

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2009 YEAR-TO-DATE**  
**(\$ in millions)**

	<u>October Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>	<u>%</u>	<u>November Forecast</u>	<u>%</u>
<b>Total Revenue</b>	<b>\$5,041.6</b>	<b>\$5,097.3</b>	<b>\$5,107.6</b>	<b>\$66.0</b>	<b>1.3</b>	<b>\$10.3</b>	<b>0.2</b>
Total Expenses before Non-Cash Liability Adjs	7,985.0	7,909.8	7,835.8	149.2	1.9	74.0	0.9
Depreciation	1,626.8	1,610.2	1,603.5	23.3	1.4	6.8	0.4
OPEB Obligation	1,061.0	1,100.8	1,091.7	(30.6)	(2.9)	9.1	0.8
Environmental Remediation	8.1	8.9	9.7	(1.6)	(19.2)	(0.8)	(8.9)
<b>Total Expenses</b>	<b>\$10,681.0</b>	<b>\$10,629.7</b>	<b>\$10,540.7</b>	<b>\$140.3</b>	<b>1.3</b>	<b>\$89.0</b>	<b>0.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,639.4)</b>	<b>(\$5,532.3)</b>	<b>(\$5,433.1)</b>	<b>\$206.3</b>	<b>3.7</b>	<b>\$99.3</b>	<b>1.8</b>
<b>Subsidies</b>	<b>\$3,207.2</b>	<b>\$3,202.9</b>	<b>\$3,134.5</b>	<b>(\$72.7)</b>	<b>(2.3)</b>	<b>(\$68.4)</b>	<b>(2.1)</b>
<b>Debt Service</b>	<b>\$1,183.0</b>	<b>\$1,189.8</b>	<b>\$1,165.9</b>	<b>\$17.1</b>	<b>1.4</b>	<b>\$23.9</b>	<b>2.0</b>

**NOTE:**

- Results are preliminary and subject to audit review
- Totals may not add due to rounding
- \* Variance exceeds 100%

**MTA CONSOLIDATED**  
**EXPLANATION OF MAJOR VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL**  
**OCTOBER 2009 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>Favorable (Unfavorable)</b>		<b>Reason for Variance</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$10.3	0.2%	<p><u>MTA Bus</u> - \$2.3M favorable primarily due to higher-than-anticipated ridership.</p> <p><u>B&amp;T</u> - \$2.1M favorable variance primarily due to favorable toll revenue.</p> <p><u>FMTAC</u> - \$1.8M favorable due to a positive shift in the market value of the invested asset portfolio.</p> <p><u>LIRR</u> - \$1.6M favorable primarily due to the timing of station privileges, partially offset by lower passenger revenue.</p> <p><u>MNR</u> - \$1.4M favorable primarily due to favorable Fare Box Revenue (primarily higher One-Way Off-Peak sales), and higher net GCT Retail and advertising revenue.</p> <p><u>LIB</u> - \$0.9M favorable primarily due to higher other operating revenue (U.S. Open, LIRR track work, advertising).</p> <p><u>NYCT</u> - \$0.3M favorable variance is close to forecast.</p> <p><u>SIR</u> - \$0.1M favorable variance is close to forecast.</p> <p><u>MTA HQ</u> - (\$0.3M) unfavorable variance is close to forecast.</p>
Total Expenses	\$89.0	0.8%	<p><u>MTA Bus</u> - \$26.4M favorable primarily due to a claims liability adjustment and revised OPEB expenses.</p> <p><u>MNR</u> - \$20.0M favorable primarily due to lower overall expenses including depreciation, labor, traction &amp; propulsion, utilities, and equipment and building maintenance.</p> <p><u>Other Expense Adjustments</u> - \$13.1M favorable primarily due to B&amp;T capital transfer and MTA internal subsidies.</p> <p><u>MTA HQ</u> - \$12.5M favorable primarily due to the timing of professional services and lower maintenance and other operating expenses.</p> <p><u>LIRR</u> - \$11.4M favorable primarily due to timing and lower payments for retiree benefits, traction power and diesel fuel, unused sick time for retirees, utilities, Penn Station maintenance, and various other professional services and maintenance and other operating contracts expenses.</p>

**MTA CONSOLIDATED**  
**EXPLANATION OF MAJOR VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL**  
**OCTOBER 2009 YEAR-TO-DATE**

(\$ in millions)

NYCT - \$10.8M favorable due to lower expenses for labor (vacancy savings), depreciation, traction and propulsion, paratransit service and professional services.

	<b>Favorable (Unfavorable)</b>		<b>Reason for Variance</b>
	<u>Variance</u>	<u>Percent</u>	
			<p><u>SIR</u> - \$0.5M favorable primarily due to vacancy savings, lower traction power expenses, and the timing of fleet maintenance expenses.</p> <p><u>FMTAC</u> - (\$7.1M) unfavorable due to higher-than-forecasted general &amp; administrative and safety loss control expenses.</p> <p><u>B&amp;T</u> - (\$0.1M) unfavorable variance is close to forecast.</p>
Subsidies	(68.4)	-2.1%	The unfavorable variance was mainly attributable to lower than anticipated Urban Tax receipts. Also contributing to this unfavorable variance is lower than budgeted City Subsidy to MTA Bus due primarily to timing and lower payroll costs.
Debt Service	23.9	2.0%	Transcription error in November Plan

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Consolidated Accrual Statement of Operations by Category**  
**October 2009**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$392.1	\$394.9	\$2.8	0.7	\$0.0	\$0.0	\$0.0	-	\$392.1	\$394.9	\$2.8	0.7
Vehicle Toll Revenue	116.5	121.4	4.9	4.2	0.0	0.0	0.0	-	116.5	121.4	4.9	4.2
Other Operating Revenue	36.8	39.9	3.1	8.5	0.0	0.0	0.0	-	36.8	39.9	3.1	8.5
Capital & Other Reimbursements	0.0	0.0	0.0	-	134.8	133.1	(1.7)	(1.3)	134.8	133.1	(1.7)	(1.3)
<b>Total Revenue</b>	<b>\$545.3</b>	<b>\$556.2</b>	<b>\$10.9</b>	<b>2.0</b>	<b>\$134.8</b>	<b>\$133.1</b>	<b>(\$1.7)</b>	<b>(1.3)</b>	<b>\$680.1</b>	<b>\$689.3</b>	<b>\$9.2</b>	<b>1.4</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$342.5	\$346.4	(\$3.9)	(1.1)	\$51.7	\$45.4	\$6.3	12.2	\$394.3	\$391.9	\$2.4	0.6
Overtime	38.0	41.7	(3.8)	(10.0)	8.1	15.0	(6.9)	(85.6)	46.0	56.7	(10.7)	(23.2)
Health and Welfare	59.8	59.4	0.4	0.6	4.7	4.5	0.2	4.0	64.5	63.9	0.5	0.8
OPEB Current Payment	28.8	26.6	2.2	7.6	0.1	0.1	0.0	20.2	28.9	26.7	2.2	7.7
Pensions	36.5	33.5	3.0	8.2	3.5	3.8	(0.4)	(10.7)	40.0	37.4	2.6	6.6
Other Fringe Benefits	36.5	34.2	2.4	6.4	13.1	12.6	0.5	3.9	49.6	46.7	2.9	5.8
Reimbursable Overhead	(31.8)	(30.1)	(1.6)	(5.1)	31.7	30.8	0.9	2.7	(0.1)	0.7	(0.8)	*
<b>Total Labor Expenses</b>	<b>\$510.3</b>	<b>\$511.7</b>	<b>(\$1.4)</b>	<b>(0.3)</b>	<b>\$112.9</b>	<b>\$112.3</b>	<b>\$0.6</b>	<b>0.5</b>	<b>\$623.2</b>	<b>\$623.9</b>	<b>(\$0.8)</b>	<b>(0.1)</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$28.0	\$23.8	\$4.2	14.9	\$0.0	\$0.0	(\$0.0)	-	\$28.0	\$23.8	\$4.1	14.8
Fuel for Buses and Trains	17.9	16.1	1.8	10.0	0.0	0.0	(0.0)	-	17.9	16.1	1.8	10.0
Insurance	3.6	1.9	1.6	45.8	0.6	0.6	(0.0)	(2.7)	4.1	2.5	1.6	39.2
Claims	13.2	23.9	(10.7)	(81.2)	0.0	0.0	0.0	-	13.2	23.9	(10.7)	(81.2)
Paratransit Service Contracts	35.6	33.6	1.9	5.5	0.0	0.0	0.0	-	35.6	33.6	1.9	5.5
Maintenance and Other Operating Contracts	55.7	48.6	7.2	12.9	5.5	5.5	(0.0)	(0.1)	61.3	54.1	7.2	11.7
Professional Service Contracts	21.5	18.2	3.3	15.4	4.8	3.1	1.7	34.6	26.3	21.3	5.0	18.9
Materials & Supplies	47.6	46.1	1.5	3.1	10.5	10.7	(0.1)	(1.0)	58.1	56.7	1.4	2.4
Other Business Expenses	15.9	16.1	(0.2)	(1.1)	0.5	0.9	(0.4)	(89.8)	16.4	17.0	(0.6)	(3.6)
<b>Total Non-Labor Expenses</b>	<b>\$238.9</b>	<b>\$228.2</b>	<b>\$10.7</b>	<b>4.5</b>	<b>\$21.9</b>	<b>\$20.8</b>	<b>\$1.1</b>	<b>4.9</b>	<b>\$260.8</b>	<b>\$249.0</b>	<b>\$11.7</b>	<b>4.5</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.1	\$1.3	(\$1.2)	*	\$0.0	\$0.0	\$0.0	-	\$0.1	\$1.3	(\$1.2)	*
General Reserve	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>\$0.1</b>	<b>\$1.3</b>	<b>(\$1.2)</b>	<b>*</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$0.1</b>	<b>\$1.3</b>	<b>(\$1.2)</b>	<b>*</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$749.3</b>	<b>\$741.2</b>	<b>\$8.1</b>	<b>1.1</b>	<b>\$134.8</b>	<b>\$133.1</b>	<b>\$1.7</b>	<b>1.3</b>	<b>\$884.0</b>	<b>\$874.3</b>	<b>\$9.8</b>	<b>1.1</b>
Depreciation	\$170.4	\$162.8	\$7.6	4.5	\$0.0	\$0.0	\$0.0	-	\$170.4	\$162.8	\$7.6	4.5
OPEB Obligation	23.2	25.1	(1.9)	(8.3)	0.0	0.0	0.0	-	23.2	25.1	(1.9)	(8.3)
Environmental Remediation	2.1	0.0	2.1	100.0	0.0	0.0	0.0	-	2.1	0.0	2.1	100.0
<b>Total Expenses</b>	<b>\$944.9</b>	<b>\$929.1</b>	<b>\$15.8</b>	<b>1.7</b>	<b>\$134.8</b>	<b>\$133.1</b>	<b>\$1.7</b>	<b>1.3</b>	<b>\$1,079.7</b>	<b>\$1,062.2</b>	<b>\$17.5</b>	<b>1.6</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$399.6)</b>	<b>(\$372.9)</b>	<b>\$26.7</b>	<b>6.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>*</b>	<b>(\$399.6)</b>	<b>(\$372.9)</b>	<b>\$26.7</b>	<b>6.7</b>
Subsidies	\$167.8	\$140.2	(\$27.6)	(16.5)	\$0.0	\$0.0	\$0.0	-	\$167.8	\$140.2	(\$27.6)	(16.5)
Debt Service	86.2	110.4	(24.2)	(28.1)	0.0	0.0	0.0	-	86.2	110.4	(24.2)	(28.1)

Note - Results are preliminary and subject to audit review.

Differences are due to rounding

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Consolidated Accrual Statement of Operations by Category**  
**October Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$3,588.9	\$3,602.2	\$13.2	0.4	\$0.0	\$0.0	\$0.0	-	\$3,588.9	\$3,602.2	\$13.2	0.4
Vehicle Toll Revenue	1,086.4	1,104.6	18.2	1.7	0.0	0.0	0.0	-	1,086.4	1,104.6	18.2	1.7
Other Operating Revenue	366.2	400.8	34.6	9.4	0.0	0.0	0.0	-	366.2	400.8	34.6	9.4
Capital & Other Reimbursements	0.0	0.0	0.0	-	1,180.5	1,179.3	(1.2)	(0.1)	1,180.5	1,179.3	(1.2)	(0.1)
<b>Total Revenue</b>	<b>\$5,041.6</b>	<b>\$5,107.6</b>	<b>\$66.0</b>	<b>1.3</b>	<b>\$1,180.5</b>	<b>\$1,179.3</b>	<b>(\$1.2)</b>	<b>(0.1)</b>	<b>\$6,222.1</b>	<b>\$6,286.9</b>	<b>\$64.8</b>	<b>1.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$3,450.6	\$3,446.1	\$4.6	0.1	\$454.9	\$441.9	\$13.0	2.9	\$3,905.5	\$3,887.9	\$17.6	0.4
Overtime	395.8	410.3	(14.5)	(3.7)	81.4	98.6	(17.3)	(21.2)	477.2	509.0	(31.7)	(6.7)
Health and Welfare	592.6	581.0	11.7	2.0	40.8	39.7	1.1	2.6	633.4	620.7	12.7	2.0
OPEB Current Payment	290.5	280.0	10.5	3.6	1.2	1.1	0.1	7.7	291.7	281.1	10.5	3.6
Pensions	913.8	905.8	8.0	0.9	45.6	45.9	(0.3)	(0.7)	959.4	951.6	7.7	0.8
Other Fringe Benefits	391.3	379.5	11.8	3.0	114.6	115.5	(0.9)	(0.8)	505.9	495.1	10.9	2.1
Reimbursable Overhead	(273.9)	(275.1)	1.2	0.4	271.8	273.1	(1.3)	(0.5)	(2.1)	(2.0)	(0.1)	(4.8)
<b>Total Labor Expenses</b>	<b>\$5,760.8</b>	<b>\$5,727.6</b>	<b>\$33.2</b>	<b>0.6</b>	<b>\$1,010.2</b>	<b>\$1,015.8</b>	<b>(\$5.6)</b>	<b>(0.6)</b>	<b>\$6,771.0</b>	<b>\$6,743.4</b>	<b>\$27.6</b>	<b>0.4</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$291.5	\$272.3	\$19.3	6.6	\$0.1	\$0.2	(\$0.1)	*	\$291.6	\$272.5	\$19.1	6.6
Fuel for Buses and Trains	160.1	152.1	7.9	5.0	0.0	0.0	(0.0)	(88.6)	160.1	152.1	7.9	5.0
Insurance	35.1	18.9	16.3	46.3	4.9	4.6	0.3	6.7	40.1	23.5	16.6	41.4
Claims	133.2	171.1	(37.9)	(28.4)	0.5	2.3	(1.8)	*	133.7	173.4	(39.6)	(29.6)
Paratransit Service Contracts	305.2	305.6	(0.3)	(0.1)	0.0	0.0	(0.0)	-	305.2	305.6	(0.4)	(0.1)
Maintenance and Other Operating Contracts	516.8	460.0	56.8	11.0	46.9	47.0	(0.2)	(0.4)	563.6	507.0	56.6	10.0
Professional Service Contracts	168.3	149.1	19.2	11.4	38.2	32.7	5.5	14.3	206.4	181.8	24.7	11.9
Materials & Supplies	477.8	448.2	29.6	6.2	77.8	75.0	2.8	3.6	555.6	523.2	32.4	5.8
Other Business Expenses	164.3	163.1	1.2	0.7	2.0	1.6	0.3	16.0	166.2	164.7	1.5	0.9
<b>Total Non-Labor Expenses</b>	<b>\$2,252.2</b>	<b>\$2,140.2</b>	<b>\$112.1</b>	<b>5.0</b>	<b>\$170.4</b>	<b>\$163.5</b>	<b>\$6.8</b>	<b>4.0</b>	<b>\$2,422.6</b>	<b>\$2,303.7</b>	<b>\$118.9</b>	<b>4.9</b>
<i>Other Expense Adjustments</i>												
Other	(\$28.0)	(\$32.0)	\$3.9	14.0	\$0.0	\$0.0	\$0.0	-	(\$28.0)	(\$32.0)	\$3.9	14.0
General Reserve	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>(\$28.0)</b>	<b>(\$32.0)</b>	<b>\$3.9</b>	<b>14.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>(\$28.0)</b>	<b>(\$32.0)</b>	<b>\$3.9</b>	<b>14.0</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$7,985.0</b>	<b>\$7,835.8</b>	<b>\$149.2</b>	<b>1.9</b>	<b>\$1,180.5</b>	<b>\$1,179.3</b>	<b>\$1.2</b>	<b>0.1</b>	<b>\$9,165.5</b>	<b>\$9,015.1</b>	<b>\$150.4</b>	<b>1.6</b>
Depreciation	\$1,626.8	\$1,603.5	\$23.3	1.4	\$0.0	\$0.0	\$0.0	-	\$1,626.8	\$1,603.5	\$23.3	1.4
OPEB Obligation	1,061.0	1,091.7	(30.6)	(2.9)	0.0	0.0	0.0	-	1,061.0	1,091.7	(30.6)	(2.9)
Environmental Remediation	8.1	9.7	(1.6)	(19.2)	0.0	0.0	0.0	-	8.1	9.7	(1.6)	(19.2)
<b>Total Expenses</b>	<b>\$10,681.0</b>	<b>\$10,540.7</b>	<b>\$140.3</b>	<b>1.3</b>	<b>\$1,180.5</b>	<b>\$1,179.3</b>	<b>\$1.2</b>	<b>0.1</b>	<b>\$11,861.6</b>	<b>\$11,720.0</b>	<b>\$141.5</b>	<b>1.2</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$5,639.4)</b>	<b>(\$5,433.1)</b>	<b>\$206.3</b>	<b>3.7</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>*</b>	<b>(\$5,639.4)</b>	<b>(\$5,433.1)</b>	<b>\$206.3</b>	<b>3.7</b>
Subsidies	\$3,207.2	\$3,134.3	(\$72.9)	(2.3)	\$0.0	\$0.0	\$0.0	-	\$3,207.2	\$3,134.3	(\$72.9)	(2.3)
Debt Service	1,183.0	1,165.9	17.1	1.4	0.0	0.0	0.0	-	1,183.0	1,165.9	17.1	1.4

