42	42
Corporate <sup>(1)</sup>	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Administration</b>	<b>598</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>603</b>	<b>603</b>	<b>607</b>
<b>Operations</b>												
Operations Admin	61	61	61	61	61	61	61	61	61	61	61	61
Operations Services <sup>(3)</sup>	1,426	1,426	1,426	1,449	1,449	1,449	1,449	1,449	1,449	1,449	1,449	1,457
Customer Service <sup>(1)</sup>	236	236	236	236	236	236	236	236	236	236	236	239
Business Dev Facilities & Mktg <sup>(1)</sup>	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	38	38	38	38	38	38	38	38	38	38	38	38
Metro-North West	27	27	27	30	30	30	30	30	30	34	34	34
<b>Total Operations</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,818</b>	<b>1,818</b>	<b>1,829</b>
<b>Maintenance</b>												
GCT <sup>(1)</sup>	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development <sup>(1)</sup>	174	174	174	174	174	174	174	174	174	174	174	179
Maintenance of Equipment <sup>(3)</sup>	1,691	1,691	1,691	1,691	1,691	1,691	1,715	1,715	1,715	1,725	1,735	1,735
Maintenance of Way <sup>(1)</sup>	1,915	1,914	1,910	1,895	1,892	1,888	1,887	1,890	1,893	1,923	1,957	1,999
Procurement & Material Mgmt <sup>(2)</sup>	124	124	124	124	124	124	124	124	124	124	124	124
<b>Total Maintenance</b>	<b>3,904</b>	<b>3,903</b>	<b>3,899</b>	<b>3,884</b>	<b>3,881</b>	<b>3,877</b>	<b>3,900</b>	<b>3,903</b>	<b>3,906</b>	<b>3,946</b>	<b>3,990</b>	<b>4,037</b>
<b>Engineering/Capital</b>												
Construction Management	42	42	42	42	42	42	42	42	42	42	42	42
Engineering & Design	68	68	68	68	68	68	68	68	68	68	68	68
<b>Total Engineering/Capital</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>
<b>Total Positions</b>	<b>6,400</b>	<b>6,400</b>	<b>6,396</b>	<b>6,407</b>	<b>6,404</b>	<b>6,400</b>	<b>6,424</b>	<b>6,427</b>	<b>6,430</b>	<b>6,477</b>	<b>6,521</b>	<b>6,583</b>
<i>Non-Reimbursable<sup>(4)</sup></i>	5,898	5,897	5,855	5,772	5,764	5,744	5,741	5,773	5,771	5,822	5,884	5,968
<i>Reimbursable<sup>(4)</sup></i>	502	503	541	635	640	656	683	654	659	655	637	615
<b>Total Full-Time</b>	<b>6,399</b>	<b>6,399</b>	<b>6,395</b>	<b>6,406</b>	<b>6,403</b>	<b>6,399</b>	<b>6,423</b>	<b>6,426</b>	<b>6,429</b>	<b>6,476</b>	<b>6,520</b>	<b>6,582</b>
<i>Total Full-Time-Equivalents</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>

<sup>(1)</sup>Reflects the January 2014 reorganization of the GCT and Business Development departments which combines the two depts to create GCT & Corporate Development and transfers a portion of the combined dept. to the Maintenance of Way, Safety, Customer Service, Corporate and Public Affairs departments.

<sup>(2)</sup>Reflects the following transfer of positions between departments or functional group  
- 2 positions transferred from the Budget Department to the VP Finance Department.  
- 4 Procurement Specialists were reclassified from Administrative to Maintenance functions.

<sup>(3)</sup>Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).

<sup>(4)</sup>2014 includes the change in allocation of reimbursable positions versus the November plan.



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors <sup>(1)</sup>	196	196	196	196	196	196	196	196	196	196	196	196
Professional, Technical, Clerica <sup>(1)</sup>	401	402	402	402	402	402	403	403	403	406	406	410
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>598</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>603</b>	<b>603</b>	<b>607</b>
<b>Operations</b>												
Managers/Supervisors <sup>(2)</sup>	149	149	149	149	149	149	149	149	149	149	149	149
Professional, Technical, Clerica <sup>(1)</sup>	238	238	238	238	238	238	238	238	238	238	238	238
Operational Hourlies <sup>(2)</sup>	1,402	1,402	1,402	1,428	1,428	1,428	1,428	1,428	1,428	1,432	1,432	1,443
<b>Total Operations</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,814</b>	<b>1,818</b>	<b>1,818</b>	<b>1,829</b>
<b>Maintenance</b>												
Managers/Supervisors <sup>(1)(2)</sup>	545	545	545	545	545	545	545	545	545	545	545	545
Professional, Technical, Clerica <sup>(1)</sup>	500	500	500	500	500	500	501	501	501	501	501	506
Operational Hourlies <sup>(1)</sup>	2,860	2,859	2,855	2,840	2,837	2,833	2,855	2,858	2,861	2,901	2,945	2,987
<b>Total Maintenance</b>	<b>3,904</b>	<b>3,903</b>	<b>3,899</b>	<b>3,884</b>	<b>3,881</b>	<b>3,877</b>	<b>3,900</b>	<b>3,903</b>	<b>3,906</b>	<b>3,946</b>	<b>3,990</b>	<b>4,037</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	49	49	49	49	49	49	49	49	49	49	49	49
Professional, Technical, Clerical	61	61	61	61	61	61	61	61	61	61	61	61
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</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	939	939	939	939	939	939	939	939	939	939	939	939
Professional, Technical, Clerical	1,200	1,201	1,201	1,201	1,201	1,201	1,203	1,203	1,203	1,206	1,206	1,215
Operational Hourlies	4,261	4,260	4,256	4,267	4,264	4,260	4,282	4,285	4,288	4,332	4,376	4,429
<b>Total Positions</b>	<b>6,400</b>	<b>6,400</b>	<b>6,396</b>	<b>6,407</b>	<b>6,404</b>	<b>6,400</b>	<b>6,424</b>	<b>6,427</b>	<b>6,430</b>	<b>6,477</b>	<b>6,521</b>	<b>6,583</b>

<sup>(1)</sup>Reflects the January 2014 transfer of 16 positions from the Maintenance to the Administrative function resulting from the GCT/Business Development reorganization.

<sup>(2)</sup>Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).

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# **MTA Headquarters**

**MTA HEADQUARTERS  
FEBRUARY FINANCIAL PLAN FOR 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Headquarters' 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Plan and adopted by the Board in December 2013, as well as other technical adjustments.

The technical adjustment now included in the February Financial Plan is presented on the included reconciliations from the November Financial Plan and described below:

- A cost of \$1.2 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.

The attached also includes schedules detailing the monthly allocation of financial and headcount data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA HEADQUARTERS**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2013		2014		2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	1,672	(\$429.791)	1,704	(\$445.041)	1,708	(\$475.267)	1,738	(\$497.992)	1,782	(\$517.5180)
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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:**

Service Investments (Proposed in July)  
MTA re-estimates:  
Reduction in Unfunded Pension Liability (LIRR)  
Energy - NYPA  
Con Edison (MNR)  
EEO Training  
Other

0      (\$1.244)

Sub-Total MTA Plan Adjustments	0	(\$1.244)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	1,672	\$ (431.035)	1,704	\$ (445.041)	1,708	\$ (475.267)	1,738	\$ (497.992)	1,782	\$ (517.518)
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**MTA HEADQUARTERS**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>50</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</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>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>50</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	1,722	(\$183.717)	1,765	(\$326.566)	1,769	(\$198.020)	1,799	(\$136.531)	1,843	(\$207.229)
<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>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training	0	(\$1.244)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$1.244)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	1,722	\$ (184.961)	1,765	\$ (326.566)	1,769	\$ (198.020)	1,799	\$ (136.531)	1,843	\$ (207.229)

**MTA HEADQUARTERS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2014								
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates					All Other	February Adopted Budget
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYP&A	Con Edison - MNR Only	EEO Training			
<b>Revenue</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Vehicle Toll Revenue									
Other Operating Revenue:									
Rental Income	51.945							51.945	
Advertising	0.000								
Other	5.208							5.208	
Total Other Operating Revenue	57.153							57.153	
Capital and Other Reimbursements								0.000	
<b>Total Revenue</b>	<b>\$57.153</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$57.153</b>	
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$160.524	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$160.524	
Overtime	9.403							9.403	
Health and Welfare	26.075							26.075	
OPEB Current Payment	13.080							13.080	
Pensions	41.821							41.821	
Other Fringe Benefits	14.045							14.045	
Reimbursable Overhead	(50.492)							(50.492)	
<b>Total Labor Expenses</b>	<b>\$214.455</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$214.455</b>	
<b>Non-Labor:</b>									
Electric Power	\$6.777	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.777	
Fuel	1.258	0.000	0.000	0.000	0.000	0.000	0.000	1.258	
Insurance	1.874							1.874	
Claims	1.209							1.209	
Paratransit Service Contracts									
Maintenance and Other Operating Contracts	66.279							66.279	
Professional Service Contracts	68.447							68.447	
Materials & Supplies	0.002							0.002	
Other Business Expenses									
MTA Internal Subsidy	3.500							3.500	
Other	5.157							5.157	
Total Other Business Expenses	8.657	0.000	0.000	0.000	0.000	0.000	0.000	8.657	
<b>Total Non-Labor Expenses</b>	<b>\$154.502</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$154.502</b>	
<b>Other Expense Adjustments:</b>									
Other	\$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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$368.957</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>368.957</b>	
Depreciation	\$27.275							\$27.275	
OPEB Obligation	105.962							105.962	
Environmental Remediation	-							0.000	
<b>Total Expenses</b>	<b>\$502.194</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$502.194</b>	
<b>Baseline Surplus/(Deficit)</b>	<b>(\$445.041)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$445.041)</b>	
<b>Cash Conversion Adjustments:</b>									
Depreciation	\$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	
Other Cash Adjustments	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>Net Cash Surplus/(Deficit)</b>	<b>(\$445.041)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$445.041)</b>	

-- Differences are due to rounding.



**MTA HEADQUARTERS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2014							
	2014		MTA Re-estimates					February Adopted Budget
	Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYP&A	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue								
Other Operating Revenue								
Capital and Other Reimbursements	80.304							80.304
<b>Total Revenue</b>	<b>\$80.304</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$80.304</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$4.896	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.896
Overtime	6.351							6.351
Health and Welfare	0.887							0.887
OPEB Current Payment	0.000							0.000
Pensions	0.920							0.920
Other Fringe Benefits	0.388							0.388
Reimbursable Overhead	\$50.492							50.492
<b>Total Labor Expenses</b>	<b>\$63.934</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$63.934</b>
<b>Non-Labor:</b>								
Electric Power	\$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
Insurance	-							0.000
Claims	-							0.000
Paratransit Service Contracts	-							0.000
Maintenance and Other Operating Contracts	0.020							0.020
Professional Service Contracts	16.236							16.236
Materials & Supplies	-							0.000
Other Business Expenses								0.000
MTA Internal Subsidy	-							
Other	0.115							0.115
Total Other Business Expenses	0.115							0.115
<b>Total Non-Labor Expenses</b>	<b>\$16.370</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$16.370</b>
<b>Other Expense Adjustments:</b>								
Other	\$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>Total Expenses before Depreciation</b>	<b>\$80.304</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$80.304</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$80.304</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$80.304</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>Cash Conversion Adjustments:</b>								
Depreciation	\$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
Other Cash Adjustments	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>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>

-- Differences are due to rounding.

**MTA HEADQUARTERS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2014								
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates					All Other	February Adopted Budget
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training			
<b>Revenue</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Vehicle Toll Revenue								0.000	
Other Operating Revenue								51.945	
Rental Income	51.945							51.945	
Advertising	-								
Other	5.208							5.208	
Total Other Operating Revenue	57.153							57.153	
Capital and Other Reimbursements	80.304	0.000	0.000	0.000	0.000	0.000	0.000	80.304	
<b>Total Revenue</b>	<b>\$137.458</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$137.458</b>	
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$165.419	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$165.419	
Overtime	15.754							15.754	
Health and Welfare	26.962							26.962	
OPEB Current Payment	13.080							13.080	
Pensions	42.741							42.741	
Other Fringe Benefits	14.433							14.433	
Reimbursable Overhead	-							0.000	
<b>Total Labor Expenses</b>	<b>\$278.389</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$278.389</b>	
<b>Non-Labor:</b>									
Electric Power	\$6.777	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.777	
Fuel	1.258	0.000	0.000	0.000	0.000	0.000	0.000	1.258	
Insurance	1.874							1.874	
Claims	1.209							1.209	
Paratransit Service Contracts	0.000							0.000	
Maintenance and Other Operating Contracts	66.299							66.299	
Professional Service Contracts	84.683							84.683	
Materials & Supplies	0.002							0.002	
Other Business Expenses								0.000	
MTA Internal Subsidy	3.500							3.500	
Other Business Expenses	5.272							5.272	
Total Other Business Expenses	8.772							8.772	
<b>Total Non-Labor Expenses</b>	<b>\$170.872</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$170.872</b>	
<b>Other Expense Adjustments:</b>									
Other	\$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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$449.261</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$449.261</b>	
Depreciation	\$27.275							\$27.275	
OPEB Obligation	105.962							105.962	
Environmental Remediation	0.000							0.000	
<b>Total Expenses</b>	<b>\$582.498</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$582.498</b>	
<b>Baseline Surplus/(Deficit)</b>	<b>(\$445.041)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$445.041)</b>	
<b>Cash Conversion Adjustments:</b>									
Depreciation	\$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	
Other Cash Adjustments	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>Net Cash Surplus/(Deficit)</b>	<b>(\$445.041)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$445.041)</b>	

-- Differences are due to rounding.

**MTA HEADQUARTERS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2014								
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded MTA Re-estimates					All Other	February Adopted Budget
			Pension Liability - LIRR Only	Energy - NYP&A	Con Edison - MNR Only	EEO Training			
<b>Receipts</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Vehicle Toll Revenue								0.000	
Other Operating Revenue								0.000	
Rental Income	51.945							51.945	
Advertising	118.946							118.946	
Other	<u>5.307</u>							<u>5.307</u>	
Total Other Operating Revenue	176.199							176.199	
Capital & Other Reimbursements	80.604	0.000	0.000	0.000	0.000	0.000	0.000	80.604	
<b>Total Receipts</b>	<b>\$256.803</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$256.803</b>	
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	\$158.890	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$158.890	
Overtime	15.754							15.754	
Health and Welfare	25.890							25.890	
OPEB Current Payment	13.080							13.080	
Pensions	42.156							42.156	
Other Fringe Benefits	14.371							14.371	
GASB Account	1.512							1.512	
Reimbursable Overhead	0.000							0.000	
<b>Total Labor Expenditures</b>	<b>\$271.652</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$271.652</b>	
<b>Non-Labor:</b>									
Electric Power	\$6.777	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.777	
Fuel	1.258	0.000	0.000	0.000	0.000	0.000	0.000	1.258	
Insurance	\$1.855							1.855	
Claims	\$1.209							1.209	
Paratransit Service Contracts								0.000	
Maintenance and Other Operating Contracts	\$63.581							63.581	
Professional Service Contracts	\$78.332							78.332	
Materials & Supplies	\$0.002							0.002	
Other Business Expenditures								0.000	
MTA Internal Subsidy	\$3.500							3.500	
Other Business Expenses	<u>\$83.189</u>							<u>\$83.189</u>	
Total Other Business Expenses	86.69							86.689	
<b>Total Non-Labor Expenditures</b>	<b>\$239.701</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$239.701</b>	
<b>Other Expenditure Adjustments:</b>									
Operating Capital	\$72.016	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$72.016	
<b>Total Other Expenditure Adjustments</b>	<b>\$72.016</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$72.016</b>	
<b>Total Expenditures</b>	<b>\$583.369</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$583.369</b>	
<b>Baseline Cash Deficit</b>	<b>(\$326.566)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$326.566)</b>	
<b>Opening 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>Cash Timing and Availability Adjustment</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	
<b>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>	

-- Differences are due to rounding.

**MTA HEADQUARTERS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014								
			MTA Re-estimates						
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYP&A	Con Edison - MNR Only	EEO Training	All Other	February Adopted Budget	
<b>Receipts</b>									
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Rental Income	0.000								
Advertising Revenue	118.946							118.946	
Other Operating Revenue	0.099							0.099	
Capital and Other Reimbursements	0.300	0.000	0.000					0.300	
<b>Total Receipt Adjustments</b>	<b>\$119.345</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$119.345</b>	
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	\$6.529	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.529	
Overtime	-							0.000	
Health and Welfare	1.073							1.073	
OPEB Current Payment	0.000							0.000	
Pensions	0.585							0.585	
Other Fringe Benefits	0.062							0.062	
GASB Account	(1.512)							(1.512)	
Reimbursable Overhead	0.000							0.000	
<b>Total Labor Expenditures</b>	<b>\$6.737</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>\$6.737</b>	
<b>Non-Labor:</b>									
Electric Power	\$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	
Insurance	0.019							0.019	
Claims	-							0.000	
Paratransit Service Contracts	-							0.000	
Maintenance and Other Operating Contracts	2.718							2.718	
Professional Service Contracts	6.351							6.351	
Materials & Supplies	0.000							0.000	
Other Business Expenditures								0.000	
MTA Internal Subsidy	-							0.000	
Other Business Expenses	(77.917)							(77.917)	
Total Other Business Expenses	(77.917)							(77.917)	
<b>Total Non-Labor Expenditures</b>	<b>(\$68.829)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$68.829)</b>	
<b>Other Expenditure Adjustments:</b>									
Operating Capital	(\$72.016)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$72.016)	
<b>Total Other Expenditure Adjustments</b>	<b>(\$72.016)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$72.016)</b>	
<b>Total Expenditure Adjustments</b>	<b>(\$134.107)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$134.107)</b>	
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$14.762)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$14.762)</b>	
Depreciation Adjustment	\$27.275	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$27.275	
OPEB Obligation	105.962							105.962	
Environmental Remediation	-							0.000	
<b>Total Cash Conversion Adjustments</b>	<b>\$118.475</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$118.475</b>	

-- Differences are due to rounding.

**MTA HEADQUARTERS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Operating Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
<i>Other Operating Revenue</i>					
Rental Income	53.302	51.945	45.322	47.002	48.723
Other	<u>9.190</u>	<u>5.208</u>	<u>2.936</u>	<u>2.991</u>	<u>3.035</u>
Total Other Operating Revenue	62.492	57.153	48.258	49.993	51.758
Capital and Other Reimbursements					
<b>Total Revenue</b>	<b>\$62.492</b>	<b>\$57.153</b>	<b>\$48.258</b>	<b>\$49.993</b>	<b>\$51.758</b>
<b>Operating Expenses</b>					
<b>Labor:</b>					
Payroll	\$157.318	\$160.524	\$162.358	\$165.794	\$171.110
Overtime	9.090	9.403	9.092	9.121	9.293
Health and Welfare	23.369	26.075	27.480	29.610	32.150
OPEB Current Payment	11.520	13.080	14.640	16.200	17.760
Pensions	42.474	41.821	42.767	44.145	46.090
Other Fringe Benefits	14.728	14.045	14.556	15.094	15.764
Reimbursable Overhead	(48.677)	(50.492)	(51.309)	(52.269)	(53.043)
<b>Total Labor Expenses</b>	<b>\$209.823</b>	<b>\$214.455</b>	<b>\$219.583</b>	<b>\$227.696</b>	<b>\$239.124</b>
<b>Non-Labor:</b>					
Electric Power	\$5.284	\$6.777	\$6.440	\$6.610	\$6.903
Fuel	1.939	1.258	1.168	1.129	1.162
Insurance	1.671	1.874	1.998	2.191	2.460
Claims	1.099	1.209	1.330	1.463	1.609
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	66.383	66.279	62.841	63.599	64.540
Professional Service Contracts	50.591	68.447	64.214	61.477	61.930
Materials & Supplies	0.000	0.002	0.002	0.002	0.002
<i>Other Business Expenses</i>					
MTA Internal Subsidy	4.200	3.500	4.600	4.600	4.600
Other	<u>9.615</u>	<u>5.157</u>	<u>5.075</u>	<u>5.171</u>	<u>5.258</u>
Total Other Business Expenses	13.815	8.657	9.675	9.771	9.858
<b>Total Non-Labor Expenses</b>	<b>\$140.782</b>	<b>\$154.502</b>	<b>\$147.668</b>	<b>\$146.241</b>	<b>\$148.464</b>
<b>Other Expenses Adjustments:</b>					
Other	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$350.604</b>	<b>\$368.957</b>	<b>\$367.251</b>	<b>\$373.937</b>	<b>\$387.588</b>
Depreciation	49.598	27.275	37.674	42.810	37.812
OPEB Obligation	93.325	105.962	118.600	131.238	143.875
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$493.526</b>	<b>\$502.194</b>	<b>\$523.525</b>	<b>\$547.985</b>	<b>\$569.276</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$431.035)</b>	<b>(\$445.041)</b>	<b>(\$475.267)</b>	<b>(\$497.992)</b>	<b>(\$517.518)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</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	71.903	80.304	83.964	90.266	91.288
<b>Total Revenue</b>	<b>\$71.903</b>	<b>\$80.304</b>	<b>\$83.964</b>	<b>\$90.266</b>	<b>\$91.288</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$3.714	\$4.896	\$4.975	\$5.068	\$5.143
Overtime	6.998	6.351	5.000	5.000	5.000
Health and Welfare	0.580	0.887	0.942	0.997	1.054
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.673	0.920	0.937	0.959	0.984
Other Fringe Benefits	0.420	0.388	0.429	0.444	0.458
Reimbursable Overhead	48.677	50.492	51.309	52.269	53.043
<b>Total Labor Expenses</b>	<b>\$61.063</b>	<b>\$63.934</b>	<b>\$63.592</b>	<b>\$64.737</b>	<b>\$65.681</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	0.007	0.020	0.020	0.020	0.021
Professional Service Contracts	10.178	16.236	20.234	25.389	25.465
Materials & Supplies	-	-	-	-	-
<b><u>Other Business Expenses</u></b>					
<i>MTA Internal Subsidy</i>	-	-	-	-	-
<i>Other</i>	0.656	0.115	0.117	0.119	0.121
Total Other Business Expenses	0.656	0.115	0.117	0.119	0.121
<b>Total Non-Labor Expenses</b>	<b>\$10.840</b>	<b>\$16.370</b>	<b>\$20.371</b>	<b>\$25.528</b>	<b>\$25.607</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>\$71.903</b>	<b>\$80.304</b>	<b>\$83.964</b>	<b>\$90.266</b>	<b>\$91.288</b>
<b>Depreciation</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses</b>	<b>\$71.903</b>	<b>\$80.304</b>	<b>\$83.964</b>	<b>\$90.266</b>	<b>\$91.288</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 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
<i>Other Operating Revenue</i>					
Rental Income	53.302	51.945	45.322	47.002	48.723
Other	9.190	5.208	2.936	2.991	3.035
Total Other Operating Revenue	62.492	57.153	48.258	49.993	51.758
Capital and Other Reimbursements	71.903	80.304	83.964	90.266	91.288
<b>Total Revenue</b>	<b>\$134.395</b>	<b>\$137.458</b>	<b>\$132.221</b>	<b>\$140.259</b>	<b>\$143.046</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	\$161.032	\$165.419	\$167.333	\$170.862	\$176.253
Overtime	16.088	15.754	14.092	14.121	14.293
Health and Welfare	23.949	26.962	28.422	30.607	33.204
OPEB Current Payment	11.520	13.080	14.640	16.200	17.760
Pensions	43.148	42.741	43.704	45.105	47.073
Other Fringe Benefits	15.148	14.433	14.985	15.539	16.222
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$270.885</b>	<b>\$278.389</b>	<b>\$283.175</b>	<b>\$292.433</b>	<b>\$304.805</b>
<b>Non-Labor:</b>					
Electric Power	\$5.284	\$6.777	\$6.440	\$6.610	\$6.903
Fuel	1.939	1.258	1.168	1.129	1.162
Insurance	1.671	1.874	1.998	2.191	2.460
Claims	1.099	1.209	1.330	1.463	1.609
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	66.389	66.299	62.861	63.619	64.561
Professional Service Contracts	60.768	84.683	84.448	86.866	87.395
Materials & Supplies	-	0.002	0.002	0.002	0.002
<i>Other Business Expenses</i>					
MTA Internal Subsidy	4.200	3.500	4.600	4.600	4.600
Other Business Expenses	10.271	5.272	5.192	5.291	5.379
Total Other Business Expenses	14.471	8.772	9.792	9.891	9.979
<b>Total Non-Labor Expenses</b>	<b>\$151.622</b>	<b>\$170.872</b>	<b>\$168.039</b>	<b>\$171.770</b>	<b>\$174.071</b>
<b>Other Expenses Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$422.507</b>	<b>\$449.261</b>	<b>\$451.214</b>	<b>\$464.203</b>	<b>\$478.876</b>
Depreciation	49.598	27.275	37.674	42.810	37.812
OPEB Obligation	93.325	105.962	118.600	131.238	143.875
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$565.429</b>	<b>\$582.498</b>	<b>\$607.489</b>	<b>\$638.251</b>	<b>\$660.563</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$431.035)</b>	<b>(\$445.041)</b>	<b>(\$475.267)</b>	<b>(\$497.992)</b>	<b>(\$517.518)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2014-2017**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
<i>Other Operating Revenue</i>					
Rental Income	53.187	51.945	45.322	47.002	48.723
Data Center Billings	115.025	118.946	122.782	126.420	130.168
Other	<u>9.117</u>	<u>5.307</u>	<u>16.180</u>	<u>77.198</u>	<u>3.139</u>
Total Other Operating Revenue	177.329	176.199	184.284	250.621	182.030
Capital and Other Reimbursements	70.327	80.604	83.964	90.266	91.288
<b>Total Receipts</b>	<b>\$247.656</b>	<b>\$256.803</b>	<b>\$268.248</b>	<b>\$340.887</b>	<b>\$273.318</b>
<b>Expenditures</b>					
<i>Labor:</i>					
Payroll	\$164.388	\$158.890	\$160.687	\$164.156	\$169.490
Overtime	16.088	15.754	14.092	14.121	14.293
Health and Welfare	22.920	25.890	27.305	29.467	32.039
OPEB Current Payment	11.520	13.080	14.640	16.200	17.760
Pensions	43.082	42.156	43.248	44.639	46.606
Other Fringe Benefits	15.839	14.371	14.920	15.474	16.157
GASB Account	1.451	1.512	1.542	1.575	1.606
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$275.289</b>	<b>\$271.652</b>	<b>\$276.434</b>	<b>\$285.632</b>	<b>\$297.952</b>
<i>Non-Labor:</i>					
Electric Power	\$5.284	\$6.777	\$6.440	\$6.610	\$6.903
Fuel	1.939	1.258	1.168	1.129	1.162
Insurance	1.648	1.855	1.978	2.169	2.435
Claims	0.939	1.209	1.330	1.463	1.609
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	64.964	63.581	60.284	61.011	61.914
Professional Service Contracts	63.187	78.332	78.114	80.351	80.841
Materials & Supplies	-	0.002	0.002	0.002	0.002
<i>Other Business Expenses</i>					
MTA Internal Subsidy	4.200	3.500	4.600	4.600	4.600
Other Business Expenses	(3.217)	83.189	4.652	4.736	4.812
Total Other Business Expenses	0.983	86.689	9.252	9.336	9.412
<b>Total Non-Labor Expenditures</b>	<b>\$138.944</b>	<b>\$239.701</b>	<b>\$158.568</b>	<b>\$162.069</b>	<b>\$164.278</b>
<i>Other Expenditure Adjustments:</i>					
Capital	\$18.384	\$72.016	\$31.266	\$29.716	\$18.316
Unallocated Service Enhancement Policy Action	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$18.384</b>	<b>\$72.016</b>	<b>\$31.266</b>	<b>\$29.716</b>	<b>\$18.316</b>
<b>Total Expenditures</b>	<b>\$432.617</b>	<b>\$583.369</b>	<b>\$466.267</b>	<b>\$477.418</b>	<b>\$480.546</b>
<b>Baseline Cash Deficit</b>	<b>(\$184.961)</b>	<b>(\$326.566)</b>	<b>(\$198.020)</b>	<b>(\$136.531)</b>	<b>(\$207.229)</b>



**MTA HEADQUARTERS**  
**February Financial Plan 2014-2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	(0.115)	-	-	-	-
	115.025	118.946	122.782	126.420	130.168
Other Operating Revenue	(0.073)	0.099	13.245	74.207	0.104
Capital and Other Reimbursements	(1.576)	0.300	-	-	-
<b>Total Receipts</b>	<b>\$113.261</b>	<b>\$119.345</b>	<b>\$136.026</b>	<b>\$200.628</b>	<b>\$130.272</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$3.356)	\$6.529	\$6.646	\$6.705	\$6.762
Overtime	-	-	-	-	-
Health and Welfare	1.029	1.073	1.118	1.140	1.165
OPEB Current Payment	-	-	-	-	-
Pensions	0.066	0.585	0.456	0.466	0.467
Other Fringe Benefits	(0.691)	0.062	0.065	0.065	0.065
GASB Account	(1.451)	(1.512)	(1.542)	(1.575)	(1.606)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$4.403)</b>	<b>\$6.737</b>	<b>\$6.742</b>	<b>\$6.801</b>	<b>\$6.853</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	0.023	0.019	0.020	0.022	0.025
Claims	0.160	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	1.426	2.718	2.577	2.608	2.647
Professional Service Contracts	(2.419)	6.351	6.334	6.515	6.555
Materials & Supplies	-	-	-	-	-
<b><u>Other Business Expenses</u></b>					
MTA Internal Subsidy	-	-	-	-	-
Other Business Expenses	13.488	(77.917)	0.541	0.555	0.566
Total Other Business Expenses	13.488	(77.917)	0.541	0.555	0.566
<b>Total Non-Labor Expenditures</b>	<b>\$12.678</b>	<b>(\$68.829)</b>	<b>\$9.472</b>	<b>\$9.700</b>	<b>\$9.793</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Capital	(\$18.384)	(\$72.016)	(\$31.266)	(\$29.716)	(\$18.316)
<b>Total Other Expenditure Adjustments</b>	<b>(\$18.384)</b>	<b>(\$72.016)</b>	<b>(\$31.266)</b>	<b>(\$29.716)</b>	<b>(\$18.316)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$103.152</b>	<b>(\$14.762)</b>	<b>\$120.973</b>	<b>\$187.413</b>	<b>\$128.602</b>
Depreciation Adjustment	49.598	27.275	37.674	42.810	37.812
OPEB Obligation	93.325	105.962	118.600	131.238	143.875
Environmental Remediation	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$246.074</b>	<b>\$118.475</b>	<b>\$277.248</b>	<b>\$361.461</b>	<b>\$310.289</b>

**MTA Headquarters**  
**2014 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>	0	\$0.000	0%
<u>Unscheduled Service</u>	0	0.000	0%
<u>Programmatic/Routine Maintenance</u>	0	0.000	0%
<u>Unscheduled Maintenance</u>	0	0.000	0%
<u>Vacancy/Absentee Coverage</u>	103,648	4.612	49%
<u>Weather Emergencies</u>	0	0.000	0%
<u>Safety/Security/Law Enforcement</u>	100,564	4.490	48%
<u>Other</u>	7,774	0.300	3%
Subtotal	<b>211,987</b>	<b>\$9.403</b>	100%
<b><i>REIMBURSABLE OVERTIME</i></b>	146,217	6.351	
<b>TOTAL OVERTIME</b>	<b>358,203</b>	<b>\$15.754</b>	

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

**MTA HEADQUARTERS**  
**February Financial Plan 2014-2017**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Office of Chairman	5	5	5	5	5
Office of Counselor to the Chairman	2	2	2	2	2
Office of Chief of Staff	6	6	6	6	6
General Counsel	56	56	56	56	56
Office of Diversity	29	29	29	29	29
Labor Relations	6	6	6	6	6
External Communication	13	13	13	13	13
PCAC	4	4	4	4	4
Audit	85	85	85	85	85
Chief Financial Officer	64	64	64	64	64
Real Estate	60	60	60	60	60
Chief Operating Officer	2	3	3	3	3
Federal Affairs	1	1	1	1	1
Environmental, Sustain. & Compliance	5	5	5	5	5
Spec. Project Develop/Planning	8	8	8	8	8
Corporate Account	4	3	3	3	3
Intergovernmental Relations	5	5	5	5	5
Information Technology	66	67	67	67	67
Corporate and Internal Communications	40	40	40	40	40
Human Resources	13	13	13	13	13
Pensions	27	56	56	56	56
Capital Programs	30	33	32	32	32
Business Service Center	401	401	401	401	401
<b>Total Administration</b>	<b>932</b>	<b>965</b>	<b>964</b>	<b>964</b>	<b>964</b>
 <b>Public Safety</b>	 <b>790</b>	 <b>800</b>	 <b>805</b>	 <b>835</b>	 <b>879</b>
 <b>Baseline Total Positions</b>	 <b>1,722</b>	 <b>1,765</b>	 <b>1,769</b>	 <b>1,799</b>	 <b>1,843</b>
 <i>Non-Reimbursable</i>	 1,672	 1,704	 1,708	 1,738	 1,782
<i>Reimbursable</i>	50	61	61	61	61
 <i>Full-Time</i>	 1,722	 1,765	 1,769	 1,799	 1,843
<i>Full-Time Equivalents</i>	-	-	-	-	-

**MTA HEADQUARTERS**  
**February Financial Plan 2014-2017**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors	437	450	450	450	450
Professional, Technical, Clerical	495	515	514	514	514
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	932	965	964	964	964
<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	35	35	35	35	36
Professional, Technical, Clerical	75	76	76	76	76
Operational Hourlies (Uniformed)	680	689	694	724	767
<b>Total Public Safety</b>	790	800	805	835	879
<b>Total Positions</b>					
Managers/Supervisors	472	485	485	485	486
Professional, Technical, Clerical	570	591	590	590	590
Operational Hourlies	680	689	694	724	767
<b>Total Baseline Positions</b>	1,722	1,765	1,769	1,799	1,843