**Note** - Results are preliminary and subject to audit review.

Differences are due to rounding

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**October 2009**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	OCTOBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable			Favorable		
		\$(Unfavorable)	%		\$(Unfavorable)	%	
Farebox Revenue	NR	2.8	0.7	NYCT and MTA Bus were favorable by \$3.7M and \$1.1M, respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$1.5M), and (\$0.4M) at the LIRR and MNR, respectively.	13.2	0.4	NYCT and MTA Bus were favorable by \$24.8M and \$3.0M, respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$9.4M), (\$4.7M), and (\$0.5M) at MNR, the LIRR and LIB, respectively.
Vehicle Toll Revenue	NR	4.9	4.2	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.	18.2	1.7	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.
Other Operating Revenue	NR	3.1	8.5	MTA Bus was \$1.0M favorable primarily due to the timing of student fare reimbursements. FMTAC was favorable by \$0.9M due to favorable developments in unrealized and realized income from the invested asset portfolio. The LIRR was \$0.7M favorable mainly due to the timing of station advertising revenues. LIB was \$0.6M favorable due to track work for the LIRR and advertising revenues. MNR was \$0.4M favorable primarily due to higher-than-estimated advertising revenues. B&T was \$0.4M favorable due to higher-than-planned E-ZPass fees. Partially offsetting these was an unfavorable variance at NYCT of (\$0.9M) due to lower-than-forecasted Urban Tax receipts and advertising revenue.	34.6	9.4	FMTAC was \$24.3M favorable primarily due to favorable developments in unrealized income from the invested asset portfolio. FMTAC revenues and expenses do not directly impact MTA cash balances. MNR was \$3.9M favorable due to higher-than-projected advertising, net GCT retail, station concessions and commissary revenue. The LIRR was \$3.7M favorable due to the timing of station advertising revenues. B&T was \$1.9M favorable due to higher-than-planned E-ZPass fees. LIB was \$1.0M favorable mainly due to track work for the LIRR and advertising revenues. Partially offsetting these results was an unfavorable variance of (\$0.5M) at NYCT due to lower-than-forecasted Urban Tax receipts and advertising revenue.
Payroll	NR	(3.9)	(1.1)	NYCT was (\$9.4M) unfavorable primarily due to a prior period correction of reimbursable expenses. MTA Bus, MTA HQ, MNR, and the LIRR were favorable by \$1.4M, \$1.3M, \$1.2M, and \$1.0M respectively, primarily due to vacancies. B&T, LIB, and SIR were favorable by \$0.2M each.	4.6	0.1	MTA Bus, MNR, the LIRR, B&T, LIB, and SIR were favorable by \$14.2M, \$5.9M, \$2.4M, \$1.2M, \$1.1M, and \$0.6M respectively, primarily due to vacancies. Partially offsetting these results was an unfavorable variance of (\$19.1M) at NYCT which was due to the timing of wage accrual adjustments, inter-agency charges and reimbursable underruns. MTA HQ was (\$1.8M) unfavorable primarily due to the timing of payroll and vacation accruals.
Overtime	NR	(3.8)	(10.0)	MTA Bus was (\$2.0M) unfavorable due to vacancy coverage. MTA HQ was (\$0.8M) unfavorable due to the timing of a reimbursement for MTA Police services. LIB was (\$0.6M) unfavorable due to maintenance overtime. The LIRR and MNR were unfavorable by (\$0.4M) and (\$0.2M) respectively.	(14.5)	(3.7)	MTA Bus was (\$9.8M) unfavorable due to vacancy coverage. MTA HQ was (\$3.8M) unfavorable due to the timing of a reimbursement for MTA Police services. MNR was (\$1.6M) unfavorable due to vacancies and right-of-way maintenance. LIB was (\$1.5M) unfavorable due to maintenance overtime. The LIRR was unfavorable by (\$1.1M). These results were partially offset by a favorable variance of \$2.2M at NYCT which was due to reduced departmental requirements and an accrual adjustment. B&T was \$1.3M favorable, primarily due to lower-than-forecasted expenses for Bridge and Tunnel officers.
Health and Welfare	NR	0.4	0.6	NYCT was \$2.3M favorable due to the timing of expenses. MNR, the LIRR, and B&T were favorable by \$0.4M, \$0.3M, and \$0.2M respectively. These results were partially offset by an unfavorable variance of (\$3.1M) at MTA Bus, which was due to a prior period adjustment.	11.7	2.0	MTA Bus was \$4.4M favorable, which includes a \$5M credit for previous years contributions (non-cash adjustment). NYCT was \$3.3M favorable due to the timing of expenses. MNR, MTA HQ, B&T, LIB, and the LIRR were favorable by \$1.8M, \$0.7M, \$0.6M, \$0.5M, and \$0.2M respectively.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**October 2009**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	OCTOBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
OPEB - Current Payment	NR	2.2	7.6	NYCT was \$1.7M favorable due to the timing of expenses. The LIRR was \$0.5M favorable due primarily to lower rates. MTA Bus was favorable by \$0.3M. These were partially offset by an unfavorable variance of (\$0.3M) at MNR, which was due to additional retirees.	10.5	3.6	NYCT was \$8.0M favorable due to timing. The LIRR was \$2.2M favorable due primarily to lower rates. MTA Bus was \$1.0M favorable due to lower-than-anticipated costs. MTA HQ and B&T were favorable by \$0.5M and \$0.3M respectively. These were partially offset by an unfavorable variance of (\$1.5M) at MNR which was due to additional retirees.
Pensions	NR	3.0	8.2	Timing was responsible for favorable variances of \$1.4M and \$0.6M at MTA HQ and NYCT respectively. Favorable variances also resulted at the LIRR \$0.5M and MNR \$0.4M.	8.0	0.9	MTA HQ was \$3.5M favorable due to timing. NYCT and MNR were favorable by \$2.2M each. Favorable variances also resulted at the LIRR \$0.8M and B&T \$0.3M. These were partially offset by an unfavorable variance of (\$1.0M) at MTA Bus which was due to a re-allocation between payroll and pensions.
Other Fringe Benefits	NR	2.4	6.4	NYCT was \$1.2M favorable primarily due to reduced Workers' Compensation benefit expenses and classification adjustments (offset in Other Business Expenses). MTAHQ was \$0.9M favorable due to the timing of retiree benefits and FICA expense. The LIRR and MNR were both \$0.2M favorable due to lower headcount. These were partially offset by an unfavorable variance of (\$0.2M) at MTA Bus due to the allocation of expense between payroll and pension.	11.8	3.0	NYCT was \$12.4M favorable primarily due to reduced Workers' Compensation benefit expenses and classification adjustments (offset in Other Business Expenses). MNR was favorable by \$1.0M. These were partially offset by unfavorable variances of (\$0.7M) at MTAHQ, (\$0.5M) at MTA Bus, (\$0.3M) at The LIRR, and (\$0.2M) at LIB resulting primarily from a mix of timing and higher rates.
Reimbursable Overhead	NR	(1.6)	(5.1)	MTAHQ was unfavorable (\$2.7M) primarily due to the timing of expense recovery billings. This was partially offset by favorable variances of \$0.6M at NYCT mainly due to a lower-than-forecasted rate increase and \$0.4M at the LIRR.	1.2	0.4	NYCT was \$7.0M favorable mainly due to a lower-than-forecasted rate increase. Expenses were favorable at B&T and the LIRR by \$0.3M and \$0.2M, respectively. These were partially offset by an unfavorable variance at MTAHQ of (\$6.3M) due to the timing of expense recovery billings.
Traction and Propulsion Power	NR	4.2	14.9	Primarily lower-than-forecasted prices resulted in favorable variances of \$2.4M at NYCT, \$0.9M at the LIRR and \$0.8M at MNR.	19.3	6.6	Lower-than-forecasted prices and reduced consumption resulted in favorable variances of \$12.5M at NYCT, \$5.8M at MNR, \$0.7M at the LIRR and \$0.3M at SIR.
Fuel for Buses and Trains	NR	1.8	10.0	Lower-than-forecasted prices resulted in favorable variances of \$1.9M at NYCT and \$0.3M at LIB. Other agency variances were minor.	7.9	5.0	Lower-than-forecasted prices resulted in favorable variances of \$6.5M at NYCT, \$1.5M at LIB and \$0.2M at the LIRR. Other agency variances were minor.
Insurance	NR	1.6	45.8	FMTAC was \$1.1M favorable due to the timing of policy renewals. NYCT was \$0.6M favorable due to the timing of paratransit fleet expenses. MTA Bus was \$0.3M favorable due to lower-than-forecasted workers compensation expenses. MTA HQ was (\$0.3M) unfavorable due to timing. B&T was (\$0.2M) unfavorable due to higher expenses for general liability insurance.	16.3	46.3	FMTAC was \$16.5M favorable due to the timing of policy renewals. MTA Bus was \$1.2M favorable due to lower-than-forecasted workers compensation expenses. B&T was \$0.5M favorable due to lower expenses for general liability and property insurance. These were partially offset by an unfavorable variance of (\$2.1M) at MTAHQ due to timing.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**October 2009**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	OCTOBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Claims	NR	(10.7)	(81.2)	Increased claims liability valuations resulted in unfavorable variances at FMTAC (\$10.8M), and MTA Bus (\$0.7M). The LIRR was \$0.7M favorable due to a decrease in reserves and payments.	(37.9)	(28.4)	Increased claims liability valuations resulted in unfavorable variances at FMTAC (\$23.4M), MTA Bus (\$15.2M) and the LIRR (\$0.3M). MNR was (\$0.9M) unfavorable due to a settlement payment. These were partially offset by favorable variances of \$1.3M and \$0.7M at LIB and NYCT, respectively.
Paratransit Service Contracts	NR	1.9	5.5	NYCT was \$1.9M favorable primarily due to a prior period adjustment.	(0.3)	(0.1)	NYCT was (\$0.3M) unfavorable due to an increase in completed trips, the incremental use of higher cost primary carriers, increased call volumes and the unfavorable timing of system upgrades mostly offset by a favorable prior period adjustment.
Maintenance and Other Operating Contracts	NR	7.2	12.9	The LIRR was \$3.0M favorable due to the timing of activity for the IESS initiative and other expenses and lower costs for Penn Station maintenance. MNR was \$2.3M favorable due to higher Amtrak Recovery credit and lower-than-projected expenses for electricity and heating costs. MTA HQ was \$2.4M favorable primarily due to the timing of maintenance and repair charges for facility management, 2 Broadway and the EIT Group. B&T was \$1.3M favorable due to lower expenses for the E-ZPass customer service center, electricity and maintenance. SIR was \$0.5M favorable due to the timing of fleet maintenance. NYCT was (\$2.5M) unfavorable due to the timing of operating maintenance contracts and purchases.	56.8	11.0	The LIRR was \$13.6M favorable due to the timing of activity for the IESS initiative and other expenses and lower costs for Penn Station maintenance. MNR was \$12.4M favorable primarily due to a higher Amtrak Recovery credit, lower-than-projected expenditures for the Genesis locomotive overhaul program, and lower electricity and heating costs. MTA HQ was \$9.0M favorable primarily due to the timing of maintenance and repair charges for facility management, 2 Broadway and the EIT Group. NYCT was \$8.9M favorable mainly due to underruns in station painting and facility maintenance and repair expenses. B&T was \$7.8M favorable due to lower expenses for the E-ZPass customer service center, bridge painting, and maintenance. MTA Bus was \$3.3M favorable due to timing and a reclassification to materials and supplies expenses.
Professional Service Contracts	NR	3.3	15.4	MTA HQ was \$1.2M favorable primarily due to the timing of corporate-wide expenses. MTA Bus was \$0.8M favorable primarily due to the delayed implementation of its HASTUS bus scheduling system. The LIRR was favorable by \$0.6M primarily due to lower expenses for MTA chargebacks, consulting services and outside legal counsel, as well as the timing of payments for software consultants. B&T was \$0.6M favorable mainly due to lower-than-planned expenses for bond service fees and planning studies. NYCT was \$0.4M favorable mainly due to lower data processing and professional & technical services charges. MNR was (\$0.2M) unfavorable primarily due to higher expenses for advertising, medical services and data center charges.	19.2	11.4	MTA HQ was \$9.5M favorable primarily due to the timing of corporate-wide expenses. The LIRR was favorable by \$5.1M primarily due to the timing of MTA chargebacks, market research studies, security and fire monitoring contracts, consulting services and outside legal counsel. B&T was \$2.2M favorable primarily due to lower-than-planned expenses for bond service fees, planning studies, legal services, MTA chargebacks and training services. MTA Bus was \$2.0M favorable largely due to the delayed implementation of its HASTUS bus scheduling system. MNR was \$0.4M favorable.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**October 2009**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	OCTOBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable			Favorable		
		\$(Unfavorable)	%		\$(Unfavorable)	%	
Materials & Supplies	NR	1.5	3.1	The LIRR was \$1.0M favorable primarily due to lower usage of running repair and periodic inspection material and the delayed purchase of bench test equipment. NYCT was favorable by \$0.8M mainly due to data processing and automobile purchase underruns, increased scrap and surplus material sales and non-cash inventory adjustments. B&T was \$0.6M favorable mainly due to lower expenses for automotive equipment and E-ZPass tags. MTAHQ was \$0.5M favorable primarily due to the timing of IT expenditures. MNR was \$0.3M favorable. MTA Bus was (\$1.5M) unfavorable due to the timing of maintenance/repair projects and a reclassification of expenses to Maintenance and Other Operating Contracts.	29.6	6.2	The LIRR was \$12.0M favorable primarily due to lower usage of MU running repair and periodic inspection material, deferred rehabilitation/life cycle maintenance, delayed purchases of bench test equipment, delayed fleet modifications, lower usage of track and communications material, and the timing of computer invoices. NYCT was \$11.0M favorable mainly due to delayed maintenance material purchases, reduced vehicle, uniform and data processing charges, and increased scrap and surplus sales. B&T was \$4.4M favorable mainly due to lower-than-planned expenses for E-ZPass tags, security and surveillance equipment and automotive equipment. MNR was \$1.9M favorable largely due to lower-than-planned purchases of car equipment material, computer software and office furniture. MTA HQ was \$1.3M favorable due the timing of IT expenditures. MTA Bus was (\$1.1M) unfavorable due to timing and a reclassification from Maintenance and Other Operating Contracts expense.
Other Business Expenses	NR	(0.2)	(1.1)	NYCT had an unfavorable variance of (\$0.4M) which was mainly due to reclassification adjustments that were offset in Other Fringe Benefits. FMTAC was (\$0.2M) unfavorable due to higher general & administrative, and safety loss control expenses. MTA HQ was \$0.4M favorable primarily due to lower utilities, automotive and marketing expenses.	1.2	0.7	MTAHQ had a favorable variance of \$7.4M primarily due to lower utilities, automotive and marketing expenses, and the timing of inter-agency subsidies. MTA Bus was \$1.8M favorable due to reclassification adjustments that were offset in Claims, and the timing of reimbursements. The LIRR was \$0.6M favorable due to lower employee and recruitment expenses. LIB was \$0.4M favorable due to expense reimbursements for MTA Bus. NYCT was (\$7.6M) unfavorable primarily due to reclassification adjustments offset in Other Fringe Benefits. FMTAC was (\$1.2M) unfavorable due to higher general & administrative, and safety loss control expenses.
Other Expense Adjustments	NR	(1.2)	*	Variance was mainly due to the timing of inter-agency subsidies.	3.9	14.0	Variance was mainly due to the timing of inter-agency subsidies.
Depreciation	NR	7.6	4.5	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$4.7M at MNR, \$3.2M at NYCT and \$0.4M at SIR, offset by an unfavorable variance of (\$0.5M) at MTAHQ.	23.3	1.4	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$11.1M at MNR, \$9.7M at NYCT, \$2.1M at MTA HQ, and \$1.8M at SIR.
Other Post-Employment Benefits	NR	(1.9)	(8.3)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment benefits.	(30.6)	(2.9)	The GASB adjustment reflects the year-to-date value associated with the unfunded accrued liability for post-employment benefits.
Environmental Remediation	NR	2.1	100.0	As a result of the implementation of GASB 49 (Accounting & Financial Reporting for Environmental Remediation Obligations) and the recognition of remediation costs, certain environmental liabilities are now reserved and have been lower-than-anticipated.	(1.6)	(19.2)	As a result of the implementation of GASB 49 (Accounting & Financial Reporting for Environmental Remediation Obligations) and the recognition of remediation costs, certain environmental liabilities are now reserved and have been higher-than-anticipated.

\* Variance exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**October 2009**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	OCTOBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Capital & Other Reimbursements	R	(1.7)	(1.3)	MTAHQ was (\$3.0M) unfavorable primarily due to the timing of recoverable expenses. MTACC was (\$1.6M) unfavorable due to favorable labor and non-labor expenses. MTA Bus was (\$0.3M) unfavorable. Partially offsetting these were favorable variances at the LIRR of \$2.4M and NYCT \$0.7M.	(1.2)	(0.1)	MTAHQ was (\$9.1M) unfavorable due to the timing of recoverable expenses. MTACC was (\$5.3M) unfavorable due to favorable labor and non-labor expenses. MNR, MTA Bus, SIR and LIB were unfavorable by (\$2.5M), (\$1.0M), (\$0.6M) and (\$0.2M) respectively. Partially offsetting these were favorable variances at NYCT of \$15.6M and the LIRR \$1.4M due to increased capital project work.
Payroll	R	6.3	12.2	NYCT was \$6.2M favorable primarily due to a prior period correction of reimbursable expenses. MTACC was \$0.3M favorable due to fewer new hires. The LIRR was (\$0.6M) unfavorable due to the timing of project activity.	13.0	2.9	NYCT was \$9.8M favorable due to the timing of inter-agency charges and wage accrual adjustments. MTACC was \$1.5M favorable due to fewer new hires. MNR, MTA Bus, and B&T were favorable by \$0.8M, \$0.4M, and \$0.2M respectively. Other agency variances were minor.
Overtime	R	(6.9)	(85.6)	NYCT was (\$5.2M) unfavorable due to additional departmental requirements. The LIRR was (\$1.5M) unfavorable due to the timing of project activity and schedule changes. MNR was unfavorable by (\$0.2M).	(17.3)	(21.2)	NYCT was (\$11.5M) unfavorable due to additional departmental requirements. The LIRR and MNR were unfavorable by (\$3.8M) and (\$2.1M) respectively, due to the timing of project activity and schedule changes.
Health and Welfare	R	0.2	4.0	Agency variances were minor.	1.1	2.6	NYCT was \$0.8M favorable due to the timing of expenses. MTA CC was \$0.3M favorable along with B&T and SIR being favorable by \$0.2M each. These were partially offset by unfavorable variances of (\$0.4M) and (\$0.2M) at the LIRR and MNR respectively.
OPEB - Current Payment	R	0.0	20.2	Agency variances were minor.	0.1	7.7	Agency variances were minor.
Pensions	R	(0.4)	(10.7)	Agency variances were minor.	(0.3)	(0.7)	Agency variances were minor.
Other Fringe Benefits	R	0.5	3.9	NYCT was \$0.8M favorable. This was partially offset by an unfavorable variance at the LIRR of (\$0.3M).	(0.9)	(0.8)	The LIRR was unfavorable by (\$0.5M) and there were smaller unfavorables at NYCT, MTAHQ and B&T of (\$0.2M) or less. All results were primarily due to the timing of project activity. Other agency variances were minor.
Reimbursable Overhead	R	0.9	2.7	MTAHQ was favorable by \$1.9M due to the timing of expense recovery billings. Partially offsetting this were unfavorable variances of (\$0.6M) at NYCT and (\$0.4M) at the LIRR, reflecting higher project activity.	(1.3)	(0.5)	NYCT was unfavorable by (\$7.0M) and B&T by (\$0.3M). These were partially offset by a favorable variance of \$6.3M at MTAHQ due to the timing of expense recovery billings.
Insurance	R	0.0	(2.7)	Agency variances were minor.	0.3	6.7	MNR and the LIRR were \$0.2M and \$0.1M favorable, respectively, due to lower project activity.
Claims	R	0.0	-	Agency variances were minor.	(1.8)	*	NYCT was (\$1.8M) unfavorable due to the timing of inter-agency billings.

\* Variance exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**October 2009**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	OCTOBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Maintenance and Other Operating Contracts	R	(0.0)	(0.1)	MNR was \$0.8M favorable due to lower project activity. NYCT was (\$0.6M) unfavorable due to the timing of expenses. The LIRR was (\$0.3M) unfavorable due to the timing of East Side Access project material.	(0.2)	(0.4)	NYCT and the LIRR were (\$1.5M) and (\$0.5M) unfavorable, respectively, due to timing. Partly offsetting these unfavorable variance, was a favorable variance of \$1.4M at MNR due to lower activity during the period.
Professional Service Contracts	R	1.7	34.6	MTA HQ was \$0.9M favorable primarily due to the timing of corporate-wide expenses. MTACC was \$0.8M favorable mainly due to lower-than-planned expenses for independent engineering, compliance monitoring and audit chargebacks. The LIRR was (\$0.2M) unfavorable primarily due to higher project activity.	5.5	14.3	MTA HQ was \$2.8M favorable primarily due to the timing of corporate-wide expenses. MTACC was \$2.3M favorable mainly due to lower-than-planned expenses for independent engineer and compliance monitoring, consultants and audit chargebacks. MNR was \$0.9M favorable mainly due to lower project activity. The LIRR was unfavorable by (\$0.3M) due to the timing of project activity.
Materials & Supplies	R	(0.1)	(1.0)	NYCT was (\$1.2M) unfavorable primarily due to the timing of track and pneumatic material expenses and other charges. MNR was (\$0.8M) unfavorable primarily due to higher project activity. The LIRR was \$1.9M favorable due to the timing of purchases for East Side Access.	2.8	3.6	The LIRR was \$4.9M favorable due to the timing of purchases for East Side Access material. MNR was \$1.4M favorable primarily due to lower project activity. These were partially offset by an unfavorable variance of (\$3.5M) at NYCT due mainly to the timing of inter-agency and other charges.
Other Business Expenses	R	(0.4)	(89.8)	NYCT was (\$0.5M) unfavorable mostly due to the timing of expenses. MTACC was \$0.2M favorable mainly due to lower employee and procurement-related advertisement expenses. Other variances were minor.	0.3	16.0	MTACC was \$0.6M favorable mainly due to lower employee and procurement-related advertisement expenses. NYCT was (\$0.3M) unfavorable due to the timing of expenses. Other variances were minor.
Subsidies	NR	(27.6)	-16.4%	The unfavorable variance for the month was primarily due to lower than expected Urban Tax collections (\$13.4 million) as a result of continued weakness in commercial real estate transactions in New York City, as well as lower MRT receipts (\$6.6 million). In addition, the City Subsidy to MTA Bus was lower than the budget (\$8.1 million) due to timing differences in NYC's cash obligations, and lower payroll and insurance costs.	(72.9)	-2.3%	The unfavorable YTD variance was due primarily to lower Urban Tax receipts (\$36.5 million) due to lower than expected commercial real estate transactions in NYC. In addition, the City Subsidy to MTA Bus was lower than the budget by \$34.7 million due to timing differences, and lower payroll, insurance and other business expenses for MTA Bus.
Debt Service	NR	(24.2)	-28.1%	The unfavorable variance was attributable to higher than budgeted variable interest rates for commercial paper, reversal of prior periods timing differences for Dedicated Tax Fund Bonds and timing differences of debt service deposits which is largely expected to reverse in November 2009.	17.1	1.4%	The favorable YTD variance was attributable to lower than budgeted variable interest rates for commercial paper and timing differences of debt service deposits.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Consolidated Subsidy Accrual Detail**  
**October 2009**  
(\$ in millions)

Current Month			Accrued Subsidies:	Year-to-Date		
Mid-Year Forecast	Actual	Variance		Mid-Year Forecast	Actual	Variance
			<i><b>Dedicated Taxes</b></i>			
\$0.0	\$0.0	\$0.0	Mass Transportation Operating Assistance Fund (MMTOA)	\$1,465.4	\$1,465.4	\$0.0
52.8	52.7	(0.1)	Petroleum Business Tax	528.9	530.9	2.0
17.0	12.1	(4.9)	MRT 1 (Gross)	130.5	125.6	(5.0)
9.7	8.0	(1.7)	MRT 2 (Gross)	76.0	76.5	0.5
-	-	-	Other MRT Adjustments	(3.8)	(3.8)	-
28.9	15.5	(13.4)	Urban Tax	159.6	123.1	(36.5)
-	-	-	Investment Income	1.6	0.5	(1.1)
<b>\$108.3</b>	<b>\$88.2</b>	<b>(\$20.1)</b>		<b>\$2,358.4</b>	<b>\$2,318.3</b>	<b>(\$40.1)</b>
			<i><b>New State Taxes and Fees</b></i>			
-	-	-	Payroll Mobility Tax	-	-	-
-	-	-	License Fees	-	-	-
-	-	-	Vehicle Registration Fees	-	-	-
-	-	-	Taxi Fee	-	-	-
-	-	-	Auto Rental Fee	-	-	-
<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
			<i><b>State and Local Subsidies</b></i>			
-	-	-	NYS Operating Assistance	190.9	190.9	-
-	-	-	NYC and Local 18b:		-	-
-	-	-	New York City	160.5	160.5	-
-	-	-	Nassau County	11.6	11.6	-
-	-	-	Suffolk County	7.5	7.5	-
-	-	-	Westchester County	7.3	7.3	-
-	-	-	Putnam County	0.4	0.4	-
-	-	-	Dutchess County	0.4	0.4	-
-	-	-	Orange County	0.1	0.1	-
-	-	-	Rockland County	0.0	0.0	-
-	-	-	Nassau County Subsidy to LIB	10.5	10.5	-
7.4	7.5	0.1	CDOT Subsidies	76.2	76.6	0.4
11.6	12.1	0.5	Station Maintenance	120.4	122.0	1.5
-	-	-	AMTAP	5.6	5.6	(0.0)
<b>\$19.0</b>	<b>\$19.6</b>	<b>\$0.6</b>		<b>\$591.6</b>	<b>\$593.5</b>	<b>\$1.9</b>
<b>\$127.3</b>	<b>\$107.8</b>	<b>(\$19.5)</b>	<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$2,950.0</b>	<b>\$2,911.8</b>	<b>(\$38.2)</b>
40.5	32.4	(8.1)	City Subsidy to MTA Bus	257.2	222.5	(34.7)
<b>\$167.8</b>	<b>\$140.2</b>	<b>(\$27.6)</b>	<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,207.2</b>	<b>\$3,134.3</b>	<b>(\$72.9)</b>
			<i><b>Inter-Agency Subsidy Transactions</b></i>			
3.4	2.7	(0.8)	MTA Subsidy to Subsidiaries	53.5	51.8	(1.8)
28.2	26.8	(1.4)	B&T Operating Surplus Transfer	233.5	272.0	38.5
<b>\$31.6</b>	<b>\$29.4</b>	<b>(\$2.2)</b>		<b>\$287.0</b>	<b>\$323.7</b>	<b>\$36.7</b>
<b>\$ 199.4</b>	<b>\$ 169.7</b>	<b>\$ (29.8)</b>	<b>Total Subsidy</b>	<b>\$ 3,494.2</b>	<b>\$ 3,458.0</b>	<b>\$ (36.2)</b>

Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Consolidated Subsidy Accrual**  
**Explanation of Variances Between Mid-Year Forecast and Actual Results**  
(\$ in millions)

**October 2009**

Accrued Subsidies:	Variance \$	Variance %	Explanations
MRT 1 (Gross)	(4.9)	(28.9%)	MRT-1 transactions were below the budget for the month, however YTD receipts are only slightly below the forecast.
MRT 2 (Gross)	(1.7)	(17.6%)	MRT-2 transactions were below the budget for the month, however YTD receipts are on target with the budget.
Urban Tax	(13.4)	(46.3%)	Commercial Real Estate Activities in New York City continue to be very weak. Urban Tax transactions were below the budget for the month.
Station Maintenance	0.5	4.4%	The favorable variance is due primarily to timing.
City Subsidy to MTA Bus	(8.1)	(20.0%)	Variance is due primarily to timing differences in cash obligations for MTA Bus as well as lower payroll and insurance costs.
MTA Subsidy to Subsidiaries	(0.8)	(22.1%)	Variance is mostly timing related. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	(1.4)	(5.0%)	The unfavorable variance is attributable to the timing of booking accrual payments by MTA Accounting.

**October 2009 Year-to-Date**

Accrued Subsidies:	Variance \$	Variance %	Explanations
MRT 1 (Gross)	(5.0)	(3.8%)	Same as explanation for the month.
MRT 2 (Gross)	0.5	0.6%	Same as explanation for the month.
Urban Tax	(36.5)	(22.9%)	Year-to-date Urban Tax transactions continues to be weak.
Investment Income	(1.1)	(66.4%)	YTD variance attributable to lower revolving amounts in MTA interest bearing accounts.
City Subsidy to MTA Bus	(34.7)	(13.5%)	The YTD variance is due primarily to timing differences in cash obligations for MTA Bus as well as lower payroll, insurance costs, and other business expenses.
MTA Subsidy to Subsidiaries	(1.8)	(3.3%)	Variance is mostly timing related. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	38.5	16.5%	The favorable YTD variance is attributable to the timing of booking accrual payments by MTA Accounting as well as favorable toll revenue and lower expenses.

Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST (1)**

**DEBT SERVICE**

(\$ in millions)

October 2009

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$13.6	\$29.6	(\$16.0)		Reversal of prior periods Timing difference.
Commuter Railroads	2.5	6.8	(4.3)		
<i>Dedicated Tax Fund Subtotal</i>	\$16.2	\$36.4	(\$20.3)	-125.4%	
MTA Transportation Revenue:					
NYC Transit	\$12.5	\$16.1	(\$3.6)		Timing of debt service deposits, will reverse in November 2009.
Commuter Railroads	5.4	12.4	(7.0)		
MTA Bus	0.7	1.1	(0.4)		
<i>MTA Transportation Subtotal</i>	\$18.6	\$29.6	(\$11.0)	-59.0%	
Commercial Paper:					
NYC Transit	\$3.1	\$0.1	\$3.0		Timing Difference (see Note 2 below) and lower than budgeted variable rates.
Commuter Railroads	1.7	0.1	1.6		
MTA Bus	0.8	0.0	0.8		
<i>Commercial Paper Subtotal</i>	\$5.6	\$0.2	\$5.4	96.9%	
2 Broadway COPs:					
NYC Transit	\$1.4	\$2.0	(\$0.6)		Higher than budgeted variable rates.
Bridges & Tunnels	0.2	0.3	(0.1)		
MTA HQ	0.2	0.3	(0.1)		
<i>2 Broadway COPs Subtotal</i>	\$1.8	\$2.6	(\$0.7)	-39.2%	
TBTA General Resolution (2)					
NYC Transit	\$13.8	\$13.1	\$0.8		
Commuter Railroads	6.5	5.8	0.6		
Bridges & Tunnels	12.2	10.8	1.4		
<i>TBTA General Resolution Subtotal</i>	\$32.5	\$29.7	\$2.8	8.6%	
TBTA Subordinate (2)					
NYC Transit	\$6.3	\$6.5	(\$0.3)		
Commuter Railroads	2.8	2.9	(0.1)		
Bridges & Tunnels	2.5	2.6	(0.1)		
<i>TBTA Subordinate Subtotal</i>	\$11.5	\$12.0	(\$0.5)	-4.4%	
<b>Total Debt Service</b>	<b>\$86.2</b>	<b>\$110.4</b>	<b>(\$24.2)</b>	<b>-28.1%</b>	
Debt Service by Agency:					
NYC Transit	\$50.8	\$67.4	(\$16.6)		
Commuter Railroads	18.9	28.0	(9.1)		
MTA Bus	1.5	1.1	0.4		
Bridges & Tunnels	14.9	13.7	1.2		
MTAHQ	0.2	0.3	(0.1)		
<b>Total Debt Service</b>	<b>\$86.2</b>	<b>\$110.4</b>	<b>(\$24.2)</b>	<b>-28.1%</b>	

**Notes:**

- (1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.
- (2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.
- (3) Debt service is allocated among 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.  
*Totals may not add due to rounding.*

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST (1)**  
**DEBT SERVICE**  
(\$ in millions)

October 2009 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$180.7	\$176.1	\$4.6		
Commuter Railroads	37.9	39.6	(1.7)		
<i>Dedicated Tax Fund Subtotal</i>	\$218.6	\$215.8	\$2.8	1.3%	
MTA Transportation Revenue:					
NYC Transit	\$279.5	\$281.0	(\$1.5)		
Commuter Railroads	212.2	217.5	(5.3)		
MTA Bus	9.4	10.4	(1.0)		
<i>MTA Transportation Subtotal</i>	\$501.0	\$508.9	(\$7.8)	-1.6%	
Commercial Paper:					
NYC Transit	\$11.5	\$2.5	\$9.0		Timing Difference (see Note 2 below) and lower than budgeted variable rates.
Commuter Railroads	6.1	1.3	4.8		
MTA Bus	2.9	0.6	2.3		
<i>Commercial Paper Subtotal</i>	\$20.5	\$4.4	\$16.1	78.5%	
2 Broadway COPs:					
NYC Transit	\$19.5	\$21.2	(\$1.7)		Higher than budgeted variable rates.
Bridges & Tunnels	2.4	2.6	(0.2)		
MTA HQ	2.4	2.6	(0.2)		
<i>2 Broadway COPs Subtotal</i>	\$24.3	\$26.5	(\$2.2)	-9.0%	
TBTA General Resolution (2)					
NYC Transit	\$130.8	\$126.8	\$3.9		
Commuter Railroads	59.5	56.8	2.7		
Bridges & Tunnels	109.8	104.9	5.0		
<i>TBTA General Resolution Subtotal</i>	\$300.1	\$288.5	\$11.6	3.9%	
TBTA Subordinate (2)					
NYC Transit	\$64.6	\$66.5	(\$1.9)		
Commuter Railroads	28.4	29.2	(0.8)		
Bridges & Tunnels	25.5	26.3	(0.7)		
<i>TBTA Subordinate Subtotal</i>	\$118.5	\$122.0	(\$3.4)	-2.9%	
<b>Total Debt Service</b>	<b>\$1,183.0</b>	<b>\$1,165.9</b>	<b>\$17.1</b>	<b>1.4%</b>	
Debt Service by Agency:					
NYC Transit	\$686.5	\$674.1	\$12.4		
Commuter Railroads	344.0	344.4	(0.3)		
MTA Bus	12.2	11.0	1.3		
Bridges & Tunnels	137.8	133.8	4.0		
MTAHQ	2.4	2.6	(0.2)		
<b>Total Debt Service</b>	<b>\$1,183.0</b>	<b>\$1,165.9</b>	<b>\$17.1</b>	<b>1.4%</b>	

**Notes:**

- (1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.
- (2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.
- (3) Debt service is allocated among 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.  
*Totals may not add due to rounding.*

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Subsidy Cash Detail by Agency**  
(\$ in millions)