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

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue													
<u>Other Operating Revenue</u>													
Rental Income	4.311	4.311	4.311	4.376	4.311	4.311	4.457	4.311	4.311	4.311	4.311	4.311	51.945
Advertising Revenue													-
Other	0.412	0.412	0.412	0.412	(0.103)	2.216	0.412	0.412	0.412	0.412	0.412	(0.618)	5.208
Total Other Operating Revenue	4.724	4.724	4.724	4.789	4.209	6.528	4.869	4.724	4.724	4.724	4.724	3.694	57.153
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$4.724</b>	<b>\$4.724</b>	<b>\$4.724</b>	<b>\$4.789</b>	<b>\$4.209</b>	<b>\$6.528</b>	<b>\$4.869</b>	<b>\$4.724</b>	<b>\$4.724</b>	<b>\$4.724</b>	<b>\$4.724</b>	<b>\$3.694</b>	<b>\$57.153</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$15.121	\$11.895	\$12.501	\$13.668	\$13.106	\$12.501	\$15.683	\$12.501	\$13.106	\$14.274	\$11.895	\$14.274	\$160.524
Overtime	1.081	0.727	0.763	0.735	0.802	0.727	0.770	0.799	0.699	0.802	0.763	0.735	9.403
Health and Welfare	2.177	2.167	2.170	2.174	2.177	2.167	2.177	2.174	2.170	2.177	2.171	2.174	26.075
OPEB Current Payment	-	-	3.270	-	-	3.270	-	-	3.270	-	-	3.270	13.080
Pensions	1.202	1.202	8.052	1.202	1.202	8.052	1.202	1.202	8.052	1.202	1.202	8.052	41.821
Other Fringe Benefits	1.322	1.174	1.176	1.177	1.177	1.170	1.292	1.161	1.143	1.122	1.075	1.055	14.045
Reimbursable Overhead	(3.857)	(3.850)	(4.865)	(3.870)	(3.848)	(4.872)	(3.853)	(3.849)	(4.870)	(3.843)	(3.862)	(5.053)	(50.492)
<b>Total Labor Expenses</b>	<b>\$17.045</b>	<b>\$13.315</b>	<b>\$23.067</b>	<b>\$15.086</b>	<b>\$14.616</b>	<b>\$23.015</b>	<b>\$17.271</b>	<b>\$13.987</b>	<b>\$23.570</b>	<b>\$15.733</b>	<b>\$13.243</b>	<b>\$24.506</b>	<b>\$214.455</b>
<b>Non-Labor:</b>													
Electric Power	\$0.565	\$0.565	\$0.564	\$0.564	\$0.564	\$0.565	\$0.565	\$0.565	\$0.564	\$0.564	\$0.565	\$0.567	\$6.777
Fuel	0.107	0.106	0.104	0.104	0.104	0.105	0.104	0.104	0.104	0.104	0.104	0.105	1.258
Insurance	-	0.002	0.250	0.462	0.037	0.214	-	-	0.210	0.167	0.048	0.483	1.874
Claims	-	-	0.302	-	-	0.302	-	-	0.302	-	-	0.302	1.209
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	5.198	5.221	5.270	6.155	5.244	5.330	5.251	5.271	5.260	5.271	5.706	7.101	66.279
Professional Service Contracts	6.594	6.205	5.183	5.161	5.091	4.696	7.113	4.543	4.953	4.893	8.789	5.227	68.447
Materials & Supplies	-	-	-	-	0.002	-	-	-	-	-	-	-	0.002
<u>Other Business Expenses</u>													
MTA Internal Subsidy	3.500	-	-	-	-	-	-	-	-	-	-	-	3.500
Other	0.542	0.370	0.367	0.386	0.367	0.455	0.393	0.368	0.363	0.364	0.776	0.405	5.157
Total Other Business Expenses	4.042	0.370	0.367	0.386	0.367	0.455	0.393	0.368	0.363	0.364	0.776	0.405	8.657
<b>Total Non-Labor Expenses</b>	<b>\$16.506</b>	<b>\$12.468</b>	<b>\$12.041</b>	<b>\$12.833</b>	<b>\$11.409</b>	<b>\$11.668</b>	<b>\$13.427</b>	<b>\$10.851</b>	<b>\$11.757</b>	<b>\$11.362</b>	<b>\$15.989</b>	<b>\$14.191</b>	<b>\$154.502</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>\$33.551</b>	<b>\$25.784</b>	<b>\$35.108</b>	<b>\$27.919</b>	<b>\$26.025</b>	<b>\$34.683</b>	<b>\$30.697</b>	<b>\$24.838</b>	<b>\$35.327</b>	<b>\$27.096</b>	<b>\$29.232</b>	<b>\$38.697</b>	<b>\$368.957</b>
Depreciation	2.501	2.501	2.501	2.501	2.495	2.164	2.158	2.105	2.087	2.087	2.087	2.087	27.275
OPEB Obligation	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	105.962
<b>Total Expenses</b>	<b>\$44.882</b>	<b>\$37.115</b>	<b>\$46.439</b>	<b>\$39.250</b>	<b>\$37.351</b>	<b>\$45.678</b>	<b>\$41.686</b>	<b>\$35.774</b>	<b>\$46.244</b>	<b>\$38.013</b>	<b>\$40.149</b>	<b>\$49.614</b>	<b>\$502.194</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$40.159)</b>	<b>(\$32.391)</b>	<b>(\$41.716)</b>	<b>(\$34.461)</b>	<b>(\$33.142)</b>	<b>(\$39.150)</b>	<b>(\$36.817)</b>	<b>(\$31.050)</b>	<b>(\$41.521)</b>	<b>(\$33.289)</b>	<b>(\$35.425)</b>	<b>(\$45.920)</b>	<b>(\$445.041)</b>



**MTA HEADQUARTERS**  
**February Financial Plan - 2014 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>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other Operating Revenue</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Rental Income</i>	4.311	4.311	4.311	4.376	4.311	4.311	4.457	4.311	4.311	4.311	4.311	4.311	51.945
<i>Advertising Revenue</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other</i>	0.412	0.412	0.412	0.412	(0.103)	2.216	0.412	0.412	0.412	0.412	0.412	(0.618)	5.208
Total Other Operating Revenue	4.724	4.724	4.724	4.789	4.209	6.528	4.869	4.724	4.724	4.724	4.724	3.694	57.153
Capital and Other Reimbursements	5.401	5.410	6.408	6.557	5.402	7.882	5.671	7.162	6.413	8.672	5.414	9.911	80.304
<b>Total Revenue</b>	<b>\$10.125</b>	<b>\$10.134</b>	<b>\$11.132</b>	<b>\$11.346</b>	<b>\$9.611</b>	<b>\$14.409</b>	<b>\$10.541</b>	<b>\$11.886</b>	<b>\$11.137</b>	<b>\$13.396</b>	<b>\$10.138</b>	<b>\$13.604</b>	<b>\$137.458</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$15.529	\$12.303	\$12.909	\$14.076	\$13.514	\$12.909	\$16.091	\$12.909	\$13.514	\$14.682	\$12.303	\$14.682	\$165.419
Overtime	1.610	1.257	1.292	1.264	1.331	1.257	1.299	1.328	1.228	1.331	1.292	1.264	15.754
Health and Welfare	2.251	2.241	2.244	2.248	2.251	2.241	2.251	2.248	2.244	2.251	2.245	2.248	26.962
OPEB Current Payment	-	-	3.270	-	-	3.270	-	-	3.270	-	-	3.270	13.080
Pensions	1.278	1.278	8.128	1.278	1.278	8.128	1.278	1.278	8.128	1.278	1.278	8.128	42.741
Other Fringe Benefits	1.355	1.207	1.209	1.210	1.210	1.203	1.325	1.194	1.176	1.153	1.105	1.085	14.433
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor expenses</b>	<b>\$22.023</b>	<b>\$18.286</b>	<b>\$29.052</b>	<b>\$20.076</b>	<b>\$19.585</b>	<b>\$29.008</b>	<b>\$22.245</b>	<b>\$18.957</b>	<b>\$29.560</b>	<b>\$20.696</b>	<b>\$18.224</b>	<b>\$30.677</b>	<b>\$278.389</b>
<b>Non-Labor:</b>													
Electric Power	\$0.565	\$0.565	\$0.564	\$0.564	\$0.564	\$0.565	\$0.565	\$0.565	\$0.564	\$0.564	\$0.565	\$0.567	\$6.777
Fuel	0.107	0.106	0.104	0.104	0.104	0.105	0.104	0.104	0.104	0.104	0.104	0.105	1.258
Insurance	-	0.002	0.250	0.462	0.037	0.214	-	-	0.210	0.167	0.048	0.483	1.874
Claims	-	-	0.302	-	-	0.302	-	-	0.302	-	-	0.302	1.209
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	5.200	5.223	5.272	6.157	5.245	5.332	5.252	5.273	5.262	5.272	5.707	7.103	66.299
Professional Service Contracts	7.007	6.634	5.592	6.717	5.514	6.572	7.801	6.725	5.361	8.592	9.213	8.956	84.683
Materials & Supplies	-	-	-	-	0.002	-	-	-	-	-	-	-	0.002
<i>Other Business Expenses</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>MTA Internal Subsidy</i>	3.500	-	-	-	-	-	-	-	-	-	-	-	3.500
<i>Other Business Expenses</i>	0.551	0.379	0.380	0.394	0.376	0.467	0.402	0.376	0.376	0.373	0.784	0.415	5.272
Total Other Business Expenses	4.051	0.379	0.380	0.394	0.376	0.467	0.402	0.376	0.376	0.373	0.784	0.415	8.772
<b>Total Non-Labor expenses</b>	<b>\$16.930</b>	<b>\$12.907</b>	<b>\$12.464</b>	<b>\$14.399</b>	<b>\$11.843</b>	<b>\$13.557</b>	<b>\$14.124</b>	<b>\$13.043</b>	<b>\$12.180</b>	<b>\$15.072</b>	<b>\$16.422</b>	<b>\$17.931</b>	<b>\$170.872</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>\$38.952</b>	<b>\$31.194</b>	<b>\$41.516</b>	<b>\$34.476</b>	<b>\$31.427</b>	<b>\$42.565</b>	<b>\$36.369</b>	<b>\$32.000</b>	<b>\$41.740</b>	<b>\$35.768</b>	<b>\$34.646</b>	<b>\$48.608</b>	<b>\$449.261</b>
Depreciation	2.501	2.501	2.501	2.501	2.495	2.164	2.158	2.105	2.087	2.087	2.087	2.087	27.275
OPEB Obligation	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	105.962
<b>Total Expenses</b>	<b>\$50.284</b>	<b>\$42.525</b>	<b>\$52.848</b>	<b>\$45.807</b>	<b>\$42.753</b>	<b>\$53.559</b>	<b>\$47.357</b>	<b>\$42.936</b>	<b>\$52.657</b>	<b>\$46.685</b>	<b>\$45.563</b>	<b>\$59.525</b>	<b>\$582.498</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$40.159)</b>	<b>(\$32.391)</b>	<b>(\$41.716)</b>	<b>(\$34.461)</b>	<b>(\$33.142)</b>	<b>(\$39.150)</b>	<b>(\$36.817)</b>	<b>(\$31.050)</b>	<b>(\$41.521)</b>	<b>(\$33.289)</b>	<b>(\$35.425)</b>	<b>(\$45.920)</b>	<b>(\$445.041)</b>

**MTA HEADQUARTERS**  
**February Financial Plan - 2014 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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other Operating Revenue</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Rental Income</i>	4.311	4.311	4.311	4.376	4.311	4.311	4.457	4.311	4.311	4.311	4.311	4.311	51.945
<i>Advertising Revenue</i>	67.398	-	-	-	-	-	-	-	-	-	-	-	118.946
<i>Other</i>	0.421	0.421	0.421	0.421	(0.094)	2.225	0.421	0.421	0.421	0.421	0.421	(0.609)	5.307
Total Other Operating Revenue	72.130	4.732	4.732	4.797	4.217	6.536	4.877	4.732	4.732	4.732	4.732	55.250	176.199
Capital and Other Reimbursements	6.761	5.410	6.408	6.557	5.402	7.882	5.671	7.162	6.413	8.672	5.414	8.851	80.604
<b>Total Receipts</b>	<b>\$78.892</b>	<b>\$10.142</b>	<b>\$11.140</b>	<b>\$11.354</b>	<b>\$9.619</b>	<b>\$14.418</b>	<b>\$10.549</b>	<b>\$11.894</b>	<b>\$11.145</b>	<b>\$13.404</b>	<b>\$10.146</b>	<b>\$64.100</b>	<b>\$256.803</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$12.031	\$12.053	\$12.303	\$12.616	\$12.053	\$12.303	\$19.086	\$12.303	\$12.053	\$12.366	\$12.053	\$17.669	\$158.890
Overtime	1.610	1.257	1.292	1.264	1.331	1.257	1.299	1.328	1.228	1.331	1.292	1.264	15.754
Health and Welfare	2.288	2.278	2.281	2.284	2.288	2.278	2.288	2.284	2.281	2.288	2.281	0.773	25.890
OPEB Current Payment	-	-	3.270	-	-	3.270	-	-	3.270	-	-	3.270	13.080
Pensions	1.278	1.278	8.128	1.278	1.278	8.128	1.278	1.278	8.128	1.278	1.278	7.543	42.156
Other Fringe Benefits	1.293	1.207	1.209	1.210	1.210	1.203	1.325	1.194	1.176	1.153	1.105	1.085	14.371
GASB Account	-	-	-	-	-	-	-	-	-	-	-	1.512	1.512
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$18.499</b>	<b>\$18.073</b>	<b>\$28.484</b>	<b>\$18.652</b>	<b>\$18.161</b>	<b>\$28.439</b>	<b>\$25.276</b>	<b>\$18.388</b>	<b>\$28.136</b>	<b>\$18.417</b>	<b>\$18.010</b>	<b>\$33.116</b>	<b>\$271.652</b>
<b>Non-Labor:</b>													
Electric Power	\$0.565	\$0.565	\$0.564	\$0.564	\$0.564	\$0.565	\$0.565	\$0.565	\$0.564	\$0.564	\$0.565	\$0.567	\$6.777
Fuel	0.107	0.106	0.104	0.104	0.104	0.105	0.104	0.104	0.104	0.104	0.104	0.105	1.258
Insurance	-	0.080	0.250	-	-	0.700	-	-	0.300	-	0.025	0.500	1.855
Claims	-	-	0.302	-	-	0.302	-	-	0.302	-	-	0.302	1.209
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.700	4.500	4.500	4.500	4.500	4.500	5.000	5.300	6.000	6.000	6.000	6.081	63.581
Professional Service Contracts	8.007	10.634	5.092	6.867	4.514	5.072	6.801	7.225	5.861	6.092	6.213	5.955	78.332
Materials & Supplies	-	-	-	-	0.002	-	-	-	-	-	-	-	0.002
<i>Other Business Expenses</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>MTA Internal Subsidy</i>	3.500	-	-	-	-	-	-	-	-	-	-	-	3.500
<i>Other Business Expenses</i>	4.576	7.404	8.405	11.419	13.401	13.492	11.927	7.401	6.401	4.398	3.809	(9.443)	83.189
<b>Total Non-Labor Expenditures</b>	<b>\$23.455</b>	<b>\$23.288</b>	<b>\$19.217</b>	<b>\$23.455</b>	<b>\$23.085</b>	<b>\$24.736</b>	<b>\$24.397</b>	<b>\$20.595</b>	<b>\$19.533</b>	<b>\$17.158</b>	<b>\$16.717</b>	<b>\$4.067</b>	<b>\$239.701</b>
<b>Other Expenditure Adjustments:</b>													
Capital	\$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	6.312	6.212	6.287	7.262	7.509	6.509	6.434	5.834	5.112	4.612	4.612	5.326	\$72.016
<b>Total Other Expenditure Adjustments</b>	<b>\$6.312</b>	<b>\$6.212</b>	<b>\$6.287</b>	<b>\$7.262</b>	<b>\$7.509</b>	<b>\$6.509</b>	<b>\$6.434</b>	<b>\$5.834</b>	<b>\$5.112</b>	<b>\$4.612</b>	<b>\$4.612</b>	<b>\$5.326</b>	<b>\$72.016</b>
<b>Total Expenditures</b>	<b>\$48.266</b>	<b>\$47.573</b>	<b>\$53.987</b>	<b>\$49.369</b>	<b>\$48.754</b>	<b>\$59.683</b>	<b>\$56.107</b>	<b>\$44.817</b>	<b>\$52.781</b>	<b>\$40.187</b>	<b>\$39.339</b>	<b>\$42.509</b>	<b>\$583.369</b>
<b>Baseline Net Cash Deficit</b>	<b>\$30.626</b>	<b>(\$37.431)</b>	<b>(\$42.847)</b>	<b>(\$38.015)</b>	<b>(\$39.135)</b>	<b>(\$45.266)</b>	<b>(\$45.558)</b>	<b>(\$32.923)</b>	<b>(\$41.636)</b>	<b>(\$26.782)</b>	<b>(\$29.192)</b>	<b>\$21.592</b>	<b>(\$326.566)</b>



**MTA HEADQUARTERS**  
**February Financial Plan - 2014 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>													
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other Operating Revenue</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Rental Income</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Advertising Revenue</i>	67.398	-	-	-	-	-	-	-	-	-	-	51.548	118.946
<i>Other</i>	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.099
<b>Total Other Operating Revenue</b>	<b>67.407</b>	<b>0.008</b>	<b>0.008</b>	<b>0.008</b>	<b>0.008</b>	<b>0.008</b>	<b>0.008</b>	<b>0.008</b>	<b>0.008</b>	<b>0.008</b>	<b>0.008</b>	<b>51.556</b>	<b>119.045</b>
Capital and Other Reimbursements	1.360	-	-	-	-	-	-	-	-	-	-	(1.060)	0.300
<b>Total Receipts</b>	<b>\$68.767</b>	<b>\$0.008</b>	<b>\$0.008</b>	<b>\$0.008</b>	<b>\$0.008</b>	<b>\$0.008</b>	<b>\$0.008</b>	<b>\$0.008</b>	<b>\$0.008</b>	<b>\$0.008</b>	<b>\$0.008</b>	<b>\$50.496</b>	<b>\$119.345</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$3.498	\$0.250	\$0.605	\$1.461	\$1.461	\$0.605	(\$2.995)	\$0.605	\$1.461	\$2.316	\$0.250	(\$2.987)	\$6.529
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	(0.037)	(0.037)	(0.037)	(0.037)	(0.037)	(0.037)	(0.037)	(0.037)	(0.037)	(0.037)	(0.037)	1.475	1.073
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	-	-	-	-	-	0.585	0.585
Other Fringe Benefits	0.062	-	-	-	-	-	-	-	-	-	-	-	0.062
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(1.512)	(1.512)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$3.523</b>	<b>\$0.213</b>	<b>\$0.569</b>	<b>\$1.424</b>	<b>\$1.424</b>	<b>\$0.569</b>	<b>(\$3.032)</b>	<b>\$0.569</b>	<b>\$1.424</b>	<b>\$2.279</b>	<b>\$0.213</b>	<b>(\$2.439)</b>	<b>\$6.737</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	\$0.000	\$0.000	0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	(0.078)	(0.000)	0.462	0.037	(0.486)	-	-	(0.090)	0.167	0.023	(0.017)	0.019
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.500)	0.723	0.772	1.657	0.745	0.832	0.252	(0.027)	(0.738)	(0.728)	(0.293)	1.022	2.718
Professional Service Contracts	(1.000)	(4.000)	0.500	(0.150)	1.000	1.500	1.000	(0.500)	(0.500)	2.500	3.000	3.001	6.351
<i>Other Business Expenses</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Business Expenses</b>	<b>(4.025)</b>	<b>(7.025)</b>	<b>(8.025)</b>	<b>(11.025)</b>	<b>(13.025)</b>	<b>(13.025)</b>	<b>(11.525)</b>	<b>(7.025)</b>	<b>(6.025)</b>	<b>(4.025)</b>	<b>(3.025)</b>	<b>9.858</b>	<b>(77.917)</b>
<b>Total Non-Labor Expenditures</b>	<b>(\$6.525)</b>	<b>(\$10.381)</b>	<b>(\$6.753)</b>	<b>(\$9.056)</b>	<b>(\$11.242)</b>	<b>(\$11.179)</b>	<b>(\$10.273)</b>	<b>(\$7.552)</b>	<b>(\$7.353)</b>	<b>(\$2.086)</b>	<b>(\$0.294)</b>	<b>\$13.864</b>	<b>(\$68.829)</b>
<b>Other Expenditure Adjustments:</b>													
Capital	(6.312)	(6.212)	(6.287)	(7.262)	(7.509)	(6.509)	(6.434)	(5.834)	(5.112)	(4.612)	(4.612)	(5.326)	(\$72.016)
<b>Total Other Expenditure Adjustments</b>	<b>(\$6.312)</b>	<b>(\$6.212)</b>	<b>(\$6.287)</b>	<b>(\$7.262)</b>	<b>(\$7.509)</b>	<b>(\$6.509)</b>	<b>(\$6.434)</b>	<b>(\$5.834)</b>	<b>(\$5.112)</b>	<b>(\$4.612)</b>	<b>(\$4.612)</b>	<b>(\$5.326)</b>	<b>(\$72.016)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$59.453</b>	<b>(\$16.371)</b>	<b>(\$12.463)</b>	<b>(\$14.885)</b>	<b>(\$17.319)</b>	<b>(\$17.110)</b>	<b>(\$19.730)</b>	<b>(\$12.809)</b>	<b>(\$11.032)</b>	<b>(\$4.410)</b>	<b>(\$4.684)</b>	<b>\$56.595</b>	<b>(\$14.762)</b>
Depreciation Adjustment	2.501	2.501	2.501	2.501	2.495	2.164	2.158	2.105	2.087	2.087	2.087	2.087	27.275
OPEB Obligation	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	8.830	105.962
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$70.785</b>	<b>(\$5.039)</b>	<b>(\$1.132)</b>	<b>(\$3.554)</b>	<b>(\$5.993)</b>	<b>(\$6.116)</b>	<b>(\$8.741)</b>	<b>(\$1.873)</b>	<b>(\$0.115)</b>	<b>\$6.507</b>	<b>\$6.232</b>	<b>\$67.512</b>	<b>\$118.475</b>

MTA HEADQUARTERS  
February Financial Plan - 2014 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>	0.362	0.405	0.381	0.392	0.436	0.371	0.460	0.371	0.314	0.366	0.354	0.400	\$4.612
<u>Weather Emergencies</u>	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
<u>Safety/Security/Law Enforcement</u>	0.694	0.297	0.357	0.318	0.341	0.332	0.285	0.403	0.360	0.411	0.384	0.310	\$4.490
<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>\$1.081</b>	<b>\$0.727</b>	<b>\$0.763</b>	<b>\$0.735</b>	<b>\$0.802</b>	<b>\$0.727</b>	<b>\$0.770</b>	<b>\$0.799</b>	<b>\$0.699</b>	<b>\$0.802</b>	<b>\$0.763</b>	<b>\$0.735</b>	<b>\$9.403</b>
<b>REIMBURSABLE OVERTIME</b>	\$0.529	\$0.529	\$0.529	\$0.529	\$0.529	\$0.529	\$0.529	\$0.529	\$0.529	\$0.529	\$0.529	\$0.529	\$6.351
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$1.610</b>	<b>\$1.256</b>	<b>\$1.292</b>	<b>\$1.264</b>	<b>\$1.331</b>	<b>\$1.256</b>	<b>\$1.299</b>	<b>\$1.328</b>	<b>\$1.228</b>	<b>\$1.331</b>	<b>\$1.292</b>	<b>\$1.264</b>	<b>\$15.754</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.
- Public Safety includes the MTA Police which patrols the MTA's commuter railroads, and provides MTA-wide oversight of security and safety services. Public Safety also leads emergency preparedness, and interfaces with multiple city, state and federal law enforcement agencies.

The following table breaks out the MTA HQ expenses and personnel Budgets by these categories.

**MTA HEADQUARTERS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Major Function**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b><u>MTA Consolidated Functions</u></b>					
<b>Operating Revenue</b>	\$15.638	\$15.442	\$7.331	\$7.468	\$7.579
Labor Expenses	\$9.686	\$13.475	\$14.497	\$15.000	\$15.497
Non-Labor Expenses	16.556	17.198	11.779	11.448	11.860
Depreciation / OPEB Obligation	1.193	1.109	1.127	1.148	1.165
<b>Total Expenses</b>	<b>\$27.435</b>	<b>\$31.781</b>	<b>\$27.402</b>	<b>\$27.596</b>	<b>\$28.522</b>
<b>Baseline Deficit</b>	<b>(\$11.797)</b>	<b>(\$16.340)</b>	<b>(\$20.071)</b>	<b>(\$20.127)</b>	<b>(\$20.943)</b>
<b><u>MTA HQ, Policy &amp; Oversight</u></b>					
<b>Operating Revenue</b>	\$46.855	\$41.712	\$40.926	\$42.525	\$44.179
Labor Expenses	\$39.743	(\$29.907)	\$50.782	\$53.252	\$55.503
Non-Labor Expenses	107.557	187.586	107.865	109.979	111.359
Depreciation / OPEB Obligation	138.475	129.234	152.206	169.904	177.482
<b>Total Expenses</b>	<b>\$285.774</b>	<b>\$286.913</b>	<b>\$310.854</b>	<b>\$333.135</b>	<b>\$344.345</b>
<b>Baseline Deficit</b>	<b>(\$238.920)</b>	<b>(\$245.201)</b>	<b>(\$269.928)</b>	<b>(\$290.610)</b>	<b>(\$300.166)</b>
<b><u>Business Service Center</u></b>					
<b>Operating Revenue</b>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$36.550	\$39.661	\$40.267	\$41.344	\$42.372
Non-Labor Expenses	16.766	19.445	19.403	16.063	16.315
Depreciation / OPEB Obligation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$53.316</b>	<b>\$59.106</b>	<b>\$59.670</b>	<b>\$57.406</b>	<b>\$58.688</b>
<b>Baseline Deficit</b>	<b>(\$53.316)</b>	<b>(\$59.106)</b>	<b>(\$59.670)</b>	<b>(\$57.406)</b>	<b>(\$58.688)</b>
<b><u>Public Safety</u></b>					
<b>Operating Revenue</b>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$115.043	\$112.779	\$114.037	\$118.100	\$125.751
Non-Labor Expenses	8.704	8.721	8.620	8.752	8.929
Depreciation / OPEB Obligation	3.254	2.894	2.941	2.996	3.040
<b>Total Expenses</b>	<b>\$127.002</b>	<b>\$124.394</b>	<b>\$125.598</b>	<b>\$129.848</b>	<b>\$137.721</b>
<b>Baseline Deficit</b>	<b>(\$127.002)</b>	<b>(\$124.394)</b>	<b>(\$125.598)</b>	<b>(\$129.848)</b>	<b>(\$137.721)</b>

**MTA HEADQUARTERS**  
**February Financial Plan 2014-2017**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

<b>FUNCTION</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
MTA Consolidated Functions	289	321	320	320	320
MTA HQ, Policy & Oversight	242	243	243	243	243
Business Service Center	401	401	401	401	401
Public Safety	790	800	805	835	879
<b>Baseline Total Positions</b>	<b>1,722</b>	<b>1,765</b>	<b>1,769</b>	<b>1,799</b>	<b>1,843</b>
<b>Non-Reimbursable</b>	<b>1,672</b>	<b>1,704</b>	<b>1,708</b>	<b>1,738</b>	<b>1,782</b>
MTA Consolidated Functions	266	260	259	259	259
MTA HQ, Policy & Oversight	242	243	243	243	243
Business Service Center	374	401	401	401	401
Public Safety	790	800	805	835	879
	-	-	-	-	-
<b>Reimbursable</b>	<b>50</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>
MTA Consolidated Functions	23	61	61	61	61
MTA HQ, Policy & Oversight	-	-	-	-	-
Business Service Center	27	-	-	-	-
Public Safety	-	-	-	-	-
	-	-	-	-	-
<i>Full-Time</i>	1,722	1,765	1,769	1,799	1,843
<i>Full-Time Equivalents</i>	-	-	-	-	-

Note: Actuals reflect headcount vacancies.

**MTA INSPECTOR GENERAL  
FEBRUARY FINANCIAL PLAN FOR 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Inspector General's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017.

In the 2013 Final Estimate, a total of \$14.0 million is projected in baseline expenses, which remains unchanged from the November Financial Plan.

The 2014 Adopted Budget of \$13.7 million remains unchanged from the November Financial Plan.



**MTA INSPECTOR GENERAL**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</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	14.070	13.732	13.959	14.310	14.629
<b>Total Revenue</b>	<b>\$14.070</b>	<b>\$13.732</b>	<b>\$13.959</b>	<b>\$14.310</b>	<b>\$14.629</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.197	\$7.510	\$7.634	\$7.787	\$7.916
Overtime	-	-	-	-	-
Health and Welfare	1.181	1.246	1.297	1.376	1.459
OPEB Current Payment	-	-	-	-	-
Pensions	1.357	1.346	1.382	1.417	1.453
Other Fringe Benefits	0.593	0.604	0.654	0.679	0.700
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$10.328</b>	<b>\$10.706</b>	<b>\$10.967</b>	<b>\$11.259</b>	<b>\$11.528</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.064	0.062	0.066	0.068	0.072
Insurance	0.023	0.025	0.028	0.031	0.034
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	2.439	2.438	2.478	2.524	2.561
Professional Service Contracts	1.023	0.279	0.284	0.289	0.293
Materials & Supplies	-	-	-	-	-
Other Business Expenses	0.121	0.134	0.136	0.139	0.141
<b>Total Non-Labor Expenses</b>	<b>\$3.670</b>	<b>\$2.938</b>	<b>\$2.992</b>	<b>\$3.051</b>	<b>\$3.101</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>\$13.998</b>	<b>\$13.644</b>	<b>\$13.959</b>	<b>\$14.310</b>	<b>\$14.629</b>
Depreciation	\$0.072	\$0.088	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$14.070</b>	<b>\$13.732</b>	<b>\$13.959</b>	<b>\$14.310</b>	<b>\$14.629</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 2014 - 2017**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</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	13.998	13.644	13.959	14.310	14.629
<b>Total Receipts</b>	<b>\$13.998</b>	<b>\$13.644</b>	<b>\$13.959</b>	<b>\$14.310</b>	<b>\$14.629</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.197	\$7.510	\$7.634	\$7.787	\$7.916
Overtime	-	-	-	-	-
Health and Welfare	1.181	1.246	1.297	1.376	1.459
OPEB Current Payment	-	-	-	-	-
Pensions	1.357	1.346	1.382	1.417	1.453
Other Fringe Benefits	0.593	0.604	0.654	0.679	0.700
GASB Account	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$10.328</b>	<b>\$10.706</b>	<b>\$10.967</b>	<b>\$11.259</b>	<b>\$11.528</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.064	0.062	0.066	0.068	0.072
Insurance	0.023	0.025	0.028	0.031	0.034
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	2.439	2.438	2.478	2.524	2.561
Professional Service Contracts	1.023	0.279	0.284	0.289	0.293
Materials & Supplies	-	-	-	-	-
Other Business Expenses	0.121	0.134	0.136	0.139	0.141
<b>Total Non-Labor Expenses</b>	<b>\$3.670</b>	<b>\$2.938</b>	<b>\$2.992</b>	<b>\$3.051</b>	<b>\$3.101</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>\$13.998</b>	<b>\$13.644</b>	<b>\$13.959</b>	<b>\$14.310</b>	<b>\$14.629</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 2014 - 2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</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	(0.072)	(0.088)	-	-	-
<b>Total Receipts</b>	<b>(\$0.072)</b>	<b>(\$0.088)</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	-	-	-	-	-
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	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$0.072)</b>	<b>(\$0.088)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Depreciation	\$0.072	\$0.088	\$0.000	\$0.000	\$0.000
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 2014 - 2017**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2014	2015	2016	2017
<b>Administration</b>						
Office of the Inspector General	86	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>86</b>
<b>Baseline Total Positions</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>
Non-Reimbursable						
Reimbursable	86	86	86	86	86	86
Total Full-Time	86	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 FOR 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA First Mutual Transportation Assurance Company's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017. The Adopted Budget reflects the November Plan, which was adopted by the Board in December 2013, as such this budget remains unchanged.

This submission also includes schedules detailing the monthly allocation of the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
February Financial Plan 2014 - 2017  
Reconciliation to the November Plan (Accrual) Non-Reimbursable  
(\$ in millions)

Favorable/(Unfavorable)									
2013		2014		2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>0</b>	<b>(\$5.300)</b>	<b>0</b>	<b>(\$2.598)</b>	<b>0</b>	<b>\$3.872</b>	<b>0</b>	<b>\$12.872</b>	<b>0</b>	<b>\$22.380</b>
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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:**

- Service Investments (Proposed in July)
- MTA re-estimates:
  - Reduction in Unfunded Pension Liability (LIRR)
  - Energy - NYPA
  - Con Edison (MNR)
  - EEO Training
  - 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>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>0</b>	<b>(\$5.300)</b>	<b>0</b>	<b>(\$2.598)</b>	<b>0</b>	<b>\$3.872</b>	<b>0</b>	<b>\$12.872</b>	<b>0</b>	<b>\$22.380</b>
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**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2013		2014		2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</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>
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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:**

- Service Investments (Proposed in July)
- MTA re-estimates:
  - Reduction in Unfunded Pension Liability (LIRR)
  - Energy - NYPA
  - Con Edison (MNR)
  - EEO Training
  - 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>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>0</b>	<b>\$ -</b>	<b>0</b>	<b>\$ -</b>	<b>0</b>	<b>\$ -</b>	<b>0</b>	<b>\$ -</b>	<b>0</b>	<b>\$ -</b>
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**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates					
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	0.000							0.000
Vehicle Toll Revenue								
Other Operating Revenue	12.004							12.004
Investment Income	(11.821)							(11.821)
Capital & Other Reimbursements:	<b>0.000</b>							<b>0.000</b>
<b>Total Revenue</b>	<b>\$0.182</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.182</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>Non-Labor:</b>								
Electric Power	0.000							0.000
Fuel	0.000							0.000
Insurance	(88.421)							(88.421)
Claims	80.723							80.723
Paratransit Service Contracts								
Maintenance and Other Operating Contracts								0.000
Professional Service Contracts								0.000
Materials & Supplies								0.000
Other Business Expenses	10.478							10.478
<b>Total Non-Labor Expenses</b>	<b>\$2.780</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>2.780</b>
<b>Other Expense Adjustments:</b>								
Other	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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$2.780</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>2.780</b>
Depreciation								0.000
OPEB Obligation								0.000
Environmental Remediation								0.000
<b>Total Expenses</b>	<b>\$2.780</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.780</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$2.598)</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(2.598)</b>

- Differences are due to rounding.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2014								
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates					All Other	February Adopted Budget
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training			
<b>Receipts</b>									
Farebox Revenue	0.000							0.000	
Vehicle Toll Revenue								0.000	
Other Operating Revenue	12.004							12.004	
Investment Income	(11.821)							(11.821)	
Capital & Other Reimbursements:	0.000							0.000	
<b>Total Receipts</b>	<b>\$0.182</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.182</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>Non-Labor:</b>									
Electric Power	0.000							0.000	
Fuel	0.000							0.000	
Insurance	(88.421)							(88.421)	
Claims	75.442							75.442	
Paratransit Service Contracts								0.000	
Maintenance and Other Operating Contracts								0.000	
Professional Service Contracts								0.000	
Materials & Supplies								0.000	
Other Business Expenditures	10.478							10.478	
<b>Total Non-Labor Expenditures</b>	<b>(\$2.501)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.501)</b>	
<b>Other Expenditure Adjustments:</b>									
Other - Restricted Cash Adjustment	2.683	0.000	0.000	0.000	0.000	0.000	0.000	2.683	
<b>Total Other Expenditure Adjustments</b>	<b>\$2.683</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.683</b>	
<b>Total Expenditures</b>	<b>\$0.182</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.182</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>	

- Differences are due to rounding.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014								
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates					All Other	February Adopted Budget
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYP&A	Con Edison - MNR Only	EEO Training			
<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>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>Non-Labor:</b>									
Electric Power	0.000							0.000	
Fuel	0.000							0.000	
Insurance	0.000							0.000	
Claims	5.281							5.281	
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>\$5.281</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$5.281</b>	
<b>Other Expenditure Adjustments:</b>									
Other	(2.683)	0.000	0.000	0.000	0.000	0.000	0.000	(2.683)	
<b>Total Other Expenditure Adjustments</b>	<b>(\$2.683)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.683)</b>	
<b>Total Expenditure Adjustments</b>	<b>\$2.598</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.598</b>	
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$2.598</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.598</b>	
Depreciation Adjustment								0.000	
OPEB Obligation								0.000	
Environmental Remediation								0.000	
<b>Total Cash Conversion Adjustments</b>	<b>\$2.598</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.598</b>	

- Differences are due to rounding.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	11.853	12.004	12.198	12.426	12.610
Investment Income	(11.673)	(11.821)	(12.013)	(12.237)	(12.419)
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$0.180</b>	<b>\$0.182</b>	<b>\$0.185</b>	<b>\$0.189</b>	<b>\$0.191</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	(82.411)	(88.421)	(95.815)	(104.704)	(115.233)
Claims	77.618	80.723	81.440	81.119	81.925
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	10.273	10.478	10.688	10.902	11.120
<b>Total Non-Labor Expenses</b>	<b>\$5.480</b>	<b>\$2.780</b>	<b>(\$3.687)</b>	<b>(\$12.683)</b>	<b>(\$22.188)</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>\$5.480</b>	<b>\$2.780</b>	<b>(\$3.687)</b>	<b>(\$12.683)</b>	<b>(\$22.188)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$5.480</b>	<b>\$2.780</b>	<b>(\$3.687)</b>	<b>(\$12.683)</b>	<b>(\$22.188)</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$5.300)</b>	<b>(\$2.598)</b>	<b>\$3.872</b>	<b>\$12.872</b>	<b>\$22.380</b>

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**February Financial Plan 2014 - 2017**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	11.853	12.004	12.198	12.426	12.610
Investment Income	(11.673)	(11.821)	(12.013)	(12.237)	(12.419)
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Receipts</b>	<b>\$0.180</b>	<b>\$0.182</b>	<b>\$0.185</b>	<b>\$0.189</b>	<b>\$0.191</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	(82.411)	(88.421)	(95.815)	(104.704)	(115.233)
Claims	72.541	75.442	75.407	74.421	74.477
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	10.273	10.478	10.688	10.902	11.120
<b>Total Non-Labor Expenses</b>	<b>\$0.403</b>	<b>(\$2.501)</b>	<b>(\$9.720)</b>	<b>(\$19.381)</b>	<b>(\$29.636)</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other - Restricted Cash Adjustment	(\$0.223)	\$2.683	\$9.905	\$19.570	\$29.828
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.223)</b>	<b>\$2.683</b>	<b>\$9.905</b>	<b>\$19.570</b>	<b>\$29.828</b>
<b>Total Expenditures</b>	<b>\$0.180</b>	<b>\$0.182</b>	<b>\$0.185</b>	<b>\$0.189</b>	<b>\$0.191</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 2014 - 2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
	<b>Estimate</b>	<b>Budget</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	5.077	5.281	6.033	6.698	7.448
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$5.077</b>	<b>\$5.281</b>	<b>\$6.033</b>	<b>\$6.698</b>	<b>\$7.448</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.223	(\$2.683)	(\$9.905)	(\$19.570)	(\$29.828)
<b>Total Other Expenditures Adjustments</b>	<b>\$0.223</b>	<b>(\$2.683)</b>	<b>(\$9.905)</b>	<b>(\$19.570)</b>	<b>(\$29.828)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$5.300</b>	<b>\$2.598</b>	<b>(\$3.872)</b>	<b>(\$12.872)</b>	<b>(\$22.380)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$5.300</b>	<b>\$2.598</b>	<b>(\$3.872)</b>	<b>(\$12.872)</b>	<b>(\$22.380)</b>









# **New York City Transit**

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014 - 2017. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan and adopted by the Board in December 2013, as well as other technical adjustments.