October 2009

Cash Subsidies:	NYC Transit			Commuter Railroads			LIB			SIR			MTA Bus			MTAHO			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
<b>Dedicated Taxes</b>																					
MMTOA <sup>1</sup>	\$49.5	\$49.5	(0.0)	\$25.8	\$25.8	(0.0)	\$0.0	\$0.0	0.0	\$0.2	\$0.0	(0.2)	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$75.5	\$75.3	(0.2)
Petroleum Business Tax	39.1	43.8	4.6	6.9	7.7	0.8	-	-	-	-	-	-	-	-	-	-	-	-	46.0	51.5	5.5
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15.7	14.0	(1.7)	15.7	14.0	(1.7)
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.1	8.7	(0.3)	9.1	8.7	(0.3)
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	24.1	7.7	(16.4)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24.1	7.7	(16.4)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$112.8</b>	<b>\$101.0</b>	<b>(\$11.8)</b>	<b>\$32.7</b>	<b>\$33.5</b>	<b>\$0.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>(\$0.2)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$24.8</b>	<b>\$22.7</b>	<b>(\$2.1)</b>	<b>\$170.4</b>	<b>\$157.2</b>	<b>(\$13.2)</b>
<b>New State Taxes and Fees</b>																					
Payroll Mobility Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
License Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Vehicle Registration Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Taxi Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Auto Rental Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<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>\$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>State and Local Subsidies</b>																					
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYC and Local 18b:																					
New York City	-	-	-	-	0.5	0.5	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.5	0.5
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Suffolk County	-	-	-	-	1.9	1.9	-	-	-	-	-	-	-	-	-	-	-	-	0.0	1.9	1.9
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Putnam County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Dutchess County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Nassau County Subsidy to LIB	-	-	-	-	-	-	2.6	-	(2.6)	-	-	-	-	-	-	-	-	-	2.6	0.0	(2.6)
CDOT Subsidies	-	-	-	6.8	5.6	(1.2)	-	-	-	-	-	-	-	-	-	-	-	-	6.8	5.6	(1.2)
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$6.8</b>	<b>\$8.1</b>	<b>\$1.3</b>	<b>\$2.6</b>	<b>\$0.0</b>	<b>(\$2.6)</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>\$9.4</b>	<b>\$8.1</b>	<b>(\$1.3)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$112.8</b>	<b>\$101.0</b>	<b>(\$11.8)</b>	<b>\$39.5</b>	<b>\$41.6</b>	<b>\$2.1</b>	<b>\$2.6</b>	<b>\$0.0</b>	<b>(\$2.6)</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>(\$0.2)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$24.8</b>	<b>\$22.7</b>	<b>(\$2.1)</b>	<b>\$179.8</b>	<b>\$165.3</b>	<b>(\$14.5)</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	15.0	-	(15.0)	-	-	-	15.0	0.0	(15.0)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$112.8</b>	<b>\$101.0</b>	<b>(\$11.8)</b>	<b>\$39.5</b>	<b>\$41.6</b>	<b>\$2.1</b>	<b>\$2.6</b>	<b>\$0.0</b>	<b>(\$2.6)</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>(\$0.2)</b>	<b>\$15.0</b>	<b>\$0.0</b>	<b>(\$15.0)</b>	<b>\$24.8</b>	<b>\$22.7</b>	<b>(\$2.1)</b>	<b>\$194.8</b>	<b>\$165.3</b>	<b>(\$29.5)</b>
<b>Inter-Agency Subsidy Transactions</b>																					
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	-	-	-	3.4	2.7	(0.8)	-	-	-	-	-	-	3.4	2.7	(0.8)
B&T Operating Surplus Transfer	3.7	8.6	4.8	13.3	18.2	5.0	-	-	-	-	-	-	-	-	-	-	-	-	17.0	26.8	9.8
	<b>\$3.7</b>	<b>\$8.6</b>	<b>\$4.8</b>	<b>\$13.3</b>	<b>\$18.2</b>	<b>\$5.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$3.4</b>	<b>\$2.7</b>	<b>(\$0.8)</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>\$20.4</b>	<b>\$29.4</b>	<b>\$9.1</b>
<b>Total Subsidy</b>	<b>\$116.5</b>	<b>\$109.6</b>	<b>(\$6.9)</b>	<b>\$52.7</b>	<b>\$59.8</b>	<b>\$7.1</b>	<b>\$2.6</b>	<b>\$0.0</b>	<b>(\$2.6)</b>	<b>\$3.6</b>	<b>\$2.7</b>	<b>(\$0.9)</b>	<b>\$15.0</b>	<b>\$0.0</b>	<b>(\$15.0)</b>	<b>\$24.8</b>	<b>\$22.7</b>	<b>(\$2.1)</b>	<b>\$215.2</b>	<b>\$194.8</b>	<b>(\$20.4)</b>

<sup>1</sup> Metropolitan Mass Transportation Operating Assistance Fund  
Note: Differences are due to rounding.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Subsidy Cash Detail by Agency**  
(\$ in millions)

October 2009 - Year-to-Date

Cash Subsidies:	NYC Transit			Commuter Railroads			LIB			SIR			MTA Bus			MTAHQ			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
<b>Dedicated Taxes</b>																					
MMTOA <sup>1</sup>	\$396.4	\$396.4	(0.0)	\$206.0	\$206.1	0.0	24.0	\$23.6	(0.4)	\$1.4	\$1.0	(0.3)	\$0.0	-	0.0	-	-	0.0	\$627.7	\$627.1	(0.7)
Petroleum Business Tax	447.2	447.8	0.6	78.9	79.0	0.1	-	-	-	-	-	-	-	-	-	-	-	-	526.1	526.8	0.7
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	126.0	126.0	(0.0)	126.0	126.0	(0.0)
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73.8	76.0	2.2	73.8	76.0	2.2
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3.8)	(3.8)	-	(3.8)	(3.8)	0.0
Urban Tax	146.6	123.4	(23.2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146.6	123.4	(23.2)
Investment Income	-	-	-	1.6	0.5	(1.1)	-	-	-	-	-	-	-	-	-	-	-	-	1.6	0.5	(1.1)
	<b>\$990.2</b>	<b>\$967.6</b>	<b>(\$22.6)</b>	<b>\$286.5</b>	<b>\$285.6</b>	<b>(\$0.9)</b>	<b>\$24.0</b>	<b>\$23.6</b>	<b>(\$0.4)</b>	<b>\$1.4</b>	<b>\$1.0</b>	<b>(\$0.3)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$196.1</b>	<b>\$198.2</b>	<b>\$2.1</b>	<b>\$1,498.1</b>	<b>\$1,476.0</b>	<b>(\$22.1)</b>
<b>New State Taxes and Fees</b>																					
Payroll Mobility Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
License Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Vehicle Registration Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Taxi Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Auto Rental Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<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>\$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>State and Local Subsidies</b>																					
NYS Operating Assistance	79.1	79.1	(0.0)	14.6	14.6	-	1.4	1.3	(0.1)	0.3	0.3	0.0	-	-	-	-	-	-	95.4	95.2	(0.1)
NYC and Local 18b:																					
New York City	123.1	123.3	0.1	1.4	1.4	(0.0)	-	-	-	0.5	0.4	(0.1)	-	-	-	-	-	-	125.1	125.1	(0.0)
Nassau County	-	-	-	8.7	5.8	(2.9)	-	-	-	-	-	-	-	-	-	-	-	-	8.7	5.8	(2.9)
Suffolk County	-	-	-	5.6	5.6	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	5.6	5.6	(0.0)
Westchester County	-	-	-	5.5	3.7	(1.8)	-	-	-	-	-	-	-	-	-	-	-	-	5.5	3.7	(1.8)
Putnam County	-	-	-	0.3	0.3	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.3	0.3	(0.0)
Dutchess County	-	-	-	0.3	0.3	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.3	0.3	(0.0)
Orange County	-	-	-	0.1	0.1	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.1	(0.0)
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
Nassau County Subsidy to LIB	-	-	-	-	-	-	10.5	7.9	(2.6)	-	-	-	-	-	-	-	-	-	10.5	7.9	(2.6)
CDOT Subsidies	-	-	-	72.3	74.8	2.5	-	-	-	-	-	-	-	-	-	-	-	-	72.3	74.8	2.5
Station Maintenance	-	-	-	141.1	101.2	(39.9)	-	-	-	-	-	-	-	-	-	-	-	-	141.1	101.2	(39.9)
AMTAP	-	-	-	-	-	-	2.8	2.8	0.0	-	-	-	-	-	-	-	-	-	2.8	2.8	0.0
2006 Surplus Recovery	-	-	-	25.0	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0	25.0	0.0
Inter-Agency Loan	134.5	-	(134.5)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134.5	0.0	(134.5)
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.1)	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(11.5)	(11.1)	0.4
	<b>\$325.2</b>	<b>\$191.2</b>	<b>(\$134.0)</b>	<b>\$275.0</b>	<b>\$232.8</b>	<b>(\$42.2)</b>	<b>\$14.7</b>	<b>\$12.0</b>	<b>(\$2.8)</b>	<b>\$0.8</b>	<b>\$0.7</b>	<b>(\$0.1)</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>\$615.7</b>	<b>\$436.7</b>	<b>(\$179.0)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,315.4</b>	<b>\$1,158.8</b>	<b>(\$156.6)</b>	<b>\$561.6</b>	<b>\$518.5</b>	<b>(\$43.1)</b>	<b>\$38.7</b>	<b>\$35.6</b>	<b>(\$3.1)</b>	<b>\$2.1</b>	<b>\$1.7</b>	<b>(\$0.4)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$196.1</b>	<b>\$198.2</b>	<b>\$2.1</b>	<b>\$2,113.9</b>	<b>\$1,912.7</b>	<b>(\$201.1)</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	293.8	286.7	(7.2)	-	-	-	293.8	286.7	(7.2)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,315.4</b>	<b>\$1,158.8</b>	<b>(\$156.6)</b>	<b>\$561.6</b>	<b>\$518.5</b>	<b>(\$43.1)</b>	<b>\$38.7</b>	<b>\$35.6</b>	<b>(\$3.1)</b>	<b>\$2.1</b>	<b>\$1.7</b>	<b>(\$0.4)</b>	<b>\$293.8</b>	<b>\$286.7</b>	<b>(\$7.2)</b>	<b>\$196.1</b>	<b>\$198.2</b>	<b>\$2.1</b>	<b>\$2,407.7</b>	<b>\$2,199.4</b>	<b>(\$208.3)</b>
<b>Inter-Agency Subsidy Transactions</b>																					
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	26.5	26.5	-	27.0	25.3	(1.8)	-	-	-	-	-	-	53.5	51.8	(1.8)
B&T Operating Surplus Transfer	57.5	74.5	17.1	161.3	180.1	18.8	-	-	-	-	-	-	-	-	-	-	-	-	218.8	254.7	35.9
	<b>\$57.5</b>	<b>\$74.5</b>	<b>\$17.1</b>	<b>\$161.3</b>	<b>\$180.1</b>	<b>\$18.8</b>	<b>\$26.5</b>	<b>\$26.5</b>	<b>\$0.0</b>	<b>\$27.0</b>	<b>\$25.3</b>	<b>(\$1.8)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$272.3</b>	<b>\$306.4</b>	<b>\$34.1</b>
<b>Total Subsidy</b>	<b>\$1,372.8</b>	<b>\$1,233.4</b>	<b>(\$139.5)</b>	<b>\$722.9</b>	<b>\$638.8</b>	<b>(\$84.1)</b>	<b>\$65.2</b>	<b>\$62.1</b>	<b>(\$3.1)</b>	<b>\$29.1</b>	<b>\$27.0</b>	<b>(\$2.2)</b>	<b>\$293.8</b>	<b>\$286.7</b>	<b>(\$7.2)</b>	<b>\$196.1</b>	<b>\$198.2</b>	<b>\$2.1</b>	<b>\$2,680.0</b>	<b>\$2,505.8</b>	<b>(\$174.2)</b>

<sup>1</sup> Metropolitan Mass Transportation Operating Assistance Fund  
Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Subsidy Cash Detail by Agency**  
**Explanation of Variances Between Mid-Year Forecast and Actual Results**  
(\$ in millions)

**October 2009**

<b>Cash Subsidies:</b>	<b>TOTAL Variance</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax	5.5	11.9%	The favorable variance appears to be mostly timing related; however, year-to-date receipts are close to the target.
MRT 1 (Gross)	(1.7)	(10.9%)	MRT-1 cash receipts were below the budget for the month. YTD receipts are on target with the budget.
MRT 2 (Gross)	(0.3)	(3.7%)	MRT-2 cash receipts were slightly below the budget for the month. YTD receipts are close to target.
Urban Tax	(16.4)	(68.2%)	Real Estate transactions in New York City were unfavorable for the month due to the continuing weakness in commercial real estate activity.
New York City	0.5	100.0%	Variance due to timing difference in receipt of payment from the Counties.
Suffolk County	1.9	100.0%	Same as explanation above.
Putnam County	0.1	100.0%	Same as explanation above.
Dutchess County	0.1	100.0%	Same as explanation above.
Nassau County Subsidy to LIB	(2.6)	(100.0%)	Unfavorable variance attributable to timing. Nassau County is expected make the payment in December.
CDOT Subsidies	(1.2)	(18.2%)	The unfavorable variance is due primarily to timing.
City Subsidy to MTA Bus	(15.0)	(100.0%)	Variance is mostly timing related. Drawdowns are related to timing of cash obligations for MTA Bus.
MTA Subsidy to Subsidiaries	(0.8)	(22.1%)	The variance is due mostly to timing. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	9.8	57.8%	Favorable variance attributable to higher distributable income and lower expenses.

**October 2009 Year-to-date**

<b>Cash Subsidies:</b>	<b>TOTAL Variance</b>	<b>Variance %</b>	<b>Explanations</b>
MRT 1 (Gross)	(0.0)	(0.0%)	See explanation for the month.
MRT 2 (Gross)	2.2	3.0%	See explanation for the month.
Urban Tax	(23.2)	(15.8%)	Same as explanation for the month.
Investment Income	(1.1)	(66.4%)	YTD variance attributable to lower revolving amounts in MTA interest bearing accounts.
Nassau County	(2.9)	(33.3%)	YTD variance is due to timing difference in receipt of payment.
Westchester County	(1.8)	(33.3%)	YTD variance is due to timing difference in receipt of payment.
Nassau County Subsidy to LIB	(2.6)	(25.0%)	Same as explanation for the month.
CDOT Subsidies	2.5	3.5%	The YTD variance is attributable to timing.
Station Maintenance	(39.9)	(28.3%)	The YTD variance is attributable to timing.
Inter-Agency Loan	(134.5)	(100.0%)	The YTD variance is attributable to timing. The transaction is expected to be done in November.
MTA Subsidy to Subsidiaries	(1.8)	(3.3%)	Same as explanation for the month.
B&T Operating Surplus Transfer	35.9	16.4%	Same as explanation for the month.

Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**October 2009**

Function/Departments	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
<b>Total Positions</b>	<b>69,757</b>	<b>69,014</b>	<b>743</b>
NYC Transit	48,509	48,145	364
Long Island Rail Road	6,848	6,791	57
Metro-North Railroad	5,961	5,866	95
Bridges & Tunnels	1,816	1,785	31
Headquarters	1,547	1,463	84
Long Island Bus	1,149	1,125	24
Staten Island Railway	269	266	3
Capital Construction Company	145	127	18
Bus Company	3,513	3,446	67
<b>Non-reimbursable</b>	<b>62,319</b>	<b>60,998</b>	<b>1,321</b>
NYC Transit	42,915	42,003	912
Long Island Rail Road	5,872	5,739	133
Metro-North Railroad	5,363	5,279	84
Bridges & Tunnels	1,771	1,740	31
Headquarters	1,499	1,417	82
Long Island Bus	1,134	1,111	23
Staten Island Railway	266	263	3
Capital Construction Company	-	-	-
Bus Company	3,499	3,446	53
<b>Reimbursable</b>	<b>7,438</b>	<b>8,016</b>	<b>(578)</b>
NYC Transit	5,594	6,142	(548)
Long Island Rail Road	976	1,052	(76)
Metro-North Railroad	598	587	11
Bridges & Tunnels	45	45	-
Headquarters	48	46	2
Long Island Bus	15	14	1
Staten Island Railway	3	3	-
Capital Construction Company	145	127	18
Bus Company	14	-	14
<b>Total Full Time</b>	<b>69,453</b>	<b>68,654</b>	<b>799</b>
NYC Transit	48,313	47,890	423
Long Island Rail Road	6,848	6,791	57
Metro-North Railroad	5,958	5,863	95
Bridges & Tunnels	1,816	1,785	31
Headquarters	1,547	1,463	84
Long Island Bus	1,044	1,023	21
Staten Island Railway	269	266	3
Capital Construction Company	145	127	18
Bus Company	3,513	3,446	67
<b>Total Full-Time Equivalents</b>	<b>304</b>	<b>360</b>	<b>(56)</b>
NYC Transit	196	255	(59)
Long Island Rail Road	-	-	-
Metro-North Railroad	3	3	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Long Island Bus	105	102	3
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	-	-	-

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**October 2009**

Function/Agency	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
<b>Administration</b>	<b>5,019</b>	<b>4,928</b>	<b>91</b>
NYC Transit	2,355	2,383	(28)
Long Island Rail Road	753	709	44
Metro-North Railroad	718	719	(1)
Bridges & Tunnels	139	138	1
Headquarters	761	697	64
Long Island Bus	80	74	6
Staten Island Railway	26	27	(1)
Capital Construction Company	35	33	2
Bus Company	152	148	4
<b>Operations</b>	<b>30,794</b>	<b>30,572</b>	<b>222</b>
NYC Transit	22,840	22,772	68
Long Island Rail Road	2,060	2,035	25
Metro-North Railroad	1,833	1,777	56
Bridges & Tunnels	793	779	14
Headquarters	-	-	-
Long Island Bus	794	781	13
Staten Island Railway	96	94	2
Capital Construction Company	-	-	-
Bus Company	2,378	2,334	44
<b>Maintenance</b>	<b>30,348</b>	<b>30,047</b>	<b>301</b>
NYC Transit	21,367	21,108	259
Long Island Rail Road	3,921	3,935	(14)
Metro-North Railroad	3,308	3,269	39
Bridges & Tunnels	394	396	(2)
Headquarters	-	-	-
Long Island Bus	258	254	4
Staten Island Railway	147	145	2
Capital Construction Company	-	-	-
Bus Company	953	940	13
<b>Engineering/Capital</b>	<b>1,982</b>	<b>1,908</b>	<b>74</b>
NYC Transit	1,438	1,399	39
Long Island Rail Road	114	112	2
Metro-North Railroad	102	101	1
Bridges & Tunnels	186	174	12
Headquarters	-	-	-
Long Island Bus	15	14	1
Staten Island Railway	-	-	-
Capital Construction Company	110	94	16
Bus Company	17	14	3
<b>Public Safety</b>	<b>1,614</b>	<b>1,559</b>	<b>55</b>
NYC Transit	509	483	26
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	304	298	6
Headquarters	786	766	20
Long Island Bus	2	2	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	13	10	3
<b>Total Postions</b>	<b>69,757</b>	<b>69,014</b>	<b>743</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Total Positions by Function and Occupational Group**  
**October 2009**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>5,019</b>	<b>4,928</b>	<b>91</b>
Managers/Supervisors	1,845	1,763	82
Professional, Technical, Clerical	3,101	3,099	2
Operational Hourlies	73	66	7
<b>Operations</b>	<b>30,794</b>	<b>30,572</b>	<b>222</b>
Managers/Supervisors	3,207	3,117	90
Professional, Technical, Clerical	1,005	1,023	(18)
Operational Hourlies	26,582	26,432	150
<b>Maintenance</b>	<b>30,348</b>	<b>30,047</b>	<b>301</b>
Managers/Supervisors	4,867	4,822	45
Professional, Technical, Clerical	2,525	2,527	(2)
Operational Hourlies	22,956	22,698	258
<b>Engineering/Capital</b>	<b>1,982</b>	<b>1,908</b>	<b>74</b>
Managers/Supervisors	505	477	28
Professional, Technical, Clerical	1,475	1,429	46
Operational Hourlies	2	2	-
<b>Public Safety</b>	<b>1,614</b>	<b>1,559</b>	<b>55</b>
Managers/Supervisors	149	144	5
Professional, Technical, Clerical	151	121	30
Operational Hourlies	1,314	1,294	20
<b>Total Positions</b>	<b>69,757</b>	<b>69,014</b>	<b>743</b>
Managers/Supervisors	10,573	10,323	250
Professional, Technical, Clerical	8,257	8,199	58
Operational Hourlies	50,927	50,492	435

# SECTION 1: EXCLUDES MTA BUS COMPANY RIDERSHIP

**Beginning with the January 2007 MTA Ridership Report, ridership statistics for MTA Bus Company will be reported. For comparison and consistency purposes, MTA-wide statistics will be presented both with and without MTA Bus Company ridership.**

**Section 1 presents MTA-wide ridership excluding MTA Bus Company. Section 2 presents MTA-wide ridership including MTA Bus Company.**

**NOTE: Ridership data are preliminary and subject to revision as well as adjustments warranted by annual audit review.**

# A NOTE CONCERNING MTA BUS COMPANY RIDERSHIP

Beginning with the January 2007 MTA Ridership Report, ridership statistics for MTA Bus Company will be reported. For comparison and consistency purposes, MTA-wide statistics will be presented both with and without MTA Bus Company ridership.