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

**Inclusion of MTA Adjustments:**

- Service investments proposed in July and now approved for implementation. The financial impact represents expenses of \$3.864 million in 2013 and the addition of 165 positions and \$13.909 million of expenses for each subsequent year beginning 2014.
- The November Plan included a 2014 provision for traction power based upon a final reconciliation of 2010 NYPA billings. This adjustment reflects a change in the timing assumptions, shifting \$3.722 million to 2013 from 2014.
- A cost of \$5.523 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.

**MTA NYCT Primary Technical Adjustments:**

- A labor contract arbitration ruling was reached on 12/21/13 applicable to the Subway-Surface Supervisors Association (SSSA) and the Transit Supervisors Organization (TSO). The ruling awarded wage increases of 4%, 4%, and 3% for the three years ended 2012. The current financial plan assumes 4%, 4%, and 0%, respectively. Financial impacts resulting from this ruling are as follows: expense increases of \$23.745 million in 2013, \$13.152 million in 2014, \$5.355 million in 2015, \$4.694 million in 2016 and \$4.948 million in 2017. On a cash basis, \$23.746 million of retro-wage payments are deferred from 2013 to 2014.
- Additional security and utility requirements are necessary in support of the Fulton Street Transit Center, resulting in expense increases of \$3.116 million in 2014 and \$6.233 million in subsequent plan years.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>41,801</b>	<b>(\$5,248.328)</b>	<b>42,302</b>	<b>(\$5,562.616)</b>	<b>42,180</b>	<b>(\$5,924.448)</b>	<b>42,088</b>	<b>(\$6,244.004)</b>	<b>42,347</b>	<b>(\$6,737.463)</b>
<b>Technical Adjustments:</b>										
SSSA/TSO Arbitration Award		(\$23.745)		(\$13.152)		(\$5.355)		(\$4.694)		(\$4.948)
Fulton Street Transit Center		0.000	(2)	(3.116)	(2)	(6.233)	(2)	(6.233)	(2)	(6.233)
Bus Operator Headcount/Overtime Swap			(75)	(0.013)	(75)	(0.013)	(75)	(0.013)	(75)	(0.013)
Select Bus Service-M60			(22)	0.005	(22)	0.005	(22)	0.005	(22)	0.005
Other		(0.509)		0.261		(0.192)		0.002		(0.097)
Sub-Total Technical Adjustments	0	(\$24.254)	(99)	(\$16.015)	(99)	(\$11.788)	(99)	(\$10.933)	(99)	(\$11.286)
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)		(\$3.864)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA		(3.722)		3.722						
Con Edison (MNR)										
EEO Training		(5.523)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$13.109)	(165)	(\$10.187)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)
<b>2014 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>41,801</b>	<b>\$ (5,285.691)</b>	<b>42,566</b>	<b>\$ (5,588.818)</b>	<b>42,444</b>	<b>\$ (5,950.145)</b>	<b>42,352</b>	<b>\$ (6,268.846)</b>	<b>42,611</b>	<b>\$ (6,762.658)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2013		2014		2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2013 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	4,653	\$0.000	4,745	\$0.000	4,594	\$0.000	4,348	\$0.000	4,219	\$0.000

**Technical Adjustments:**

Expense Revisions	\$0.001	\$1.287	\$0.373	\$0.512	\$0.261
Capital Reimbursement Revisions	(0.001)	(1.287)	(0.373)	(0.512)	(0.261)

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:**

- Service Investments (Proposed in July)
- MTA re-estimates:
  - Reduction in Unfunded Pension Liability (LIRR)
  - Energy - NYPA
  - Con Edison (MNR)
  - EEO Training
  - 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>2014 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	4,653	\$ -	4,745	\$ -	4,594	\$ -	4,348	\$ -	4,219	\$ -

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>46,454</b>	<b>(\$2,235.303)</b>	<b>47,047</b>	<b>(\$2,736.800)</b>	<b>46,774</b>	<b>(\$2,780.200)</b>	<b>46,436</b>	<b>(\$2,991.087)</b>	<b>46,566</b>	<b>(\$3,263.017)</b>
<b>Technical Adjustments:</b>										
SSSA/TSO Arbitration Award		\$0.001		(\$37.407)		(\$5.355)		(\$4.694)		(\$4.948)
Fulton Street Transit Center			(2)	(3.116)	(2)	(6.233)	(2)	(6.233)	(2)	(6.233)
Bus Operator Headcount/Overtime Swap			(75)	(0.013)	(75)	(0.013)	(75)	(0.013)	(75)	(0.013)
Select Bus Service-M60			(22)	0.005	(22)	0.005	(22)	0.005	(22)	0.005
Other				(0.007)		(0.001)		(0.027)		(0.045)
Sub-Total Technical Adjustments	0	\$0.001	(99)	(\$40.538)	(99)	(\$11.597)	(99)	(\$10.962)	(99)	(\$11.234)
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)	-	(\$3.864)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA		(3.722)		3.722						
Con Edison (MNR)										
EEO Training		(5.523)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$13.109)	(165)	(\$10.187)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)
<b>2014 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>46,454</b>	<b>\$ (2,248.411)</b>	<b>47,311</b>	<b>\$ (2,787.525)</b>	<b>47,038</b>	<b>\$ (2,805.706)</b>	<b>46,700</b>	<b>\$ (3,015.958)</b>	<b>46,830</b>	<b>\$ (3,288.160)</b>

**MTA New York City Transit**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2014 MTA Re-estimates							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue:								0.000
Subway	\$3,111.715	0.160						3,111.875
Bus	962.999	1.030						964.029
Paratransit	18.343							18.343
Fare Media Liability	41.221							41.221
<b>Farebox Revenue</b>	<b>\$4,134.278</b>	<b>\$1.190</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$4,135.468</b>
Vehicle Toll Revenue	\$0.000							
Other Operating Revenue:								
Fare Reimbursement	84.016							84.016
Paratransit Reimbursement	176.969							176.969
Other	180.321							180.321
<b>Other Operating Revenue</b>	<b>441.306</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>441.306</b>
Capital and Other Reimbursements	0.000							0.000
<b>Total Revenue</b>	<b>\$4,575.584</b>	<b>\$1.190</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$4,576.774</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$2,922.368	7.545					14.435	2,944.348
Overtime	331.477	2.265					(5.398)	328.344
Total Salaries & Wages	\$3,253.845	9.810	0.000	0.000	0.000	0.000	9.037	3,272.692
Health and Welfare	702.703						3.313	706.016
OPEB Current Payment	356.612							356.612
Pensions	943.274						2.224	945.498
Other Fringe Benefits	286.677	3.732					(1.910)	288.499
Total Fringe Benefits	\$2,289.266	3.732	0.000	0.000	0.000	0.000	3.627	2,296.625
Reimbursable Overhead	(190.705)						0.113	(190.592)
<b>Total Labor Expenses</b>	<b>\$5,352.406</b>	<b>\$13.542</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$12.777</b>	<b>\$5,378.725</b>
<b>Non-Labor:</b>								
Electric Power	\$326.243	0.000	0.000	(3.722)	0.000	0.000	1.247	323.768
Fuel	165.858	0.676	0.000	0.000	0.000	0.000	(0.059)	166.475
Insurance	72.920							72.920
Claims	91.682							91.682
Paratransit Service Contracts	394.216							394.216
Maintenance and Other Operating Contracts	183.000	0.087					1.994	185.081
Professional Service Contracts	143.895						0.071	143.966
Materials & Supplies	289.224	0.794					(0.076)	289.942
Other Business Expenses	69.953						0.061	70.014
<b>Total Non-Labor Expenses</b>	<b>\$1,736.991</b>	<b>\$1.557</b>	<b>\$0.000</b>	<b>(\$3.722)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3.238</b>	<b>\$1,738.064</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>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$7,089.397</b>	<b>\$15.099</b>	<b>\$0.000</b>	<b>(\$3.722)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$16.015</b>	<b>\$7,116.789</b>
Depreciation	\$1,544.334							1,544.334
OPEB Obligation	1,504.469							1,504.469
Environmental Remediation	0.000							0.000
<b>Total Expenses</b>	<b>\$10,138.200</b>	<b>\$15.099</b>	<b>\$0.000</b>	<b>(\$3.722)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$16.015</b>	<b>\$10,165.592</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,562.616)</b>	<b>(\$13.909)</b>	<b>\$0.000</b>	<b>\$3.722</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$16.015)</b>	<b>(\$5,588.818)</b>





**MTA New York City Transit**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2014 MTA Re-estimates							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue:								
Subway	\$3,111.715	\$0.16	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	3,111.875
Bus	962.999	\$1.03	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	964.029
Paratransit	18.343	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	18.343
Fare Media Liability	41.221	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	41.221
<b>Total Farebox Revenue</b>	<b>\$4,134.278</b>	<b>\$1.190</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$4,135.468</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	84.016
Paratransit Reimbursement	176.969	0.000	0.000	0.000	0.000	0.000	0.000	176.969
Other	180.321	0.000	0.000	0.000	0.000	0.000	0.000	180.321
<b>Other Operating Revenue</b>	<b>441.306</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>441.306</b>
Capital and Other Reimbursements	943.492	0.000	0.000	0.000	0.000	0.000	1.287	944.779
<b>Total Revenue</b>	<b>\$5,519.076</b>	<b>\$1.190</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.287</b>	<b>\$5,521.553</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$3,314.968	7.545	0.000	0.000	0.000	0.000	15.636	3,338.149
Overtime	400.980	2.265	0.000	0.000	0.000	0.000	(5.410)	397.835
Total Salaries & Wages	\$3,715.948	<b>9.810</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>10.226</b>	<b>3,735.984</b>
Health and Welfare	730.223	0.000	0.000	0.000	0.000	0.000	3.313	733.536
OPEB Current Payment	356.612	0.000	0.000	0.000	0.000	0.000	0.000	356.612
Pensions	973.305	0.000	0.000	0.000	0.000	0.000	2.223	975.528
Other Fringe Benefits	417.794	3.732	0.000	0.000	0.000	0.000	(1.698)	419.828
Total Fringe Benefits	\$2,477.934	<b>3.732</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>3.838</b>	<b>2,485.504</b>
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$6,193.882</b>	<b>\$13.542</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$14.064</b>	<b>\$6,221.488</b>
<b>Non-Labor:</b>								
Electric Power	\$326.495	0.000	0.000	(3.722)	0.000	0.000	1.247	324.020
Fuel	165.881	0.676	0.000	0.000	0.000	0.000	(0.059)	166.498
Insurance	72.920	0.000	0.000	0.000	0.000	0.000	0.000	72.920
Claims	91.682	0.000	0.000	0.000	0.000	0.000	0.000	91.682
Paratransit Service Contracts	394.216	0.000	0.000	0.000	0.000	0.000	0.000	394.216
Maintenance and Other Operating Contracts	209.841	0.087	0.000	0.000	0.000	0.000	1.374	211.302
Professional Service Contracts	161.049	0.000	0.000	0.000	0.000	0.000	0.071	161.120
Materials & Supplies	345.060	0.794	0.000	0.000	0.000	0.000	0.544	346.398
Other Business Expenses	71.863	0.000	0.000	0.000	0.000	0.000	0.061	71.924
<b>Total Non-Labor Expenses</b>	<b>\$1,839.007</b>	<b>\$1.557</b>	<b>\$0.000</b>	<b>(\$3.722)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3.238</b>	<b>\$1,840.080</b>
Other Expense Adjustments:								
Other	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>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$8,032.889</b>	<b>\$15.099</b>	<b>\$0.000</b>	<b>(\$3.722)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$17.302</b>	<b>\$8,061.568</b>
Depreciation								
	\$1,544.334	0.000	0.000	0.000	0.000	0.000	0.000	1,544.334
OPEB Obligation								
	1,504.469	0.000	0.000	0.000	0.000	0.000	0.000	1,504.469
Environmental Remediation								
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$11,081.692</b>	<b>\$15.099</b>	<b>\$0.000</b>	<b>(\$3.722)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$17.302</b>	<b>\$11,110.371</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,562.616)</b>	<b>(\$13.909)</b>	<b>\$0.000</b>	<b>\$3.722</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$16.015)</b>	<b>(\$5,588.818)</b>

**MTA New York City Transit**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Receipts</b>								
Fare Revenue	\$4,143.509	\$1.190						4,144.699
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue:								
Fare Reimbursement	84.016							84.016
Paratransit Reimbursement	176.660							176.660
Other	86.431							86.431
<b>Other Operating Revenue</b>	<b>\$347.107</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>347.107</b>
Capital and Other Reimbursements	1,023.016						1.019	1,024.035
<b>Total Receipts</b>	<b>\$5,513.632</b>	<b>\$1.190</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.019</b>	<b>\$5,515.841</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$3,490.411	7.545					46.988	3,544.944
Overtime	422.202	2.265					(14.694)	409.773
Total Salaries & Wages	\$3,912.613	<b>9.810</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>32.294</b>	<b>3,954.717</b>
Health and Welfare	724.264						3.822	728.086
OPEB Current Payment	356.612							356.612
Pensions	960.996	3.732					-1.509	963.219
Other Fringe Benefits	394.406						3.711	398.117
Total Fringe Benefits	\$2,436.278	3.732	0.000	0.000	0.000	0.000	6.024	2,446.034
GASB Account	69.488							69.488
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenditures</b>	<b>\$6,418.379</b>	<b>\$13.542</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$38.318</b>	<b>\$6,470.239</b>
<b>Non-Labor:</b>								
Electric Power	\$326.495	0.000	0.000	(3.722)	0.000	0.000	1.247	324.020
Fuel	165.881	0.676	0.000	0.000	0.000	0.000	(0.059)	166.498
Insurance	74.818							74.818
Claims	83.154							83.154
Paratransit Service Contracts	392.216							392.216
Maintenance and Other Operating Contracts	224.541	0.087					1.374	226.002
Professional Service Contracts	152.049						0.071	152.120
Materials & Supplies	340.623	0.794					0.544	341.961
Other Business Expenditures	72.276						0.062	72.338
<b>Total Non-Labor Expenditures</b>	<b>\$1,832.053</b>	<b>\$1.557</b>	<b>\$0.000</b>	<b>(\$3.722)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3.239</b>	<b>\$1,833.127</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>Total Expenditures</b>	<b>\$8,250.432</b>	<b>\$15.099</b>	<b>\$0.000</b>	<b>(\$3.722)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$41.557</b>	<b>\$8,303.366</b>
<b>Net Cash Deficit</b>	<b>(\$2,736.800)</b>	<b>(\$13.909)</b>	<b>\$0.000</b>	<b>\$3.722</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$40.538)</b>	<b>(\$2,787.525)</b>

**MTA New York City Transit**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014 MTA Re-estimates							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Receipts</b>								
Fare Revenue	9.231	0.000	0.000	0.000	0.000	0.000	0.000	9.231
Vehicle Toll Revenue	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
Paratransit Reimbursement	(0.309)	0.000	0.000	0.000	0.000	0.000	0.000	(0.309)
Other	(93.890)	0.000	0.000	0.000	0.000	0.000	0.000	(93.890)
<b>Other Operating Revenue</b>	<b>(94.199)</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(94.199)</b>
Capital and Other Reimbursements	79.524	0.000	0.000	0.000	0.000	0.000	(0.268)	79.256
<b>Total Receipt Adjustments</b>	<b>(\$5.444)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.268)</b>	<b>(\$5.712)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	(175.443)	0.000	0.000	0.000	0.000	0.000	(31.352)	(206.795)
Overtime	(21.222)	0.000	0.000	0.000	0.000	0.000	9.284	(11.938)
<b>Total Salaries &amp; Wages</b>	<b>(\$196.665)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$22.068)</b>	<b>(\$218.733)</b>
Health and Welfare	5.959	0.000	0.000	0.000	0.000	0.000	(0.509)	5.450
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	12.309	(3.732)	0.000	0.000	0.000	0.000	3.732	12.309
Other Fringe Benefits	23.388	3.732	0.000	0.000	0.000	0.000	(5.409)	21.711
<b>Total Fringe Benefits</b>	<b>41.656</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(2.186)</b>	<b>39.470</b>
GASB Account	(69.488)	0.000	0.000	0.000	0.000	0.000	0.000	(69.488)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$224.497)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$24.254)</b>	<b>(\$248.751)</b>
<b>Non-Labor:</b>								
Electric Power	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
Insurance	(1.898)	0.000	0.000	0.000	0.000	0.000	0.000	(1.898)
Claims	8.528	0.000	0.000	0.000	0.000	0.000	0.000	8.528
Paratransit Service Contracts	2.000	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	(14.700)
Professional Service Contracts	9.000	0.000	0.000	0.000	0.000	0.000	0.000	9.000
Materials & Supplies	4.437	0.000	0.000	0.000	0.000	0.000	0.000	4.437
Other Business Expenditures	(0.413)	0.000	0.000	0.000	0.000	0.000	(0.001)	(0.414)
<b>Total Non-Labor Expenditures</b>	<b>\$6.954</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>\$6.953</b>
Other Expenditure Adjustments:								
Other	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>Total Expenditure Adjustments</b>	<b>(\$217.543)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$24.255)</b>	<b>(\$241.798)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>								
	<b>(\$222.987)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$24.523)</b>	<b>(\$247.510)</b>
Depreciation Adjustment	1,544.334	0.000	0.000	0.000	0.000	0.000	0.000	1,544.334
OPEB Obligation	1,504.469	0.000	0.000	0.000	0.000	0.000	0.000	1,504.469
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$2,825.816</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$24.523)</b>	<b>\$2,801.293</b>

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**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Operating Revenue</b>					
<i><u>Farebox Revenue:</u></i>					
Subway	3,021.461	3,111.875	3,154.015	3,197.125	3,215.267
Bus	937.425	964.029	974.589	985.341	985.333
Paratransit	16.285	18.343	19.810	21.395	23.106
Fare Media Liability	<u>52.221</u>	<u>41.221</u>	<u>40.221</u>	<u>40.221</u>	<u>40.221</u>
<b>Farebox Revenue</b>	<b>4,027.392</b>	<b>4,135.468</b>	<b>4,188.635</b>	<b>4,244.082</b>	<b>4,263.927</b>
<i><u>Other Operating Revenue:</u></i>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	162.693	176.969	188.079	208.816	236.828
Other	<u>274.148</u>	<u>180.321</u>	<u>150.573</u>	<u>153.748</u>	<u>157.015</u>
<b>Other Operating Revenue</b>	<b>520.857</b>	<b>441.306</b>	<b>422.668</b>	<b>446.580</b>	<b>477.859</b>
Capital and Other Reimbursements	00.000	00.000	00.000	00.000	00.000
<b>Total Revenue</b>	<b>\$4,548.249</b>	<b>\$4,576.774</b>	<b>\$4,611.303</b>	<b>\$4,690.662</b>	<b>\$4,741.786</b>
<b>Operating Expenses</b>					
<i><u>Labor:</u></i>					
Payroll	2,908.633	2,944.348	3,002.395	3,060.855	3,133.145
Overtime	<u>371.881</u>	<u>328.344</u>	<u>320.807</u>	<u>325.059</u>	<u>330.303</u>
Total Salaries & Wages	3,280.514	3,272.692	3,323.202	3,385.914	3,463.448
Health and Welfare	629.060	706.016	759.704	816.685	879.597
OPEB Current Payment	322.363	356.612	390.410	427.690	465.289
Pensions	910.969	945.498	951.008	965.693	962.746
Other Fringe Benefits	<u>305.659</u>	<u>288.499</u>	<u>302.835</u>	<u>314.147</u>	<u>327.913</u>
Total Fringe Benefits	2,168.051	2,296.625	2,403.957	2,524.215	2,635.545
Reimbursable Overhead	(190.215)	(190.592)	(185.541)	(181.402)	(179.022)
<b>Total Labor Expenses</b>	<b>\$5,258.350</b>	<b>\$5,378.725</b>	<b>\$5,541.618</b>	<b>\$5,728.727</b>	<b>\$5,919.971</b>
<i><u>Non-Labor:</u></i>					
Electric Power	\$316.401	\$323.768	\$349.646	\$373.264	\$399.510
Fuel	\$168.461	\$166.475	\$168.465	\$168.452	\$172.431
Insurance	61.725	72.920	85.895	101.600	120.248
Claims	100.934	91.682	94.590	98.056	100.534
Paratransit Service Contracts	368.324	394.216	411.506	456.590	525.734
Maintenance and Other Operating Contracts	183.165	185.081	189.130	201.155	191.092
Professional Service Contracts	149.927	143.966	139.474	138.027	140.388
Materials & Supplies	281.836	289.942	306.473	304.699	307.319
Other Business Expenses	64.987	70.014	71.859	73.561	71.602
<b>Total Non-Labor Expenses</b>	<b>\$1,695.760</b>	<b>\$1,738.064</b>	<b>\$1,817.038</b>	<b>\$1,915.404</b>	<b>\$2,028.858</b>
<i><u>Other Expenses Adjustments:</u></i>					
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>\$6,954.110</b>	<b>\$7,116.789</b>	<b>\$7,358.656</b>	<b>\$7,644.131</b>	<b>\$7,948.829</b>
Depreciation	1,433.225	1,544.334	1,638.144	1,688.144	1,863.292
OPEB Obligation	1,446.605	1,504.469	1,564.648	1,627.233	1,692.323
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$9,833.940</b>	<b>\$10,165.592</b>	<b>\$10,561.448</b>	<b>\$10,959.508</b>	<b>\$11,504.444</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$5,285.691)</b>	<b>(\$5,588.818)</b>	<b>(\$5,950.145)</b>	<b>(\$6,268.846)</b>	<b>(\$6,762.658)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Fare Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	914.825	944.779	908.537	895.272	878.744
<b>Total Revenue</b>	<b>\$914.825</b>	<b>\$944.779</b>	<b>\$908.537</b>	<b>\$895.272</b>	<b>\$878.744</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	344.277	393.801	381.369	374.144	364.862
Overtime	94.995	69.491	66.474	67.180	65.849
Total Salaries & Wages	439.272	463.292	447.843	441.324	430.711
Health and Welfare	24.945	27.520	29.410	30.718	31.815
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	29.229	30.030	30.560	30.631	30.079
Other Fringe Benefits	112.041	131.329	125.437	122.449	118.760
Total Fringe Benefits	166.215	188.879	185.407	183.798	180.654
Reimbursable Overhead	190.215	190.592	185.541	181.402	179.022
<b>Total Labor Expenses</b>	<b>\$795.702</b>	<b>\$842.763</b>	<b>\$818.791</b>	<b>\$806.524</b>	<b>\$790.387</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	\$0.022	\$0.023	\$0.023	\$0.023	\$0.023
Insurance					
Claims			(0.002)	(0.002)	(0.002)
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	30.666	26.221	26.071	26.071	26.197
Professional Service Contracts	27.459	17.154	16.239	16.592	16.324
Materials & Supplies	58.469	56.456	45.253	43.903	43.653
Other Business Expenses	2.255	1.910	1.910	1.909	1.910
<b>Total Non-Labor Expenses</b>	<b>\$119.123</b>	<b>\$102.016</b>	<b>\$89.746</b>	<b>\$88.748</b>	<b>\$88.357</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>\$914.825</b>	<b>\$944.779</b>	<b>\$908.537</b>	<b>\$895.272</b>	<b>\$878.744</b>
Depreciation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$914.825</b>	<b>\$944.779</b>	<b>\$908.537</b>	<b>\$895.272</b>	<b>\$878.744</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 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
<i>Farebox Revenue:</i>					
Subway	\$3,021.461	\$3,111.875	\$3,154.015	\$3,197.125	\$3,215.267
Bus	937.425	964.029	974.589	985.341	985.333
Paratransit	16.285	18.343	19.810	21.395	23.106
Fare Media Liability	52.221	41.221	40.221	40.221	40.221
<b>Farebox Revenue</b>	<b>\$4,027.392</b>	<b>\$4,135.468</b>	<b>\$4,188.635</b>	<b>\$4,244.082</b>	<b>\$4,263.927</b>
<i>Other Operating Revenue:</i>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	162.693	176.969	188.079	208.816	236.828
Other	274.148	180.321	150.573	153.748	157.015
<b>Other Operating Revenue</b>	<b>\$520.857</b>	<b>\$441.306</b>	<b>\$422.668</b>	<b>\$446.580</b>	<b>\$477.859</b>
Capital and Other Reimbursements	914.825	944.779	908.537	895.272	878.744
<b>Total Revenue</b>	<b>\$5,463.074</b>	<b>\$5,521.553</b>	<b>\$5,519.840</b>	<b>\$5,585.934</b>	<b>\$5,620.530</b>
<b>Expenses</b>					
<i>Labor:</i>					
Payroll	\$3,252.910	\$3,338.149	\$3,383.764	\$3,434.999	\$3,498.007
Overtime	<u>466.876</u>	<u>397.835</u>	<u>387.281</u>	<u>392.239</u>	<u>396.152</u>
Total Salaries & Wages	\$3,719.786	\$3,735.984	\$3,771.045	\$3,827.238	\$3,894.159
Health and Welfare	654.005	733.536	789.114	847.403	911.412
OPEB Current Payment	322.363	356.612	390.410	427.690	465.289
Pensions	940.198	975.528	981.568	996.324	992.825
Other Fringe Benefits	<u>417.700</u>	<u>419.828</u>	<u>428.272</u>	<u>436.596</u>	<u>446.673</u>
Total Fringe Benefits	\$2,334.266	\$2,485.504	\$2,589.364	\$2,708.013	\$2,816.199
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$6,054.052</b>	<b>\$6,221.488</b>	<b>\$6,360.409</b>	<b>\$6,535.251</b>	<b>\$6,710.358</b>
<i>Non-Labor:</i>					
Electric Power	\$316.653	\$324.020	\$349.898	\$373.516	\$399.762
Fuel	168.483	166.498	168.488	168.475	172.454
Insurance	61.725	72.920	85.895	101.600	120.248
Claims	100.934	91.682	94.588	98.054	100.532
Paratransit Service Contracts	368.324	394.216	411.506	456.590	525.734
Maintenance and Other Operating Contracts	213.831	211.302	215.201	227.226	217.289
Professional Service Contracts	177.386	161.120	155.713	154.619	156.712
Materials & Supplies	340.305	346.398	351.726	348.602	350.972
Other Business Expenses	67.242	71.924	73.769	75.470	73.512
<b>Total Non-Labor Expenses</b>	<b>\$1,814.883</b>	<b>\$1,840.080</b>	<b>\$1,906.784</b>	<b>\$2,004.152</b>	<b>\$2,117.215</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>\$7,868.935</b>	<b>\$8,061.568</b>	<b>\$8,267.193</b>	<b>\$8,539.403</b>	<b>\$8,827.573</b>
Depreciation	1,433.225	1,544.334	1,638.144	1,688.144	1,863.292
OPEB Obligation	1,446.605	1,504.469	1,564.648	1,627.233	1,692.323
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$10,748.765</b>	<b>\$11,110.371</b>	<b>\$11,469.985</b>	<b>\$11,854.780</b>	<b>\$12,383.188</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$5,285.691)</b>	<b>(\$5,588.818)</b>	<b>(\$5,950.145)</b>	<b>(\$6,268.846)</b>	<b>(\$6,762.658)</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Fare Revenue	4,043.223	4,144.699	4,198.866	4,254.313	4,274.158
<i>Other Operating Revenue:</i>					
Fare Reimbursement	99.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	163.978	176.660	187.770	208.569	236.697
Other	191.326	86.431	53.867	54.140	54.419
<b>Other Operating Revenue</b>	<b>454.320</b>	<b>347.107</b>	<b>325.653</b>	<b>346.725</b>	<b>375.132</b>
Capital and Other Reimbursements	937.173	1,024.035	925.581	897.528	881.680
<b>Total Receipts</b>	<b>\$5,434.716</b>	<b>\$5,515.841</b>	<b>\$5,450.100</b>	<b>\$5,498.566</b>	<b>\$5,530.970</b>
<b>Expenditures</b>					
<i>Labor:</i>					
Payroll	3,183.870	3,544.944	3,358.342	3,400.778	3,471.554
Overtime	459.018	409.773	385.632	387.994	394.332
Total Salaries & Wages	3,642.888	3,954.717	3,743.974	3,788.772	3,865.886
Health and Welfare	671.550	728.086	782.708	840.517	904.009
OPEB Current Payment	322.363	356.612	390.410	427.690	465.289
Pensions	783.083	963.219	975.221	987.133	983.335
Other Fringe Benefits	376.451	398.117	386.410	392.679	402.295
Total Fringe Benefits	2,153.447	2,446.034	2,534.749	2,648.019	2,754.928
GASB Account	64.473	69.488	75.731	83.187	90.706
Reimbursable Overhead					
<b>Total Labor Expenditures</b>	<b>\$5,860.808</b>	<b>\$6,470.239</b>	<b>\$6,354.454</b>	<b>\$6,519.978</b>	<b>\$6,711.520</b>
<i>Non-Labor:</i>					
Electric Power	316.653	324.020	349.898	373.516	399.762
Fuel	168.483	166.498	168.488	168.475	172.454
Insurance	75.367	74.818	91.393	105.079	123.727
Claims	92.687	83.154	83.958	85.269	87.747
Paratransit Service Contracts	366.324	392.216	409.506	454.590	523.734
Maintenance and Other Operating Contracts	228.531	226.002	229.901	241.926	231.989
Professional Service Contracts	170.969	152.120	146.713	145.619	147.712
Materials & Supplies	336.018	341.961	347.725	344.602	346.971
Other Business Expenditures	67.287	72.338	73.770	75.470	73.514
<b>Total Non-Labor Expenditures</b>	<b>\$1,822.319</b>	<b>\$1,833.127</b>	<b>\$1,901.352</b>	<b>\$1,994.546</b>	<b>\$2,107.610</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>\$7,683.127</b>	<b>\$8,303.366</b>	<b>\$8,255.806</b>	<b>\$8,514.524</b>	<b>\$8,819.130</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$2,248.411)</b>	<b>(\$2,787.525)</b>	<b>(\$2,805.706)</b>	<b>(\$3,015.958)</b>	<b>(\$3,288.160)</b>



**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Fare Revenue	\$15.831	\$9.231	\$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	1.285	(0.309)	(0.309)	(0.247)	(0.131)
Other	<u>(82.822)</u>	<u>(93.890)</u>	<u>(96.706)</u>	<u>(99.608)</u>	<u>(102.596)</u>
<b>Other Operating Revenue</b>	<b>(\$66.537)</b>	<b>(\$94.199)</b>	<b>(\$97.015)</b>	<b>(\$99.855)</b>	<b>(\$102.727)</b>
Capital and Other Reimbursements	22.348	79.256	17.044	2.256	2.936
<b>Total Receipt Adjustments</b>	<b>(\$28.358)</b>	<b>(\$5.712)</b>	<b>(\$69.740)</b>	<b>(\$87.368)</b>	<b>(\$89.560)</b>
<b>Expenditures</b>					
<i>Labor:</i>					
Payroll	\$69.040	(\$206.795)	\$25.422	\$34.221	\$26.453
Overtime	7.858	(11.938)	1.649	4.245	1.820
Health and Welfare	(17.545)	5.450	6.406	6.886	7.403
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	157.115	12.309	6.347	9.191	9.490
Other Fringe Benefits	41.249	21.711	41.862	43.917	44.378
Total Fringe Benefits	\$180.819	\$39.470	\$54.615	\$59.994	\$61.271
GASB Account	(64.473)	(69.488)	(75.731)	(83.187)	(90.706)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$193.244</b>	<b>(\$248.751)</b>	<b>\$5.955</b>	<b>\$15.273</b>	<b>(\$1.162)</b>
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	(13.642)	(1.898)	(5.498)	(3.479)	(3.479)
Claims	8.247	8.528	10.630	12.785	12.785
Paratransit Service Contracts	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(14.700)	(14.700)	(14.700)	(14.700)	(14.700)
Professional Service Contracts	6.417	9.000	9.000	9.000	9.000
Materials & Supplies	4.287	4.437	4.001	4.000	4.001
Other Business Expenditures	(0.045)	(0.414)	(0.001)	0.000	(0.002)
<b>Total Non-Labor Expenditures</b>	<b>(\$7.436)</b>	<b>\$6.953</b>	<b>\$5.432</b>	<b>\$9.606</b>	<b>\$9.605</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>\$157.450</b>	<b>(\$247.510)</b>	<b>(\$58.353)</b>	<b>(\$62.489)</b>	<b>(\$81.117)</b>
Depreciation Adjustment	1,433.225	1,544.334	1,638.144	1,688.144	1,863.292
OPEB Obligation	1,446.605	1,504.469	1,564.648	1,627.233	1,692.323
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$3,037.280</b>	<b>\$2,801.293</b>	<b>\$3,144.439</b>	<b>\$3,252.888</b>	<b>\$3,474.498</b>

**MTA New York City Transit**  
**2014 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>	3,809,365	\$115.681	35.2%
<u>Unscheduled Service</u>	2,794,931	\$84.875	25.8%
<u>Programmatic/Routine Maintenance</u>	3,280,208	\$99.612	30.3%
<u>Unscheduled Maintenance</u>	0	\$0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	241,014	\$7.319	2.2%
<u>Weather Emergencies</u>	368,815	\$11.200	3.4%
<u>Safety/Security/Law Enforcement</u>	118,312	\$3.593	1.1%
<u>Other</u> <sup>1</sup>	199,694	\$6.064	1.8%
Subtotal	<b>10,812,339</b>	<b>\$328.344</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	2,195,363	\$69.491	
<b>TOTAL OVERTIME</b>	<b>13,007,702</b>	<b>\$397.835</b>	

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

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Ridership/(Utilization)**  
(\$ in millions)

	<b>2013</b>	<b>2014</b>			
	<b>Final Estimate</b>	<b>Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>RIDERSHIP</b>					
Subway	1707.192	1735.591	1758.163	1781.26	1790.98
Bus	677.656	688.985	696.296	703.692	703.687
Paratransit	9.341	10.155	10.967	11.844	12.792
<b>Total Ridership</b>	<b>2,394.189</b>	<b>2,434.731</b>	<b>2,465.426</b>	<b>2,496.796</b>	<b>2,507.459</b>
<b>FAREBOX REVENUE (Excluding fare media liability)</b>					
Subway	3,021.461	3,111.875	3,154.015	3,197.125	3,215.267
Bus	937.425	964.029	974.589	985.341	985.333
Paratransit	16.285	18.343	19.810	21.395	23.106
<b>Total Farebox Revenue</b>	<b>\$3,975.171</b>	<b>\$4,094.247</b>	<b>\$4,148.414</b>	<b>\$4,203.861</b>	<b>\$4,223.706</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