Section 1 of this report, which reports MTA-wide and individual MTA agency ridership, will **exclude** MTA Bus Company. In Section 2, MTA-wide and MTA Bus Company ridership will be presented.

**NOTE:** Ridership data are preliminary and subject to revision as well as adjustments warranted by annual audit review.



**Metropolitan Transportation Authority**

State of New York

New York City Transit  
Long Island Rail Road  
Long Island Bus  
Metro-North Railroad  
Bridges and Tunnels

# **Report on Revenue Passengers and Vehicles Ridership Data Thru October, 2009**

Excludes MTA Bus Company

**Prepared by:  
MTA Budget Division**



# Metropolitan Transportation Authority

October

Revenue Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	211,841,688	212,720,224	0.41%	205,911,940	-3.20%
MTA New York City Subway	143,503,391	145,262,914	1.23%	140,712,110	-3.13%
MTA New York City Bus	68,338,297	67,457,310	-1.29%	65,199,830	-3.35%
<b>MTA Staten Island Railway</b>	432,446	412,159	-4.69%	387,026	-6.10%
<b>MTA Long Island Rail Road</b>	7,670,388	7,576,507	-1.22%	6,997,677	-7.64%
<b>MTA Metro-North Railroad</b>	7,305,363	7,509,521	2.79%	6,952,811	-7.41%
<i><b>East of Hudson</b></i>	7,129,685	7,322,841	2.71%	6,788,990	-7.29%
Harlem Line	2,420,389	2,480,586	2.49%	2,272,964	-8.37%
Hudson Line	1,406,612	1,451,108	3.16%	1,346,263	-7.23%
New Haven Line	3,302,684	3,391,147	2.68%	3,169,763	-6.53%
<i><b>West of Hudson</b></i>	175,678	186,680	6.26%	163,821	-12.25%
Port Jervis line	134,291	135,560	0.94%	116,913	-13.76%
Pascack Valley Line	41,387	51,120	23.52%	46,908	-8.24%
<b>MTA Long Island Bus</b>	2,993,111	2,974,373	-0.63%	2,793,028	-6.10%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	26,185,240	24,933,670	-4.78%	24,968,010	0.14%
<b>Total All Agencies</b> Excludes MTA Bus Company	<b>230,242,996</b>	<b>231,192,784</b>	0.41%	<b>223,042,482</b>	-3.53%
(Excludes Bridges and Tunnels)					
Weekdays:	22	22		21	
Holidays:	1	1		1	
Weekend Days	8	8		9	
Days:	31	31		31	

# Metropolitan Transportation Authority

October

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	1,917,153,926	1,986,733,741	3.63%	1,924,640,043	-3.13%
MTA New York City Subway	1,298,537,022	1,359,381,349	4.69%	1,315,638,120	-3.22%
MTA New York City Bus	618,616,904	627,352,392	1.41%	609,001,923	-2.93%
<b>MTA Staten Island Railway</b>	3,389,818	3,680,510	8.58%	3,430,793	-6.78%
<b>MTA Long Island Rail Road</b>	71,661,106	73,418,703	2.45%	69,415,947	-5.45%
<b>MTA Metro-North Railroad</b>	66,445,647	69,879,021	5.17%	66,492,805	-4.85%
<i>East of Hudson</i>	64,867,157	68,118,604	5.01%	64,877,241	-4.76%
Harlem Line	21,915,033	22,879,020	4.40%	21,796,943	-4.73%
Hudson Line	12,817,111	13,535,265	5.60%	12,941,601	-4.39%
New Haven Line	30,135,013	31,704,319	5.21%	30,138,697	-4.94%
<i>West of Hudson</i>	1,578,490	1,760,417	11.53%	1,615,564	-8.23%
Port Jervis line	1,217,530	1,295,684	6.42%	1,163,324	-10.22%
Pascack Valley Line	360,960	464,733	28.75%	452,240	-2.69%
<b>MTA Long Island Bus</b>	26,863,693	27,534,294	2.50%	25,779,737	-6.37%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	255,099,833	247,984,534	-2.79%	244,004,457	-1.60%
<b>Total All Agencies</b> Excludes MTA Bus Company	<b>2,085,514,190</b>	<b>2,161,246,269</b>	3.63%	<b>2,089,759,325</b>	-3.31%
(Excludes Bridges and Tunnels)					
Weekdays:	211	212		210	
Holidays:	7	7		7	
Weekend Days	86	86		87	
Days:	304	305		304	

# Metropolitan Transportation Authority

October

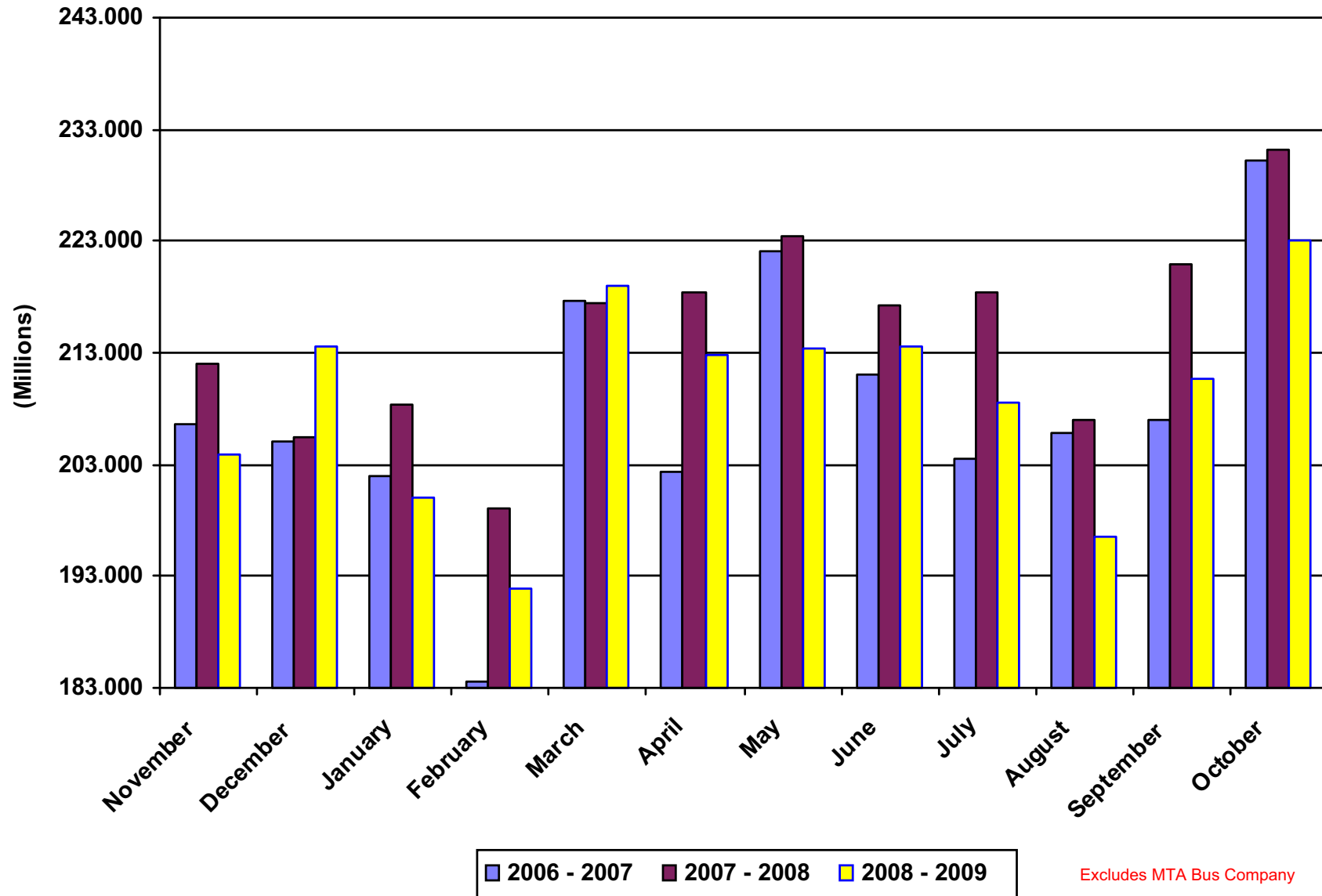
12 Month Averages	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	191,322,332	197,511,201	3.23%	192,397,090	-2.59%
MTA New York City Subway	129,617,961	135,279,949	4.37%	131,678,178	-2.66%
MTA New York City Bus	61,704,371	62,231,252	0.85%	60,718,911	-2.43%
<b>MTA Staten Island Railway</b>	338,115	368,335	8.94%	344,178	-6.56%
<b>MTA Long Island Rail Road</b>	7,130,397	7,319,967	2.66%	6,946,310	-5.10%
<b>MTA Metro-North Railroad</b>	6,636,135	6,963,937	4.94%	6,680,751	-4.07%
<i>East of Hudson</i>	6,479,818	6,790,212	4.79%	6,518,760	-4.00%
Harlem Line	2,188,428	2,281,904	4.27%	2,192,367	-3.92%
Hudson Line	1,279,313	1,347,505	5.33%	1,298,876	-3.61%
New Haven Line	3,012,077	3,160,804	4.94%	3,027,517	-4.22%
<i>West of Hudson</i>	156,317	173,725	11.14%	161,991	-6.75%
Port Jervis line	120,657	128,157	6.22%	116,920	-8.77%
Pascack Valley Line	35,660	45,568	27.78%	45,071	-1.09%
<b>MTA Long Island Bus</b>	2,679,550	2,729,884	1.88%	2,574,546	-5.69%
<b>MTA Bridges &amp; Tunnels</b>	25,474,903	24,764,927	-2.79%	24,288,682	-1.92%
<b>Total All Agencies</b> <small>Excludes MTA Bus Company</small>	<b>208,106,529</b>	<b>214,893,324</b>	3.26%	<b>208,942,875</b>	-2.77%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	22	22		21	
Holidays:	1	1		1	
Weekend Days	8	8		9	
Days:	31	31		31	

# Metropolitan Transportation Authority

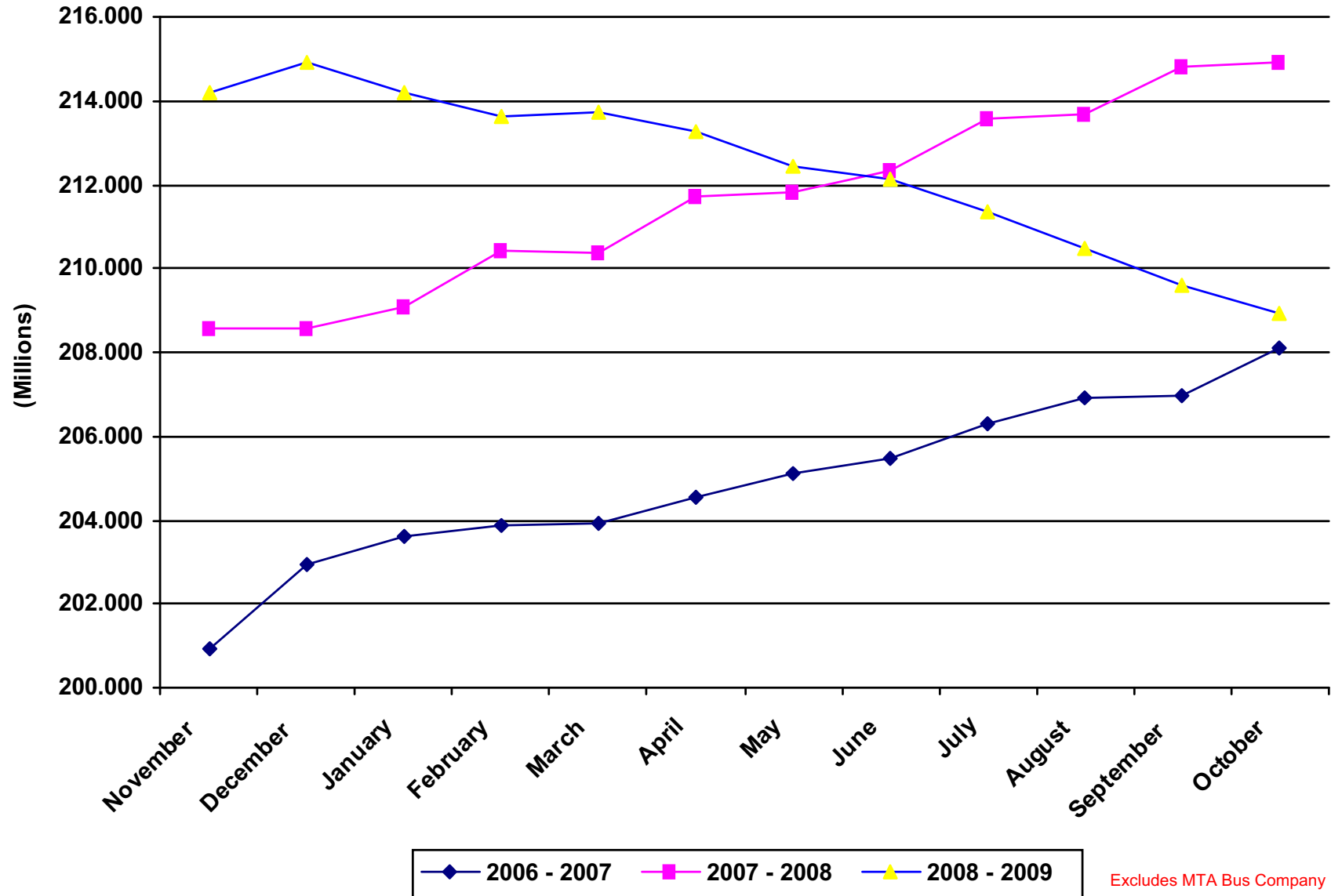
October

Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	7,815,081	7,833,204	0.23%	7,750,173	-1.06%
MTA New York City Subway	5,303,762	5,363,574	1.13%	5,306,534	-1.06%
MTA New York City Bus	2,511,319	2,469,630	-1.66%	2,443,639	-1.05%
<b>MTA Staten Island Railway</b>	17,692	16,673	-5.76%	16,123	-3.30%
<b>MTA Long Island Rail Road</b>	300,514	295,411	-1.70%	282,319	-4.43%
<b>MTA Metro-North Railroad</b>	284,953	292,667	2.71%	276,837	-5.41%
<i><b>East of Hudson</b></i>	277,296	284,536	2.61%	269,387	-5.32%
Harlem Line	94,479	96,667	2.32%	90,719	-6.15%
Hudson Line	54,795	56,452	3.02%	53,344	-5.51%
New Haven Line	128,022	131,417	2.65%	125,324	-4.64%
<i><b>West of Hudson</b></i>	7,657	8,131	6.19%	7,450	-8.38%
Port Jervis line	5,855	5,906	0.87%	5,317	-9.97%
Pascack Valley Line	1,802	2,225	23.47%	2,133	-4.13%
<b>MTA Long Island Bus</b>	113,809	113,042	-0.67%	108,730	-3.81%
<b>MTA Bridges &amp; Tunnels</b>	854,050	820,301	-3.95%	833,049	1.55%
<b>Total All Agencies</b> <small>Excludes MTA Bus Company</small>	<b>8,532,049</b>	<b>8,550,997</b>	0.22%	<b>8,434,182</b>	-1.37%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	22	22		21	
Holidays:	1	1		1	
Weekend Days	8	8		9	
Days:	31	31		31	

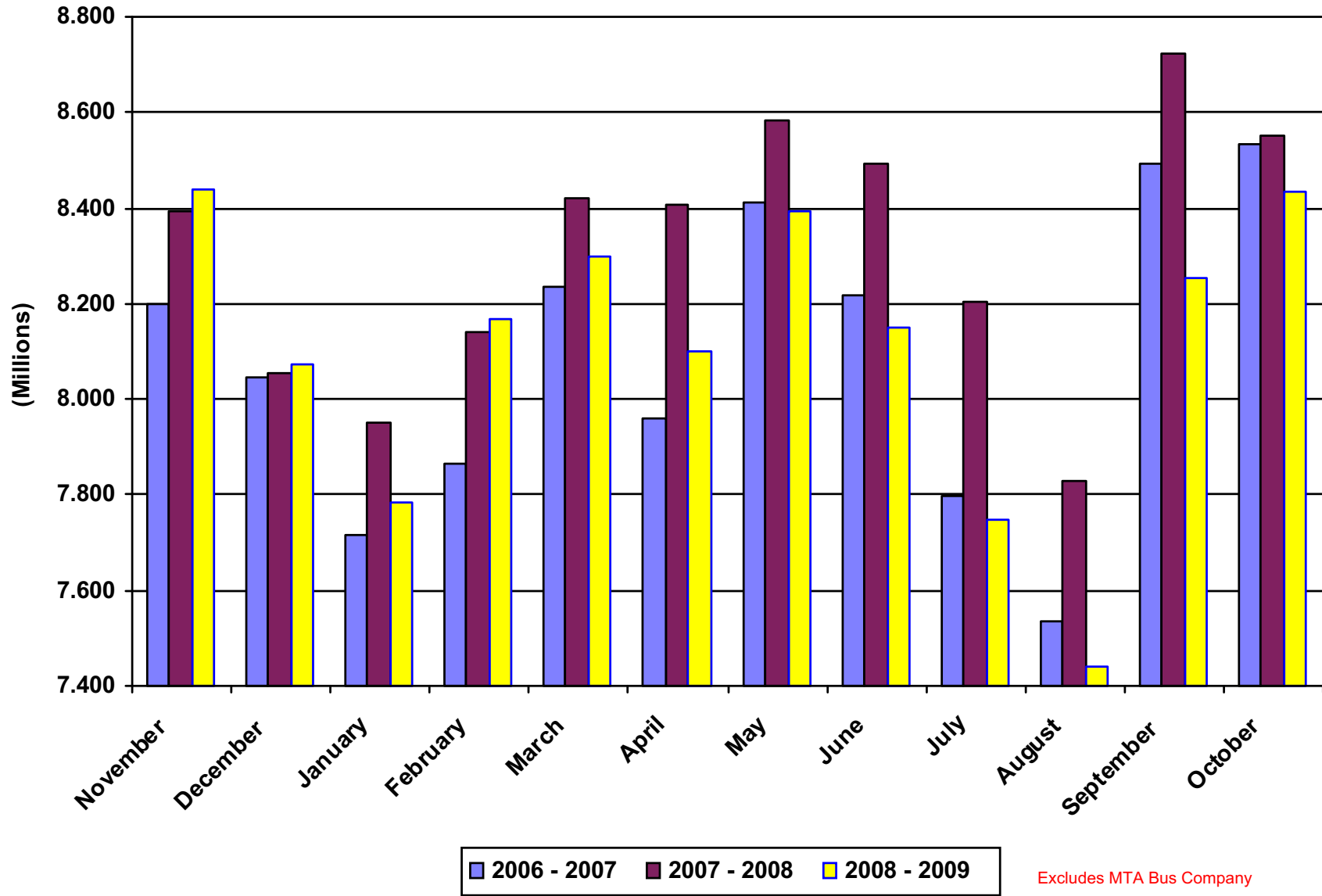
### Metropolitan Transportation Authority Revenue Passengers