Function/Department	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Office of the President	59	57	57	56	56
Law	267	267	267	267	267
Office of the EVP	41	41	41	39	39
Human Resources	230	219	215	214	214
Office of Management and Budget	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31
Corporate Communications	252	253	253	251	251
Technology & Information Services	446	446	443	441	441
Non-Departmental	84	49	63	84	84
Labor Relations	96	96	96	96	96
Materiel	252	253	238	228	227
Controller	137	137	137	130	130
<b>Total Administration</b>	<b>1,934</b>	<b>1,888</b>	<b>1,880</b>	<b>1,876</b>	<b>1,875</b>
<b>Operations</b>					
Subways Rapid Transit Operations	7,431	7,675	7,562	7,537	7,565
Subways Operations Support /Admin	319	369	369	369	369
Subways Stations	2,617	2,632	2,631	2,631	2,631
<i>Subtotal - Subways</i>	<b>10,367</b>	<b>10,676</b>	<b>10,562</b>	<b>10,537</b>	<b>10,565</b>
Buses	10,457	10,696	10,646	10,646	10,646
Paratransit	209	208	208	208	208
Operations Planning	416	403	376	371	371
Revenue Control	461	465	478	478	478
<b>Total Operations</b>	<b>21,910</b>	<b>22,448</b>	<b>22,270</b>	<b>22,240</b>	<b>22,268</b>
-					
<b>Maintenance</b>					
Subways Operations Support /Admin	226	194	177	152	152
Subways Engineering	318	312	300	288	286
Subways Car Equipment	4,214	4,343	4,390	4,271	4,137
Subways Infrastructure	1,373	1,449	1,420	1,409	1,409
Subways Elevator & Escalators	385	393	393	395	395
Subways Stations	3,535	3,626	3,598	3,603	3,758
Subways Track	2,730	2,739	2,739	2,739	2,739
Subways Power	584	616	596	582	582
Subways Signals	1,390	1,403	1,384	1,362	1,362
Subways Electronics Maintenance	1,431	1,456	1,443	1,417	1,417
<i>Subtotal - Subways</i>	<b>16,186</b>	<b>16,531</b>	<b>16,440</b>	<b>16,218</b>	<b>16,237</b>
Buses	3,735	3,754	3,736	3,712	3,796
Revenue Control	137	137	137	137	137
Supply Logistics	558	560	557	557	557
System Safety	91	91	91	88	88
<b>Total Maintenance</b>	<b>20,707</b>	<b>21,073</b>	<b>20,961</b>	<b>20,712</b>	<b>20,815</b>
<b>Engineering/Capital</b>					
Capital Program Management	1,319	1,274	1,299	1,244	1,244
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,274</b>	<b>1,299</b>	<b>1,244</b>	<b>1,244</b>
<b>Public Safety</b>					
Security	584	628	628	628	628
<b>Total Public Safety</b>	<b>584</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>
<b>Baseline Total Positions</b>					
	<b>46,454</b>	<b>47,311</b>	<b>47,038</b>	<b>46,700</b>	<b>46,830</b>
Non-Reimbursable	41,801	42,566	42,444	42,352	42,611
Reimbursable	4,653	4,745	4,594	4,348	4,219
Total Full-Time	46,290	47,153	46,895	46,557	46,687
Total Full-Time Equivalents	164	158	143	143	143

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Occupation**

Function/Occupational Group	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors	657	646	634	627	626
Professional, Technical, Clerical	1,162	1,127	1,131	1,134	1,134
Operational Hourlies	115	115	115	115	115
<b>Total Administration</b>	<b>1,934</b>	<b>1,888</b>	<b>1,880</b>	<b>1,876</b>	<b>1,875</b>
<b>Operations</b>					
Managers/Supervisors	2,523	2,581	2,571	2,556	2,557
Professional, Technical, Clerical	454	489	486	484	484
Operational Hourlies	18,933	19,378	19,213	19,200	19,227
<b>Total Operations</b>	<b>21,910</b>	<b>22,448</b>	<b>22,270</b>	<b>22,240</b>	<b>22,268</b>
<b>Maintenance</b>					
Managers/Supervisors	3,800	3,848	3,808	3,764	3,766
Professional, Technical, Clerical	1,069	1,024	990	947	945
Operational Hourlies	15,838	16,201	16,163	16,001	16,104
<b>Total Maintenance</b>	<b>20,707</b>	<b>21,073</b>	<b>20,961</b>	<b>20,712</b>	<b>20,815</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	295	329	334	283	283
Professional, Technical, Clerical	1,022	943	963	959	959
Operational Hourlies	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,274</b>	<b>1,299</b>	<b>1,244</b>	<b>1,244</b>
<b>Public Safety</b>					
Managers/Supervisors	210	254	254	254	254
Professional, Technical, Clerical	37	40	40	40	40
Operational Hourlies	337	334	334	334	334
<b>Total Public Safety</b>	<b>584</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>
<b>Total</b>					
Managers/Supervisors	7,485	7,658	7,601	7,484	7,486
Professional, Technical, Clerical	3,744	3,623	3,610	3,564	3,562
Operational Hourlies	35,225	36,030	35,827	35,652	35,782
<b>Baseline Total Positions</b>	<b>46,454</b>	<b>47,311</b>	<b>47,038</b>	<b>46,700</b>	<b>46,830</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
<b>Farebox Revenue:</b>													
Subway	\$251.262	\$234.824	\$264.134	\$260.561	\$265.339	\$261.289	\$265.570	\$255.276	\$263.652	\$276.477	\$249.516	\$263.975	\$3,111.875
Bus	76.526	71.880	82.321	80.407	82.518	80.163	83.788	81.580	83.558	86.185	76.259	78.844	964.029
Paratransit	1.504	1.385	1.555	1.551	1.577	1.547	1.529	1.459	1.518	1.625	1.500	1.593	18.343
Fare Media Liability	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>41.221</u>
<b>Farebox Revenue</b>	<b>\$332.727</b>	<b>\$311.524</b>	<b>\$351.445</b>	<b>\$345.954</b>	<b>\$352.869</b>	<b>\$346.434</b>	<b>\$354.322</b>	<b>\$341.750</b>	<b>\$352.163</b>	<b>\$367.722</b>	<b>\$330.710</b>	<b>\$347.848</b>	<b>\$4,135.468</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	8.428	7.156	8.927	7.545	9.042	6.812	2.935	1.873	6.916	9.461	7.343	7.578	84.016
Paratransit Reimbursement	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.741	176.969
Other	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>45.131</u>	<u>180.321</u>
<b>Other Operating Revenue</b>	<b>\$35.466</b>	<b>\$34.194</b>	<b>\$35.965</b>	<b>\$34.583</b>	<b>\$36.080</b>	<b>\$33.850</b>	<b>\$29.973</b>	<b>\$28.911</b>	<b>\$33.954</b>	<b>\$36.499</b>	<b>\$34.381</b>	<b>\$67.450</b>	<b>\$441.306</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>\$368.193</b>	<b>\$345.718</b>	<b>\$387.410</b>	<b>\$380.537</b>	<b>\$388.949</b>	<b>\$380.284</b>	<b>\$384.295</b>	<b>\$370.661</b>	<b>\$386.117</b>	<b>\$404.221</b>	<b>\$365.091</b>	<b>\$415.298</b>	<b>\$4,576.774</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	252.332	228.318	238.439	238.974	249.778	237.521	252.716	243.426	243.152	247.261	249.279	263.153	2,944.348
Overtime	<u>29.745</u>	<u>25.837</u>	<u>27.123</u>	<u>26.650</u>	<u>26.520</u>	<u>26.839</u>	<u>28.599</u>	<u>27.035</u>	<u>27.448</u>	<u>26.917</u>	<u>25.594</u>	<u>30.036</u>	<u>328.344</u>
Total Salaries & Wages	282.077	254.155	265.561	265.624	276.298	264.360	281.315	270.461	270.600	274.179	274.873	293.189	3,272.692
Health and Welfare	57.634	57.206	57.256	57.348	57.505	53.869	65.347	60.186	59.944	59.895	59.816	60.009	706.016
OPEB Current Payment	29.111	28.895	28.920	28.967	29.046	27.210	33.007	30.400	30.278	30.253	30.213	30.311	356.612
Pensions	17.552	17.552	17.552	17.552	17.552	17.552	752.430	17.552	17.552	17.552	17.552	17.552	945.498
Other Fringe Benefits	<u>24.771</u>	<u>23.241</u>	<u>23.240</u>	<u>23.601</u>	<u>24.151</u>	<u>23.612</u>	<u>25.555</u>	<u>23.813</u>	<u>23.922</u>	<u>23.094</u>	<u>24.118</u>	<u>25.380</u>	<u>288.499</u>
Total Fringe Benefits	129.069	126.894	126.968	127.467	128.254	122.243	876.339	131.950	131.696	130.794	131.700	133.252	2,296.625
Reimbursable Overhead	(16.238)	(14.918)	(16.565)	(15.927)	(16.504)	(15.985)	(16.021)	(16.144)	(16.179)	(16.380)	(14.663)	(15.068)	(190.592)
<b>Total Labor Expenses</b>	<b>\$394.908</b>	<b>\$366.130</b>	<b>\$375.964</b>	<b>\$377.164</b>	<b>\$388.048</b>	<b>\$370.618</b>	<b>\$1,141.632</b>	<b>\$386.267</b>	<b>\$386.118</b>	<b>\$388.593</b>	<b>\$391.909</b>	<b>\$411.373</b>	<b>\$5,378.252</b>
<b>Non-Labor:</b>													
Electric Power	27.517	27.555	26.653	25.677	24.560	26.776	28.284	27.888	26.965	27.295	26.847	27.750	323.768
Fuel	15.216	14.779	15.877	16.350	14.602	12.732	12.217	12.005	12.103	12.688	13.097	14.808	166.475
Insurance	6.352	6.352	5.760	5.761	6.087	6.087	6.087	6.087	6.087	6.087	6.087	6.087	72.920
Claims	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.638	91.682
Paratransit Service Contracts	32.732	31.013	33.120	33.079	33.445	32.953	32.759	31.729	32.666	34.205	32.597	33.918	394.216
Mtce. and Other Operating Contracts	11.652	13.806	14.106	19.494	15.050	15.227	15.444	20.074	15.426	15.444	15.439	13.919	185.081
Professional Service Contracts	5.417	9.925	12.922	10.536	10.646	12.874	10.752	10.587	12.863	12.806	13.251	21.389	143.966
Materials & Supplies	23.594	23.129	24.106	23.903	23.906	24.181	24.028	24.040	24.253	24.172	24.319	26.312	289.942
Other Business Expenses	5.478	5.421	7.917	5.732	5.667	5.671	5.666	5.641	5.583	5.797	5.583	5.856	70.014
<b>Total Non-Labor Expenses</b>	<b>\$135.598</b>	<b>\$139.622</b>	<b>\$148.101</b>	<b>\$148.173</b>	<b>\$141.603</b>	<b>\$144.142</b>	<b>\$142.878</b>	<b>\$145.691</b>	<b>\$143.585</b>	<b>\$146.134</b>	<b>\$144.859</b>	<b>\$157.677</b>	<b>\$1,738.064</b>
<b>Other Expense Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation, OPEB</b>	<b>\$530.506</b>	<b>\$505.752</b>	<b>\$524.065</b>	<b>\$525.337</b>	<b>\$529.651</b>	<b>\$514.760</b>	<b>\$1,284.510</b>	<b>\$531.958</b>	<b>\$529.703</b>	<b>\$534.727</b>	<b>\$536.768</b>	<b>\$569.051</b>	<b>\$7,116.789</b>
Depreciation	118.000	119.000	120.000	121.000	122.000	131.762	132.762	133.762	134.762	135.762	136.762	138.762	1,544.334
OPEB Account	0.000	0.000	376.117	0.000	0.000	376.117	0.000	0.000	376.117	0.000	0.000	376.117	1,504.469
<b>Total Expenses</b>	<b>\$648.506</b>	<b>\$624.752</b>	<b>\$1,020.182</b>	<b>\$646.337</b>	<b>\$651.651</b>	<b>\$1,022.640</b>	<b>\$1,417.272</b>	<b>\$665.720</b>	<b>\$1,040.582</b>	<b>\$670.489</b>	<b>\$673.530</b>	<b>\$1,083.930</b>	<b>\$10,165.592</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$280.313)</b>	<b>(\$279.034)</b>	<b>(\$632.772)</b>	<b>(\$265.800)</b>	<b>(\$262.702)</b>	<b>(\$642.356)</b>	<b>(\$1,032.977)</b>	<b>(\$295.059)</b>	<b>(\$654.465)</b>	<b>(\$266.268)</b>	<b>(\$308.439)</b>	<b>(\$668.632)</b>	<b>(\$5,588.818)</b>



MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2014 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>													
<b>Farebox Revenue:</b>													
Subway	\$251.262	\$234.824	\$264.134	\$260.561	\$265.339	\$261.289	\$265.570	\$255.276	\$263.652	\$276.477	\$249.516	\$263.975	\$3,111.875
Bus	76.526	71.880	82.321	80.407	82.518	80.163	83.788	81.580	83.558	86.185	76.259	78.844	964.029
Paratransit	1.504	1.385	1.555	1.551	1.577	1.547	1.529	1.459	1.518	1.625	1.500	1.593	18.343
Fare Media Liability	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>3.435</u>	<u>41.221</u>
<b>Farebox Revenue</b>	<b>\$332.727</b>	<b>\$311.524</b>	<b>\$351.445</b>	<b>\$345.954</b>	<b>\$352.869</b>	<b>\$346.434</b>	<b>\$354.322</b>	<b>\$341.750</b>	<b>\$352.163</b>	<b>\$367.722</b>	<b>\$330.710</b>	<b>\$347.848</b>	<b>\$4,135.468</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	8.428	7.156	8.927	7.545	9.042	6.812	2.935	1.873	6.916	9.461	7.343	7.578	84.016
Paratransit Reimbursement	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.748	14.741	176.969
Other	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>12.290</u>	<u>45.131</u>	<u>180.321</u>
<b>Other Operating Revenue</b>	<b>\$35.466</b>	<b>\$34.194</b>	<b>\$35.965</b>	<b>\$34.583</b>	<b>\$36.080</b>	<b>\$33.850</b>	<b>\$29.973</b>	<b>\$28.911</b>	<b>\$33.954</b>	<b>\$36.499</b>	<b>\$34.381</b>	<b>\$67.450</b>	<b>\$441.306</b>
Capital and Other Reimbursements	76.211	71.797	76.794	76.896	78.695	76.410	102.757	77.675	76.894	80.136	73.714	76.800	944.779
<b>Total Revenue</b>	<b>\$444.404</b>	<b>\$417.515</b>	<b>\$464.204</b>	<b>\$457.433</b>	<b>\$467.644</b>	<b>\$456.694</b>	<b>\$487.052</b>	<b>\$448.336</b>	<b>\$463.011</b>	<b>\$484.357</b>	<b>\$438.805</b>	<b>\$492.098</b>	<b>\$5,521.553</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	285.093	258.508	272.551	271.863	283.727	269.972	285.538	276.594	275.839	282.216	280.707	295.542	3,338.149
Overtime	<u>35.647</u>	<u>31.510</u>	<u>32.803</u>	<u>32.383</u>	<u>32.355</u>	<u>32.648</u>	<u>34.472</u>	<u>32.964</u>	<u>33.280</u>	<u>32.690</u>	<u>31.337</u>	<u>35.747</u>	<u>397.835</u>
Total Salaries & Wages	320.740	290.018	305.354	304.246	316.082	302.620	320.010	309.558	309.119	314.906	312.043	331.289	3,735.984
Health and Welfare	59.921	59.440	59.489	59.582	59.761	56.125	67.668	62.506	62.265	62.216	62.137	62.426	733.536
OPEB Current Payment	29.111	28.895	28.920	28.967	29.046	27.210	33.007	30.400	30.278	30.253	30.213	30.311	356.612
Pensions	17.901	17.901	17.901	17.901	17.901	17.901	778.621	17.901	17.901	17.901	17.901	17.900	975.528
Other Fringe Benefits	<u>35.747</u>	<u>33.420</u>	<u>34.595</u>	<u>34.496</u>	<u>35.410</u>	<u>34.400</u>	<u>36.445</u>	<u>34.898</u>	<u>34.882</u>	<u>34.820</u>	<u>34.609</u>	<u>36.106</u>	<u>419.828</u>
Total Fringe Benefits	142.680	139.655	140.905	140.946	142.118	135.636	915.740	145.705	145.326	145.190	144.860	146.743	2,485.504
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>\$463.421</b>	<b>\$429.673</b>	<b>\$446.259</b>	<b>\$445.191</b>	<b>\$458.199</b>	<b>\$438.256</b>	<b>\$1,235.751</b>	<b>\$455.263</b>	<b>\$454.445</b>	<b>\$460.096</b>	<b>\$456.903</b>	<b>\$478.032</b>	<b>\$6,221.488</b>
<b>Non-Labor:</b>													
Electric Power	27.538	27.577	26.674	25.698	24.580	26.797	28.304	27.909	26.985	27.316	26.867	27.772	324.020
Fuel	15.218	14.781	15.879	16.352	14.604	12.734	12.219	12.007	12.105	12.690	13.099	14.810	166.498
Insurance	6.352	6.352	5.760	5.761	6.087	6.087	6.087	6.087	6.087	6.087	6.087	6.087	72.920
Claims	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.640	7.638	91.682
Paratransit Service Contracts	32.732	31.013	33.120	33.079	33.445	32.953	32.759	31.729	32.666	34.205	32.597	33.918	394.216
Mtce. and Other Operating Contracts	13.769	16.056	16.247	21.612	17.300	17.368	17.712	22.324	17.566	17.504	17.646	16.197	211.302
Professional Service Contracts	6.381	11.042	14.157	12.174	11.981	14.388	12.098	11.957	14.352	14.196	14.616	23.778	161.120
Materials & Supplies	27.869	27.672	28.871	28.671	28.520	28.940	28.708	28.754	28.834	29.009	29.122	31.427	346.398
Other Business Expenses	5.797	5.743	6.251	6.054	5.989	6.007	5.988	5.963	5.917	6.119	5.905	6.192	71.924
<b>Total Non-Labor Expenses</b>	<b>\$143.296</b>	<b>\$147.877</b>	<b>\$154.600</b>	<b>\$157.042</b>	<b>\$150.147</b>	<b>\$152.914</b>	<b>\$151.516</b>	<b>\$154.371</b>	<b>\$152.153</b>	<b>\$154.767</b>	<b>\$153.579</b>	<b>\$167.818</b>	<b>\$1,840.080</b>
<b>Other Expense Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>													
<b>before Depreciation, OPEB</b>	<b>\$606.717</b>	<b>\$577.550</b>	<b>\$600.859</b>	<b>\$602.233</b>	<b>\$608.346</b>	<b>\$591.170</b>	<b>\$1,387.267</b>	<b>\$609.634</b>	<b>\$606.597</b>	<b>\$614.863</b>	<b>\$610.482</b>	<b>\$645.850</b>	<b>\$8,061.568</b>
Depreciation	118.000	119.000	120.000	121.000	122.000	131.762	132.762	133.762	134.762	135.762	136.762	138.762	1,544.334
OPEB Account	0.000	0.000	376.117	0.000	0.000	376.117	0.000	0.000	376.117	0.000	0.000	376.117	1,504.469
<b>Total Expenses</b>	<b>\$724.717</b>	<b>\$696.550</b>	<b>\$1,096.976</b>	<b>\$723.233</b>	<b>\$730.346</b>	<b>\$1,099.050</b>	<b>\$1,520.029</b>	<b>\$743.396</b>	<b>\$1,117.477</b>	<b>\$750.625</b>	<b>\$747.244</b>	<b>\$1,160.729</b>	<b>\$11,110.371</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$280.313)</b>	<b>(\$279.034)</b>	<b>(\$632.772)</b>	<b>(\$265.800)</b>	<b>(\$262.702)</b>	<b>(\$642.356)</b>	<b>(\$1,032.977)</b>	<b>(\$295.059)</b>	<b>(\$654.465)</b>	<b>(\$266.268)</b>	<b>(\$308.439)</b>	<b>(\$668.632)</b>	<b>(\$5,588.818)</b>



**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 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	\$4.041	\$0.695	\$0.294	(\$0.931)	\$4.460	\$0.203	\$2.330	\$0.483	(\$0.826)	\$3.369	(\$0.821)	(\$4.066)	\$9.231
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	(8.428)	(7.156)	(8.927)	(1.233)	(9.042)	36.954	3.377	(1.873)	(6.916)	(3.148)	(7.343)	13.735	0.000
Paratransit Reimbursement	(11.810)	28.190	(11.810)	(11.810)	28.190	(11.810)	(11.810)	28.190	(11.810)	(11.810)	9.594	(11.803)	(0.309)
Other	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(0.038)	(93.890)
<b>Other Operating Revenue</b>	<b>(\$28.770)</b>	<b>\$12.502</b>	<b>(\$29.269)</b>	<b>(\$21.575)</b>	<b>\$10.616</b>	<b>\$16.612</b>	<b>(\$16.965)</b>	<b>\$17.785</b>	<b>(\$27.258)</b>	<b>(\$23.490)</b>	<b>(\$6.281)</b>	<b>\$1.894</b>	<b>(\$94.199)</b>
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.000	15.000	15.000	34.256	79.256
<b>Total Receipt Adjustments</b>	<b>(\$24.729)</b>	<b>\$13.197</b>	<b>(\$28.975)</b>	<b>(\$22.506)</b>	<b>\$15.076</b>	<b>\$16.815</b>	<b>(\$14.635)</b>	<b>\$18.268</b>	<b>(\$13.084)</b>	<b>(\$5.121)</b>	<b>\$7.898</b>	<b>\$32.084</b>	<b>(\$5.712)</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	(69.737)	3.237	29.231	20.295	(98.515)	29.870	(101.588)	28.814	19.878	0.007	19.159	(87.446)	(206.795)
Overtime	(9.653)	0.000	3.428	2.285	0.979	3.510	(11.345)	3.428	2.285	2.204	2.285	(11.344)	(11.938)
Total Salaries & Wages	(79.390)	3.237	32.659	22.580	(97.536)	33.380	(112.933)	32.242	22.163	2.211	21.444	(98.790)	(218.733)
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	5.450	5.450
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	(59.084)	(59.084)	(59.084)	(59.084)	(59.084)	(59.082)	685.026	(63.643)	(63.643)	(63.643)	(63.643)	(63.643)	12.309
Other Fringe Benefits	(2.801)	3.436	5.657	4.896	(4.227)	5.711	(5.343)	5.626	4.865	3.349	4.810	(4.268)	21.711
Total Fringe Benefits	(61.885)	(55.648)	(53.427)	(54.188)	(63.311)	(53.371)	679.683	(58.017)	(58.778)	(60.294)	(58.833)	(62.461)	39.470
GASB Account	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.787)	(69.488)
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>(\$147.066)</b>	<b>(\$58.202)</b>	<b>(\$26.559)</b>	<b>(\$37.399)</b>	<b>(\$166.638)</b>	<b>(\$25.782)</b>	<b>\$560.959</b>	<b>(\$31.566)</b>	<b>(\$42.406)</b>	<b>(\$63.874)</b>	<b>(\$43.180)</b>	<b>(\$167.038)</b>	<b>(\$248.751)</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	0.000	0.000
Insurance	(2.753)	6.352	(8.363)	5.760	5.930	(14.220)	6.087	6.087	(8.958)	6.087	6.087	(9.993)	(1.898)
Claims	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	8.528
Paratransit Service Contracts	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.166	0.166	0.166	0.166	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	(1.964)	(1.964)	(1.214)	(1.214)	(1.214)	0.786	0.786	1.786	1.786	1.786	1.786	3.286	4.437
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	(0.414)	(0.414)
<b>Total Non-Labor Expenditures</b>	<b>(\$3.839)</b>	<b>\$5.266</b>	<b>(\$6.449)</b>	<b>\$5.424</b>	<b>\$5.594</b>	<b>(\$10.306)</b>	<b>\$7.751</b>	<b>\$8.751</b>	<b>(\$4.045)</b>	<b>\$8.750</b>	<b>\$8.750</b>	<b>(\$18.694)</b>	<b>\$6.953</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 Adjustmen</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$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>(\$150.905)</b>	<b>(\$52.935)</b>	<b>(\$33.008)</b>	<b>(\$31.975)</b>	<b>(\$161.044)</b>	<b>(\$36.088)</b>	<b>\$568.710</b>	<b>(\$22.815)</b>	<b>(\$46.451)</b>	<b>(\$55.124)</b>	<b>(\$34.430)</b>	<b>(\$185.732)</b>	<b>(\$241.798)</b>
<b>Total Cash Conversion Adj. before Depreciation, OPEB</b>													
	<b>(\$175.634)</b>	<b>(\$39.738)</b>	<b>(\$61.983)</b>	<b>(\$54.481)</b>	<b>(\$145.968)</b>	<b>(\$19.273)</b>	<b>\$554.075</b>	<b>(\$4.547)</b>	<b>(\$59.535)</b>	<b>(\$60.245)</b>	<b>(\$26.532)</b>	<b>(\$153.648)</b>	<b>(\$247.510)</b>
<b>Depreciation Adjustment</b>	118.000	119.000	120.000	121.000	122.000	131.762	132.762	133.762	134.762	135.762	136.762	138.762	1,544.334
<b>OPEB Obligation</b>	0.000	0.000	376.117	0.000	0.000	376.117	0.000	0.000	376.117	0.000	0.000	376.117	1,504.469
<b>Total Cash Conversion Adj.</b>	<b>(\$57.634)</b>	<b>\$79.262</b>	<b>\$434.134</b>	<b>\$66.519</b>	<b>(\$23.968)</b>	<b>\$488.606</b>	<b>\$686.837</b>	<b>\$129.215</b>	<b>\$451.344</b>	<b>\$75.517</b>	<b>\$110.230</b>	<b>\$361.231</b>	<b>\$2,801.293</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**CASH RECEIPTS and EXPENDITURES**  
(\$ in millions)

**CASH RECEIPTS AND EXPENDITURES**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$336.768	\$312.219	\$351.739	\$345.023	\$357.329	\$346.637	\$356.652	\$342.233	\$351.337	\$371.091	\$329.889	\$343.782	\$4,144.699
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	2.938	42.938	2.938	2.938	42.938	2.938	2.938	42.938	2.938	2.938	24.342	2.938	176.660
Other	3.758	3.758	3.758	3.758	3.758	3.758	3.758	3.758	3.758	3.758	3.758	45.093	86.431
<b>Other Operating Revenue</b>	<b>\$6.696</b>	<b>\$46.696</b>	<b>\$6.696</b>	<b>\$13.008</b>	<b>\$46.696</b>	<b>\$50.462</b>	<b>\$13.008</b>	<b>\$46.696</b>	<b>\$6.696</b>	<b>\$13.009</b>	<b>\$28.100</b>	<b>\$69.344</b>	<b>\$347.107</b>
Capital and Other Reimbursements	76.211	71.797	76.794	76.896	78.695	76.410	102.757	77.675	91.894	95.136	88.714	111.056	1,024.035
<b>Total Receipts</b>	<b>\$419.675</b>	<b>\$430.712</b>	<b>\$435.229</b>	<b>\$434.927</b>	<b>\$482.720</b>	<b>\$473.509</b>	<b>\$472.417</b>	<b>\$466.604</b>	<b>\$449.927</b>	<b>\$479.236</b>	<b>\$446.703</b>	<b>\$524.182</b>	<b>\$5,515.841</b>
<b>Expenditures</b>													
<u>Labor:</u>													
Payroll	354.830	255.270	243.319	251.568	382.242	240.102	387.126	247.780	255.961	282.209	261.548	382.988	3,544.944
Overtime	45.300	31.510	29.375	30.098	31.376	29.138	45.817	29.536	30.995	30.486	29.052	47.091	409.773
Total Salaries & Wages	400.131	286.780	272.694	281.666	413.618	269.240	432.943	277.316	286.956	312.695	290.599	430.079	3,954.717
Health and Welfare	59.921	59.440	59.489	59.582	59.761	56.125	67.668	62.506	62.265	62.216	62.137	56.976	728.086
OPEB Current Payment	29.111	28.895	28.920	28.967	29.046	27.210	30.007	30.400	30.278	30.253	30.213	30.311	356.612
Pensions	76.985	76.985	76.985	76.985	76.985	76.983	93.595	81.544	81.544	81.544	81.544	81.543	963.219
Other Fringe Benefits	38.548	29.984	28.938	29.600	39.637	28.689	41.788	29.272	30.017	31.471	29.799	40.374	398.117
Total Fringe Benefits	204.565	195.303	194.332	195.134	205.429	189.007	236.057	203.722	204.104	205.484	203.693	209.204	2,446.034
GASB Account	5.791	5.791	5.791	5.791	5.791	5.791	5.791	5.791	5.791	5.791	5.791	5.787	69.488
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>\$610.487</b>	<b>\$487.875</b>	<b>\$472.817</b>	<b>\$482.590</b>	<b>\$624.837</b>	<b>\$464.038</b>	<b>\$674.792</b>	<b>\$486.829</b>	<b>\$496.851</b>	<b>\$523.970</b>	<b>\$500.083</b>	<b>\$645.070</b>	<b>\$6,470.239</b>
<u>Non-Labor:</u>													
Electric Power	27.538	27.577	26.674	25.698	24.580	26.797	28.304	27.909	26.985	27.316	26.867	27.772	324.020
Fuel	15.218	14.781	15.879	16.352	14.604	12.734	12.219	12.007	12.105	12.690	13.099	14.810	166.498
Insurance	9.105	0.000	14.123	0.001	0.157	20.307	0.000	0.000	15.045	0.000	0.000	16.080	74.818
Claims	6.930	6.930	6.930	6.930	6.930	6.930	6.930	6.930	6.930	6.930	6.930	6.928	83.154
Paratransit Service Contracts	32.565	30.846	32.953	32.912	33.278	32.786	32.592	31.562	32.500	34.039	32.431	33.752	392.216
Mtce. and Other Operating Contracts	13.769	16.056	16.247	21.612	17.300	17.368	17.712	22.324	17.566	17.504	17.646	30.897	226.002
Professional Service Contracts	6.381	11.042	11.907	12.174	11.981	12.138	12.098	11.957	12.102	14.196	14.616	21.528	152.120
Materials & Supplies	29.833	29.636	30.085	29.885	29.733	28.154	27.922	26.967	27.048	27.223	27.336	28.140	341.961
Other Business Expenditures	5.797	5.743	6.251	6.054	5.989	6.007	5.988	5.963	5.917	6.119	5.905	6.606	72.338
<b>Total Non-Labor Expenditures</b>	<b>\$147.135</b>	<b>\$142.610</b>	<b>\$161.049</b>	<b>\$151.618</b>	<b>\$144.553</b>	<b>\$163.221</b>	<b>\$143.765</b>	<b>\$145.620</b>	<b>\$156.198</b>	<b>\$146.017</b>	<b>\$144.829</b>	<b>\$186.512</b>	<b>\$1,833.127</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 Adjustmen</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$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>\$757.622</b>	<b>\$630.485</b>	<b>\$633.867</b>	<b>\$634.209</b>	<b>\$769.390</b>	<b>\$627.258</b>	<b>\$818.557</b>	<b>\$632.448</b>	<b>\$653.049</b>	<b>\$669.987</b>	<b>\$644.912</b>	<b>\$831.582</b>	<b>\$8,303.366</b>
<b>Net Cash Deficit</b>	<b>(\$337.947)</b>	<b>(\$199.773)</b>	<b>(\$198.638)</b>	<b>(\$199.281)</b>	<b>(\$286.670)</b>	<b>(\$153.749)</b>	<b>(\$346.140)</b>	<b>(\$165.844)</b>	<b>(\$203.122)</b>	<b>(\$190.751)</b>	<b>(\$198.209)</b>	<b>(\$307.401)</b>	<b>(\$2,787.525)</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 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	141.545	132.122	149.481	146.831	150.391	145.637	143.414	136.965	146.597	156.049	139.466	147.093	1,735.591
Bus	<u>56.194</u>	<u>52.071</u>	<u>60.416</u>	<u>58.001</u>	<u>60.772</u>	<u>57.209</u>	<u>55.760</u>	<u>53.550</u>	<u>59.634</u>	<u>63.443</u>	<u>55.145</u>	<u>56.790</u>	<u>688.985</u>
<b>Subtotal</b>	<b>197.739</b>	<b>184.193</b>	<b>209.897</b>	<b>204.832</b>	<b>211.163</b>	<b>202.846</b>	<b>199.174</b>	<b>190.515</b>	<b>206.231</b>	<b>219.492</b>	<b>194.611</b>	<b>203.883</b>	<b>2,424.576</b>
Paratransit*	0.833	0.767	0.860	0.859	0.873	0.856	0.847	0.807	0.841	0.900	0.830	0.882	10.155
<b>Total Ridership</b>	<b>198.572</b>	<b>184.960</b>	<b>210.757</b>	<b>205.691</b>	<b>212.036</b>	<b>203.702</b>	<b>200.021</b>	<b>191.322</b>	<b>207.072</b>	<b>220.392</b>	<b>195.441</b>	<b>204.765</b>	<b>2,434.731</b>
<b>Farebox Revenue</b> (excluding fare media liability)													
Subway	251.262	234.824	264.134	260.561	265.339	261.289	265.570	255.276	263.652	276.477	249.516	263.975	3,111.875
Bus	<u>76.526</u>	<u>71.880</u>	<u>82.321</u>	<u>80.407</u>	<u>82.518</u>	<u>80.163</u>	<u>83.788</u>	<u>81.580</u>	<u>83.558</u>	<u>86.185</u>	<u>76.259</u>	<u>78.844</u>	<u>964.029</u>
<b>Subtotal</b>	<b>327.788</b>	<b>306.704</b>	<b>346.455</b>	<b>340.968</b>	<b>347.857</b>	<b>341.452</b>	<b>349.358</b>	<b>336.856</b>	<b>347.210</b>	<b>362.662</b>	<b>325.775</b>	<b>342.819</b>	<b>4,075.904</b>
Paratransit	1.504	1.385	1.555	1.551	1.577	1.547	1.529	1.459	1.518	1.625	1.500	1.593	18.343
<b>Total Farebox Revenue</b>	<b>329.292</b>	<b>308.089</b>	<b>348.010</b>	<b>342.519</b>	<b>349.434</b>	<b>342.999</b>	<b>350.887</b>	<b>338.315</b>	<b>348.728</b>	<b>364.287</b>	<b>327.275</b>	<b>344.412</b>	<b>4,094.247</b>

\* Paratransit ridership includes guests and personal care attendants.

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 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>	\$10.069	\$9.079	\$9.897	\$9.834	\$9.909	\$9.733	\$9.243	\$9.063	\$9.593	\$10.211	\$9.222	\$9.827	\$115.681
<u>Unscheduled Service</u>	6.268	6.087	6.161	7.027	7.142	6.966	7.667	7.353	7.192	7.232	6.936	8.814	84.846
<u>Programmatic/Routine Maintenance</u>	10.169	7.476	7.783	7.897	7.588	8.292	9.825	8.746	8.755	7.630	7.553	7.861	99.576
<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>	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	7.319
<u>Weather Emergencies</u>	1.833	1.812	1.834	0.451	0.436	0.446	0.463	0.471	0.467	0.443	0.480	2.131	11.267
<u>Safety/Security/Law Enforcement</u>	0.295	0.295	0.295	0.294	0.295	0.295	0.295	0.294	0.295	0.295	0.295	0.295	3.535
<u>Other</u>	0.500	0.478	0.543	0.537	0.540	0.498	0.496	0.497	0.536	0.497	0.498	0.499	6.120
<b>Sub-Total</b>	<b>\$29.745</b>	<b>\$25.837</b>	<b>\$27.123</b>	<b>\$26.650</b>	<b>\$26.520</b>	<b>\$26.839</b>	<b>\$28.599</b>	<b>\$27.035</b>	<b>\$27.448</b>	<b>\$26.917</b>	<b>\$25.594</b>	<b>\$30.036</b>	<b>\$328.344</b>
<b>REIMBURSABLE OVERTIME</b>	\$5.902	\$5.673	\$5.680	\$5.732	\$5.835	\$5.809	\$5.873	\$5.929	\$5.831	\$5.773	\$5.743	\$5.711	\$69.491
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$35.646</b>	<b>\$31.510</b>	<b>\$32.802</b>	<b>\$32.383</b>	<b>\$32.355</b>	<b>\$32.648</b>	<b>\$34.472</b>	<b>\$32.963</b>	<b>\$33.279</b>	<b>\$32.690</b>	<b>\$31.337</b>	<b>\$35.747</b>	<b>\$397.835</b>

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 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	57	57	57	57	57	57	57	57	57	57	57	57
Law	267	267	267	267	267	267	267	267	267	267	267	267
Office of the EVP	41	41	41	41	41	41	41	41	41	41	41	41
Human Resources	219	219	219	219	219	219	219	219	219	219	219	219
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	253	253	253	253	253	253	253	253	253	253	253	253
Technology & Information Services	446	446	446	446	446	446	446	446	446	446	446	446
Non-Departmental	(51)	(51)	(51)	(51)	(51)	(51)	(51)	(51)	(51)	(51)	(51)	49
Labor Relations	96	96	96	96	96	96	96	96	96	96	96	96
Materiel	253	253	253	253	253	253	253	253	253	253	253	253
Controller	137	137	137	137	137	137	137	137	137	137	137	137
<b>Total Administration</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,888</b>
<b>Operations</b>												
Subways Rapid Transit Operations	7,586	7,594	7,646	7,711	7,805	7,848	7,854	7,909	7,856	7,865	7,774	7,675
Subways Operations Support/Admin	369	369	369	369	369	369	369	369	369	369	369	369
Subways Stations	2,626	2,626	2,626	2,626	2,644	2,650	2,650	2,650	2,650	2,632	2,632	2,632
<b>Sub-total - Subways</b>	<b>10,581</b>	<b>10,589</b>	<b>10,641</b>	<b>10,706</b>	<b>10,818</b>	<b>10,867</b>	<b>10,873</b>	<b>10,928</b>	<b>10,875</b>	<b>10,866</b>	<b>10,775</b>	<b>10,676</b>
Buses	10,557	10,557	10,557	10,603	10,639	10,639	10,620	10,620	10,736	10,704	10,704	10,696
Paratransit	208	208	208	208	208	208	208	208	208	208	208	208
Operations Planning	418	418	418	418	418	418	403	403	403	403	403	403
Revenue Control	464	464	464	464	464	465	465	465	465	465	465	465
<b>Total Operations</b>	<b>22,228</b>	<b>22,236</b>	<b>22,288</b>	<b>22,399</b>	<b>22,547</b>	<b>22,597</b>	<b>22,569</b>	<b>22,624</b>	<b>22,687</b>	<b>22,646</b>	<b>22,555</b>	<b>22,448</b>
<b>Maintenance</b>												
Subways Operations/Support./Admin.	201	201	201	201	201	201	201	201	201	201	201	194
Subways Engineering	312	312	312	312	312	314	312	312	312	312	312	312
Subways Car Equipment	4,311	4,311	4,317	4,317	4,317	4,339	4,337	4,337	4,337	4,337	4,337	4,343
Subways Infrastructure	1,428	1,428	1,428	1,428	1,428	1,453	1,453	1,453	1,453	1,453	1,453	1,449
Subways Elevator & Escalators	384	384	384	384	384	393	393	393	393	393	393	393
Subways Stations	3,552	3,552	3,552	3,552	3,564	3,638	3,638	3,638	3,638	3,626	3,626	3,626
Subways Track	2,725	2,725	2,725	2,725	2,725	2,732	2,732	2,732	2,732	2,732	2,732	2,739
Subways Power	608	608	608	606	606	616	616	616	616	616	616	616
Subways Signals	1,388	1,388	1,388	1,387	1,387	1,402	1,402	1,402	1,402	1,402	1,402	1,403
Subways Electronics Maintenance	1,445	1,445	1,445	1,442	1,442	1,456	1,456	1,456	1,456	1,456	1,456	1,456
<b>Sub-total - Subways</b>	<b>16,354</b>	<b>16,354</b>	<b>16,360</b>	<b>16,354</b>	<b>16,366</b>	<b>16,544</b>	<b>16,540</b>	<b>16,540</b>	<b>16,540</b>	<b>16,528</b>	<b>16,528</b>	<b>16,531</b>
Buses	3,745	3,745	3,745	3,751	3,751	3,751	3,753	3,753	3,757	3,757	3,757	3,754
Revenue Control	137	137	137	137	137	137	137	137	137	137	137	137
Supply Logistics	560	560	560	560	560	560	560	560	560	560	560	560
System Safety	91	91	91	91	91	91	91	91	91	91	91	91
<b>Total Maintenance</b>	<b>20,887</b>	<b>20,887</b>	<b>20,893</b>	<b>20,893</b>	<b>20,905</b>	<b>21,083</b>	<b>21,081</b>	<b>21,081</b>	<b>21,085</b>	<b>21,073</b>	<b>21,073</b>	<b>21,073</b>
<b>Engineering/Capital</b>												
Capital Program Management	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>
<b>Public Safety</b>												
Security	626	626	626	626	626	626	628	628	628	628	628	628
<b>Total Public Safety</b>	<b>626</b>	<b>626</b>	<b>626</b>	<b>626</b>	<b>626</b>	<b>626</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>
<b>Total Positions</b>	<b>46,803</b>	<b>46,811</b>	<b>46,869</b>	<b>46,980</b>	<b>47,140</b>	<b>47,368</b>	<b>47,340</b>	<b>47,395</b>	<b>47,462</b>	<b>47,409</b>	<b>47,318</b>	<b>47,311</b>
Non-Reimbursable	42,033	42,033	42,037	42,088	42,201	42,436	42,412	42,412	42,532	42,467	42,467	42,566
Reimbursable	4,770	4,778	4,832	4,892	4,939	4,932	4,928	4,983	4,930	4,942	4,851	4,745
Total Full-Time	46,637	46,645	46,703	46,814	46,974	47,202	47,182	47,237	47,304	47,251	47,160	47,153
Total Full-Time Equivalents	166	166	166	166	166	166	158	158	158	158	158	158

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 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	646	646	646	646	646	646	646	646	646	646	646	646
Professional, Technical, Clerical	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127
Operational Hourlies	15	15	15	15	15	15	15	15	15	15	15	115
<b>Total Administration</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,788</b>	<b>1,888</b>
<b>Operations</b>												
Managers/Supervisors	2,577	2,578	2,578	2,588	2,592	2,592	2,592	2,592	2,592	2,592	2,586	2,581
Professional, Technical, Clerical	490	490	490	490	490	490	487	487	487	487	487	489
Operational Hourlies	19,161	19,168	19,220	19,321	19,465	19,515	19,490	19,545	19,608	19,567	19,482	19,378
<b>Total Operations</b>	<b>22,228</b>	<b>22,236</b>	<b>22,288</b>	<b>22,399</b>	<b>22,547</b>	<b>22,597</b>	<b>22,569</b>	<b>22,624</b>	<b>22,687</b>	<b>22,646</b>	<b>22,555</b>	<b>22,448</b>
<b>Maintenance</b>												
Managers/Supervisors	3,817	3,817	3,818	3,818	3,818	3,845	3,844	3,844	3,844	3,844	3,844	3,848
Professional, Technical, Clerical	1,028	1,028	1,028	1,026	1,026	1,028	1,025	1,025	1,025	1,025	1,025	1,024
Operational Hourlies	16,042	16,042	16,047	16,049	16,061	16,210	16,212	16,212	16,216	16,204	16,204	16,201
<b>Total Maintenance</b>	<b>20,887</b>	<b>20,887</b>	<b>20,893</b>	<b>20,893</b>	<b>20,905</b>	<b>21,083</b>	<b>21,081</b>	<b>21,081</b>	<b>21,085</b>	<b>21,073</b>	<b>21,073</b>	<b>21,073</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	329	329	329	329	329	329	329	329	329	329	329	329
Professional, Technical, Clerical	943	943	943	943	943	943	943	943	943	943	943	943
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>	<b>1,274</b>
<b>Public Safety</b>												
Managers/Supervisors	253	253	253	253	253	253	254	254	254	254	254	254
Professional, Technical, Clerical	39	39	39	39	39	39	40	40	40	40	40	40
Operational Hourlies	334	334	334	334	334	334	334	334	334	334	334	334
<b>Total Public Safety</b>	<b>626</b>	<b>626</b>	<b>626</b>	<b>626</b>	<b>626</b>	<b>626</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>	<b>628</b>
<b>Total Positions</b>												
Managers/Supervisors	7,622	7,623	7,624	7,634	7,638	7,665	7,665	7,665	7,665	7,665	7,659	7,658
Professional, Technical, Clerical	3,627	3,627	3,627	3,625	3,625	3,627	3,622	3,622	3,622	3,622	3,622	3,623
Operational Hourlies	35,554	35,561	35,618	35,721	35,877	36,076	36,053	36,108	36,175	36,122	36,037	36,030
<b>Total Positions</b>	<b>46,803</b>	<b>46,811</b>	<b>46,869</b>	<b>46,980</b>	<b>47,140</b>	<b>47,368</b>	<b>47,340</b>	<b>47,395</b>	<b>47,462</b>	<b>47,409</b>	<b>47,318</b>	<b>47,311</b>

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**MTA Bus Company**



**MTA BUS COMPANY  
FEBRUARY FINANCIAL PLAN 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of a MTA Adjustment that was presented in the November Plan and adopted by the Board in December 2013.

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

- Technical adjustments reflect the reclassification of labor expenses from Other Fringe Benefits to Payroll expenses, with no net impact to expenses.
- A cost of \$0.383 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BUS COMPANY**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,593</b>	<b>(\$445.985)</b>	<b>3,640</b>	<b>(\$451.070)</b>	<b>3,718</b>	<b>(\$524.210)</b>	<b>3,733</b>	<b>(\$539.999)</b>	<b>3,699</b>	<b>(\$537.571)</b>
<b>Technical Adjustments:</b>										
Reclassification - Impact on Payroll				(\$2.416)		(\$2.461)		(\$2.507)		(\$2.720)
Reclassification - Impact on Other Fringe Benefits				\$2.416		\$2.461		\$2.507		\$2.720
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training		(\$0.383)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$0.383)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>3,593</b>	<b>\$ (446.368)</b>	<b>3,640</b>	<b>\$ (451.070)</b>	<b>3,718</b>	<b>\$ (524.210)</b>	<b>3,733</b>	<b>\$ (539.999)</b>	<b>3,699</b>	<b>\$ (537.571)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 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>
<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>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 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 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

2013		2014		Favorable/(Unfavorable)					
				2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	3,657	(\$393.055)	3,704	(\$336.426)	3,782	(\$417.784)	3,797	(\$432.839)	3,763	(\$428.771)
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**Technical Adjustments:**

Reclassification - Impact on Payroll			(\$2.416)		(\$2.461)		(\$2.507)		(\$2.720)
Reclassification - Impact on Other Fringe Benefits			\$2.416		\$2.461		\$2.507		\$2.720

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:**

Service Investments (Proposed in July)  
MTA re-estimates:  
Reduction in Unfunded Pension Liability (LIRR)  
Energy - NYPA  
Con Edison (MNR)  
EEO Training (\$0.383)  
Other

Sub-Total MTA Plan Adjustments	0	(\$0.383)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	3,657	\$ (393.438)	3,704	\$ (336.426)	3,782	\$ (417.784)	3,797	\$ (432.839)	3,763	\$ (428.771)
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**MTA BUS COMPANY**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Revenue</b>								
Farebox Revenue	\$201.484							\$201.484
Toll Revenue	-							-
Other Operating Revenue	26.258							26.258
Capital and Other Reimbursements	-							-
<b>Total Revenue</b>	<b>\$227.742</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$227.742</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$226.167						\$2.416	\$228.583
Overtime	43.986							43.986
Health and Welfare	53.065							53.065
OPEB Current Payment	20.166							20.166
Pensions	45.694							45.694
Other Fringe Benefits	48.415						(2.416)	45.999
Reimbursable Overhead	-							-
<b>Total Labor Expenses</b>	<b>\$437.493</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$437.493</b>
<b>Non-Labor:</b>								
Electric Power	\$1.253							\$1.253
Fuel	40.331	0.000	0.000	0.000	0.000	0.000	0.000	40.331
Insurance	3.413							3.413
Claims	22.256							22.256
Paratransit Service Contracts	-							0.000
Maintenance and Other Operating Contracts	19.905							19.905
Professional Service Contracts	19.801							19.801
Materials & Supplies	33.246							33.246
Other Business Expenses	1.960							1.960
<b>Total Non-Labor Expenses</b>	<b>\$142.165</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>142.165</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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$579.658</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$579.658</b>
Depreciation	\$42.235							\$42.235
OPEB Obligation	56.919							56.919
Environmental Remediation	-							0.000
<b>Total Expenses</b>	<b>\$678.812</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$678.812</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$451.070)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$451.070)</b>

- Differences are due to rounding.

**MTA BUS COMPANY**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded				All Other	
			MTA Re-estimates					
			Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Revenue</b>								
Farebox Revenue	\$0.000							\$0.000
Toll Revenue	0.000							0.000
Other Operating Revenue	0.000							0.000
Capital and Other Reimbursements	8.551							8.551
<b>Total Revenue</b>	<b>\$8.551</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$8.551</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$5.572							\$5.572
Overtime	-							0.000
Health and Welfare	1.023							1.023
OPEB Current Payment	-							0.000
Pensions	0.465							0.465
Other Fringe Benefits	0.456							0.456
Reimbursable Overhead	-							0.000
<b>Total Labor Expenses</b>	<b>\$7.516</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.516</b>
<b>Non-Labor:</b>								
Electric Power	\$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
Insurance	0.000							0.000
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	0.223							0.223
Professional Service Contracts	0.000							0.000
Materials & Supplies	0.812							0.812
Other Business Expenses	0.000							0.000
<b>Total Non-Labor Expenses</b>	<b>\$1.035</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>\$1.035</b>
<b>Other Expense Adjustments:</b>								
Other	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>Total Expenses before Depreciation</b>	<b>\$8.551</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$8.551</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$8.551</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$8.551</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>

- Differences are due to rounding.

**MTA BUS COMPANY**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2014							
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded		MTA Re-estimates			February Adopted Budget
			Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	\$201.484	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$201.484
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	26.258	0.000	0.000	0.000	0.000	0.000	0.000	26.258
Capital and Other Reimbursements	8.551	0.000	0.000	0.000	0.000	0.000	0.000	8.551
<b>Total Revenue</b>	<b>\$236.293</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$236.293</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$231.739	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.416	\$234.155
Overtime	43.986	0.000	0.000	0.000	0.000	0.000	0.000	43.986
Health and Welfare	54.088	0.000	0.000	0.000	0.000	0.000	0.000	54.088
OPEB Current Payment	20.166	0.000	0.000	0.000	0.000	0.000	0.000	20.166
Pensions	46.159	0.000	0.000	0.000	0.000	0.000	0.000	46.159
Other Fringe Benefits	48.871	0.000	0.000	0.000	0.000	0.000	(2.416)	46.455
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$445.009</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$445.009</b>
<b>Non-Labor:</b>								
Electric Power	\$1.253	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.253
Fuel	40.331	0.000	0.000	0.000	0.000	0.000	0.000	40.331
Insurance	3.413	0.000	0.000	0.000	0.000	0.000	0.000	3.413
Claims	22.256	0.000	0.000	0.000	0.000	0.000	0.000	22.256
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	20.128	0.000	0.000	0.000	0.000	0.000	0.000	20.128
Professional Service Contracts	19.801	0.000	0.000	0.000	0.000	0.000	0.000	19.801
Materials & Supplies	34.058	0.000	0.000	0.000	0.000	0.000	0.000	34.058
Other Business Expenses	1.960	0.000	0.000	0.000	0.000	0.000	0.000	1.960
<b>Total Non-Labor Expenses</b>	<b>\$143.200</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$143.200</b>
<b>Other Expense Adjustments:</b>								
Other	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>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$588.209</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$588.209</b>
Depreciation	\$42.235	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.235
OPEB Obligation	56.919	0.000	0.000	0.000	0.000	0.000	0.000	56.919
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$687.363</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$687.363</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$451.070)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$451.070)</b>

- Differences are due to rounding.

**MTA BUS COMPANY**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2014							February Adopted Budget
	2014		MTA Re-estimates				All Other	
	Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Receipts</b>								
Farebox Revenue	\$201.484							\$201.484
Toll Revenue	0.000							0.000
Other Operating Revenue	26.257							26.257
Capital and Other Reimbursements	13.271							13.271
<b>Total Receipts</b>	<b>\$241.012</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$241.012</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$229.746						\$2.416	\$232.162
Overtime	43.986							43.986
Health and Welfare	53.677							53.677
OPEB Current Payment	20.166							20.166
Pensions	45.986							45.986
Other Fringe Benefits	38.701						(2.416)	36.285
GASB Account	4.975							4.975
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenditures</b>	<b>\$437.237</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$437.237</b>
<b>Non-Labor:</b>								
Electric Power	\$1.253	0.000	0.000	0.000	0.000	0.000	0.000	\$1.253
Fuel	40.331	0.000	0.000	0.000	0.000	0.000	0.000	40.331
Insurance	3.413							3.413
Claims	19.256							19.256
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	20.128							20.128
Professional Service Contracts	19.801							19.801
Materials & Supplies	34.058							34.058
Other Business Expenditures	1.961							1.961
<b>Total Non-Labor Expenditures</b>	<b>\$140.201</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$140.201</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>Total Expenditures</b>	<b>\$577.438</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$577.438</b>
<b>Baseline Cash Deficit</b>	<b>(\$336.426)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$336.426)</b>

- Differences are due to rounding.



**MTA BUS COMPANY**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014								
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates					All Other	February Adopted Budget
			Reduction in Unfunded		Energy - NYPA	Con Edison - MNR Only	EEO Training		
		Pension Liability - LIRR Only							
<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	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)
Capital and Other Reimbursements	4.720	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.720
<b>Total Receipt Adjustments</b>	<b>\$4.719</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$4.719</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	\$1.993	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$1.993
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.411	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.411
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.173	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.173
Other Fringe Benefits	10.170	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.170
GASB Account	(4.975)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(4.975)
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>\$7.772</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$7.772</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	3.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.000
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	(0.001)	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	(0.001)
<b>Total Non-Labor Expenditures</b>	<b>\$2.999</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.999</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>\$10.771</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>\$10.771</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$15.490</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.490</b>
Depreciation Adjustment	42.235	0.000	0.000	0.000	0.000	0.000	0.000	0.000	42.235
OPEB Obligation	56.919	0.000	0.000	0.000	0.000	0.000	0.000	0.000	56.919
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>\$114.644</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$114.644</b>

- Differences are due to rounding.

**MTA BUS COMPANY**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
Toll Revenue					
Other Operating Revenue	26.553	26.258	20.169	20.578	20.939
Capital and Other Reimbursements					
<b>Total Revenue</b>	<b>\$224.602</b>	<b>\$227.742</b>	<b>\$223.058</b>	<b>\$225.135</b>	<b>\$225.772</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$229.397	\$228.583	\$242.206	\$248.964	\$251.605
Overtime	45.364	43.986	45.807	46.716	47.470
Health and Welfare	48.511	53.065	57.653	62.569	67.342
OPEB Current Payment	18.576	20.166	21.844	23.679	25.669
Pensions	45.635	45.694	47.157	47.867	48.460
Other Fringe Benefits	46.240	45.999	47.026	49.652	49.109
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$433.723</b>	<b>\$437.493</b>	<b>\$461.693</b>	<b>\$479.447</b>	<b>\$489.655</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.162	\$1.253	\$1.349	\$1.454	\$1.568
Fuel	41.116	40.331	39.563	40.019	41.074
Insurance	2.771	3.413	4.079	4.870	5.820
Claims	20.000	22.256	28.000	29.000	29.447
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	22.373	19.905	51.110	46.911	32.998
Professional Service Contracts	17.400	19.801	20.058	20.531	20.797
Materials & Supplies	29.768	33.246	39.690	40.417	35.845
Other Business Expenses	4.127	1.960	1.827	1.985	4.090
<b>Total Non-Labor Expenses</b>	<b>\$138.717</b>	<b>\$142.165</b>	<b>\$185.676</b>	<b>\$185.187</b>	<b>\$171.639</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>\$572.440</b>	<b>\$579.658</b>	<b>\$647.369</b>	<b>\$664.634</b>	<b>\$661.294</b>
Depreciation	\$42.234	\$42.235	\$42.236	\$42.236	\$42.887
OPEB Obligation	56.296	56.919	57.663	58.264	59.162
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$670.970</b>	<b>\$678.812</b>	<b>\$747.268</b>	<b>\$765.134</b>	<b>\$763.343</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$446.368)</b>	<b>(\$451.070)</b>	<b>(\$524.210)</b>	<b>(\$539.999)</b>	<b>(\$537.571)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	<u>2013</u> Final Estimate	<u>2014</u> Adopted Budget	<u>2015</u>	<u>2016</u>	<u>2017</u>
<b>Revenue</b>					
Farebox Revenue					
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	8.423	8.551	8.679	8.809	8.877
<b>Total Revenue</b>	<b>\$8.423</b>	<b>\$8.551</b>	<b>\$8.679</b>	<b>\$8.809</b>	<b>\$8.877</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$5.490	\$5.572	\$5.655	\$5.740	\$5.782
Overtime	-	-	-	-	-
Health and Welfare	1.008	1.023	1.038	1.053	1.060
OPEB Current Payment	-	-	-	-	-
Pensions	0.461	0.465	0.470	0.473	0.473
Other Fringe Benefits	0.448	0.456	0.462	0.469	0.472
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$7.407</b>	<b>\$7.516</b>	<b>\$7.625</b>	<b>\$7.735</b>	<b>\$7.787</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	0.219	0.223	0.227	0.231	0.235
Professional Service Contracts					
Materials & Supplies	0.797	0.812	0.827	0.843	0.855
Other Business Expenses					
<b>Total Non-Labor Expenses</b>	<b>\$1.016</b>	<b>\$1.035</b>	<b>\$1.054</b>	<b>\$1.074</b>	<b>\$1.090</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>\$8.423</b>	<b>\$8.551</b>	<b>\$8.679</b>	<b>\$8.809</b>	<b>\$8.877</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$8.423</b>	<b>\$8.551</b>	<b>\$8.679</b>	<b>\$8.809</b>	<b>\$8.877</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 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Farebox Revenue	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
Toll Revenue	-	-	-	-	-
Other Operating Revenue	26.553	26.258	20.169	20.578	20.939
Capital and Other Reimbursements	8.423	8.551	8.679	8.809	8.877
<b>Total Revenue</b>	<b>\$233.025</b>	<b>\$236.293</b>	<b>\$231.737</b>	<b>\$233.944</b>	<b>\$234.649</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$234.887	\$234.155	\$247.861	\$254.704	\$257.387
Overtime	45.364	43.986	45.807	46.716	47.470
Health and Welfare	49.519	54.088	58.691	63.622	68.402
OPEB Current Payment	18.576	20.166	21.844	23.679	25.669
Pensions	46.096	46.159	47.627	48.340	48.933
Other Fringe Benefits	46.688	46.455	47.488	50.121	49.581
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$441.130</b>	<b>\$445.009</b>	<b>\$469.318</b>	<b>\$487.182</b>	<b>\$497.442</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.162	\$1.253	\$1.349	\$1.454	\$1.568
Fuel	41.116	40.331	39.563	40.019	41.074
Insurance	2.771	3.413	4.079	4.870	5.820
Claims	20.000	22.256	28.000	29.000	29.447
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	22.592	20.128	51.337	47.142	33.233
Professional Service Contracts	17.400	19.801	20.058	20.531	20.797
Materials & Supplies	30.565	34.058	40.517	41.260	36.700
Other Business Expenses	4.127	1.960	1.827	1.985	4.090
<b>Total Non-Labor Expenses</b>	<b>\$139.733</b>	<b>\$143.200</b>	<b>\$186.730</b>	<b>\$186.261</b>	<b>\$172.729</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>\$580.863</b>	<b>\$588.209</b>	<b>\$656.048</b>	<b>\$673.443</b>	<b>\$670.171</b>
Depreciation	\$42.234	\$42.235	\$42.236	\$42.236	\$42.887
OPEB Obligation	56.296	56.919	57.663	58.264	59.162
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$679.393</b>	<b>\$687.363</b>	<b>\$755.947</b>	<b>\$773.943</b>	<b>\$772.220</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$446.368)</b>	<b>(\$451.070)</b>	<b>(\$524.210)</b>	<b>(\$539.999)</b>	<b>(\$537.571)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2014 - 2017**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
Vehicle Toll Revenue					
Other Operating Revenue	26.553	26.257	20.169	20.578	20.939
Capital and Other Reimbursements	16.013	13.271	13.531	13.897	14.068
<b>Total Receipts</b>	<b>\$240.615</b>	<b>\$241.012</b>	<b>\$236.589</b>	<b>\$239.032</b>	<b>\$239.840</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$259.921	\$232.162	\$245.850	\$252.677	\$255.345
Overtime	45.364	43.986	45.807	46.716	47.470
Health and Welfare	49.112	53.677	58.277	63.205	67.982
OPEB Current Payment	18.576	20.166	21.844	23.679	25.669
Pensions	45.921	45.986	47.454	48.168	48.763
Other Fringe Benefits	49.375	36.285	47.317	49.948	49.408
GASB Account	4.909	4.975	5.094	5.216	5.306
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$473.178</b>	<b>\$437.237</b>	<b>\$471.643</b>	<b>\$489.609</b>	<b>\$499.943</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.162	\$1.253	\$1.349	\$1.454	\$1.568
Fuel	45.616	40.331	39.563	40.019	41.074
Insurance	3.322	3.413	4.079	4.870	5.820
Claims	22.574	19.256	24.000	25.000	25.385
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	30.792	20.128	51.337	47.142	33.234
Professional Service Contracts	19.605	19.801	20.058	20.531	20.797
Materials & Supplies	33.636	34.058	40.517	41.260	36.700
Other Business Expenses	4.168	1.961	1.827	1.986	4.090
<b>Total Non-Labor Expenses</b>	<b>\$160.875</b>	<b>\$140.201</b>	<b>\$182.730</b>	<b>\$182.262</b>	<b>\$168.668</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>\$634.053</b>	<b>\$577.438</b>	<b>\$654.373</b>	<b>\$671.871</b>	<b>\$668.611</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$393.438)</b>	<b>(\$336.426)</b>	<b>(\$417.784)</b>	<b>(\$432.839)</b>	<b>(\$428.771)</b>

**MTA BUS COMPANY**  
**February Financial Plan 2014 - 2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	(0.001)	-	-	-
Capital and Other Reimbursements	7.590	4.720	4.852	5.088	5.191
<b>Total Receipts</b>	<b>\$7.590</b>	<b>\$4.719</b>	<b>\$4.852</b>	<b>\$5.088</b>	<b>\$5.191</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$25.034)	\$1.993	\$2.011	\$2.027	\$2.042
Overtime	-	-	-	-	-
Health and Welfare	0.407	0.411	0.414	0.417	0.420
OPEB Current Payment	-	-	-	-	-
Pensions	0.175	0.173	0.173	0.172	0.170
Other Fringe Benefits	(2.687)	10.170	0.171	0.173	0.173
GASB Account	(4.909)	(4.975)	(5.094)	(5.216)	(5.306)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$32.048)</b>	<b>\$7.772</b>	<b>(\$2.325)</b>	<b>(\$2.427)</b>	<b>(\$2.501)</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(4.500)	-	-	-	-
Insurance	(0.551)	-	-	-	-
Claims	(2.574)	3.000	4.000	4.000	4.062
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(8.200)	-	-	-	(0.001)
Professional Service Contracts	(2.205)	-	-	-	-
Materials & Supplies	(3.071)	-	-	-	-
Other Business Expenditures	(0.041)	(0.001)	-	(0.001)	-
<b>Total Non-Labor Expenses</b>	<b>(\$21.142)</b>	<b>\$2.999</b>	<b>\$4.000</b>	<b>\$3.999</b>	<b>\$4.061</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>(\$45.600)</b>	<b>\$15.490</b>	<b>\$6.527</b>	<b>\$6.660</b>	<b>\$6.751</b>
Depreciation Adjustment	\$42.234	\$42.235	\$42.236	\$42.236	\$42.887
OPEB Obligation	56.296	56.919	57.663	58.264	59.162
Environmental Remediation	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$52.930</b>	<b>\$114.644</b>	<b>\$106.426</b>	<b>\$107.160</b>	<b>\$108.800</b>

**MTA Bus Company  
2014 Adopted Budget  
Non-Reimbursable/Reimbursable Overtime**

	Total		
	Hours	\$	%
<b><i>NON-REIMBURSABLE OVERTIME</i></b>			
<u>Scheduled Service</u>	592,023	\$25.097	57.1%
<u>Unscheduled Service</u>	82,332	\$3.375	7.7%
<u>Programmatic/Routine Maintenance</u>	146,876	\$6.255	14.2%
<u>Unscheduled Maintenance</u>	0	\$0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	171,083	\$7.555	17.2%
<u>Weather Emergencies</u>	36,058	\$1.259	2.9%
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	0.3%
<u>Other</u>	3,802	\$0.316	0.7%
<b>Sub-Total</b>	<b>1,034,814</b>	<b>\$43.986</b>	<b>100.0%</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	0	\$0.000	
<b>TOTAL OVERTIME</b>	<b>1,034,814</b>	<b>\$43.986</b>	

**MTA BUS COMPANY**  
**February Financial Plan 2014 - 2017**  
**Ridership/ (Utilization)**  
(in millions)

	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>

**RIDERSHIP**

Fixed Route	124.373	124.674	125.315	126.125	126.180
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<b>Baseline Total Ridership</b>	<b>124.373</b>	<b>124.674</b>	<b>125.315</b>	<b>126.125</b>	<b>126.180</b>
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**FAREBOX REVENUE**

Fixed Route	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
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<b>Baseline Total Revenue</b>	<b>\$198.049</b>	<b>\$201.484</b>	<b>\$202.889</b>	<b>\$204.557</b>	<b>\$204.833</b>
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**MTA BUS COMPANY**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function & Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Office of the EVP	3	3	3	3	3
Human Resources	6	6	6	6	6
Office of Management and Budget	14	15	15	15	15
Technology & Information Services	16	16	16	16	16
Materiel	18	18	18	18	18
Controller	15	15	15	15	15
Office of the President	6	6	6	6	6
System Safety Administration	5	5	5	5	5
Law	24	24	24	24	24
Corporate Communications	3	3	3	3	3
Strategic Office	12	12	12	16	16
Labor Relations	4	4	4	4	4
Non-Departmental	8	17	20	12	16
<b>Total Administration</b>	<b>134</b>	<b>144</b>	<b>147</b>	<b>143</b>	<b>147</b>
<b>Operations</b>					
Buses	2,181	2,211	2,211	2,211	2,211
Office of the Executive Vice President, Regional	1	1	1	1	1
Safety & Training	18	28	28	28	28
Road Operations	116	116	116	116	116
Transportation Support	20	20	20	20	20
Operations Planning	32	32	32	32	32
Revenue Control	21	21	21	21	21
<b>Total Operations</b>	<b>2,389</b>	<b>2,429</b>	<b>2,429</b>	<b>2,429</b>	<b>2,429</b>
<b>Maintenance</b>					
Buses	749	755	751	751	751
Maintenance Support/CMF	166	156	235	254	216
Facilities	72	73	73	73	73
Supply Logistics	92	92	92	92	92
<b>Total Maintenance</b>	<b>1,079</b>	<b>1,076</b>	<b>1,151</b>	<b>1,170</b>	<b>1,132</b>
<b>Engineering/Capital</b>					
Capital Program Management	37	37	37	37	37
<b>Public Safety</b>					
Office of the Senior Vice President	18	18	18	18	18
<b>Baseline Total Positions</b>	<b>3,657</b>	<b>3,704</b>	<b>3,782</b>	<b>3,797</b>	<b>3,763</b>
Non-Reimbursable	3,593	3,640	3,718	3,733	3,699
Reimbursable	64	64	64	64	64
Total Full-Time	3,642	3,689	3,767	3,782	3,748
Total Full-Time Equivalents	15	15	15	15	15

**MTA BUS COMPANY**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors	56	56	56	56	56
Professional, Technical, Clerical	70	71	71	75	75
Operational Hourlies	8	17	20	12	16
<b>Total Administration</b>	<b>134</b>	<b>144</b>	<b>147</b>	<b>143</b>	<b>147</b>
<b>Operations</b>					
Managers/Supervisors	296	298	298	298	298
Professional, Technical, Clerical	51	51	51	51	51
Operational Hourlies	2,042	2,080	2,080	2,080	2,080
<b>Total Operations</b>	<b>2,389</b>	<b>2,429</b>	<b>2,429</b>	<b>2,429</b>	<b>2,429</b>
<b>Maintenance</b>					
Managers/Supervisors	205	205	207	207	207
Professional, Technical, Clerical	16	17	17	17	17
Operational Hourlies	858	854	927	946	908
<b>Total Maintenance</b>	<b>1,079</b>	<b>1,076</b>	<b>1,151</b>	<b>1,170</b>	<b>1,132</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	21	21	21	21	21
Professional, Technical, Clerical	16	16	16	16	16
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>
<b>Public Safety</b>					
Managers/Supervisors	14	14	14	14	14
Professional, Technical, Clerical	4	4	4	4	4
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>Total Positions</b>					
Managers/Supervisors	592	594	596	596	596
Professional, Technical, Clerical	157	159	159	163	163
Operational Hourlies	2,908	2,951	3,027	3,038	3,004
<b>Total Baseline Positions</b>	<b>3,657</b>	<b>3,704</b>	<b>3,782</b>	<b>3,797</b>	<b>3,763</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2014 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	\$16.059	\$15.017	\$17.142	\$16.969	\$17.272	\$16.840	\$17.412	\$16.867	\$17.366	\$18.047	\$15.856	\$16.637	\$201.484
Other Operating Revenue	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.190	26.258
Capital and Other Reimbursements													-
<b>Total Revenue</b>	<b>\$18.247</b>	<b>\$17.205</b>	<b>\$19.330</b>	<b>\$19.157</b>	<b>\$19.460</b>	<b>\$19.028</b>	<b>\$19.600</b>	<b>\$19.055</b>	<b>\$19.554</b>	<b>\$20.235</b>	<b>\$18.044</b>	<b>\$18.827</b>	<b>\$227.742</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$20.143	\$17.516	\$18.392	\$19.268	\$19.268	\$18.392	\$20.143	\$18.392	\$19.268	\$20.143	\$17.516	\$20.143	\$228.583
Overtime	3.841	3.629	3.720	3.777	3.848	3.501	3.635	3.679	3.514	3.733	3.483	3.627	43.986
Health and Welfare	4.422	4.422	4.422	4.422	4.422	4.422	4.422	4.422	4.422	4.422	4.422	4.422	53.065
OPEB Current Payment	1.680	1.680	1.680	1.680	1.680	1.680	1.681	1.681	1.681	1.681	1.681	1.681	20.166
Pensions	4.027	3.501	3.677	3.852	3.852	3.677	4.027	3.677	3.852	4.027	3.501	4.027	45.694
Other Fringe Benefits	4.054	3.525	3.701	3.877	3.877	3.701	4.054	3.701	3.877	4.054	3.525	4.054	45.999
Reimbursable Overhead													-
<b>Total Labor Expenses</b>	<b>\$38.166</b>	<b>\$34.273</b>	<b>\$35.591</b>	<b>\$36.875</b>	<b>\$36.946</b>	<b>\$35.373</b>	<b>\$37.962</b>	<b>\$35.551</b>	<b>\$36.614</b>	<b>\$38.060</b>	<b>\$34.128</b>	<b>\$37.953</b>	<b>\$437.493</b>
<b>Non-Labor:</b>													
Electric Power	\$0.110	\$0.096	\$0.101	\$0.106	\$0.106	\$0.101	\$0.110	\$0.101	\$0.106	\$0.110	\$0.096	\$0.110	\$1.253
Fuel	3.554	3.090	3.245	3.400	3.400	3.245	3.554	3.245	3.400	3.554	3.090	3.554	40.331
Insurance	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	3.413
Claims	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	22.256
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	1.754	1.525	1.602	1.678	1.678	1.602	1.754	1.602	1.678	1.754	1.525	1.754	19.905
Professional Service Contracts	1.745	1.517	1.593	1.669	1.669	1.593	1.745	1.593	1.669	1.745	1.517	1.745	19.801
Materials & Supplies	2.930	2.548	2.675	2.802	2.802	2.675	2.930	2.675	2.802	2.930	2.548	2.930	33.246
Other Business Expenses	0.173	0.150	0.158	0.165	0.165	0.158	0.173	0.158	0.165	0.173	0.150	0.173	1.960
<b>Total Non-Labor Expenses</b>	<b>\$12.405</b>	<b>\$11.066</b>	<b>\$11.512</b>	<b>\$11.959</b>	<b>\$11.959</b>	<b>\$11.512</b>	<b>\$12.405</b>	<b>\$11.512</b>	<b>\$11.959</b>	<b>\$12.405</b>	<b>\$11.066</b>	<b>\$12.405</b>	<b>\$142.165</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>\$50.571</b>	<b>\$45.339</b>	<b>\$47.104</b>	<b>\$48.834</b>	<b>\$48.905</b>	<b>\$46.885</b>	<b>\$50.367</b>	<b>\$47.064</b>	<b>\$48.572</b>	<b>\$50.465</b>	<b>\$45.194</b>	<b>\$50.358</b>	<b>\$579.658</b>
Depreciation	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.515	\$42.235
OPEB Obligation	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.746	56.919
Environmental Remediation													-
<b>Total Expenses</b>	<b>\$58.834</b>	<b>\$53.602</b>	<b>\$55.367</b>	<b>\$57.097</b>	<b>\$57.168</b>	<b>\$55.148</b>	<b>\$58.630</b>	<b>\$55.327</b>	<b>\$56.835</b>	<b>\$58.728</b>	<b>\$53.457</b>	<b>\$58.619</b>	<b>\$678.812</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$40.587)</b>	<b>(\$36.397)</b>	<b>(\$36.037)</b>	<b>(\$37.940)</b>	<b>(\$37.708)</b>	<b>(\$36.120)</b>	<b>(\$39.030)</b>	<b>(\$36.272)</b>	<b>(\$37.281)</b>	<b>(\$38.493)</b>	<b>(\$35.413)</b>	<b>(\$39.792)</b>	<b>(\$451.070)</b>