### Metropolitan Transportation Authority 12 Month Averages



### Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	206,642,580	212,000,073	2.59%	203,878,400	-3.83%
December	205,121,581	205,473,542	0.17%	213,676,774	3.99%
January	202,015,713	208,325,071	3.12%	200,027,281	-3.98%
February	183,523,154	199,099,042	8.49%	191,965,236	-3.58%
March	217,680,048	217,413,016	-0.12%	219,004,599	0.73%
April	202,424,033	218,374,937	7.88%	212,738,769	-2.58%
May	222,140,540	223,377,219	0.56%	213,430,698	-4.45%
June	211,004,264	217,224,484	2.95%	213,574,495	-1.68%
July	203,556,244	218,333,386	7.26%	208,592,907	-4.46%
August	205,865,382	206,923,978	0.51%	196,644,509	-4.97%
September	207,061,816	220,982,352	6.72%	210,738,349	-4.64%
<b>October</b>	<b>230,242,996</b>	<b>231,192,784</b>	<b>0.41%</b>	<b>223,042,482</b>	<b>-3.53%</b>
<b>12 Month Ave</b>	<b>208,106,529</b>	<b>214,893,324</b>	<b>3.26%</b>	<b>208,942,875</b>	<b>-2.77%</b>
<b>Year-to-Date</b>	<b>2,085,514,190</b>	<b>2,161,246,269</b>	<b>3.63%</b>	<b>2,089,759,325</b>	<b>-3.31%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	200,929,583	208,552,987	3.79%	214,216,518	2.72%
December	202,932,096	208,582,317	2.78%	214,900,120	3.03%
January	203,616,910	209,108,097	2.70%	214,208,638	2.44%
February	203,858,525	210,406,088	3.21%	213,614,154	1.52%
March	203,944,512	210,383,835	3.16%	213,746,786	1.60%
April	204,535,401	211,713,077	3.51%	213,277,105	0.74%
May	205,108,373	211,816,134	3.27%	212,448,228	0.30%
June	205,473,104	212,334,485	3.34%	212,144,063	-0.09%
July	206,295,698	213,565,914	3.52%	211,332,356	-1.05%
August	206,916,003	213,654,130	3.26%	210,475,734	-1.49%
September	206,980,185	214,814,175	3.78%	209,622,067	-2.42%
<b>October</b>	<b>208,106,529</b>	<b>214,893,324</b>	<b>3.26%</b>	<b>208,942,875</b>	<b>-2.77%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	8,200,448	8,392,684	2.34%	8,440,439	0.57%
December	8,045,479	8,055,187	0.12%	8,072,652	0.22%
January	7,714,785	7,952,355	3.08%	7,786,029	-2.09%
February	7,864,018	8,141,775	3.53%	8,169,290	0.34%
March	8,234,688	8,419,304	2.24%	8,300,632	-1.41%
April	7,961,621	8,405,882	5.58%	8,097,794	-3.67%
May	8,411,871	8,585,240	2.06%	8,391,303	-2.26%
June	8,218,227	8,492,250	3.33%	8,149,793	-4.03%
July	7,799,400	8,202,627	5.17%	7,748,093	-5.54%
August	7,537,619	7,829,042	3.87%	7,441,609	-4.95%
September	8,492,178	8,722,285	2.71%	8,252,192	-5.39%
<b>October</b>	<b>8,532,049</b>	<b>8,550,997</b>	<b>0.22%</b>	<b>8,434,182</b>	<b>-1.37%</b>

Excludes MTA Bus Company



## MTA New York City Subway

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	128,323,115	133,500,998	4.04%	128,683,733	-3.61%
December	128,555,394	130,477,044	1.49%	135,816,288	4.09%
January	125,270,762	130,781,710	4.40%	126,149,759	-3.54%
February	115,067,465	125,819,151	9.34%	120,413,100	-4.30%
March	135,059,279	136,515,799	1.08%	136,701,202	0.14%
April	126,109,057	137,174,069	8.77%	133,799,644	-2.46%
May	137,649,555	140,117,844	1.79%	133,432,316	-4.77%
June	131,703,998	136,671,566	3.77%	134,648,137	-1.48%
July	127,180,778	137,847,352	8.39%	132,724,155	-3.72%
August	128,569,998	130,772,968	1.71%	124,224,421	-5.01%
September	128,422,739	138,417,976	7.78%	132,833,276	-4.03%
<b>October</b>	<b>143,503,391</b>	<b>145,262,914</b>	<b>1.23%</b>	<b>140,712,110</b>	<b>-3.13%</b>
<b>12 Month Ave</b>	<b>129,617,961</b>	<b>135,279,949</b>	<b>4.37%</b>	<b>131,678,178</b>	<b>-2.66%</b>
<b>Year-to-Date</b>	<b>1,298,537,022</b>	<b>1,359,381,349</b>	<b>4.69%</b>	<b>1,315,638,120</b>	<b>-3.22%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	123,400,905	130,049,451	5.39%	134,878,511	3.71%
December	124,909,665	130,209,589	4.24%	135,323,448	3.93%
January	125,448,800	130,668,834	4.16%	134,937,452	3.27%
February	125,728,700	131,564,808	4.64%	134,486,947	2.22%
March	125,951,516	131,686,185	4.55%	134,502,398	2.14%
April	126,449,677	132,608,269	4.87%	134,221,196	1.22%
May	126,967,711	132,813,960	4.60%	133,664,068	0.64%
June	127,342,588	133,227,924	4.62%	133,495,449	0.20%
July	128,047,620	134,116,805	4.74%	133,068,516	-0.78%
August	128,613,444	134,300,386	4.42%	132,522,804	-1.32%
September	128,783,857	135,133,322	4.93%	132,057,412	-2.28%
<b>October</b>	<b>129,617,961</b>	<b>135,279,949</b>	<b>4.37%</b>	<b>131,678,178</b>	<b>-2.66%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	5,060,239	5,252,740	3.80%	5,286,345	0.64%
December	5,006,991	5,072,871	1.32%	5,109,363	0.72%
January	4,764,901	4,977,785	4.47%	4,885,762	-1.85%
February	4,922,859	5,139,757	4.41%	5,122,914	-0.33%
March	5,098,018	5,273,475	3.44%	5,177,575	-1.82%
April	4,952,046	5,274,219	6.51%	5,094,917	-3.40%
May	5,197,233	5,373,466	3.39%	5,231,857	-2.64%
June	5,124,980	5,335,575	4.11%	5,128,650	-3.88%
July	4,876,946	5,181,773	6.25%	4,929,014	-4.88%
August	4,716,636	4,954,738	5.05%	4,707,751	-4.98%
September	5,242,611	5,443,705	3.84%	5,184,454	-4.76%
<b>October</b>	<b>5,303,762</b>	<b>5,363,574</b>	<b>1.13%</b>	<b>5,306,534</b>	<b>-1.06%</b>

## MTA New York City Bus

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	61,905,681	61,406,259	-0.81%	59,242,738	-3.52%
December	59,929,870	58,016,367	-3.19%	60,382,275	4.08%
January	60,683,195	60,877,526	0.32%	58,223,329	-4.36%
February	54,280,379	57,565,433	6.05%	56,978,360	-1.02%
March	65,856,116	63,958,459	-2.88%	65,552,893	2.49%
April	60,016,057	63,825,353	6.35%	62,200,951	-2.55%
May	67,024,702	65,772,096	-1.87%	63,747,544	-3.08%
June	61,951,952	62,601,798	1.05%	61,464,352	-1.82%
July	59,027,749	61,847,908	4.78%	58,574,643	-5.29%
August	59,363,440	58,483,278	-1.48%	55,818,511	-4.56%
September	62,075,017	64,963,231	4.65%	61,241,510	-5.73%
<b>October</b>	<b>68,338,297</b>	<b>67,457,310</b>	<b>-1.29%</b>	<b>65,199,830</b>	<b>-3.35%</b>
<b>12 Month Ave</b>	<b>61,704,371</b>	<b>62,231,252</b>	<b>0.85%</b>	<b>60,718,911</b>	<b>-2.43%</b>
<b>Year-to-Date</b>	<b>618,616,904</b>	<b>627,352,392</b>	<b>1.41%</b>	<b>609,001,923</b>	<b>-2.93%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	61,304,285	61,662,753	0.58%	62,050,958	0.63%
December	61,784,979	61,503,294	-0.46%	62,248,117	1.21%
January	61,839,020	61,519,488	-0.52%	62,026,934	0.82%
February	61,774,323	61,793,243	0.03%	61,978,011	0.30%
March	61,631,033	61,635,105	0.01%	62,110,881	0.77%
April	61,661,840	61,952,546	0.47%	61,975,514	0.04%
May	61,656,689	61,848,162	0.31%	61,806,801	-0.07%
June	61,621,459	61,902,316	0.46%	61,712,014	-0.31%
July	61,646,919	62,137,329	0.80%	61,439,242	-1.12%
August	61,636,624	62,063,983	0.69%	61,217,178	-1.36%
September	61,504,221	62,304,667	1.30%	60,907,035	-2.24%
<b>October</b>	<b>61,704,371</b>	<b>62,231,252</b>	<b>0.85%</b>	<b>60,718,911</b>	<b>-2.43%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	2,432,249	2,402,829	-1.21%	2,419,129	0.68%
December	2,328,943	2,257,825	-3.05%	2,267,242	0.42%
January	2,292,129	2,294,243	0.09%	2,242,217	-2.27%
February	2,289,142	2,315,320	1.14%	2,380,587	2.82%
March	2,462,685	2,445,751	-0.69%	2,451,962	0.25%
April	2,326,859	2,428,996	4.39%	2,349,304	-3.28%
May	2,514,414	2,492,249	-0.88%	2,469,147	-0.93%
June	2,372,561	2,415,483	1.81%	2,322,407	-3.85%
July	2,208,475	2,282,769	3.36%	2,137,654	-6.36%
August	2,128,023	2,157,004	1.36%	2,066,434	-4.20%
September	2,510,380	2,543,504	1.32%	2,376,098	-6.58%
<b>October</b>	<b>2,511,319</b>	<b>2,469,630</b>	<b>-1.66%</b>	<b>2,443,639</b>	<b>-1.05%</b>

Excludes MTA Bus Company

## MTA Staten Island Railway

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	347,093	391,084	12.67%	340,278	-12.99%
December	320,469	348,426	8.72%	359,067	3.05%
January	347,215	385,029	10.89%	347,688	-9.70%
February	279,843	343,981	22.92%	310,481	-9.74%
March	349,972	368,130	5.19%	371,056	0.79%
April	302,353	370,454	22.52%	340,280	-8.15%
May	357,385	376,586	5.37%	345,273	-8.31%
June	344,666	371,612	7.82%	358,940	-3.41%
July	304,700	343,083	12.60%	322,378	-6.03%
August	310,248	309,552	-0.22%	288,741	-6.72%
September	360,990	399,924	10.79%	358,930	-10.25%
<b>October</b>	<b>432,446</b>	<b>412,159</b>	<b>-4.69%</b>	<b>387,026</b>	<b>-6.10%</b>
<b>12 Month Ave</b>	<b>338,115</b>	<b>368,335</b>	<b>8.94%</b>	<b>344,178</b>	<b>-6.56%</b>
<b>Year-to-Date</b>	<b>3,389,818</b>	<b>3,680,510</b>	<b>8.58%</b>	<b>3,430,793</b>	<b>-6.78%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	315,184	341,781	8.44%	364,101	6.53%
December	315,216	344,111	9.17%	364,988	6.07%
January	317,928	347,262	9.23%	361,876	4.21%
February	318,735	352,607	10.63%	359,085	1.84%
March	319,307	354,120	10.90%	359,328	1.47%
April	321,147	359,795	12.03%	356,814	-0.83%
May	323,062	361,395	11.87%	354,204	-1.99%
June	325,120	363,641	11.85%	353,148	-2.89%
July	328,242	366,839	11.76%	351,423	-4.20%
August	330,783	366,781	10.88%	349,689	-4.66%
September	332,631	370,026	11.24%	346,273	-6.42%
<b>October</b>	<b>338,115</b>	<b>368,335</b>	<b>8.94%</b>	<b>344,178</b>	<b>-6.56%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	15,341	17,303	12.79%	16,019	-7.42%
December	14,458	15,720	8.73%	15,025	-4.42%
January	14,793	16,379	10.72%	15,210	-7.14%
February	13,588	15,888	16.93%	14,864	-6.45%
March	14,745	16,096	9.16%	15,592	-3.13%
April	13,259	15,683	18.28%	14,256	-9.10%
May	14,992	16,262	8.47%	15,385	-5.39%
June	15,007	16,110	7.35%	14,955	-7.17%
July	12,950	13,985	7.99%	12,963	-7.31%
August	12,366	12,900	4.32%	12,082	-6.34%
September	17,181	17,566	2.24%	15,519	-11.65%
<b>October</b>	<b>17,692</b>	<b>16,673</b>	<b>-5.76%</b>	<b>16,123</b>	<b>-3.30%</b>

## MTA Long Island Rail Road

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	6,824,584	7,172,903	5.10%	6,565,079	-8.47%
December	7,079,071	7,247,999	2.39%	7,374,694	1.75%
January	6,860,148	7,078,442	3.18%	6,635,505	-6.26%
February	6,004,023	6,616,912	10.21%	6,086,638	-8.01%
March	7,082,059	7,149,326	0.95%	7,007,440	-1.98%
April	6,940,467	7,259,848	4.60%	7,042,760	-2.99%
May	7,375,631	7,306,098	-0.94%	6,794,737	-7.00%
June	7,415,806	7,629,775	2.89%	7,478,422	-1.98%
July	7,478,723	7,929,227	6.02%	7,286,295	-8.11%
August	7,780,093	7,555,198	-2.89%	7,154,348	-5.31%
September	7,053,768	7,317,370	3.74%	6,932,125	-5.26%
<b>October</b>	<b>7,670,388</b>	<b>7,576,507</b>	<b>-1.22%</b>	<b>6,997,677</b>	<b>-7.64%</b>
<b>12 Month Ave</b>	<b>7,130,397</b>	<b>7,319,967</b>	<b>2.66%</b>	<b>6,946,310</b>	<b>-5.10%</b>
<b>Year-to-Date</b>	<b>71,661,106</b>	<b>73,418,703</b>	<b>2.45%</b>	<b>69,415,947</b>	<b>-5.45%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	6,832,317	7,159,423	4.79%	7,269,315	1.53%
December	6,838,077	7,173,501	4.91%	7,279,873	1.48%
January	6,884,652	7,191,692	4.46%	7,242,962	0.71%
February	6,906,728	7,242,766	4.87%	7,198,772	-0.61%
March	6,915,454	7,248,372	4.81%	7,186,948	-0.85%
April	6,946,725	7,274,987	4.73%	7,168,858	-1.46%
May	6,978,180	7,269,192	4.17%	7,126,244	-1.97%
June	6,995,628	7,287,023	4.17%	7,113,631	-2.38%
July	7,038,033	7,324,565	4.07%	7,060,054	-3.61%
August	7,073,220	7,305,824	3.29%	7,026,650	-3.82%
September	7,092,938	7,327,791	3.31%	6,994,546	-4.55%
<b>October</b>	<b>7,130,397</b>	<b>7,319,967</b>	<b>2.66%</b>	<b>6,946,310</b>	<b>-5.10%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	302,050	317,315	5.05%	313,745	-1.13%
December	311,233	318,380	2.30%	294,915	-7.37%
January	280,073	287,342	2.60%	279,803	-2.62%
February	281,136	292,810	4.15%	282,103	-3.66%
March	288,379	299,155	3.74%	282,315	-5.63%
April	293,927	294,650	0.25%	263,532	-10.56%
May	299,011	305,754	2.26%	295,265	-3.43%
June	312,158	315,077	0.94%	299,030	-5.09%
July	312,582	314,644	0.66%	288,334	-8.36%
August	302,670	309,705	2.32%	286,800	-7.40%
September	322,673	307,787	-4.61%	289,942	-5.80%
<b>October</b>	<b>300,514</b>	<b>295,411</b>	<b>-1.70%</b>	<b>282,319</b>	<b>-4.43%</b>

## Metro-North Railroad: East of Hudson

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	6,369,800	6,663,329	4.61%	6,357,901	-4.58%
December	6,520,860	6,700,613	2.76%	6,989,977	4.32%
January	6,194,257	6,453,734	4.19%	6,176,035	-4.30%
February	5,538,464	6,144,377	10.94%	5,731,571	-6.72%
March	6,473,880	6,602,280	1.98%	6,593,183	-0.14%
April	6,335,200	6,787,480	7.14%	6,600,645	-2.75%
May	6,721,560	6,840,901	1.78%	6,387,435	-6.63%
June	6,698,291	7,008,657	4.63%	6,864,270	-2.06%
July	6,682,834	7,298,152	9.21%	6,830,791	-6.40%
August	6,819,451	6,826,968	0.11%	6,392,629	-6.36%
September	6,273,535	6,833,214	8.92%	6,511,692	-4.71%
<b>October</b>	<b>7,129,685</b>	<b>7,322,841</b>	<b>2.71%</b>	<b>6,788,990</b>	<b>-7.29%</b>
<b>12 Month Ave</b>	<b>6,479,818</b>	<b>6,790,212</b>	<b>4.79%</b>	<b>6,518,760</b>	<b>-4.00%</b>
<b>Year-to-Date</b>	<b>64,867,157</b>	<b>68,118,604</b>	<b>5.01%</b>	<b>64,877,241</b>	<b>-4.76%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	6,248,176	6,504,279	4.10%	6,764,760	4.00%
December	6,253,664	6,519,258	4.25%	6,788,874	4.14%
January	6,292,212	6,540,881	3.95%	6,765,732	3.44%
February	6,304,399	6,591,374	4.55%	6,731,331	2.12%
March	6,311,158	6,602,074	4.61%	6,730,573	1.95%
April	6,337,716	6,639,764	4.77%	6,715,004	1.13%
May	6,359,708	6,649,709	4.56%	6,677,215	0.41%
June	6,366,129	6,675,573	4.86%	6,665,183	-0.16%
July	6,407,305	6,726,850	4.99%	6,626,236	-1.50%
August	6,432,542	6,727,476	4.59%	6,590,041	-2.04%
September	6,441,761	6,774,116	5.16%	6,563,248	-3.11%
<b>October</b>	<b>6,479,818</b>	<b>6,790,212</b>	<b>4.79%</b>	<b>6,518,760</b>	<b>-4.00%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	271,986	283,999	4.42%	287,014	1.06%
December	271,530	279,138	2.80%	276,833	-0.83%
January	255,676	265,996	4.04%	261,352	-1.75%
February	252,857	267,446	5.77%	260,663	-2.54%
March	258,929	271,201	4.74%	263,651	-2.78%
April	263,554	274,497	4.15%	265,982	-3.10%
May	268,221	279,309	4.13%	267,511	-4.22%
June	276,716	290,121	4.84%	275,570	-5.02%
July	272,827	289,199	6.00%	269,999	-6.64%
August	263,492	276,226	4.83%	258,037	-6.58%
September	275,274	283,902	3.13%	268,945	-5.27%
<b>October</b>	<b>277,296</b>	<b>284,536</b>	<b>2.61%</b>	<b>269,387</b>	<b>-5.32%</b>

## Metro-North Railroad: West of Hudson

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	149,685	163,738	9.39%	153,077	-6.51%
December	147,628	160,540	8.75%	175,252	9.16%
January	151,869	164,709	8.45%	156,874	-4.76%
February	135,800	157,108	15.69%	145,485	-7.40%
March	160,947	169,206	5.13%	169,336	0.08%
April	152,191	171,160	12.46%	164,384	-3.96%
May	162,343	181,783	11.97%	155,347	-14.54%
June	159,040	185,606	16.70%	170,547	-8.11%
July	161,564	191,411	18.47%	158,248	-17.33%
August	170,497	178,821	4.88%	173,111	-3.19%
September	148,561	173,933	17.08%	158,411	-8.92%
<b>October</b>	<b>175,678</b>	<b>186,680</b>	<b>6.26%</b>	<b>163,821</b>	<b>-12.25%</b>
<b>12 Month Ave</b>	<b>156,317</b>	<b>173,725</b>	<b>11.14%</b>	<b>161,991</b>	<b>-6.75%</b>
<b>Year-to-Date</b>	<b>1,578,490</b>	<b>1,760,417</b>	<b>11.53%</b>	<b>1,615,564</b>	<b>-8.23%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	150,666	157,488	4.53%	172,836	9.75%
December	150,542	158,564	5.33%	174,062	9.77%
January	151,353	159,634	5.47%	173,409	8.63%
February	151,747	161,410	6.37%	172,441	6.83%
March	151,689	162,098	6.86%	172,452	6.39%
April	152,538	163,679	7.30%	171,887	5.01%
May	153,012	165,299	8.03%	169,684	2.65%
June	153,172	167,513	9.36%	168,429	0.55%
July	154,366	170,000	10.13%	165,665	-2.55%
August	154,979	170,693	10.14%	165,190	-3.22%
September	155,161	172,808	11.37%	163,896	-5.16%
<b>October</b>	<b>156,317</b>	<b>173,725</b>	<b>11.14%</b>	<b>161,991</b>	<b>-6.75%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	7,488	8,191	9.39%	8,484	3.58%
December	7,371	8,016	8.75%	7,981	-0.44%
January	7,250	7,860	8.41%	7,848	-0.15%
February	7,126	7,847	10.12%	7,635	-2.70%
March	7,320	8,048	9.95%	7,701	-4.31%
April	7,236	7,783	7.56%	7,475	-3.96%
May	7,396	8,662	17.12%	7,759	-10.42%
June	7,563	8,826	16.70%	7,756	-12.12%
July	7,701	8,720	13.23%	7,210	-17.32%
August	7,436	8,502	14.34%	8,233	-3.16%
September	7,790	8,287	6.38%	7,547	-8.93%
<b>October</b>	<b>7,657</b>	<b>8,131</b>	<b>6.19%</b>	<b>7,450</b>	<b>-8.38%</b>

## MTA Long Island Bus

## Total Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	2,722,622	2,701,762	-0.77%	2,535,594	-6.15%
December	2,568,289	2,522,553	-1.78%	2,579,221	2.25%
January	2,508,267	2,583,921	3.02%	2,338,091	-9.51%
February	2,217,180	2,452,080	10.59%	2,299,601	-6.22%
March	2,697,795	2,649,816	-1.78%	2,609,489	-1.52%
April	2,568,708	2,786,573	8.48%	2,590,105	-7.05%
May	2,849,364	2,781,911	-2.37%	2,568,046	-7.69%
June	2,730,511	2,755,470	0.91%	2,589,827	-6.01%
July	2,719,896	2,876,253	5.75%	2,696,397	-6.25%
August	2,851,655	2,797,193	-1.91%	2,592,748	-7.31%
September	2,727,206	2,876,704	5.48%	2,702,405	-6.06%
<b>October</b>	<b>2,993,111</b>	<b>2,974,373</b>	<b>-0.63%</b>	<b>2,793,028</b>	<b>-6.10%</b>
<b>12 Month Ave</b>	<b>2,679,550</b>	<b>2,729,884</b>	<b>1.88%</b>	<b>2,574,546</b>	<b>-5.69%</b>
<b>Year-to-Date</b>	<b>26,863,693</b>	<b>27,534,294</b>	<b>2.50%</b>	<b>25,779,737</b>	<b>-6.37%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	2,678,051	2,677,812	-0.01%	2,716,037	1.43%
December	2,679,953	2,674,001	-0.22%	2,720,759	1.75%
January	2,682,944	2,680,305	-0.10%	2,700,273	0.74%
February	2,673,893	2,699,880	0.97%	2,687,567	-0.46%
March	2,664,354	2,695,882	1.18%	2,684,206	-0.43%
April	2,665,758	2,714,037	1.81%	2,667,834	-1.70%
May	2,670,012	2,708,416	1.44%	2,650,012	-2.16%
June	2,669,008	2,710,496	1.55%	2,636,208	-2.74%
July	2,673,213	2,723,526	1.88%	2,621,220	-3.76%
August	2,674,411	2,718,987	1.67%	2,604,183	-4.22%
September	2,669,616	2,731,446	2.32%	2,589,658	-5.19%
<b>October</b>	<b>2,679,550</b>	<b>2,729,884</b>	<b>1.88%</b>	<b>2,574,546</b>	<b>-5.69%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	111,095	110,307	-0.71%	109,703	-0.55%
December	104,953	103,237	-1.64%	101,293	-1.88%
January	99,963	102,750	2.79%	93,837	-8.67%
February	97,310	102,707	5.55%	100,524	-2.13%
March	104,612	105,578	0.92%	101,836	-3.54%
April	104,740	110,054	5.07%	102,328	-7.02%
May	110,604	109,538	-0.96%	104,379	-4.71%
June	109,242	111,058	1.66%	101,425	-8.67%
July	107,919	111,537	3.35%	102,919	-7.73%
August	106,996	109,967	2.78%	102,272	-7.00%
September	116,269	117,534	1.09%	109,687	-6.68%
<b>October</b>	<b>113,809</b>	<b>113,042</b>	<b>-0.67%</b>	<b>108,730</b>	<b>-3.81%</b>

## MTA Bridges &amp; Tunnels

## Revenue Vehicles

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	25,067,528	24,827,091	-0.96%	23,593,979	-4.97%
December	25,531,475	24,367,495	-4.56%	23,865,749	-2.06%
January	23,951,587	23,653,532	-1.24%	21,970,438	-7.12%
February	21,541,408	22,172,183	2.93%	21,232,177	-4.24%
March	25,296,434	24,862,667	-1.71%	23,998,850	-3.47%
April	24,867,066	24,589,326	-1.12%	24,558,712	-0.12%
May	27,092,974	25,865,504	-4.53%	25,734,081	-0.51%
June	26,964,171	25,636,943	-4.92%	25,503,984	-0.52%
July	26,570,787	25,885,801	-2.58%	25,802,169	-0.32%
August	27,202,857	26,083,761	-4.11%	25,733,943	-1.34%
September	25,427,309	24,301,147	-4.43%	24,502,093	0.83%
<b>October</b>	<b>26,185,240</b>	<b>24,933,670</b>	<b>-4.78%</b>	<b>24,968,010</b>	<b>0.14%</b>
<b>12 Month Ave</b>	<b>25,474,903</b>	<b>24,764,927</b>	<b>-2.79%</b>	<b>24,288,682</b>	<b>-1.92%</b>
<b>Year-to-Date</b>	<b>255,099,833</b>	<b>247,984,534</b>	<b>-2.79%</b>	<b>244,004,457</b>	<b>-1.60%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	25,096,460	25,454,867	1.43%	24,662,167	-3.11%
December	25,171,549	25,357,868	0.74%	24,620,355	-2.91%
January	25,219,574	25,333,030	0.45%	24,480,097	-3.37%
February	25,251,835	25,385,595	0.53%	24,401,764	-3.88%
March	25,251,029	25,349,448	0.39%	24,329,779	-4.02%
April	25,249,059	25,326,303	0.31%	24,327,228	-3.94%
May	25,312,965	25,224,014	-0.35%	24,316,276	-3.60%
June	25,376,916	25,113,411	-1.04%	24,305,196	-3.22%
July	25,407,216	25,056,329	-1.38%	24,298,226	-3.03%
August	25,447,614	24,963,071	-1.90%	24,269,075	-2.78%
September	25,463,812	24,869,224	-2.34%	24,285,820	-2.35%
<b>October</b>	<b>25,474,903</b>	<b>24,764,927</b>	<b>-2.79%</b>	<b>24,288,682</b>	<b>-1.92%</b>

## Average Weekday Vehicles

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	859,900	854,600	-0.62%	821,669	-3.85%
December	859,800	834,600	-2.93%	802,332	-3.87%
January	807,116	796,362	-1.33%	750,839	-5.72%
February	794,209	796,891	0.34%	783,747	-1.65%
March	841,811	826,938	-1.77%	787,667	-4.75%
April	853,038	837,400	-1.83%	827,409	-1.19%
May	895,296	780,778	-12.79%	854,983	9.50%
June	912,784	867,188	-5.00%	857,788	-1.08%
July	878,018	862,507	-1.77%	851,456	-1.28%
August	888,272	861,092	-3.06%	852,936	-0.95%
September	865,942	838,572	-3.16%	843,572	0.60%
<b>October</b>	<b>854,050</b>	<b>820,301</b>	<b>-3.95%</b>	<b>833,049</b>	<b>1.55%</b>



## SECTION 2: INCLUDES MTA BUS COMPANY RIDERSHIP

**Beginning with the January 2007 MTA Ridership Report, ridership statistics for MTA Bus Company will be reported. For comparison and consistency purposes, MTA-wide statistics will be presented both with and without MTA Bus Company ridership.**

**Section 1 presents MTA-wide ridership excluding MTA Bus Company. Section 2 presents MTA-wide ridership including MTA Bus Company.**

**NOTE: Ridership data are preliminary and subject to revision as well as adjustments warranted by annual audit review.**



**Metropolitan Transportation Authority**

State of New York

New York City Transit  
Long Island Rail Road  
Long Island Bus  
Metro-North Railroad  
Bridges and Tunnels  
Bus Company

# **Report on Revenue Passengers and Vehicles Ridership Data Thru October, 2009**

Includes MTA Bus Company

**Prepared by:  
MTA Budget Division**

# Metropolitan Transportation Authority

October

Revenue Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	211,841,688	212,720,224	0.41%	205,911,940	-3.20%
MTA New York City Subway	143,503,391	145,262,914	1.23%	140,712,110	-3.13%
MTA New York City Bus	68,338,297	67,457,310	-1.29%	65,199,830	-3.35%
<b>MTA Bus Company</b>	10,638,452	11,242,147	5.67%	10,971,456	-2.41%
<b>MTA Staten Island Railway</b>	432,446	412,159	-4.69%	387,026	-6.10%
<b>MTA Long Island Rail Road</b>	7,670,388	7,576,507	-1.22%	6,997,677	-7.64%
<b>MTA Metro-North Railroad</b>	7,305,363	7,509,521	2.79%	6,952,811	-7.41%
<i><b>East of Hudson</b></i>	7,129,685	7,322,841	2.71%	6,788,990	-7.29%
Harlem Line	2,420,389	2,480,586	2.49%	2,272,964	-8.37%
Hudson Line	1,406,612	1,451,108	3.16%	1,346,263	-7.23%
New Haven Line	3,302,684	3,391,147	2.68%	3,169,763	-6.53%
<i><b>West of Hudson</b></i>	175,678	186,680	6.26%	163,821	-12.25%
Port Jervis line	134,291	135,560	0.94%	116,913	-13.76%
Pascack Valley Line	41,387	51,120	23.52%	46,908	-8.24%
<b>MTA Long Island Bus</b>	2,993,111	2,974,373	-0.63%	2,793,028	-6.10%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	26,185,240	24,933,670	-4.78%	24,968,010	0.14%
<b>Total All Agencies</b>	<b>240,881,448</b>	<b>242,434,931</b>	<b>0.64%</b>	<b>234,013,938</b>	<b>-3.47%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	22	22		21	
Holidays:	1	1		1	
Weekend Days	8	8		9	
Days:	31	31		31	

# Metropolitan Transportation Authority

October

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	1,917,153,926	1,986,733,741	3.63%	1,924,640,043	-3.13%
MTA New York City Subway	1,298,537,022	1,359,381,349	4.69%	1,315,638,120	-3.22%
MTA New York City Bus	618,616,904	627,352,392	1.41%	609,001,923	-2.93%
<b>MTA Bus Company</b>	91,635,683	101,339,852	10.59%	100,053,444	-1.27%
<b>MTA Staten Island Railway</b>	3,389,818	3,680,510	8.58%	3,430,793	-6.78%
<b>MTA Long Island Rail Road</b>	71,661,106	73,418,703	2.45%	69,415,947	-5.45%
<b>MTA Metro-North Railroad</b>	66,445,647	69,879,021	5.17%	66,492,805	-4.85%
<i><b>East of Hudson</b></i>	64,867,157	68,118,604	5.01%	64,877,241	-4.76%
Harlem Line	21,915,033	22,879,020	4.40%	21,796,943	-4.73%
Hudson Line	12,817,111	13,535,265	5.60%	12,941,601	-4.39%
New Haven Line	30,135,013	31,704,319	5.21%	30,138,697	-4.94%
<i><b>West of Hudson</b></i>	1,578,490	1,760,417	11.53%	1,615,564	-8.23%
Port Jervis line	1,217,530	1,295,684	6.42%	1,163,324	-10.22%
Pascack Valley Line	360,960	464,733	28.75%	452,240	-2.69%
<b>MTA Long Island Bus</b>	26,863,693	27,534,294	2.50%	25,779,737	-6.37%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	255,099,833	247,984,534	-2.79%	244,004,457	-1.60%
<b>Total All Agencies</b>	<b>2,177,149,873</b>	<b>2,262,586,121</b>	<b>3.92%</b>	<b>2,189,812,769</b>	<b>-3.22%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	211	212		210	
Holidays:	7	7		7	
Weekend Days	86	86		87	
Days:	304	305		304	