**MTA BUS COMPANY**  
**February Financial Plan - 2014 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	\$16.059	\$15.017	\$17.142	\$16.969	\$17.272	\$16.840	\$17.412	\$16.867	\$17.366	\$18.047	\$15.856	\$16.637	\$201.484
Other Operating Revenue	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.190	26.258
Capital and Other Reimbursements	0.754	0.655	0.688	0.721	0.721	0.688	0.754	0.688	0.721	0.754	0.655	0.754	8.551
<b>Total Revenue</b>	<b>\$19.001</b>	<b>\$17.860</b>	<b>\$20.018</b>	<b>\$19.878</b>	<b>\$20.181</b>	<b>\$19.716</b>	<b>\$20.354</b>	<b>\$19.743</b>	<b>\$20.275</b>	<b>\$20.989</b>	<b>\$18.699</b>	<b>\$19.581</b>	<b>\$236.293</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$20.634	\$17.943	\$18.840	\$19.737	\$19.737	\$18.840	\$20.634	\$18.840	\$19.737	\$20.634	\$17.943	\$20.634	\$234.155
Overtime	3.841	3.629	3.720	3.777	3.848	3.501	3.635	3.679	3.514	3.733	3.483	3.627	43.986
Health and Welfare	4.512	4.500	4.504	4.508	4.508	4.504	4.512	4.504	4.508	4.512	4.500	4.512	54.088
OPEB Current Payment	1.680	1.680	1.680	1.680	1.680	1.680	1.681	1.681	1.681	1.681	1.681	1.681	20.166
Pensions	4.068	3.537	3.714	3.891	3.891	3.714	4.068	3.714	3.891	4.068	3.537	4.068	46.159
Other Fringe Benefits	4.094	3.560	3.738	3.916	3.916	3.738	4.094	3.738	3.916	4.094	3.560	4.094	46.455
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$38.829</b>	<b>\$34.849</b>	<b>\$36.196</b>	<b>\$37.509</b>	<b>\$37.580</b>	<b>\$35.977</b>	<b>\$38.624</b>	<b>\$36.156</b>	<b>\$37.247</b>	<b>\$38.722</b>	<b>\$34.704</b>	<b>\$38.616</b>	<b>\$445.009</b>
<b>Non-Labor:</b>													
Electric Power	\$0.110	\$0.096	\$0.101	\$0.106	\$0.106	\$0.101	\$0.110	\$0.101	\$0.106	\$0.110	\$0.096	\$0.110	\$1.253
Fuel	3.554	3.090	3.245	3.400	3.400	3.245	3.554	3.245	3.400	3.554	3.090	3.554	40.331
Insurance	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	3.413
Claims	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	1.855	22.256
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.774	1.542	1.619	1.697	1.697	1.619	1.774	1.619	1.697	1.774	1.542	1.774	20.128
Professional Service Contracts	1.745	1.517	1.593	1.669	1.669	1.593	1.745	1.593	1.669	1.745	1.517	1.745	19.801
Materials & Supplies	3.001	2.610	2.740	2.871	2.871	2.740	3.001	2.740	2.871	3.001	2.610	3.001	34.058
Other Business Expenses	0.173	0.150	0.158	0.165	0.165	0.158	0.173	0.158	0.165	0.173	0.150	0.173	1.960
<b>Total Non-Labor Expenses</b>	<b>\$12.496</b>	<b>\$11.145</b>	<b>\$11.596</b>	<b>\$12.046</b>	<b>\$12.046</b>	<b>\$11.596</b>	<b>\$12.496</b>	<b>\$11.596</b>	<b>\$12.046</b>	<b>\$12.496</b>	<b>\$11.145</b>	<b>\$12.496</b>	<b>\$143.200</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>\$51.325</b>	<b>\$45.994</b>	<b>\$47.792</b>	<b>\$49.555</b>	<b>\$49.626</b>	<b>\$47.573</b>	<b>\$51.121</b>	<b>\$47.752</b>	<b>\$49.293</b>	<b>\$51.218</b>	<b>\$45.849</b>	<b>\$51.112</b>	<b>\$588.209</b>
Depreciation	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.515	\$42.235
OPEB Obligation	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.746	56.919
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$59.588</b>	<b>\$54.257</b>	<b>\$56.055</b>	<b>\$57.818</b>	<b>\$57.889</b>	<b>\$55.836</b>	<b>\$59.384</b>	<b>\$56.015</b>	<b>\$57.556</b>	<b>\$59.481</b>	<b>\$54.112</b>	<b>\$59.373</b>	<b>\$687.363</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$40.587)</b>	<b>(\$36.397)</b>	<b>(\$36.037)</b>	<b>(\$37.940)</b>	<b>(\$37.708)</b>	<b>(\$36.120)</b>	<b>(\$39.030)</b>	<b>(\$36.272)</b>	<b>(\$37.281)</b>	<b>(\$38.493)</b>	<b>(\$35.413)</b>	<b>(\$39.792)</b>	<b>(\$451.070)</b>

**MTA BUS COMPANY**  
**February Financial Plan - 2014 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	\$16.059	\$15.017	\$17.142	\$16.969	\$17.272	\$16.840	\$17.412	\$16.867	\$17.366	\$18.047	\$15.856	\$16.637	\$201.484
Other Operating Revenue	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.188	2.189	26.257
Capital and Other Reimbursements	1.106	1.106	1.106	1.106	1.106	1.106	1.106	1.106	1.106	1.106	1.106	1.105	13.271
<b>Total Receipts</b>	<b>\$19.353</b>	<b>\$18.311</b>	<b>\$20.436</b>	<b>\$20.263</b>	<b>\$20.566</b>	<b>\$20.134</b>	<b>\$20.706</b>	<b>\$20.161</b>	<b>\$20.660</b>	<b>\$21.341</b>	<b>\$19.150</b>	<b>\$19.931</b>	<b>\$241.012</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$17.858	\$17.858	\$17.858	\$17.858	\$17.858	\$17.858	\$26.789	\$17.859	\$17.859	\$17.859	\$17.859	\$26.789	\$232.162
Overtime	3.841	3.629	3.720	3.777	3.848	3.501	3.635	3.679	3.514	3.733	3.483	3.627	43.986
Health and Welfare	4.473	4.473	4.473	4.473	4.473	4.473	4.473	4.473	4.473	4.473	4.473	4.474	53.677
OPEB Current Payment	1.681	1.681	1.681	1.681	1.681	1.681	1.681	1.681	1.681	1.681	1.681	1.675	20.166
Pensions	3.832	3.832	3.832	3.832	3.832	3.832	3.832	3.832	3.832	3.832	3.832	3.834	45.986
Other Fringe Benefits	3.024	3.024	3.024	3.024	3.024	3.024	3.024	3.024	3.024	3.024	3.024	3.021	36.285
GASB Account	-	-	-	-	-	-	-	-	-	-	-	4.975	4.975
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$34.709</b>	<b>\$34.497</b>	<b>\$34.588</b>	<b>\$34.645</b>	<b>\$34.716</b>	<b>\$34.369</b>	<b>\$43.434</b>	<b>\$34.548</b>	<b>\$34.383</b>	<b>\$34.602</b>	<b>\$34.352</b>	<b>\$48.395</b>	<b>\$437.237</b>
<b>Non-Labor:</b>													
Electric Power	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.109	\$1.253
Fuel	3.361	3.361	3.361	3.361	3.361	3.361	3.361	3.361	3.361	3.361	3.361	3.360	40.331
Insurance	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.289	3.413
Claims	1.605	1.605	1.605	1.605	1.605	1.605	1.605	1.605	1.605	1.604	1.604	1.603	19.256
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.677	1.677	1.677	1.677	1.677	1.677	1.677	1.677	1.677	1.677	1.677	1.681	20.128
Professional Service Contracts	1.650	1.650	1.650	1.650	1.650	1.650	1.650	1.650	1.650	1.650	1.650	1.651	19.801
Materials & Supplies	2.838	2.838	2.838	2.838	2.838	2.838	2.838	2.838	2.838	2.838	2.839	2.839	34.058
Other Business Expenses	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.168	1.961
<b>Total Non-Labor Expenditures</b>	<b>\$11.682</b>	<b>\$11.682</b>	<b>\$11.682</b>	<b>\$11.682</b>	<b>\$11.682</b>	<b>\$11.682</b>	<b>\$11.682</b>	<b>\$11.682</b>	<b>\$11.682</b>	<b>\$11.681</b>	<b>\$11.682</b>	<b>\$11.700</b>	<b>\$140.201</b>
<b>Other Expenditure Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$46.391</b>	<b>\$46.179</b>	<b>\$46.270</b>	<b>\$46.327</b>	<b>\$46.398</b>	<b>\$46.051</b>	<b>\$55.116</b>	<b>\$46.230</b>	<b>\$46.065</b>	<b>\$46.283</b>	<b>\$46.034</b>	<b>\$60.095</b>	<b>\$577.438</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$27.038)</b>	<b>(\$27.868)</b>	<b>(\$25.834)</b>	<b>(\$26.064)</b>	<b>(\$25.832)</b>	<b>(\$25.917)</b>	<b>(\$34.410)</b>	<b>(\$26.069)</b>	<b>(\$25.405)</b>	<b>(\$24.942)</b>	<b>(\$26.884)</b>	<b>(\$40.164)</b>	<b>(\$336.426)</b>

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

<b>CASH FLOW ADJUSTMENTS</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$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	-	-	-	-	-	-	-	-	-	-	-	(0.001)	(0.001)
Capital and Other Reimbursements	0.352	0.451	0.418	0.385	0.385	0.418	0.352	0.418	0.385	0.352	0.451	0.351	4.720
<b>Total Receipts</b>	<b>\$0.352</b>	<b>\$0.451</b>	<b>\$0.418</b>	<b>\$0.385</b>	<b>\$0.385</b>	<b>\$0.418</b>	<b>\$0.352</b>	<b>\$0.418</b>	<b>\$0.385</b>	<b>\$0.352</b>	<b>\$0.451</b>	<b>\$0.350</b>	<b>\$4.719</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$2.776	\$0.085	\$0.982	\$1.879	\$1.879	\$0.982	(\$6.155)	\$0.981	\$1.878	\$2.775	\$0.084	(\$6.155)	\$1.993
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.039	0.027	0.031	0.035	0.035	0.031	0.039	0.031	0.035	0.039	0.027	0.038	0.411
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	0.236	(0.295)	(0.118)	0.059	0.059	(0.118)	0.236	(0.118)	0.059	0.236	(0.295)	0.234	0.173
Other Fringe Benefits	1.070	0.536	0.714	0.892	0.892	0.714	1.070	0.714	0.892	1.070	0.536	1.073	10.170
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(4.975)	(4.975)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$4.121</b>	<b>\$0.353</b>	<b>\$1.609</b>	<b>\$2.865</b>	<b>\$2.865</b>	<b>\$1.609</b>	<b>(\$4.810)</b>	<b>\$1.608</b>	<b>\$2.864</b>	<b>\$4.120</b>	<b>\$0.352</b>	<b>(\$9.785)</b>	<b>\$7.772</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.006	(\$0.008)	(\$0.003)	\$0.002	\$0.002	(\$0.003)	\$0.006	(\$0.003)	\$0.002	\$0.006	(\$0.008)	\$0.001	\$0.000
Fuel	0.193	(0.271)	(0.116)	0.039	0.039	(0.116)	0.193	(0.116)	0.039	0.193	(0.271)	0.194	(0.000)
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.251	0.251	0.252	3.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.097	(0.135)	(0.058)	0.020	0.020	(0.058)	0.097	(0.058)	0.020	0.097	(0.135)	0.093	0.000
Professional Service Contracts	0.095	(0.133)	(0.057)	0.019	0.019	(0.057)	0.095	(0.057)	0.019	0.095	(0.133)	0.094	(0.000)
Materials & Supplies	0.163	(0.228)	(0.098)	0.033	0.033	(0.098)	0.163	(0.098)	0.033	0.163	(0.229)	0.162	(0.000)
Other Business Expenditures	0.010	(0.013)	(0.005)	0.002	0.002	(0.005)	0.010	(0.005)	0.002	0.010	(0.013)	0.005	(0.001)
<b>Total Non-Labor Expenditures</b>	<b>\$0.814</b>	<b>(\$0.537)</b>	<b>(\$0.087)</b>	<b>\$0.363</b>	<b>\$0.363</b>	<b>(\$0.087)</b>	<b>\$0.814</b>	<b>(\$0.087)</b>	<b>\$0.363</b>	<b>\$0.815</b>	<b>(\$0.537)</b>	<b>\$0.801</b>	<b>\$2.999</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>\$5.287</b>	<b>\$0.267</b>	<b>\$1.940</b>	<b>\$3.614</b>	<b>\$3.614</b>	<b>\$1.940</b>	<b>(\$3.644)</b>	<b>\$1.939</b>	<b>\$3.613</b>	<b>\$5.287</b>	<b>\$0.266</b>	<b>(\$8.634)</b>	<b>\$15.490</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	\$3.515	\$42.235
OPEB Obligation	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.746	56.919
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$13.550</b>	<b>\$8.530</b>	<b>\$10.203</b>	<b>\$11.877</b>	<b>\$11.877</b>	<b>\$10.203</b>	<b>\$4.619</b>	<b>\$10.202</b>	<b>\$11.876</b>	<b>\$13.550</b>	<b>\$8.529</b>	<b>(\$0.373)</b>	<b>\$114.644</b>

**MTA Bus Company**  
**February Financial Plan - 2014 Adopted Budget**  
**Overtime Decomposition Allocation**  
**(\$ in millions)**

	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$ 2.122	\$ 1.911	\$ 2.114	\$ 2.098	\$ 2.130	\$ 2.035	\$ 2.149	\$ 2.149	\$ 2.038	\$ 2.187	\$ 2.043	\$ 2.121	\$ 25.097
<u>Unscheduled Service</u>	0.32	0.26	0.27	0.27	0.28	0.26	0.27	0.28	0.26	0.28	0.31	0.30	3.38
<u>Programmatic/Routine Maintenance</u>	0.72	0.72	0.54	0.65	0.65	0.39	0.37	0.38	0.44	0.49	0.44	0.46	6.26
<u>Unscheduled Maintenance</u>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<u>Vacancy/Absentee Coverage</u>	0.54	0.60	0.65	0.61	0.64	0.67	0.70	0.73	0.63	0.63	0.55	0.60	7.56
<u>Weather Emergencies</u>	0.11	0.10	0.11	0.10	0.11	0.10	0.11	0.11	0.10	0.11	0.10	0.11	1.26
<u>Safety/Security/Law Enforcement</u>	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.13
<u>Other</u>	0.03	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.32
<b>Sub-Total</b>	<b>\$3.841</b>	<b>\$3.629</b>	<b>\$3.720</b>	<b>\$3.777</b>	<b>\$3.848</b>	<b>\$3.501</b>	<b>\$3.635</b>	<b>\$3.679</b>	<b>\$3.514</b>	<b>\$3.733</b>	<b>\$3.483</b>	<b>\$3.627</b>	<b>\$43.986</b>
<b>REIMBURSABLE OVERTIME</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$3.841</b>	<b>\$3.629</b>	<b>\$3.720</b>	<b>\$3.777</b>	<b>\$3.848</b>	<b>\$3.501</b>	<b>\$3.635</b>	<b>\$3.679</b>	<b>\$3.514</b>	<b>\$3.733</b>	<b>\$3.483</b>	<b>\$3.627</b>	<b>\$43.986</b>



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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Fixed Route	10.214	9.444	10.946	10.528	11.006	10.359	10.051	9.618	10.755	11.495	9.953	10.305	124.674
<b>Baseline Total Ridership</b>	<b>10.214</b>	<b>9.444</b>	<b>10.946</b>	<b>10.528</b>	<b>11.006</b>	<b>10.359</b>	<b>10.051</b>	<b>9.618</b>	<b>10.755</b>	<b>11.495</b>	<b>9.953</b>	<b>10.305</b>	<b>124.674</b>
<b><u>FAREBOX REVENUE</u></b>													
Fixed Route	\$16.059	\$15.017	\$17.142	\$16.969	\$17.272	\$16.840	\$17.412	\$16.867	\$17.366	\$18.047	\$15.856	\$16.637	\$201.484
<b>Baseline Total Revenue</b>	<b>\$16.059</b>	<b>\$15.017</b>	<b>\$17.142</b>	<b>\$16.969</b>	<b>\$17.272</b>	<b>\$16.840</b>	<b>\$17.412</b>	<b>\$16.867</b>	<b>\$17.366</b>	<b>\$18.047</b>	<b>\$15.856</b>	<b>\$16.637</b>	<b>\$201.484</b>





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# **Staten Island Railway**

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017.

The attached information does not include any changes from the 2014 Adopted Budget and the 2014-2017 Financial Plan, adopted by the MTA Board in December, 2013.

The attached information includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>268</b>	<b>(\$47.604)</b>	<b>268</b>	<b>(\$43.018)</b>	<b>268</b>	<b>(\$51.969)</b>	<b>268</b>	<b>(\$54.451)</b>	<b>268</b>	<b>(\$57.243)</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>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>268</b>	<b>(\$47.604)</b>	<b>268</b>	<b>(\$43.018)</b>	<b>268</b>	<b>(\$51.969)</b>	<b>268</b>	<b>(\$54.451)</b>	<b>268</b>	<b>(\$57.243)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>8</b>	<b>\$0.000</b>	<b>37</b>	<b>\$0.000</b>	<b>37</b>	<b>\$0.000</b>	<b>3</b>	<b>\$0.000</b>	<b>3</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>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>8</b>	<b>\$0.000</b>	<b>37</b>	<b>\$0.000</b>	<b>37</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 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

2013		2014		Favorable/(Unfavorable)					
				2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2013 November Financial Plan: Baseline Surplus/(Deficit)</b>	276	(\$36.967)	305	(\$32.593)	305	(\$41.550)	271	(\$44.042)	271	(\$46.845)
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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:**

- Service Investments (Proposed in July)
- MTA re-estimates:
  - Reduction in Unfunded Pension Liability (LIRR)
  - Energy - NYPA
  - Con Edison (MNR)
  - EEO Training
- 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>2014 February Financial Plan: Baseline Surplus/(Deficit)</b>	276	(\$36.967)	305	(\$32.593)	305	(\$41.550)	271	(\$44.042)	271	(\$46.845)
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**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>Non-Reimbursable</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.165	4.149	2.358	2.379	2.401
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$9.682</b>	<b>\$9.876</b>	<b>\$8.164</b>	<b>\$8.256</b>	<b>\$8.312</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$17.518	\$17.761	\$18.070	\$18.437	\$18.832
Overtime	2.507	2.269	0.734	0.748	0.761
Health and Welfare	4.035	4.212	4.353	4.586	4.833
OPEB Current Payment	0.864	0.859	0.887	0.937	0.988
Pensions	5.620	5.551	5.651	5.751	5.851
Other Fringe Benefits	1.650	1.535	1.558	1.584	1.609
Reimbursable Overhead	(0.057)	(2.205)	(2.205)	(1.102)	0.000
<b>Total Labor Expenses</b>	<b>\$32.137</b>	<b>\$29.982</b>	<b>\$29.048</b>	<b>\$30.941</b>	<b>\$32.874</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$5.042	\$5.643	\$5.917	\$6.287	\$6.642
Fuel	0.360	0.368	0.350	0.335	0.342
Insurance	1.180	1.680	1.859	2.174	2.656
Claims	0.079	0.083	0.088	0.093	0.099
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.667	2.760	10.816	10.508	10.256
Professional Service Contracts	0.423	0.420	0.425	0.435	0.444
Materials & Supplies	3.493	1.528	1.025	1.329	1.637
Other Business Expenses	0.005	(0.170)	0.005	0.005	0.005
<b>Total Non-Labor Expenses</b>	<b>\$14.249</b>	<b>\$12.312</b>	<b>\$20.485</b>	<b>\$21.166</b>	<b>\$22.081</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>\$46.386</b>	<b>\$42.294</b>	<b>\$49.533</b>	<b>\$52.107</b>	<b>\$54.955</b>
Depreciation	\$8.600	\$8.300	\$8.300	\$8.300	\$8.300
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>\$57.286</b>	<b>\$52.894</b>	<b>\$60.133</b>	<b>\$62.707</b>	<b>\$65.555</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$47.604)</b>	<b>(\$43.018)</b>	<b>(\$51.969)</b>	<b>(\$54.451)</b>	<b>(\$57.243)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Farebox Revenue					
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	1.787	6.049	6.049	3.864	1.680
<b>Total Revenue</b>	<b>\$1.787</b>	<b>\$6.049</b>	<b>\$6.049</b>	<b>\$3.864</b>	<b>\$1.680</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$0.343	\$2.449	\$2.449	\$1.369	\$0.288
Overtime	0.704	0.707	0.707	0.705	0.704
Health and Welfare	0.513	0.517	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	0.076	0.077	0.077	0.077	0.077
Reimbursable Overhead	0.057	2.205	2.205	1.102	0.000
<b>Total Labor Expenses</b>	<b>\$1.787</b>	<b>\$6.049</b>	<b>\$6.049</b>	<b>\$3.864</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					
<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>\$1.787</b>	<b>\$6.049</b>	<b>\$6.049</b>	<b>\$3.864</b>	<b>\$1.680</b>
Depreciation					
<b>Total Expenses</b>	<b>\$1.787</b>	<b>\$6.049</b>	<b>\$6.049</b>	<b>\$3.864</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 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Farebox Revenue	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.165	4.149	2.358	2.379	2.401
Capital and Other Reimbursements	1.787	6.049	6.049	3.864	1.680
<b>Total Revenue</b>	<b>\$11.469</b>	<b>\$15.925</b>	<b>\$14.213</b>	<b>\$12.120</b>	<b>\$9.992</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$17.861	\$20.210	\$20.519	\$19.806	\$19.120
Overtime	3.211	2.976	1.441	1.453	1.465
Health and Welfare	4.548	4.729	4.870	5.103	5.350
OPEB Current Payment	0.864	0.859	0.887	0.937	0.988
Pensions	5.714	5.645	5.745	5.845	5.945
Other Fringe Benefits	1.726	1.612	1.635	1.661	1.686
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$33.924</b>	<b>\$36.031</b>	<b>\$35.097</b>	<b>\$34.805</b>	<b>\$34.554</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$5.042	\$5.643	\$5.917	\$6.287	\$6.642
Fuel	0.360	0.368	0.350	0.335	0.342
Insurance	1.180	1.680	1.859	2.174	2.656
Claims	0.079	0.083	0.088	0.093	0.099
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.667	2.760	10.816	10.508	10.256
Professional Service Contracts	0.423	0.420	0.425	0.435	0.444
Materials & Supplies	3.493	1.528	1.025	1.329	1.637
Other Business Expenses	0.005	(0.170)	0.005	0.005	0.005
<b>Total Non-Labor Expenses</b>	<b>\$14.249</b>	<b>\$12.312</b>	<b>\$20.485</b>	<b>\$21.166</b>	<b>\$22.081</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>\$48.173</b>	<b>\$48.343</b>	<b>\$55.582</b>	<b>\$55.971</b>	<b>\$56.635</b>
Depreciation	\$8.600	\$8.300	\$8.300	\$8.300	\$8.300
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>\$59.073</b>	<b>\$58.943</b>	<b>\$66.182</b>	<b>\$66.571</b>	<b>\$67.235</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$47.604)</b>	<b>(\$43.018)</b>	<b>(\$51.969)</b>	<b>(\$54.451)</b>	<b>(\$57.243)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2014-2017**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$5.097	\$5.727	\$5.805	\$5.877	\$5.911
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.794	4.149	2.358	2.379	2.401
Capital and Other Reimbursements	2.430	6.049	6.049	3.864	1.680
<b>Total Receipts</b>	<b>\$12.321</b>	<b>\$15.925</b>	<b>\$14.212</b>	<b>\$12.120</b>	<b>\$9.992</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$17.861	\$20.210	\$20.519	\$19.806	\$19.120
Overtime	3.211	2.976	1.441	1.453	1.465
Health and Welfare	4.548	4.729	4.870	5.103	5.350
OPEB Current Payment	0.864	0.859	0.887	0.937	0.988
Pensions	5.714	5.645	5.745	5.845	5.945
Other Fringe Benefits	1.726	1.612	1.635	1.661	1.686
GASB Account	0.500	0.175	0.180	0.191	0.202
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$34.424</b>	<b>\$36.206</b>	<b>\$35.277</b>	<b>\$34.996</b>	<b>\$34.756</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$5.042	\$5.643	\$5.917	\$6.287	\$6.642
Fuel	0.360	0.368	0.350	0.335	0.342
Insurance	1.180	1.680	1.859	2.174	2.656
Claims	0.079	0.083	0.088	0.093	0.099
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.067	2.760	10.816	10.508	10.256
Professional Service Contracts	0.638	0.420	0.425	0.435	0.444
Materials & Supplies	3.493	1.528	1.025	1.329	1.637
Other Business Expenses	0.005	(0.170)	0.005	0.005	0.005
<b>Total Non-Labor Expenditures</b>	<b>\$14.864</b>	<b>\$12.312</b>	<b>\$20.485</b>	<b>\$21.166</b>	<b>\$22.081</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>\$49.288</b>	<b>\$48.518</b>	<b>\$55.762</b>	<b>\$56.162</b>	<b>\$56.837</b>
<b>Baseline Cash Deficit</b>	<b>(\$36.967)</b>	<b>(\$32.593)</b>	<b>(\$41.550)</b>	<b>(\$44.042)</b>	<b>(\$46.845)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2014-2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	(\$0.420)	\$0.000	(\$0.001)	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.629	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.643	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$0.852</b>	<b>\$0.000</b>	<b>(\$0.001)</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	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
GASB Account	(0.500)	(0.175)	(0.180)	(0.191)	(0.202)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$0.500)</b>	<b>(\$0.175)</b>	<b>(\$0.180)</b>	<b>(\$0.191)</b>	<b>(\$0.202)</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	(0.400)	0.000	0.000	0.000	0.000
Professional Service Contracts	(0.215)	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>(\$0.615)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$0.263)</b>	<b>(\$0.175)</b>	<b>(\$0.181)</b>	<b>(\$0.191)</b>	<b>(\$0.202)</b>
Depreciation Adjustment	\$8.600	\$8.300	\$8.300	\$8.300	\$8.300
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>\$10.637</b>	<b>\$10.425</b>	<b>\$10.419</b>	<b>\$10.409</b>	<b>\$10.398</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$10.637</b>	<b>\$10.425</b>	<b>\$10.419</b>	<b>\$10.409</b>	<b>\$10.398</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2014- 2017**  
**Ridership/(Utilization)**  
(in millions)

<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
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**RIDERSHIP**

Fixed Route	4.238	4.320	4.370	4.415	4.436
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<b>Baseline Total Ridership</b>	<b>4.238</b>	<b>4.320</b>	<b>4.370</b>	<b>4.415</b>	<b>4.436</b>
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**FAREBOX REVENUE**

Fixed Route	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911
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<b>Baseline Total Revenue</b>	<b>\$5.517</b>	<b>\$5.727</b>	<b>\$5.806</b>	<b>\$5.877</b>	<b>\$5.911</b>
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**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2014- 2017**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Executive	13	13	13	13	13
General Office	6	6	6	6	6
Purchasing/Stores	6	6	6	6	6
<b>Total Administration</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>
<b>Operations</b>					
Transportation	91	91	91	91	91
<b>Maintenance</b>					
Mechanical	43	43	43	43	43
Electronic/Electrical	15	15	15	15	15
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>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>
<b>Engineering/Capital</b>					
Sandy Recovery	5	34	34	-	-
<b>Public Safety</b>					
Police					
<b>Baseline Total Positions</b>	<b>276</b>	<b>305</b>	<b>305</b>	<b>271</b>	<b>271</b>
Non-Reimbursable	268	268	268	268	268
Reimbursable	8	37	37	3	3
Total Full-Time	276	305	305	271	271
Total Full-Time Equivalents					

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan 2014- 2017**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors	14	14	14	14	14
Professional, Technical, Clerical	11	11	11	11	11
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	25	25	25	25	25
<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>	91	91	91	91	91
<b>Maintenance</b>					
Managers/Supervisors	8	8	8	8	8
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	144	144	144	144	144
<b>Total Maintenance</b>	155	155	155	155	155
<b>Engineering/Capital</b>					
Managers/Supervisors	1	4	4	-	-
Professional, Technical, Clerical	2	2	2	-	-
Operational Hourlies	2	28	28	-	-
<b>Total Engineering/Capital</b>	5	34	34	-	-
<b>Public Safety</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	-	-	-	-	-
<b>Total Positions</b>					
Managers/Supervisors					
Professional, Technical, Clerical	28	31	31	27	27
Operational Hourlies	19	19	19	17	17
<b>Baseline Total Positions</b>	229	255	255	227	227
	276	305	305	271	271

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2014 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	\$0.466	\$0.424	\$0.475	\$0.477	\$0.483	\$0.489	\$0.498	\$0.480	\$0.496	\$0.525	\$0.453	\$0.461	\$5.727
Toll Revenue													-
Other Operating Revenue	0.281	0.186	0.243	0.188	0.237	0.178	0.063	0.049	0.218	0.270	0.206	2.030	4.149
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$0.747</b>	<b>\$0.610</b>	<b>\$0.718</b>	<b>\$0.665</b>	<b>\$0.720</b>	<b>\$0.667</b>	<b>\$0.561</b>	<b>\$0.529</b>	<b>\$0.714</b>	<b>\$0.795</b>	<b>\$0.659</b>	<b>\$2.491</b>	<b>\$9.876</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$1.973	\$1.316	\$1.316	\$1.316	\$1.316	\$1.316	\$1.973	\$1.316	\$1.316	\$1.315	\$1.315	\$1.973	17.761
Overtime	0.252	0.168	0.168	0.168	0.168	0.168	0.252	0.168	0.168	0.168	0.169	0.252	2.269
Health and Welfare	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	4.212
OPEB Current Payment	0.071	0.071	0.071	0.071	0.071	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.859
Pensions	0.462	0.462	0.462	0.462	0.462	0.462	0.463	0.463	0.463	0.463	0.463	0.464	5.551
Other Fringe Benefits	0.171	0.114	0.114	0.114	0.114	0.114	0.171	0.113	0.113	0.113	0.113	0.171	1.535
Reimbursable Overhead	(0.045)	(0.090)	(0.135)	(0.180)	(0.180)	(0.180)	(0.224)	(0.224)	(0.224)	(0.224)	(0.224)	(0.275)	(2.205)
<b>Total Labor Expenses</b>	<b>\$3.235</b>	<b>\$2.392</b>	<b>\$2.347</b>	<b>\$2.302</b>	<b>\$2.302</b>	<b>\$2.303</b>	<b>\$3.058</b>	<b>\$2.259</b>	<b>\$2.259</b>	<b>\$2.258</b>	<b>\$2.259</b>	<b>\$3.008</b>	<b>\$29.982</b>
<b>Non-Labor:</b>													
Electric Power	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.471	\$0.471	\$0.471	\$0.470	\$0.470	\$0.470	\$5.643
Fuel	0.030	0.030	0.030	0.030	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.368
Insurance	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	1.680
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.006	0.083
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	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	2.760
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.420
Materials & Supplies	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.128	0.128	0.128	0.128	1.528
Other Business Expenses	0.001	0.000	0.001	0.000	0.001	(0.175)	0.001	0.000	0.001	0.000	0.000	0.000	(0.170)
<b>Total Non-Labor Expenses</b>	<b>\$1.040</b>	<b>\$1.039</b>	<b>\$1.040</b>	<b>\$1.039</b>	<b>\$1.041</b>	<b>\$0.865</b>	<b>\$1.042</b>	<b>\$1.041</b>	<b>\$1.043</b>	<b>\$1.041</b>	<b>\$1.041</b>	<b>\$1.040</b>	<b>\$12.312</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>\$4.275</b>	<b>\$3.431</b>	<b>\$3.387</b>	<b>\$3.341</b>	<b>\$3.343</b>	<b>\$3.168</b>	<b>\$4.100</b>	<b>\$3.300</b>	<b>\$3.302</b>	<b>\$3.299</b>	<b>\$3.300</b>	<b>\$4.048</b>	<b>\$42.294</b>
Depreciation	0.600	0.625	0.650	0.675	0.700	0.700	0.725	0.725	0.725	0.725	0.725	0.725	8.300
OPEB Obligation	-	-	0.575	-	-	0.575	-	-	0.575	-	-	0.575	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$4.875</b>	<b>\$4.056</b>	<b>\$4.612</b>	<b>\$4.016</b>	<b>\$4.043</b>	<b>\$4.443</b>	<b>\$4.825</b>	<b>\$4.025</b>	<b>\$4.602</b>	<b>\$4.024</b>	<b>\$4.025</b>	<b>\$5.348</b>	<b>\$52.894</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$4.128)</b>	<b>(\$3.446)</b>	<b>(\$3.894)</b>	<b>(\$3.351)</b>	<b>(\$3.323)</b>	<b>(\$3.776)</b>	<b>(\$4.264)</b>	<b>(\$3.496)</b>	<b>(\$3.888)</b>	<b>(\$3.229)</b>	<b>(\$3.366)</b>	<b>(\$2.857)</b>	<b>(\$43.018)</b>