# Metropolitan Transportation Authority

October

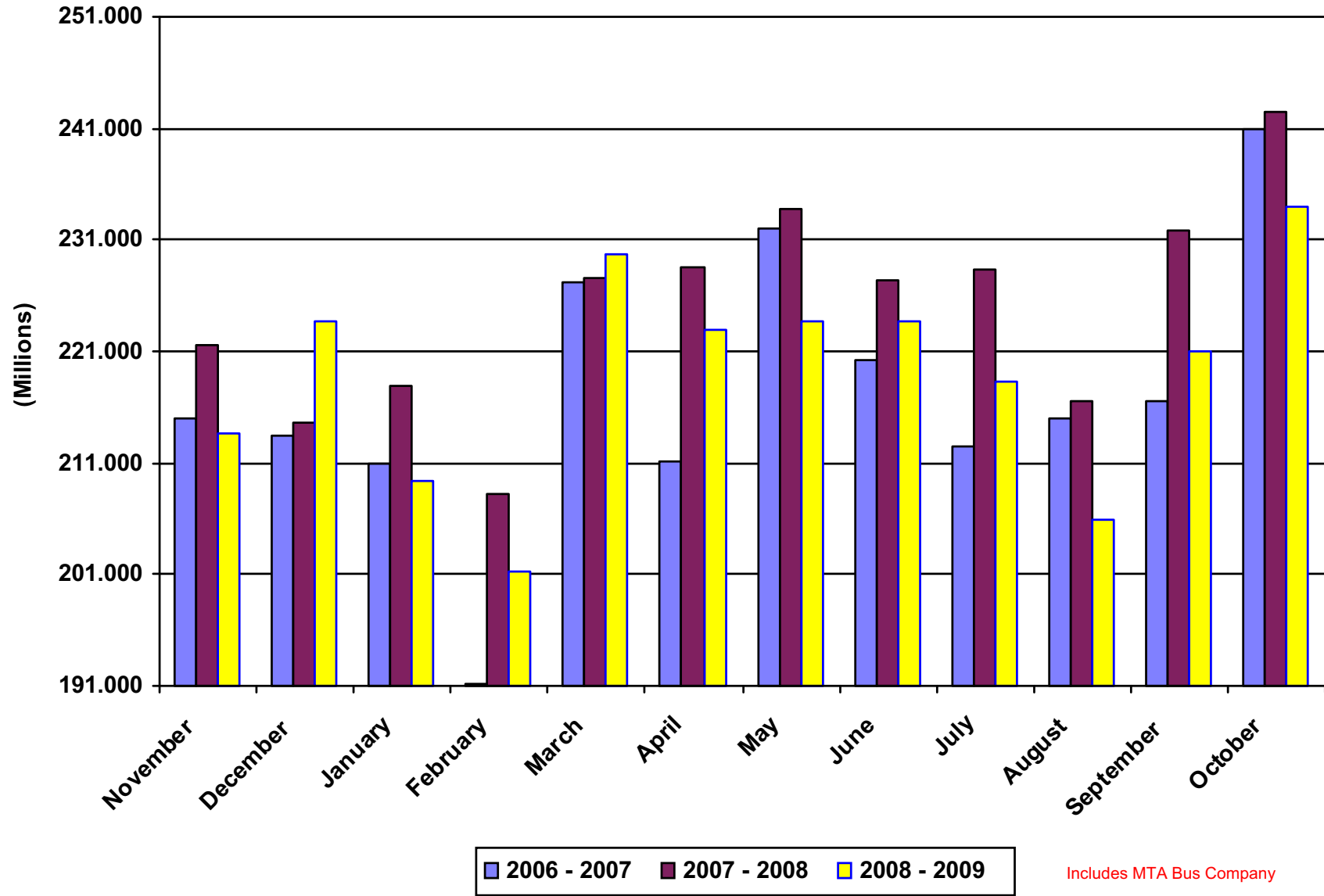
12 Month Averages	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	191,322,332	197,511,201	3.23%	192,397,090	-2.59%
MTA New York City Subway	129,617,961	135,279,949	4.37%	131,678,178	-2.66%
MTA New York City Bus	61,704,371	62,231,252	0.85%	60,718,911	-2.43%
<b>MTA Bus Company</b>	9,027,238	9,997,820	10.75%	9,978,445	-0.19%
<b>MTA Staten Island Railway</b>	338,115	368,335	8.94%	344,178	-6.56%
<b>MTA Long Island Rail Road</b>	7,130,397	7,319,967	2.66%	6,946,310	-5.10%
<b>MTA Metro-North Railroad</b>	6,636,135	6,963,937	4.94%	6,680,751	-4.07%
<i>East of Hudson</i>	6,479,818	6,790,212	4.79%	6,518,760	-4.00%
Harlem Line	2,188,428	2,281,904	4.27%	2,192,367	-3.92%
Hudson Line	1,279,313	1,347,505	5.33%	1,298,876	-3.61%
New Haven Line	3,012,077	3,160,804	4.94%	3,027,517	-4.22%
<i>West of Hudson</i>	156,317	173,725	11.14%	161,991	-6.75%
Port Jervis line	120,657	128,157	6.22%	116,920	-8.77%
Pascack Valley Line	35,660	45,568	27.78%	45,071	-1.09%
<b>MTA Long Island Bus</b>	2,679,550	2,729,884	1.88%	2,574,546	-5.69%
<b>MTA Bridges &amp; Tunnels</b>	25,474,903	24,764,927	-2.79%	24,288,682	-1.92%
<b>Total All Agencies</b>	<b>217,133,767</b>	<b>224,891,144</b>	<b>3.57%</b>	<b>218,921,320</b>	<b>-2.65%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	22	22		21	
Holidays:	1	1		1	
Weekend Days	8	8		9	
Days:	31	31		31	

# Metropolitan Transportation Authority

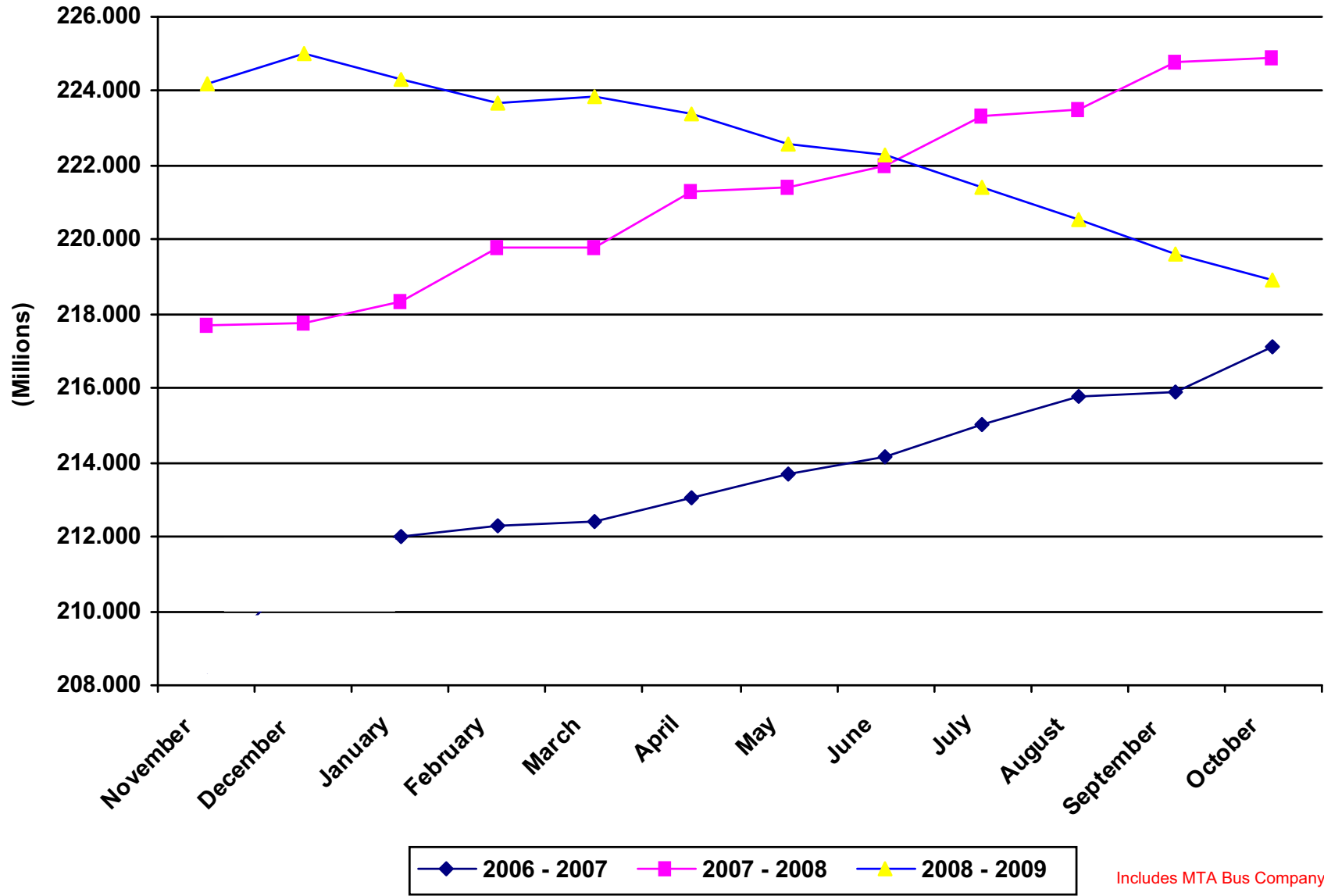
October

Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	7,815,081	7,833,204	0.23%	7,750,173	-1.06%
MTA New York City Subway	5,303,762	5,363,574	1.13%	5,306,534	-1.06%
MTA New York City Bus	2,511,319	2,469,630	-1.66%	2,443,639	-1.05%
<b>MTA Bus Company</b>	400,784	421,708	5.22%	422,463	0.18%
<b>MTA Staten Island Railway</b>	17,692	16,673	-5.76%	16,123	-3.30%
<b>MTA Long Island Rail Road</b>	300,514	295,411	-1.70%	282,319	-4.43%
<b>MTA Metro-North Railroad</b>	284,953	292,667	2.71%	276,837	-5.41%
<i><b>East of Hudson</b></i>	277,296	284,536	2.61%	269,387	-5.32%
Harlem Line	94,479	96,667	2.32%	90,719	-6.15%
Hudson Line	54,795	56,452	3.02%	53,344	-5.51%
New Haven Line	128,022	131,417	2.65%	125,324	-4.64%
<i><b>West of Hudson</b></i>	7,657	8,131	6.19%	7,450	-8.38%
Port Jervis line	5,855	5,906	0.87%	5,317	-9.97%
Pascack Valley Line	1,802	2,225	23.47%	2,133	-4.13%
<b>MTA Long Island Bus</b>	113,809	113,042	-0.67%	108,730	-3.81%
<b>MTA Bridges &amp; Tunnels</b>	854,050	820,301	-3.95%	833,049	1.55%
<b>Total All Agencies</b>	<b>8,932,833</b>	<b>8,972,705</b>	0.45%	<b>8,856,645</b>	-1.29%
(Excludes Bridges and Tunnels)					
Weekdays:	22	22		21	
Holidays:	1	1		1	
Weekend Days	8	8		9	
Days:	31	31		31	

### Metropolitan Transportation Authority Revenue Passengers

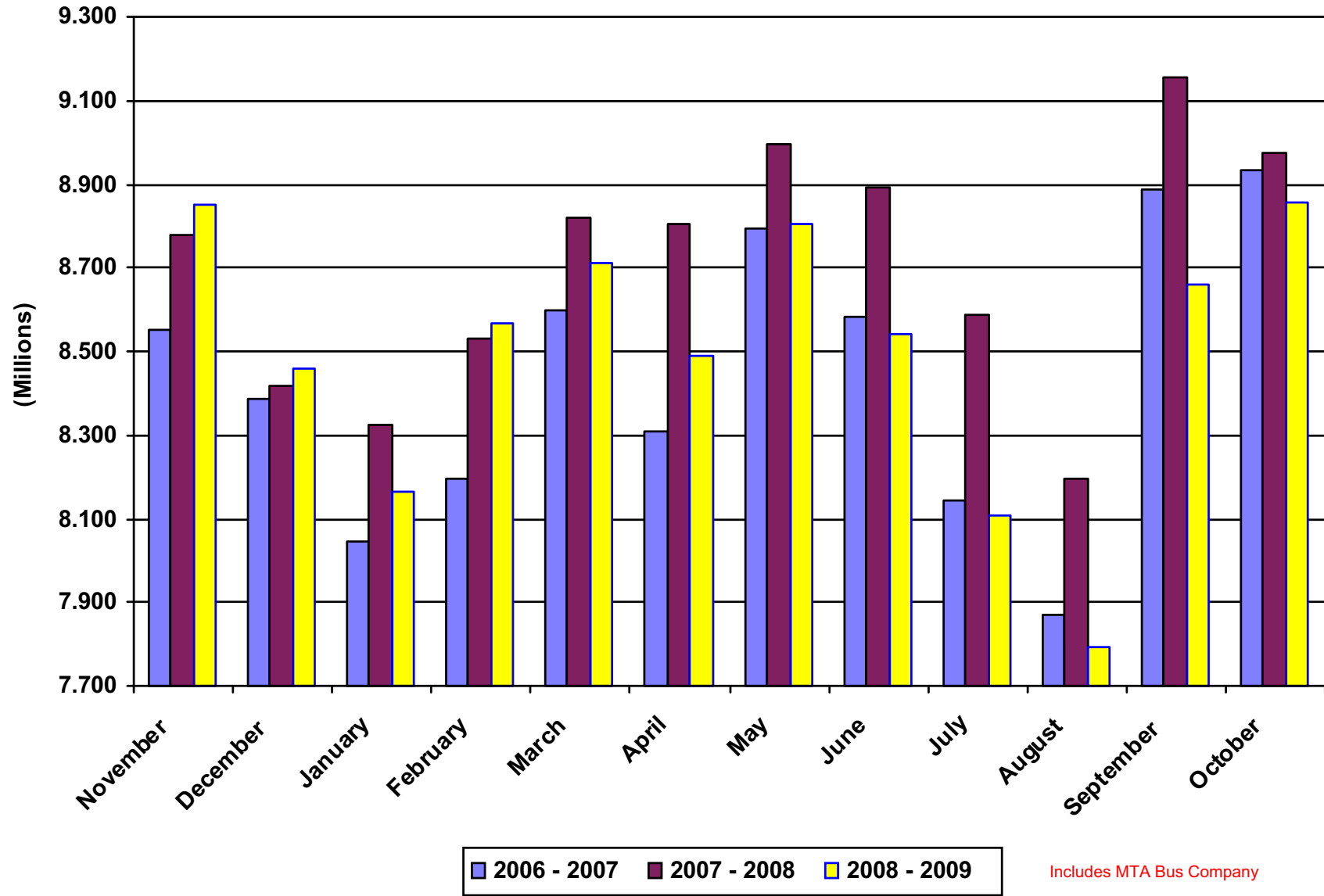


### Metropolitan Transportation Authority 12 Month Averages





### Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	215,008,741	221,587,664	3.06%	213,551,722	-3.63%
December	213,446,592	214,519,937	0.50%	223,691,350	4.28%
January	210,929,918	217,853,139	3.28%	209,480,305	-3.84%
February	191,124,549	208,186,747	8.93%	201,164,382	-3.37%
March	227,108,123	227,558,272	0.20%	229,669,565	0.93%
April	211,086,994	228,609,552	8.30%	222,861,245	-2.51%
May	232,028,398	233,868,361	0.79%	223,773,992	-4.32%
June	220,169,085	227,294,799	3.24%	223,752,339	-1.56%
July	212,404,772	228,424,180	7.54%	218,258,479	-4.45%
August	214,932,077	216,575,719	0.76%	205,854,335	-4.95%
September	216,484,509	231,780,421	7.07%	220,984,189	-4.66%
<b>October</b>	<b>240,881,448</b>	<b>242,434,931</b>	<b>0.64%</b>	<b>234,013,938</b>	<b>-3.47%</b>
<b>12 Month Ave</b>	<b>217,133,767</b>	<b>224,891,144</b>	<b>3.57%</b>	<b>218,921,320</b>	<b>-2.65%</b>
<b>Year-to-Date</b>	<b>2,177,149,873</b>	<b>2,262,586,121</b>	<b>3.92%</b>	<b>2,189,812,769</b>	<b>-3.22%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November		217,682,011		224,221,482	3.00%
December		217,771,456		224,985,766	3.31%
January	211,988,680	218,348,391	3.00%	224,288,030	2.72%
February	212,275,856	219,770,241	3.53%	223,702,833	1.79%
March	212,413,229	219,807,754	3.48%	223,878,774	1.85%
April	213,073,148	221,267,967	3.85%	223,399,748	0.96%
May	213,717,477	221,421,297	3.60%	222,558,551	0.51%
June	214,139,122	222,015,106	3.68%	222,263,346	0.11%
July	215,053,259	223,350,057	3.86%	221,416,204	-0.87%
August	215,754,084	223,487,027	3.58%	220,522,756	-1.33%
September	215,886,708	224,761,687	4.11%	219,623,070	-2.29%
<b>October</b>	<b>217,133,767</b>	<b>224,891,144</b>	<b>3.57%</b>	<b>218,921,320</b>	<b>-2.65%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	8,554,046	8,778,730	2.63%	8,849,687	0.81%
December	8,384,740	8,419,991	0.42%	8,458,974	0.46%
January	8,046,762	8,326,431	3.48%	8,162,123	-1.97%
February	8,197,615	8,530,065	4.06%	8,567,436	0.44%
March	8,599,421	8,821,301	2.58%	8,712,253	-1.24%
April	8,309,282	8,806,282	5.98%	8,490,987	-3.58%
May	8,793,985	8,996,527	2.30%	8,806,149	-2.12%
June	8,583,226	8,891,929	3.60%	8,543,323	-3.92%
July	8,142,581	8,586,010	5.45%	8,110,084	-5.54%
August	7,872,149	8,197,998	4.14%	7,793,539	-4.93%
September	8,887,494	9,156,197	3.02%	8,661,180	-5.41%
<b>October</b>	<b>8,932,833</b>	<b>8,972,705</b>	<b>0.45%</b>	<b>8,856,645</b>	<b>-1.29%</b>

Includes MTA Bus Company

## MTA Bus Company

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	8,366,161	9,587,591	14.60%	9,673,322	0.89%
December	8,325,011	9,046,395	8.67%	10,014,576	10.70%
January	8,914,205	9,528,068	6.89%	9,453,024	-0.79%
February	7,601,395	9,087,705	19.55%	9,199,146	1.23%
March	9,428,075	10,145,256	7.61%	10,664,966	5.12%
April	8,662,961	10,234,615	18.14%	10,122,476	-1.10%
May	9,887,858	10,491,142	6.10%	10,343,294	-1.41%
June	9,164,821	10,070,315	9.88%	10,177,844	1.07%
July	8,848,528	10,090,794	14.04%	9,665,572	-4.21%
August	9,066,695	9,651,741	6.45%	9,209,826	-4.58%
September	9,422,693	10,798,069	14.60%	10,245,840	-5.11%
<b>October</b>	<b>10,638,452</b>	<b>11,242,147</b>	<b>5.67%</b>	<b>10,971,456</b>	<b>-2.41%</b>
<b>12 Month Ave</b>	<b>9,027,238</b>	<b>9,997,820</b>	<b>10.75%</b>	<b>9,978,445</b>	<b>-0.19%</b>
<b>Year-to-Date</b>	<b>91,635,683</b>	<b>101,339,852</b>	<b>10.59%</b>	<b>100,053,444</b>	<b>-1.27%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November		9,129,024		10,004,964	9.60%
December		9,189,139		10,085,646	9.76%
January	8,371,769	9,240,294	10.37%	10,079,392	9.08%
February	8,417,331	9,364,154	11.25%	10,088,679	7.74%
March	8,468,717	9,423,919	11.28%	10,131,988	7.51%
April	8,537,747	9,554,890	11.91%	10,122,643	5.94%
May	8,609,104	9,605,163	11.57%	10,110,323	5.26%
June	8,666,018	9,680,621	11.71%	10,119,283	4.53%
July	8,757,561	9,784,143	11.72%	10,083,848	3.06%
August	8,838,081	9,832,897	11.26%	10,047,022	2.18%
September	8,906,524	9,947,512	11.69%	10,001,003	0.54%
<b>October</b>	<b>9,027,238</b>	<b>9,997,820</b>	<b>10.75%</b>	<b>9,978,445</b>	<b>-0.19%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
November	353,598	386,046	9.18%	409,248	6.01%
December	339,261	364,804	7.53%	386,322	5.90%
January	331,977	374,076	12.68%	376,094	0.54%
February	333,597	388,290	16.39%	398,146	2.54%
March	364,733	401,997	10.22%	411,621	2.39%
April	347,661	400,400	15.17%	393,193	-1.80%
May	382,114	411,287	7.63%	414,846	0.87%
June	364,999	399,679	9.50%	393,530	-1.54%
July	343,181	383,383	11.71%	361,991	-5.58%
August	334,530	368,956	10.29%	351,930	-4.61%
September	395,316	433,912	9.76%	408,988	-5.74%
<b>October</b>	<b>400,784</b>	<b>421,708</b>	<b>5.22%</b>	<b>422,463</b>	<b>0.18%</b>