**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2014 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	\$0.466	\$0.424	\$0.475	\$0.477	\$0.483	\$0.489	\$0.498	\$0.480	\$0.496	\$0.525	0.453	0.461	5.727
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	0.281	0.186	0.243	0.188	0.237	0.178	0.063	0.049	0.218	0.270	0.206	2.030	4.149
Capital and Other Reimbursements	0.155	0.250	0.345	0.440	0.440	0.535	0.630	0.630	0.630	0.631	0.631	0.731	6.049
<b>Total Revenue</b>	<b>\$0.902</b>	<b>\$0.860</b>	<b>\$1.063</b>	<b>\$1.105</b>	<b>\$1.160</b>	<b>\$1.202</b>	<b>\$1.191</b>	<b>\$1.159</b>	<b>\$1.344</b>	<b>\$1.426</b>	<b>\$1.290</b>	<b>\$3.222</b>	<b>\$15.925</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$2.023	\$1.416	\$1.466	\$1.516	\$1.516	\$1.516	\$2.223	\$1.566	\$1.566	\$1.565	\$1.565	\$2.272	\$20.210
Overtime	0.277	0.193	0.193	0.193	0.193	0.251	0.335	0.251	0.251	0.251	0.252	0.336	2.976
Health and Welfare	0.376	0.376	0.376	0.376	0.376	0.407	0.407	0.407	0.407	0.407	0.407	0.407	4.729
OPEB Current Payment	0.071	0.071	0.071	0.071	0.071	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.859
Pensions	0.467	0.467	0.467	0.467	0.467	0.471	0.473	0.473	0.473	0.473	0.473	0.474	5.645
Other Fringe Benefits	0.176	0.119	0.119	0.119	0.119	0.121	0.178	0.120	0.120	0.121	0.121	0.179	1.612
Reimbursable Overhead	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.000	0.000	0.000	0.000	0.000	(0.001)	(0.000)
<b>Total Labor Expenses</b>	<b>\$3.390</b>	<b>\$2.642</b>	<b>\$2.692</b>	<b>\$2.742</b>	<b>\$2.742</b>	<b>\$2.838</b>	<b>\$3.688</b>	<b>\$2.889</b>	<b>\$2.889</b>	<b>\$2.889</b>	<b>\$2.890</b>	<b>\$3.739</b>	<b>\$36.031</b>
<b>Non-Labor:</b>													
Electric Power	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.471	\$0.471	\$0.471	\$0.470	\$0.470	\$0.470	\$5.643
Fuel	0.030	0.030	0.030	0.030	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.368
Insurance	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	1.680
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.006	0.083
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	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	2.760
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.420
Materials & Supplies	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.128	0.128	0.128	0.128	1.528
Other Business Expenses	0.001	0.000	0.001	0.000	0.001	(0.175)	0.001	0.000	0.001	0.000	0.000	0.000	(0.170)
<b>Total Non-Labor Expenses</b>	<b>\$1.040</b>	<b>\$1.039</b>	<b>\$1.040</b>	<b>\$1.039</b>	<b>\$1.041</b>	<b>\$0.865</b>	<b>\$1.042</b>	<b>\$1.041</b>	<b>\$1.043</b>	<b>\$1.041</b>	<b>\$1.041</b>	<b>\$1.040</b>	<b>\$12.312</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>\$4.430</b>	<b>\$3.681</b>	<b>\$3.732</b>	<b>\$3.781</b>	<b>\$3.783</b>	<b>\$3.703</b>	<b>\$4.730</b>	<b>\$3.930</b>	<b>\$3.932</b>	<b>\$3.930</b>	<b>\$3.931</b>	<b>\$4.779</b>	<b>\$48.343</b>
Depreciation	\$0.600	\$0.625	\$0.650	\$0.675	\$0.700	\$0.700	\$0.725	\$0.725	\$0.725	\$0.725	\$0.725	\$0.725	\$8.300
OPEB Obligation	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	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>\$5.030</b>	<b>\$4.306</b>	<b>\$4.957</b>	<b>\$4.456</b>	<b>\$4.483</b>	<b>\$4.978</b>	<b>\$5.455</b>	<b>\$4.655</b>	<b>\$5.232</b>	<b>\$4.655</b>	<b>\$4.656</b>	<b>\$6.079</b>	<b>\$58.943</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$4.128)</b>	<b>(\$3.446)</b>	<b>(\$3.894)</b>	<b>(\$3.351)</b>	<b>(\$3.323)</b>	<b>(\$3.776)</b>	<b>(\$4.264)</b>	<b>(\$3.496)</b>	<b>(\$3.888)</b>	<b>(\$3.229)</b>	<b>(\$3.366)</b>	<b>(\$2.857)</b>	<b>(\$43.018)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2014 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	\$0.466	\$0.424	\$0.475	\$0.477	\$0.483	\$0.489	\$0.498	\$0.480	\$0.496	\$0.525	\$0.453	\$0.461	\$5.727
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Other Operating Revenue	0.281	0.186	0.243	0.188	0.237	0.178	0.063	0.049	0.218	0.270	0.206	2.030	4.149
Capital and Other Reimbursements	0.155	0.155	0.250	0.250	0.345	0.440	0.725	0.725	0.725	0.726	0.726	0.827	6.049
<b>Total Receipts</b>	<b>\$0.902</b>	<b>\$0.765</b>	<b>\$0.968</b>	<b>\$0.915</b>	<b>\$1.065</b>	<b>\$1.107</b>	<b>\$1.286</b>	<b>\$1.254</b>	<b>\$1.439</b>	<b>\$1.521</b>	<b>\$1.385</b>	<b>\$3.318</b>	<b>\$15.925</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$2.023	\$1.366	\$1.416	\$1.416	\$1.466	\$1.466	\$2.273	\$1.616	\$1.616	\$1.615	\$1.615	\$2.322	20.210
Overtime	0.277	0.193	0.193	0.193	0.193	0.251	0.335	0.251	0.251	0.251	0.252	0.336	2.976
Health and Welfare	0.376	0.376	0.376	0.376	0.376	0.407	0.407	0.407	0.407	0.407	0.407	0.407	4.729
OPEB Current Payment	0.071	0.071	0.071	0.071	0.071	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.859
Pensions	0.467	0.467	0.467	0.467	0.467	0.471	0.473	0.473	0.473	0.473	0.473	0.474	5.645
Other Fringe Benefits	0.176	0.119	0.119	0.119	0.119	0.121	0.178	0.120	0.120	0.121	0.121	0.179	1.612
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.175	0.175
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
<b>Total Labor Expenditures</b>	<b>\$3.390</b>	<b>\$2.592</b>	<b>\$2.642</b>	<b>\$2.642</b>	<b>\$2.692</b>	<b>\$2.788</b>	<b>\$3.738</b>	<b>\$2.939</b>	<b>\$2.939</b>	<b>\$2.939</b>	<b>\$2.940</b>	<b>\$3.965</b>	<b>\$36.206</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.471	\$0.471	\$0.471	\$0.470	\$0.470	\$0.470	\$5.643
Fuel	\$0.030	\$0.030	\$0.030	\$0.030	\$0.031	\$0.031	\$0.031	\$0.031	\$0.031	\$0.031	\$0.031	\$0.031	0.368
Insurance	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	1.680
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.006	0.083
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	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	2.760
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.420
Materials & Supplies	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.128	0.128	0.128	0.128	1.528
Other Business Expenses	0.001	0.000	0.001	0.000	0.001	(0.175)	0.001	0.000	0.001	0.000	0.000	0.000	(0.170)
<b>Total Non-Labor Expenditures</b>	<b>\$1.040</b>	<b>\$1.039</b>	<b>\$1.040</b>	<b>\$1.039</b>	<b>\$1.041</b>	<b>\$0.865</b>	<b>\$1.042</b>	<b>\$1.041</b>	<b>\$1.043</b>	<b>\$1.041</b>	<b>\$1.041</b>	<b>\$1.040</b>	<b>\$12.312</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>\$4.430</b>	<b>\$3.631</b>	<b>\$3.682</b>	<b>\$3.681</b>	<b>\$3.733</b>	<b>\$3.653</b>	<b>\$4.780</b>	<b>\$3.980</b>	<b>\$3.982</b>	<b>\$3.980</b>	<b>\$3.981</b>	<b>\$5.005</b>	<b>\$48.518</b>
<b>Net Cash Deficit</b>	<b>(\$3.528)</b>	<b>(\$2.866)</b>	<b>(\$2.714)</b>	<b>(\$2.766)</b>	<b>(\$2.668)</b>	<b>(\$2.546)</b>	<b>(\$3.494)</b>	<b>(\$2.726)</b>	<b>(\$2.543)</b>	<b>(\$2.459)</b>	<b>(\$2.596)</b>	<b>(\$1.687)</b>	<b>(\$32.593)</b>

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2014 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	0.000	(0.095)	(0.095)	(0.190)	(0.095)	(0.095)	0.095	0.095	0.095	0.095	0.095	0.096	0.000
<b>Total Receipts</b>	<b>\$0.000</b>	<b>(\$0.095)</b>	<b>(\$0.095)</b>	<b>(\$0.190)</b>	<b>(\$0.095)</b>	<b>(\$0.095)</b>	<b>\$0.095</b>	<b>\$0.095</b>	<b>\$0.095</b>	<b>\$0.095</b>	<b>\$0.095</b>	<b>\$0.096</b>	<b>\$0.000</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$0.000	\$0.050	\$0.050	\$0.100	\$0.050	\$0.050	(\$0.050)	(\$0.050)	(\$0.050)	(\$0.050)	(\$0.050)	(\$0.050)	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	(0.175)	(0.175)
Reimbursable Overhead	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.000	0.000	0.000	0.000	0.000	(0.001)	(0.000)
<b>Total Labor Expenditures</b>	<b>(\$0.000)</b>	<b>\$0.050</b>	<b>\$0.050</b>	<b>\$0.100</b>	<b>\$0.050</b>	<b>\$0.050</b>	<b>(\$0.050)</b>	<b>(\$0.050)</b>	<b>(\$0.050)</b>	<b>(\$0.050)</b>	<b>(\$0.050)</b>	<b>(\$0.226)</b>	<b>(\$0.175)</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>(\$0.000)</b>	<b>(\$0.045)</b>	<b>(\$0.045)</b>	<b>(\$0.090)</b>	<b>(\$0.045)</b>	<b>(\$0.045)</b>	<b>\$0.045</b>	<b>\$0.045</b>	<b>\$0.045</b>	<b>\$0.045</b>	<b>\$0.045</b>	<b>(\$0.130)</b>	<b>(\$0.175)</b>
Depreciation Adjustment	0.600	0.625	0.650	0.675	0.700	0.700	0.725	0.725	0.725	0.725	0.725	0.725	8.300
OPEB Obligation	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	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>\$0.600</b>	<b>\$0.580</b>	<b>\$1.180</b>	<b>\$0.585</b>	<b>\$0.655</b>	<b>\$1.230</b>	<b>\$0.770</b>	<b>\$0.770</b>	<b>\$1.345</b>	<b>\$0.770</b>	<b>\$0.770</b>	<b>\$1.170</b>	<b>\$10.425</b>

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

	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
Baseline Ridership	0.384	0.318	0.374	0.352	0.374	0.362	0.322	0.306	0.386	0.425	0.354	0.363	4.320
<b>Total Ridership</b>	<b>0.384</b>	<b>0.318</b>	<b>0.374</b>	<b>0.352</b>	<b>0.374</b>	<b>0.362</b>	<b>0.322</b>	<b>0.306</b>	<b>0.386</b>	<b>0.425</b>	<b>0.354</b>	<b>0.363</b>	<b>4.320</b>





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## **VII. Appendix**



# Staff Summary

<b>Subject</b> MTA 2014 Budget and 2014-2017 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 16, 2013
<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.	12/16			
2	Board	12/18			

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

## Purpose:

To secure MTA Board (i) adoption of the accompanying 2014 Final Proposed Budget and the Four-Year Financial Plan 2014-2017 ("November Plan" or "Plan"), which includes approving the 2013 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 presented to the Board for information purposes at the November Board meeting, which projects ending cash balances of \$212 million in 2013, \$106 million in 2014, \$44 million in 2015, \$61 million in 2016 with a projected cash deficit of \$191 million in 2017 (see attachment A).

## The November Plan

The November Plan, consistent with previous plans, is disciplined, totally transparent, and adheres to a financial strategy that includes three key elements: the continuous pursuit of recurring cost reductions, "net-zero" wage growth for represented employees, and biennial fare and toll increases. This Plan also seeks to preserve and enhance funding for the capital program, while addressing "uncontrollable" expenses, such as pension, health care, paratransit, debt service, energy and insurance.

This Plan features significantly lower fare increases than previously projected and new customer initiatives. It maintains the \$18 million in service investments proposed in July, funds critical operational and maintenance investments, contains increased support for the Capital Program, and makes additional investments to pay down unfunded pension and health & welfare liabilities, which will result in ongoing savings in the future. The November Plan includes favorable expense re-estimates, cost reduction measures and debt-service management actions that combine with existing expense reduction actions to constrain expense growth in the 2014 Budget to only 1.96% over 2013.

## Changes from the July Plan

Consistent with the MTA Budget process, the November Plan updates the July Financial Plan with more current results, new developments and risks, and input from our Board, customers and other stakeholders. The 2013 July Plan provided a detailed look at 2014 in the form of the proposed 2014 Preliminary Budget. The July Plan included new and restored service and other customer enhancements, resources to improve operations through better maintenance, and additional financial support for the 2015–2019 Capital Program.

The July Plan funded the local match to Federal funds for the Sandy repair and recovery projects as well as long-term resiliency projects. That Plan was in balance through 2014 with modest out-year deficits totaling \$240 million. Since July, there have been both favorable and unfavorable changes that, when combined, have improved the bottom line by a cumulative \$724 million over the Plan Period.

The favorable changes include:

- Higher passenger/toll revenues;
- Higher real estate tax receipts;
- Lower health & welfare costs;
- Lower debt service;
- Lower pension costs; and
- Higher paratransit savings.

Partially offsetting those results are:

- Higher overtime re-estimates;
- Lower PBT receipts; and
- Greater operational and maintenance needs.

Certain of these changes merit special discussion.

**Higher Real Estate Receipts.** The November Plan projects an increase from the July Plan in real estate tax receipts of \$287 million over the Plan Period. MTA's real estate tax revenues are mortgage recording tax and real property transfer tax revenues that do not provide the stability and predictability provided by property tax revenues. They are transactional fees assessed on real estate transactions that, because of their inherent lack of predictability, are problematic from a capital and operating budgeting perspective. This has been proven twice for real estate transactional revenues. The first time was in 1988 when MRT revenue was pledged by the MTA as security for a new bonding credit for the capital program. Based on a thorough analysis and forecast by recognized experts, bonds were rated and issued to a receptive investor base. These revenues proved to be so unreliable that the MTA refunded the bonds within three years. The second was in the early-2000s, when the MTA began increasingly to rely upon these revenues for its operating budget, foregoing fare/toll increases, as these revenues began to rise. By 2007, these annual revenues were approximately \$1.6 billion; however, by 2009, these revenues had fallen to less than \$400 million and were a major reason for the MTA's fiscal crisis in 2009. Solving this fiscal crisis required implementation of the PMT and MTA Aid, and agreed-upon fare/toll revenue increases of 10%, 7.5% and 7.5% in 2009, 2011 and 2013, respectively.

These transactional real estate revenues are increasing again and MTA is incorporating them into the Financial Plan carefully. While the Plan is reflecting the forecasted receipts in the budget, it is investing a portion of the projected receipts as one-time expenditures, which will provide annually recurring savings by reducing unfunded pension or OPEB liabilities, retiring unscheduled higher cost debt, or avoiding new debt with PAYGO funding. Use of these less-predictable revenues in such ways allows the MTA to reduce or eliminate the expenditures if the forecasted revenues are not fully realized without having to take drastic budget actions as we did in 2009 and 2010.

**Higher Overtime Re-estimates.** In 2010, the MTA responded to its fiscal crisis by implementing a number of cost savings initiatives that included an aggressive program to reduce overtime costs. This program has been captured within the overtime goals of subsequent Financial Plans. However, the MTA has not been able to meet those goals due in large part to uncontrollable factors, including weather incidents (e.g., Sandy, Irene, major storms) and emergency conditions. Other factors that contributed to the overages were the additional cost to perform regular maintenance while responding to Sandy-related work, major maintenance programs (e.g., FASTRACK and backlog reduction initiatives for signals, track and structures), as well as on-going employee availability and vacancy issues.

In retrospect, the original 2010 goals were not realistic, as was highlighted in a special report to the September Finance Committee. To that end, the November Plan includes a re-baselining of overtime based on additional analysis conducted subsequent to the report. The re-baselining, which now reflects levels that are more in line with documented/historical usage and overall coverage requirements, will provide greater accountability for overruns. Further analysis on overtime will be conducted and addressed in the coming months. It is expected that efficiencies can be identified that will result in realistic savings within this category.

**“Projected” biennial fare/toll revenue increases reduced to 4%.** The MTA is cognizant of the impact that fare and toll increases have on its customers. Following the fare and toll increases of 2009, 2011 and 2013 of 10.0%, 7.5%, and 7.5%, respectively, this Plan reduces projected fare and toll increases for 2015 and 2017 to 4% over the two-year period, or approximately a 2% annual increase. While reducing the burden on MTA customers, this lower fare/toll increase will reduce revenues during the Plan Period by more than \$900 million; favorable re-estimates in revenues and a substantial increase in targeted savings efficiency initiatives described below make this possible.

**Important Operational (including Service) and Maintenance Needs Funded.** The November Plan makes investments in critical maintenance and operational work including fleet overhauls, necessary improvements to the right-of-way, and the upgrade of critical systems. These investments reflect a careful analysis of where new resources will deliver the greatest benefit. It also reflects the increasing operating budget impacts of new services as “Mega Projects” are completed.

This Plan maintains those investments first proposed in July, including \$76 million in operational and maintenance needs, \$18 million of new or restored service and service quality investments (detailed below), \$12 million in increased “platform” service to meet loading and headway guidelines, and \$11 million in additional customer enhancements. Included within these investments is the implementation of an Authority-wide Enterprise Asset Management initiative to protect and optimize our extensive infrastructure by promoting best standards and procedures. That system will also offer proactive maintenance, cost efficiencies, and tools for managing the life-cycle process of MTA's assets. NYCT will carry out a life-extending overhaul of R-46 cars, increased structural inspections and repairs, and water intrusion remediation. The LIRR will improve maintenance to rolling stock and elevators/escalators. Metro-North will purchase additional snow fighting equipment, and improve maintenance and cleanup of its right-of-way. MTA Bus will perform engine and structure upgrades and overhauls on 247 MCI series buses for purposes of extending their useful life. The Plan retains B&T's July-Plan funding of long-term restoration and mitigation projects resulting from Sandy.

The service investments that were identified with the Preliminary Budget and July Financial Plan in July (listed again below) are funded in the Plan and are being implemented by NYCT, LIRR and MNR, following, where required, the conclusion of the public hearing process. The service and service quality Investments are:

#### NYCT Service:

- Increase G service to eight-minute headways 3 p.m. to 9 p.m.
- Add S93 service middays and evenings until 10 p.m.
- Extend M service to the Delancey Street-Essex Street station from the Myrtle Avenue station on weekends
- Add Q77 service on Sundays
- Extend the Bx24 to Hutchinson Metro Center from Westchester Square
- Restore service on the B37 along 3rd Avenue between Bay Ridge and Atlantic Avenue-Barclays Ctr. Station 6 a.m. to 11 p.m.
- Restore the B70 to 7th Avenue
- Restore B8 service to Bay Ridge-95th Street R station at all times
- Implement a to-be-determined Select Bus Service route
- Restore Q31 service on weekends
- Restructuring Staten Island - Eltingville area super express bus
- Restore M8 service on weekends
- Reroute the M100 in Northern Manhattan via Dyckman Street and 10th Avenue to serve the Sherman Creek neighborhood.
- Conduct a NYCT/MTA Bus Co-Op City bus study as a comprehensive review of existing bus operations and ridership in the vicinity of Co-op City to assess the reliability of existing service and where there may be opportunities for improved connectivity.

#### NYCT Service Quality:

- Improved track cleaning (hiring of two additional crews)
- Additional improved station cleaning at heavily used stations/complexes in each borough (ten stations)
- Improved “A” Division service management at the Rail Control Center
- Modification of fare control areas in high priority areas and installation of remote gate control at 54 stations with a staffed booth on one side and no crossover capability for passengers
- Installation of cameras at ten key fare control areas to assist the NYPD in arresting MVM vandals and swipe sellers.

## LIRR Service:

- Extend half hourly weekend service westbound and eastbound to Ronkonkoma Station
- Restore half hourly weekend service on the Port Washington Branch
- Add a new Ronkonkoma train to Farmingdale (4:09 p.m. from Penn Station) and a reverse train to Penn Station (7:00 p.m. from Farmingdale) on weekdays
- Restore the 4:37 p.m. weekday express train from Penn Station to Wantagh
- Restore the 4:57 p.m. weekday train from Penn Station to Freeport
- Add a new weekday train to Hicksville (8:22 p.m. from Penn Station)
- Extend summer season weekend service between Ronkonkoma and Greenport by ten weeks so that it runs from April to November.

## Metro-North Service Quality:

- Expansion of real-time train status information at all New York State stations via LCD monitors that use cellular connectivity. These monitors display the departure time, real-time train status, track information and station stops for the next nine trains. At least the first three stations will be completed in 2013, with an average of ten stations to be completed each year thereafter until the installation project is concluded in 2020.

The November Plan funds additional operational and maintenance needs totaling \$71 million, or \$217 million over the Plan Period: NYCT will expand its successful “FASTRACK” program; Metro-North will implement a comprehensive right-of-way infrastructure program and enhance maintenance of the GCT facility and systems; LIRR is also investing in track maintenance and replacing the oldest vehicles in its non-revenue fleet; MTA Bus is revising its Shop Overhaul Plan beginning in 2015 to perform engine upgrades, overhauls and structural enhancements on 247 MCI series buses to extend the useful life of these buses from 12 years to 15 years. In addition, NYCT is making additional “platform” service adjustments of \$10 million to meet loading and headway guidelines. The increased investments proposed here, when combined with those investments first proposed in July, total \$705 over the Plan Period.

During this Plan Period a number of MTA’s new “Mega Projects” are targeted to begin operations. The first phase of the Second Avenue Subway will provide a new way to travel between the Upper East Side and Midtown’s Broadway corridor and, upon completion of all phases, to Lower Manhattan, reducing congestion on the Lexington Avenue line by as much as 13%. The extension to the 7 line will serve the rapidly developing Far West Side of Manhattan. The new Fulton Center will ease transfers for thousands of daily customers, improve access to and from the complex, provide new connectivity to the new PATH station and the World Trade Center, enhance the resiliency of the system, as well as provide a magnificent new station in lower Manhattan. While these new services will benefit our customers, they will also increase our baseline operating expenses. The increasing operating budget impacts (“OBIs”) associated with these capital projects as well as the ramp-up for East Side Access are included in this Plan. Annual OBIs increase from \$16 million in 2014 to \$194 million in 2017, for a total OBI of \$361 million over the Plan Period.

**Support for Capital Program Increased.** This Plan increases annual “Pay-As-You-Go” (PAYGO) funding by an additional \$40 million a year on top of the \$80 million increase included in the July Plan for a total of \$370 million beginning in 2015. This will serve as a “down payment” for the 2015-2019 Capital Program, providing \$2.96 billion over the expected eight-year expenditure period. Alternatively, this funding could be used to support \$6.5 billion in funding (\$5.2 billion in bonding capacity if used for debt service and \$1.3 billion of residual PAYGO). This amount continues to be derived primarily from debt service savings from the 2012 and 2013 refunding and lower re-estimates of interest rate and cash flow requirements.

**New MTA Fare Reduction Efficiencies Established.** The MTA continues to focus on cost control and finding new ways to do business more efficiently; in this Plan MTA savings targets have been increased substantially. To help fund the proposed fare and tolls reduction initiative, the MTA is increasing its annual recurring savings targets by \$50 million beginning in 2014, increasing by \$50 million each year for total annual savings of \$200 million by 2017, or a cumulative increase of \$500 million during the Plan Period. This will increase projected overall savings from the \$1.3 billion that was assumed in July, to \$1.5 billion by 2017. Initiatives are being identified that are expected to result in savings from the following targeted sources: prompt payment discounts, workers compensation efficiencies, energy efficiencies, further consolidations, additional procurement and inventory efficiencies, and employee benefit savings.

**Unfunded Pension Liability Addressed.** Consistent with its increased emphasis on addressing previously considered “uncontrollable” costs, the MTA will continue to use non-recurring revenues, receipts or resources to make one-time payments toward long-term obligations to reduce annual expenses, minimizing pressure on future fares and tolls. The July Plan included an \$80 million investment to reduce the LIRR’s unfunded pension liability funded by a non-recurring increase in real estate receipts, the result of a high volume of large transactions that occurred early this year. The July Plan also recommended the adoption of a policy of using monies remaining in the general reserve at year-end to reduce long-term obligations such as pension or health & welfare unfunded obligations, retire long-term debt or avoid new debt with PAYGO funding. The 2013 November Forecast captures the \$80 million investment that was made, applies the unused 2013 General Reserve and makes additional annual investments of \$30 million (relating to real estate revenues) beginning next year to further reduce the unfunded pension liability. Every dollar invested in the unfunded pension obligation results in a 7% return every year. Together, these investments will result in annual recurring savings that grow to over \$22 million by the end of the Plan Period, with increased savings thereafter.

**Unfunded OPEB Liability Addressed.** Other post-employment benefits, or OPEBs, are primarily healthcare costs for current and future retirees. Unlike with its pensions, MTA and other governmental entities are not required to fund amounts necessary to provide for the future healthcare costs of current and expected retirees, only the current costs. As required, the MTA funds only the annual cost for current retirees, approximately \$450 million in 2013; however, if MTA were to fully fund this future obligation, it would cost approximately \$2.3 billion a year. As disclosed in its audited financial statements, the MTA currently has an unfunded liability of \$17.8 billion. The NYS Comptroller has strongly encouraged governments to recognize these expenses and to set aside funds in trust to meet this obligation. MTA created a trust and has been setting aside funds each year for this purpose. Currently, it has \$300 million in its OPEB trust and another \$310 million in an OPEB reserve, held by the Treasurer for deposit into the trust. Based upon the projected contributions during the Plan Period, the amount held in these two accounts is expected to exceed \$1.1 billion by 2017.

**The “Bottom Line”.** Taken in total, these re-estimates, changes and recommendations result in a significant net improvement to MTA’s financial projections. The November Plan is balanced through 2016 (\$212 million in 2013, \$106 million in 2014, \$44 million in 2015 and \$61 million in 2016) with a manageable deficit of \$191 million in 2017.

## **Key Elements Remain Essential in Addressing Deficits**

It should be noted that even with successful execution of these key elements, a deficit of \$191 million is projected for 2017 and large post-2017 deficits are looming.

**Driving down costs through recurring expense reductions and efficiencies.** The Plan continues the strategy developed in 2010 to “make every dollar count”. Existing efficiency programs, combined with the additional cost reduction targets proposed in this Plan, will increase projected annual savings to \$1.5 billion by 2017. It is critical that MTA continue to increase its annual savings targets to minimize pressure on future fares and tolls and protect MTA’s ability to make important investments in its capital program, operations and maintenance and customer service.

Much of MTA’s efforts have focused on “controllable” expenses, primarily payroll, but also maintenance, operating and service contracts and materials and supplies. The operating budget impacts of the “Mega Projects” (Fulton Center, 7 West Extension, Second Avenue Subway, and East Side Access) are starting to put additional pressure on MTA’s operating budgets. Nevertheless, controllable costs are projected to grow slightly less than 0.5% in 2014, with average growth over the Plan Period of 1.46%.

“Uncontrollable” costs, which continue to outpace inflation, are increasingly the focus of MTA’s cost saving efforts. These costs, which include employee and retiree health care, paratransit, pensions, debt service, energy, and insurance, are driven by factors that are largely outside the control of the MTA. The Plan includes investments that will reduce the liabilities (and future expenses) for pensions and OPEB.

The growth of paratransit costs has been reduced significantly in recent years due to proactive management initiatives that have reduced unit costs and diverted customers to more efficient ADA-compliant modes of transportation, generating annual savings of over \$280 million. It is important to note that continuing to contain rapidly-growing paratransit costs is essential. Before these paratransit savings initiatives were begun, the subsidy for paratransit services was approaching that received by Metro-North and expenses were growing at 18% percent a year. Through these management actions, the paratransit expense budget is expected to grow by only 7% a year, a significant reduction but still much greater than the expense growth of other MTA services.

Aggressive management of its debt portfolio has enabled MTA to capture savings from lower interest rates to reduce the burden of future capital programs on the farebox. The MTA continues to hedge its fuel purchases, which adds an element of certainty to those expenses. Insurance costs would be even higher were it not for the issuance of “catastrophe” bonds in place of higher cost insurance for a portion of the MTA’s risk coverage. These and other management actions result in a MTA-wide expense growth that is under 2% in 2014.

**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. MTA is committed to this reasonable assumption, as non-represented employees have not had a raise in over four and a half years. To further place this net zero assumption in context, 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 biennial fare/toll increases.** As described earlier, the November Plan continues to project biennial fare/toll increases in 2015 and 2017, but at a lower increase of approximately 2% per year, which will be in line with projected rates of inflation. The 2015 fare/toll increase is projected to produce annualized revenue of \$268 million, while the 2017 increase will net \$283 million annualized. Consistent with the July Plan, a March 1st implementation for both the 2015 and 2017 increases is anticipated.

### **Risks Identified in the November Plan**

Despite an improved outlook, significant risks remain. Labor agreements currently open must include settlements with three years of net-zero wage growth. The failure to achieve this desired settlement would increase costs by approximately \$300 million per year going forward.

The Plan also assumes that State budget actions will reflect full remittance to the MTA of all funds collected on its behalf. While the MTA has been successful in the face of challenges to the Payroll Mobility Tax, there continues to be outside pressures on this funding source. Any modifications to this tax could adversely affect this vital MTA revenue stream. For example, if the tax were to be repealed in the suburban counties, MTA would lose approximately \$300 million per year.

If the MTA fails to achieve the three “net zero” labor settlement, or if the PMT were to be repealed for those counties outside of New York City, deficits would increase by approximately \$1.2 billion over the Plan Period. Either of those occurrences would require significant “one-shot” actions, increased fares/tolls or a reduction in the MTA’s self-generated funding capacity of \$5.3 billion, which would be a devastating blow to the anticipated 2015-2019 Capital Program.

The finances of the MTA are highly dependent on the economy. While the regional economy continues to improve, though unevenly, the national economy has had difficulty gaining momentum and is growing at a rate much slower than typically expected at this stage of economic recovery.

Finally, the MTA faces long-term vulnerabilities. Increased operating costs associated with the “mega” projects reflected in this Plan rise to \$194 million by 2017; to the extent that significant new ridership does not follow, the relative burden on customers and taxpayers will increase. There has been little movement to negotiate a comprehensive budget plan in Washington and federal support for the upcoming MTA Capital Program remains uncertain. With two major weather events in two years, the importance of resiliency investments cannot be overstated and, given the competitive process to allocate resiliency funding within the region, some of these costs may fall to the MTA. As noted above, long-term costs such as pension and retiree health costs continue to grow. Consequently, the MTA must continue to set aside funds for these expenses while also building reserves to meet the cash flow needs of its day to day operations and unbudgeted, but foreseeable situations.

## Recommendation:

It is recommended that the Board:

- Adopt the 2014 Final Proposed Budget and Four-Year Financial Plan 2014-2017 (November Plan), which includes approving the 2013 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 adjustments set forth in the Plan.
- Authorize staff to invest \$80 million in 2013 and \$30 million in 2014, and each year thereafter, to reduce the amount of unfunded pension liability associated with the "LIRR Additional Plan". These funds are from real estate transactional (MRT-1, MRT-2, Urban Tax) revenue projections that are in excess of previous Plan estimates. These additional revenues are considered "less certain" than other revenue streams; therefore, investments in 2014 and beyond are predicated on the forecast for these revenues being met.
- Authorize staff to invest the unexpended 2013 general reserve to further reduce the unfunded pension liability associated with the "LIRR Additional Plan."
- Authorize staff to accelerate \$100 million in repayment to the "Capital Finance Fund" from 2016 to 2013.
- Authorize staff to make additional contributions to the Capital Program of \$60 million in 2014, and \$120 million in 2015, and each year thereafter. This brings total committed to capital contributions to \$60 million in 2014 and \$370 million annually thereafter.
- Authorize staff to use \$160 million of Pay as You Go (PAYGO) funding to help fund the local share of costs for recovery and resiliency from Superstorm Sandy.
- Authorize technical adjustments to MTA budgets and forecasts of a non-material nature in the February Plan.
- Authorize adjustment of MTA 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 2014, 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 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. Through 2013, \$300 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 are expected to make contributions of over \$100 million as set forth in the 2014 Budget to the GASB Account in 2014 (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 2014 cash flow needs, the amounts withdrawn in 2014 must be paid back by December 31, 2016. If the GASB funds are used as inter-agency loans in 2014, they would be subject to repayment no later than December 31, 2015, consistent with the Inter-Agency Loan provision described above.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2014-2017**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No.	2012	2013	2014	2015	2016	2017	
7	Actual	Final Estimate	Final Proposed Budget				
8	<b>Non-Reimbursable</b>						
9							
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$5,079	\$5,483	\$5,646	\$5,718	\$5,790	\$5,824
12	Toll Revenue	1,491	1,629	1,649	1,653	1,662	1,666
13	Other Revenue	564	779	656	610	638	673
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$7,134</b>	<b>\$7,892</b>	<b>\$7,951</b>	<b>\$7,981</b>	<b>\$8,090</b>	<b>\$8,163</b>
16							
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,194	\$4,259	\$4,342	\$4,453	\$4,563	\$4,689
20	Overtime	574	594	560	554	557	566
21	Health & Welfare	813	920	1,023	1,095	1,177	1,268
22	OPEB Current Payment	413	453	496	537	585	633
23	Pensions	1,328	1,296	1,324	1,335	1,357	1,360
24	Other-Fringe Benefits	650	591	586	614	638	662
25	Reimbursable Overhead	(309)	(309)	(315)	(305)	(301)	(297)
26	<b>Sub-total Labor Expenses</b>	<b>\$7,663</b>	<b>\$7,804</b>	<b>\$8,015</b>	<b>\$8,283</b>	<b>\$8,576</b>	<b>\$8,881</b>
27							
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$472	\$509	\$537	\$567	\$602	\$639
30	Fuel	252	275	268	267	267	274
31	Insurance	8	33	52	68	87	110
32	Claims	136	204	201	210	215	219
33	Paratransit Service Contracts	361	368	394	412	457	526
34	Maintenance and Other Operating Contracts	452	546	581	622	640	639
35	Professional Service Contracts	277	314	337	319	316	321
36	Materials & Supplies	431	498	527	548	555	564
37	Other Business Expenses	144	165	161	166	172	175
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,530</b>	<b>\$2,913</b>	<b>\$3,058</b>	<b>\$3,179</b>	<b>\$3,311</b>	<b>\$3,467</b>
39							
40	<b>Other Expense Adjustments:</b>						
41	Other	\$63	\$46	\$47	\$48	\$51	\$52
42	General Reserve	0	0	135	140	145	150
43	<b>Sub-total Other Expense Adjustments</b>	<b>\$63</b>	<b>\$46</b>	<b>\$182</b>	<b>\$188</b>	<b>\$196</b>	<b>\$202</b>
44							
45	<b>Total Operating Expense before Non-Cash Liability Adj.</b>	<b>\$10,256</b>	<b>\$10,763</b>	<b>\$11,256</b>	<b>\$11,650</b>	<b>\$12,083</b>	<b>\$12,550</b>
46							
47	Depreciation	\$2,149	\$2,176	\$2,265	\$2,384	\$2,453	\$2,637
48	OPEB Obligation	1,786	1,819	1,900	1,982	2,069	2,156
49	Environmental Remediation	25	5	6	6	6	6
50							
51	<b>Total Operating Expense after Non-Cash Liability Adj.</b>	<b>\$14,216</b>	<b>\$14,762</b>	<b>\$15,426</b>	<b>\$16,022</b>	<b>\$16,610</b>	<b>\$17,349</b>
52							
53	<b>Net Deficit Before Subsidies and Debt Service</b>	<b>(\$7,082)</b>	<b>(\$6,871)</b>	<b>(\$7,475)</b>	<b>(\$8,042)</b>	<b>(\$8,520)</b>	<b>(\$9,186)</b>
54							
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,959	\$4,000	\$4,171	\$4,372	\$4,527	\$4,799
56							
57	Debt Service (excludes Service Contract Bonds)	(2,058)	(2,191)	(2,393)	(2,481)	(2,642)	(2,818)
58							
59	<b>Total Operating Expense with Debt Service</b>	<b>\$12,315</b>	<b>\$12,953</b>	<b>\$13,649</b>	<b>\$14,131</b>	<b>\$14,725</b>	<b>\$15,369</b>
60							
61	Dedicated Taxes and State/Local Subsidies	\$5,492	\$5,890	\$6,039	\$6,373	\$6,609	\$6,813
62							
63	<b>Net Deficit After Subsidies and Debt Service</b>	<b>\$311</b>	<b>\$828</b>	<b>\$342</b>	<b>\$222</b>	<b>(\$26)</b>	<b>(\$393)</b>
64							
65	Conversion to Cash Basis: GASB Account	(90)	(84)	(98)	(106)	(114)	(123)
66	Conversion to Cash Basis: All Other	(290)	(235)	(398)	(335)	(268)	(304)
67							
68	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$68)</b>	<b>\$509</b>	<b>(\$154)</b>	<b>(\$218)</b>	<b>(\$409)</b>	<b>(\$820)</b>
69	<b>ADJUSTMENTS</b>	<b>0</b>	<b>(525)</b>	<b>48</b>	<b>156</b>	<b>426</b>	<b>567</b>
70	<b>PRIOR-YEAR CARRY-OVER</b>	<b>297</b>	<b>229</b>	<b>212</b>	<b>106</b>	<b>44</b>	<b>61</b>
71	<b>NET CASH BALANCE</b>	<b>\$229</b>	<b>\$212</b>	<b>\$106</b>	<b>\$44</b>	<b>\$61</b>	<b>(\$191)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2014-2017**  
**Plan Adjustments**  
(\$ in millions)

Line No.		2013 Final Estimate	2014 Final Proposed Budget	2015	2016	2017
11	<b>Cash Balance Before Prior Year Carryover</b>	<b>\$509</b>	<b>(\$154)</b>	<b>(\$218)</b>	<b>(\$409)</b>	<b>(\$820)</b>
13	<b>Fare/Toll Increases:</b>					
14	<i>Fare/Toll Increase on 3/1/15 (4%)</i>	-	-	228	277	279
15	<i>Fare/Toll Increase on 3/1/17 (4%)</i>	-	-	-	-	240
16	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$228</b>	<b>\$277</b>	<b>\$519</b>
18	<b>MTA Initiatives:</b>					
19	<i>Unidentified MTA Efficiencies</i>	-	-	21	63	56
20	<i>New MTA Fare Reduction Initiatives</i>	-	50	100	150	200
21	<b>Subtotal</b>	<b>\$0</b>	<b>\$50</b>	<b>\$121</b>	<b>\$213</b>	<b>\$256</b>
23	<b>MTA Re-estimates:</b>					
24	<i>MTA Re-estimates</i>	(16)	36	(25)	-	-
25	<b>Subtotal</b>	<b>(\$16)</b>	<b>\$36</b>	<b>(\$25)</b>	<b>\$0</b>	<b>\$0</b>
27	<b>Policy Actions:</b>					
28	<i>Service Investments (Proposed in July)</i>	(5)	(18)	(18)	(18)	(18)
29	<i>Unexpended 2013 Gen'l Reserve used to Reduce Pension Liability</i>	(130)	-	-	-	-
30	<i>Additional Investment to Reduce Pension Liability</i>	-	(30)	(30)	(30)	(30)
31	<i>Return on Investments to Reduce Pension Liability</i>	-	9	11	13	15
32	<i>Debt Service - Cash Management Actions</i>	(113)	68	7	33	14
33	<i>Superstorm Sandy - Debt Local Match</i>	(1)	(8)	(17)	(42)	(69)
34	<i>Superstorm Sandy - PAYGO Local Match</i>	(160)	-	-	-	-
35	<i>Committed to Capital</i>	-	(60)	(120)	(120)	(120)
36	<i>Acceleration of the Repayment of Capital Financing Loan</i>	(100)	-	-	100	-
37	<b>Subtotal</b>	<b>(\$509)</b>	<b>(\$38)</b>	<b>(\$167)</b>	<b>(\$63)</b>	<b>(\$208)</b>
39	<b>TOTAL ADJUSTMENTS</b>	<b>(\$525)</b>	<b>\$48</b>	<b>\$156</b>	<b>\$426</b>	<b>\$567</b>
41	<i>Prior-Year Carryover</i>	229	212	106	44	61
43	<b>Net Cash Surplus/(Deficit)</b>	<b>\$212</b>	<b>\$106</b>	<b>\$44</b>	<b>\$61</b>	<b>(\$191)</b>

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

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

Metropolitan Transportation Authority

By: \_\_\_\_\_  
Thomas F. Prendergast  
Chairman and Chief Executive Officer

Dated: February \_\_, 2014

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## **VIII. Other**

## **The MTA Budget Process**

MTA budgeting is a rigorous and thorough on-going process 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 following calendar years.

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

- Volume I summarizes the complete financial plan, including the baseline as well as policy items and other “below-the-line” 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 year’s finances, a preliminary presentation of the following years proposed budget, and a three year re-forecast 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 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 and is presented to the MTA Board for review and approval.

### **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 Adopted Budget is allocated over the period of 12 months and becomes the basis in which monthly results are compared.



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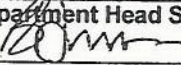
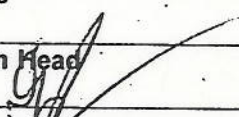
## **IX. Addendum (Web Version Only)**

**NOTICE CONCERNING THIS WEB-POSTED COPY**

The *MTA 2014 Budget and 2014-2017 Financial Plan* staff summary and the *Certification of the Chairman and Chief Executive Officer of the Metropolitan Transportation Authority* included in Section VII of this web version of the **MTA 2014 Adopted Budget, February Financial Plan 2014-2017** are in searchable format and hence do not include the signatures and initials that appear in the original documents.





This section provides scanned copies of those signed and initialed staff summaries. The page numbers found at the bottom of each scanned copy refer to the pages in Section VII where searchable formats of these items are situated.

# Staff Summary

<b>Subject</b> MTA 2014 Budget and 2014-2017 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 16, 2013
<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.	12/16			
2	Board	12/18			

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

**Purpose:**

To secure MTA Board (i) adoption of the accompanying 2014 Final Proposed Budget and the Four-Year Financial Plan 2014-2017 ("November Plan" or "Plan"), which includes approving the 2013 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 presented to the Board for information purposes at the November Board meeting, which projects ending cash balances of \$212 million in 2013, \$106 million in 2014, \$44 million in 2015, \$61 million in 2016 with a projected cash deficit of \$191 million in 2017 (see attachment A).

**The November Plan**

The November Plan, consistent with previous plans, is disciplined, totally transparent, and adheres to a financial strategy that includes three key elements: the continuous pursuit of recurring cost reductions, "net-zero" wage growth for represented employees, and biennial fare and toll increases. This Plan also seeks to preserve and enhance funding for the capital program, while addressing "uncontrollable" expenses, such as pension, health care, paratransit, debt service, energy and insurance.

This Plan features significantly lower fare increases than previously projected and new customer initiatives. It maintains the \$18 million in service investments proposed in July, funds critical operational and maintenance investments, contains increased support for the Capital Program, and makes additional investments to pay down unfunded pension and health & welfare liabilities, which will result in ongoing savings in the future. The November Plan includes favorable expense re-estimates, cost reduction measures and debt-service management actions that combine with existing expense reduction actions to constrain expense growth in the 2014 Budget to only 1.96% over 2013.

**Changes from the July Plan**

Consistent with the MTA Budget process, the November Plan updates the July Financial Plan with more current results, new developments and risks, and input from our Board, customers and other stakeholders. The 2013 July Plan provided a detailed look at 2014 in the form of the proposed 2014 Preliminary Budget. The July Plan included new and restored service and other customer enhancements, resources to improve operations through better maintenance, and additional financial support for the 2015-2019 Capital Program.



The July Plan funded the local match to Federal funds for the Sandy repair and recovery projects as well as long-term resiliency projects. That Plan was in balance through 2014 with modest out-year deficits totaling \$240 million. Since July, there have been both favorable and unfavorable changes that, when combined, have improved the bottom line by a cumulative \$724 million over the Plan Period.

The favorable changes include:

- Higher passenger/toll revenues;
- Higher real estate tax receipts;
- Lower health & welfare costs;
- Lower debt service;
- Lower pension costs; and
- Higher paratransit savings.

Partially offsetting those results are:

- Higher overtime re-estimates;
- Lower PBT receipts; and
- Greater operational and maintenance needs.

Certain of these changes merit special discussion.

**Higher Real Estate Receipts.** The November Plan projects an increase from the July Plan in real estate tax receipts of \$287 million over the Plan Period. MTA's real estate tax revenues are mortgage recording tax and real property transfer tax revenues that do not provide the stability and predictability provided by property tax revenues. They are transactional fees assessed on real estate transactions that, because of their inherent lack of predictability, are problematic from a capital and operating budgeting perspective. This has been proven twice for real estate transactional revenues. The first time was in 1988 when MRT revenue was pledged by the MTA as security for a new bonding credit for the capital program. Based on a thorough analysis and forecast by recognized experts, bonds were rated and issued to a receptive investor base. These revenues proved to be so unreliable that the MTA refunded the bonds within three years. The second was in the early-2000s, when the MTA began increasingly to rely upon these revenues for its operating budget, foregoing fare/toll increases, as these revenues began to rise. By 2007, these annual revenues were approximately \$1.6 billion; however, by 2009, these revenues had fallen to less than \$400 million and were a major reason for the MTA's fiscal crisis in 2009. Solving this fiscal crisis required implementation of the PMT and MTA Aid, and agreed-upon fare/toll revenue increases of 10%, 7.5% and 7.5% in 2009, 2011 and 2013, respectively.

These transactional real estate revenues are increasing again and MTA is incorporating them into the Financial Plan carefully. While the Plan is reflecting the forecasted receipts in the budget, it is investing a portion of the projected receipts as one-time expenditures, which will provide annually recurring savings by reducing unfunded pension or OPEB liabilities, retiring unscheduled higher cost debt, or avoiding new debt with PAYGO funding. Use of these less-predictable revenues in such ways allows the MTA to reduce or eliminate the expenditures if the forecasted revenues are not fully realized without having to take drastic budget actions as we did in 2009 and 2010.

**Higher Overtime Re-estimates.** In 2010, the MTA responded to its fiscal crisis by implementing a number of cost savings initiatives that included an aggressive program to reduce overtime costs. This program has been captured within the overtime goals of subsequent Financial Plans. However, the MTA has not been able to meet those goals due in large part to uncontrollable factors, including weather incidents (e.g., Sandy, Irene, major storms) and emergency conditions. Other factors that contributed to the overages were the additional cost to perform regular maintenance while responding to Sandy-related work, major maintenance programs (e.g., FASTRACK and backlog reduction initiatives for signals, track and structures), as well as on-going employee availability and vacancy issues.

In retrospect, the original 2010 goals were not realistic, as was highlighted in a special report to the September Finance Committee. To that end, the November Plan includes a re-baselining of overtime based on additional analysis conducted subsequent to the report. The re-baselining, which now reflects levels that are more in line with documented/historical usage and overall coverage requirements, will provide greater accountability for overruns. Further analysis on overtime will be conducted and addressed in the coming months. It is expected that efficiencies can be identified that will result in realistic savings within this category.



**“Projected” biennial fare/toll revenue increases reduced to 4%.** The MTA is cognizant of the impact that fare and toll increases have on its customers. Following the fare and toll increases of 2009, 2011 and 2013 of 10.0%, 7.5%, and 7.5%, respectively, this Plan reduces projected fare and toll increases for 2015 and 2017 to 4% over the two-year period, or approximately a 2% annual increase. While reducing the burden on MTA customers, this lower fare/toll increase will reduce revenues during the Plan Period by more than \$900 million; favorable re-estimates in revenues and a substantial increase in targeted savings efficiency initiatives described below make this possible.

**Important Operational (including Service) and Maintenance Needs Funded.** The November Plan makes investments in critical maintenance and operational work including fleet overhauls, necessary improvements to the right-of-way, and the upgrade of critical systems. These investments reflect a careful analysis of where new resources will deliver the greatest benefit. It also reflects the increasing operating budget impacts of new services as “Mega Projects” are completed.

This Plan maintains those investments first proposed in July, including \$76 million in operational and maintenance needs, \$18 million of new or restored service and service quality investments (detailed below), \$12 million in increased “platform” service to meet loading and headway guidelines, and \$11 million in additional customer enhancements. Included within these investments is the implementation of an Authority-wide Enterprise Asset Management initiative to protect and optimize our extensive infrastructure by promoting best standards and procedures. That system will also offer proactive maintenance, cost efficiencies, and tools for managing the life-cycle process of MTA’s assets. NYCT will carry out a life-extending overhaul of R-46 cars, increased structural inspections and repairs, and water intrusion remediation. The LIRR will improve maintenance to rolling stock and elevators/escalators. Metro-North will purchase additional snow fighting equipment, and improve maintenance and cleanup of its right-of-way. MTA Bus will perform engine and structure upgrades and overhauls on 247 MCI series buses for purposes of extending their useful life. The Plan retains B&T’s July-Plan funding of long-term restoration and mitigation projects resulting from Sandy.

The service investments that were identified with the Preliminary Budget and July Financial Plan in July (listed again below) are funded in the Plan and are being implemented by NYCT, LIRR and MNR, following, where required, the conclusion of the public hearing process. The service and service quality Investments are:

NYCT Service:

- Increase G service to eight-minute headways 3 p.m. to 9 p.m.
- Add S93 service middays and evenings until 10 p.m.
- Extend M service to the Delancey Street-Essex Street station from the Myrtle Avenue station on weekends
- Add Q77 service on Sundays
- Extend the Bx24 to Hutchinson Metro Center from Westchester Square
- Restore service on the B37 along 3rd Avenue between Bay Ridge and Atlantic Avenue-Barclays Ctr. Station 6 a.m. to 11 p.m.
- Restore the B70 to 7th Avenue
- Restore B8 service to Bay Ridge-95th Street R station at all times
- Implement a to-be-determined Select Bus Service route
- Restore Q31 service on weekends
- Restructuring Staten Island - Eltingville area super express bus
- Restore M8 service on weekends
- Reroute the M100 in Northern Manhattan via Dyckman Street and 10th Avenue to serve the Sherman Creek neighborhood.
- Conduct a NYCT/MTA Bus Co-Op City bus study as a comprehensive review of existing bus operations and ridership in the vicinity of Co-op City to assess the reliability of existing service and where there may be opportunities for improved connectivity.

NYCT Service Quality:

- Improved track cleaning (hiring of two additional crews)
- Additional improved station cleaning at heavily used stations/complexes in each borough (ten stations)
- Improved “A” Division service management at the Rail Control Center
- Modification of fare control areas in high priority areas and installation of remote gate control at 54 stations with a staffed booth on one side and no crossover capability for passengers
- Installation of cameras at ten key fare control areas to assist the NYPD in arresting MVM vandals and swipe sellers.



## LIRR Service:

- Extend half hourly weekend service westbound and eastbound to Ronkonkoma Station
- Restore half hourly weekend service on the Port Washington Branch
- Add a new Ronkonkoma train to Farmingdale (4:09 p.m. from Penn Station) and a reverse train to Penn Station (7:00 p.m. from Farmingdale) on weekdays
- Restore the 4:37 p.m. weekday express train from Penn Station to Wantagh
- Restore the 4:57 p.m. weekday train from Penn Station to Freeport
- Add a new weekday train to Hicksville (8:22 p.m. from Penn Station)
- Extend summer season weekend service between Ronkonkoma and Greenport by ten weeks so that it runs from April to November.

## Metro-North Service Quality:

- Expansion of real-time train status information at all New York State stations via LCD monitors that use cellular connectivity. These monitors display the departure time, real-time train status, track information and station stops for the next nine trains. At least the first three stations will be completed in 2013, with an average of ten stations to be completed each year thereafter until the installation project is concluded in 2020.

The November Plan funds additional operational and maintenance needs totaling \$71 million, or \$217 million over the Plan Period: NYCT will expand its successful "FASTRACK" program; Metro-North will implement a comprehensive right-of-way infrastructure program and enhance maintenance of the GCT facility and systems; LIRR is also investing in track maintenance and replacing the oldest vehicles in its non-revenue fleet; MTA Bus is revising its Shop Overhaul Plan beginning in 2015 to perform engine upgrades, overhauls and structural enhancements on 247 MCI series buses to extend the useful life of these buses from 12 years to 15 years. In addition, NYCT is making additional "platform" service adjustments of \$10 million to meet loading and headway guidelines. The increased investments proposed here, when combined with those investments first proposed in July, total \$705 over the Plan Period.

During this Plan Period a number of MTA's new "Mega Projects" are targeted to begin operations. The first phase of the Second Avenue Subway will provide a new way to travel between the Upper East Side and Midtown's Broadway corridor and, upon completion of all phases, to Lower Manhattan, reducing congestion on the Lexington Avenue line by as much as 13%. The extension to the 7 line will serve the rapidly developing Far West Side of Manhattan. The new Fulton Center will ease transfers for thousands of daily customers, improve access to and from the complex, provide new connectivity to the new PATH station and the World Trade Center, enhance the resiliency of the system, as well as provide a magnificent new station in lower Manhattan. While these new services will benefit our customers, they will also increase our baseline operating expenses. The increasing operating budget impacts ("OBIs") associated with these capital projects as well as the ramp-up for East Side Access are included in this Plan. Annual OBIs increase from \$16 million in 2014 to \$194 million in 2017, for a total OBI of \$361 million over the Plan Period.

**Support for Capital Program Increased.** This Plan increases annual "Pay-As-You-Go" (PAYGO) funding by an additional \$40 million a year on top of the \$80 million increase included in the July Plan for a total of \$370 million beginning in 2015. This will serve as a "down payment" for the 2015-2019 Capital Program, providing \$2.96 billion over the expected eight-year expenditure period. Alternatively, this funding could be used to support \$6.5 billion in funding (\$5.2 billion in bonding capacity if used for debt service and \$1.3 billion of residual PAYGO). This amount continues to be derived primarily from debt service savings from the 2012 and 2013 refunding and lower re-estimates of interest rate and cash flow requirements.

**New MTA Fare Reduction Efficiencies Established.** The MTA continues to focus on cost control and finding new ways to do business more efficiently; in this Plan MTA savings targets have been increased substantially. To help fund the proposed fare and tolls reduction initiative, the MTA is increasing its annual recurring savings targets by \$50 million beginning in 2014, increasing by \$50 million each year for total annual savings of \$200 million by 2017, or a cumulative increase of \$500 million during the Plan Period. This will increase projected overall savings from the \$1.3 billion that was assumed in July, to \$1.5 billion by 2017. Initiatives are being identified that are expected to result in savings from the following targeted sources: prompt payment discounts, workers compensation efficiencies, energy efficiencies, further consolidations, additional procurement and inventory efficiencies, and employee benefit savings.



**Unfunded Pension Liability Addressed.** Consistent with its increased emphasis on addressing previously considered "uncontrollable" costs, the MTA will continue to use non-recurring revenues, receipts or resources to make one-time payments toward long-term obligations to reduce annual expenses, minimizing pressure on future fares and tolls. The July Plan included an \$80 million investment to reduce the LIRR's unfunded pension liability funded by a non-recurring increase in real estate receipts, the result of a high volume of large transactions that occurred early this year. The July Plan also recommended the adoption of a policy of using monies remaining in the general reserve at year-end to reduce long-term obligations such as pension or health & welfare unfunded obligations, retire long-term debt or avoid new debt with PAYGO funding. The 2013 November Forecast captures the \$80 million investment that was made, applies the unused 2013 General Reserve and makes additional annual investments of \$30 million (relating to real estate revenues) beginning next year to further reduce the unfunded pension liability. Every dollar invested in the unfunded pension obligation results in a 7% return every year. Together, these investments will result in annual recurring savings that grow to over \$22 million by the end of the Plan Period, with increased savings thereafter.

**Unfunded OPEB Liability Addressed.** Other post-employment benefits, or OPEBs, are primarily healthcare costs for current and future retirees. Unlike with its pensions, MTA and other governmental entities are not required to fund amounts necessary to provide for the future healthcare costs of current and expected retirees, only the current costs. As required, the MTA funds only the annual cost for current retirees, approximately \$450 million in 2013; however, if MTA were to fully fund this future obligation, it would cost approximately \$2.3 billion a year. As disclosed in its audited financial statements, the MTA currently has an unfunded liability of \$17.8 billion. The NYS Comptroller has strongly encouraged governments to recognize these expenses and to set aside funds in trust to meet this obligation. MTA created a trust and has been setting aside funds each year for this purpose. Currently, it has \$300 million in its OPEB trust and another \$310 million in an OPEB reserve, held by the Treasurer for deposit into the trust. Based upon the projected contributions during the Plan Period, the amount held in these two accounts is expected to exceed \$1.1 billion by 2017.

**The "Bottom Line".** Taken in total, these re-estimates, changes and recommendations result in a significant net improvement to MTA's financial projections. The November Plan is balanced through 2016 (\$212 million in 2013, \$106 million in 2014, \$44 million in 2015 and \$61 million in 2016) with a manageable deficit of \$191 million in 2017.

### Key Elements Remain Essential in Addressing Deficits

It should be noted that even with successful execution of these key elements, a deficit of \$191 million is projected for 2017 and large post-2017 deficits are looming.

**Driving down costs through recurring expense reductions and efficiencies.** The Plan continues the strategy developed in 2010 to "make every dollar count". Existing efficiency programs, combined with the additional cost reduction targets proposed in this Plan, will increase projected annual savings to \$1.5 billion by 2017. It is critical that MTA continue to increase its annual savings targets to minimize pressure on future fares and tolls and protect MTA's ability to make important investments in its capital program, operations and maintenance and customer service.

Much of MTA's efforts have focused on "controllable" expenses, primarily payroll, but also maintenance, operating and service contracts and materials and supplies. The operating budget impacts of the "Mega Projects" (Fulton Center, 7 West Extension, Second Avenue Subway, and East Side Access) are starting to put additional pressure on MTA's operating budgets. Nevertheless, controllable costs are projected to grow slightly less than 0.5% in 2014, with average growth over the Plan Period of 1.46%.

"Uncontrollable" costs, which continue to outpace inflation, are increasingly the focus of MTA's cost saving efforts. These costs, which include employee and retiree health care, paratransit, pensions, debt service, energy, and insurance, are driven by factors that are largely outside the control of the MTA. The Plan includes investments that will reduce the liabilities (and future expenses) for pensions and OPEB.

The growth of paratransit costs has been reduced significantly in recent years due to proactive management initiatives that have reduced unit costs and diverted customers to more efficient ADA-compliant modes of transportation, generating annual savings of over \$280 million. It is important to note that continuing to contain rapidly-growing paratransit costs is essential. Before these paratransit savings initiatives were begun, the subsidy for paratransit services was approaching that received by Metro-North and expenses were growing at 18% percent a year. Through these management actions, the paratransit expense budget is expected to grow by only 7% a year, a significant reduction but still much greater than the expense growth of other MTA services.



Aggressive management of its debt portfolio has enabled MTA to capture savings from lower interest rates to reduce the burden of future capital programs on the farebox. The MTA continues to hedge its fuel purchases, which adds an element of certainty to those expenses. Insurance costs would be even higher were it not for the issuance of "catastrophe" bonds in place of higher cost insurance for a portion of the MTA's risk coverage. These and other management actions result in a MTA-wide expense growth that is under 2% in 2014.

**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. MTA is committed to this reasonable assumption, as non-represented employees have not had a raise in over four and a half years. To further place this net zero assumption in context, 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 biennial fare/toll increases.** As described earlier, the November Plan continues to project biennial fare/toll increases in 2015 and 2017, but at a lower increase of approximately 2% per year, which will be in line with projected rates of inflation. The 2015 fare/toll increase is projected to produce annualized revenue of \$268 million, while the 2017 increase will net \$283 million annualized. Consistent with the July Plan, a March 1st implementation for both the 2015 and 2017 increases is anticipated.

### Risks Identified in the November Plan

Despite an improved outlook, significant risks remain. Labor agreements currently open must include settlements with three years of net-zero wage growth. The failure to achieve this desired settlement would increase costs by approximately \$300 million per year going forward.

The Plan also assumes that State budget actions will reflect full remittance to the MTA of all funds collected on its behalf. While the MTA has been successful in the face of challenges to the Payroll Mobility Tax, there continues to be outside pressures on this funding source. Any modifications to this tax could adversely affect this vital MTA revenue stream. For example, if the tax were to be repealed in the suburban counties, MTA would lose approximately \$300 million per year.

If the MTA fails to achieve the three "net zero" labor settlement, or if the PMT were to be repealed for those counties outside of New York City, deficits would increase by approximately \$1.2 billion over the Plan Period. Either of those occurrences would require significant "one-shot" actions, increased fares/tolls or a reduction in the MTA's self-generated funding capacity of \$5.3 billion, which would be a devastating blow to the anticipated 2015-2019 Capital Program.

The finances of the MTA are highly dependent on the economy. While the regional economy continues to improve, though unevenly, the national economy has had difficulty gaining momentum and is growing at a rate much slower than typically expected at this stage of economic recovery.

Finally, the MTA faces long-term vulnerabilities. Increased operating costs associated with the "mega" projects reflected in this Plan rise to \$194 million by 2017; to the extent that significant new ridership does not follow, the relative burden on customers and taxpayers will increase. There has been little movement to negotiate a comprehensive budget plan in Washington and federal support for the upcoming MTA Capital Program remains uncertain. With two major weather events in two years, the importance of resiliency investments cannot be overstated and, given the competitive process to allocate resiliency funding within the region, some of these costs may fall to the MTA. As noted above, long-term costs such as pension and retiree health costs continue to grow. Consequently, the MTA must continue to set aside funds for these expenses while also building reserves to meet the cash flow needs of its day to day operations and unbudgeted, but foreseeable situations.



## Recommendation:

It is recommended that the Board:

- Adopt the 2014 Final Proposed Budget and Four-Year Financial Plan 2014-2017 (November Plan), which includes approving the 2013 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 adjustments set forth in the Plan.
- Authorize staff to invest \$80 million in 2013 and \$30 million in 2014, and each year thereafter, to reduce the amount of unfunded pension liability associated with the "LIRR Additional Plan". These funds are from real estate transactional (MRT-1, MRT-2, Urban Tax) revenue projections that are in excess of previous Plan estimates. These additional revenues are considered "less certain" than other revenue streams; therefore, investments in 2014 and beyond are predicated on the forecast for these revenues being met.
- Authorize staff to invest the unexpended 2013 general reserve to further reduce the unfunded pension liability associated with the "LIRR Additional Plan."
- Authorize staff to accelerate \$100 million in repayment to the "Capital Finance Fund" from 2016 to 2013.
- Authorize staff to make additional contributions to the Capital Program of \$60 million in 2014, and \$120 million in 2015, and each year thereafter. This brings total committed to capital contributions to \$60 million in 2014 and \$370 million annually thereafter.
- Authorize staff to use \$160 million of Pay as You Go (PAYGO) funding to help fund the local share of costs for recovery and resiliency from Superstorm Sandy.
- Authorize technical adjustments to MTA budgets and forecasts of a non-material nature in the February Plan.
- Authorize adjustment of MTA 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 2014, 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 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. Through 2013, \$300 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 are expected to make contributions of over \$100 million as set forth in the 2014 Budget to the GASB Account in 2014 (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 2014 cash flow needs, the amounts withdrawn in 2014 must be paid back by December 31, 2016. If the GASB funds are used as inter-agency loans in 2014, they would be subject to repayment no later than December 31, 2015, consistent with the Inter-Agency Loan provision described above.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2014-2017**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No.	2012	2013	2014	2015	2016	2017	
7	Actual	Final Estimate	Final Proposed Budget				
8	Non-Reimbursable						
9							
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$5,079	\$5,483	\$5,646	\$5,718	\$5,790	\$5,824
12	Toll Revenue	1,491	1,629	1,649	1,653	1,662	1,666
13	Other Revenue	564	779	656	610	638	673
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$7,134</b>	<b>\$7,892</b>	<b>\$7,951</b>	<b>\$7,981</b>	<b>\$8,090</b>	<b>\$8,163</b>
16							
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$4,194	\$4,259	\$4,342	\$4,453	\$4,563	\$4,689
20	Overtime	574	594	560	554	557	566
21	Health & Welfare	813	920	1,023	1,095	1,177	1,268
22	OPEB Current Payment	413	453	496	537	585	633
23	Pensions	1,328	1,296	1,324	1,335	1,357	1,360
24	Other-Fringe Benefits	650	591	586	614	638	662
25	Reimbursable Overhead	(309)	(309)	(315)	(305)	(301)	(297)
26	<b>Sub-total Labor Expenses</b>	<b>\$7,663</b>	<b>\$7,804</b>	<b>\$8,015</b>	<b>\$8,283</b>	<b>\$8,576</b>	<b>\$8,881</b>
27							
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$472	\$509	\$537	\$567	\$602	\$639
30	Fuel	252	275	268	267	267	274
31	Insurance	8	33	52	68	87	110
32	Claims	136	204	201	210	215	219
33	Paratransit Service Contracts	361	368	394	412	457	526
34	Maintenance and Other Operating Contracts	452	546	581	622	640	639
35	Professional Service Contracts	277	314	337	319	316	321
36	Materials & Supplies	431	498	527	548	555	564
37	Other Business Expenses	144	165	161	166	172	175
38	<b>Sub-total Non-Labor Expenses</b>	<b>\$2,530</b>	<b>\$2,913</b>	<b>\$3,058</b>	<b>\$3,179</b>	<b>\$3,311</b>	<b>\$3,467</b>
39							
40	<b>Other Expense Adjustments:</b>						
41	Other	\$63	\$46	\$47	\$48	\$51	\$52
42	General Reserve	0	0	135	140	145	150
43	<b>Sub-total Other Expense Adjustments</b>	<b>\$63</b>	<b>\$46</b>	<b>\$182</b>	<b>\$188</b>	<b>\$196</b>	<b>\$202</b>
44							
45	<b>Total Operating Expense before Non-Cash Liability Adj.</b>	<b>\$10,256</b>	<b>\$10,763</b>	<b>\$11,256</b>	<b>\$11,850</b>	<b>\$12,083</b>	<b>\$12,550</b>
46							
47	Depreciation	\$2,149	\$2,176	\$2,265	\$2,384	\$2,453	\$2,637
48	OPEB Obligation	1,786	1,819	1,900	1,882	2,069	2,156
49	Environmental Remediation	25	5	6	6	6	6
50							
51	<b>Total Operating Expense after Non-Cash Liability Adj.</b>	<b>\$14,216</b>	<b>\$14,762</b>	<b>\$15,426</b>	<b>\$16,022</b>	<b>\$16,610</b>	<b>\$17,349</b>
52							
53	<b>Net Deficit Before Subsidies and Debt Service</b>	<b>(\$7,082)</b>	<b>(\$6,871)</b>	<b>(\$7,475)</b>	<b>(\$8,042)</b>	<b>(\$8,520)</b>	<b>(\$9,186)</b>
54							
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$3,959	\$4,000	\$4,171	\$4,372	\$4,527	\$4,799
56	Debt Service (excludes Service Contract Bonds)	(2,058)	(2,191)	(2,393)	(2,481)	(2,642)	(2,818)
57							
58							
59	<b>Total Operating Expense with Debt Service</b>	<b>\$12,315</b>	<b>\$12,953</b>	<b>\$13,649</b>	<b>\$14,131</b>	<b>\$14,725</b>	<b>\$15,369</b>
60							
61	Dedicated Taxes and State/Local Subsidies	\$5,492	\$5,890	\$6,039	\$6,373	\$6,609	\$6,813
62							
63	<b>Net Deficit After Subsidies and Debt Service</b>	<b>\$311</b>	<b>\$828</b>	<b>\$342</b>	<b>\$222</b>	<b>(\$26)</b>	<b>(\$393)</b>
64							
65	Conversion to Cash Basis: GASB Account	(90)	(84)	(98)	(106)	(114)	(123)
66	Conversion to Cash Basis: All Other	(290)	(235)	(398)	(335)	(268)	(304)
67							
68	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$68)</b>	<b>\$509</b>	<b>(\$154)</b>	<b>(\$218)</b>	<b>(\$409)</b>	<b>(\$820)</b>
69	<b>ADJUSTMENTS</b>	<b>0</b>	<b>(\$25)</b>	<b>48</b>	<b>156</b>	<b>426</b>	<b>567</b>
70	<b>PRIOR-YEAR CARRY-OVER</b>	<b>297</b>	<b>229</b>	<b>212</b>	<b>106</b>	<b>44</b>	<b>61</b>
71	<b>NET CASH BALANCE</b>	<b>\$229</b>	<b>\$212</b>	<b>\$106</b>	<b>\$44</b>	<b>\$61</b>	<b>(\$191)</b>



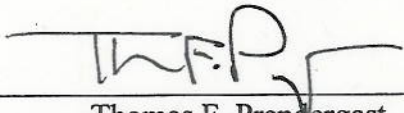
**METROPOLITAN TRANSPORTATION AUTHORITY**  
**November Financial Plan 2014-2017**  
**Plan Adjustments**  
(\$ in millions)

Line No.		2013 Final Estimate	2014 Final Proposed Budget	2015	2016	2017
11	<b>Cash Balance Before Prior Year Carryover</b>	\$509	(\$154)	(\$218)	(\$409)	(\$820)
13	<b>Fare/Toll Increases:</b>					
14	<i>Fare/Toll Increase on 3/1/15 (4%)</i>	-	-	228	277	279
15	<i>Fare/Toll Increase on 3/1/17 (4%)</i>	-	-	-	-	240
16	<b>Subtotal</b>	\$0	\$0	\$228	\$277	\$519
18	<b>MTA Initiatives:</b>					
19	<i>Unidentified MTA Efficiencies</i>	-	-	21	63	56
20	<i>New MTA Fare Reduction Initiatives</i>	-	50	100	150	200
21	<b>Subtotal</b>	\$0	\$50	\$121	\$213	\$256
23	<b>MTA Re-estimates:</b>					
24	<i>MTA Re-estimates</i>	(16)	36	(25)	-	-
25	<b>Subtotal</b>	(\$16)	\$36	(\$25)	\$0	\$0
27	<b>Policy Actions:</b>					
28	<i>Service Investments (Proposed in July)</i>	(5)	(18)	(18)	(18)	(18)
29	<i>Unexpended 2013 Gen1 Reserve used to Reduce Pension Liability</i>	(130)	-	-	-	-
30	<i>Additional Investment to Reduce Pension Liability</i>	-	(30)	(30)	(30)	(30)
31	<i>Return on Investments to Reduce Pension Liability</i>	-	9	11	13	15
32	<i>Debt Service - Cash Management Actions</i>	(113)	68	7	33	14
33	<i>Superstorm Sandy - Debt Local Match</i>	(1)	(8)	(17)	(42)	(69)
34	<i>Superstorm Sandy - PAYGO Local Match</i>	(160)	-	-	-	-
35	<i>Committed to Capital</i>	-	(60)	(120)	(120)	(120)
36	<i>Acceleration of the Repayment of Capital Financing Loan</i>	(100)	-	-	100	-
37	<b>Subtotal</b>	(\$509)	(\$38)	(\$167)	(\$63)	(\$208)
39	<b>TOTAL ADJUSTMENTS</b>	(\$525)	\$48	\$156	\$426	\$567
40						
41	<i>Prior-Year Carryover</i>	229	212	106	44	61
42						
43	<b>Net Cash Surplus/(Deficit)</b>	\$212	\$106	\$44	\$61	(\$191)

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

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

Metropolitan Transportation Authority

By:   
\_\_\_\_\_  
Thomas F. Prendergast  
Chairman and Chief Executive Officer

Dated: February 11, 2014