

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Consolidated Accrual Statement of Operations by Category**  
**September 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	\$378.0	\$382.1	\$4.1	1.1	\$0.0	\$0.0	\$0.0	-	\$378.0	\$382.1	\$4.1	1.1
Vehicle Toll Revenue	113.5	118.6	5.1	4.5	0.0	0.0	0.0	-	113.5	118.6	5.1	4.5
Other Operating Revenue	33.6	41.2	7.6	22.5	0.0	0.0	0.0	-	33.6	41.2	7.6	22.5
Capital & Other Reimbursements	0.0	0.0	0.0	-	119.3	117.8	(1.5)	(1.3)	119.3	117.8	(1.5)	(1.3)
<b>Total Revenue</b>	<b>\$525.1</b>	<b>\$541.9</b>	<b>\$16.7</b>	<b>3.2</b>	<b>\$119.3</b>	<b>\$117.8</b>	<b>(\$1.5)</b>	<b>(1.3)</b>	<b>\$644.5</b>	<b>\$659.7</b>	<b>\$15.2</b>	<b>2.4</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$346.4	\$343.1	\$3.3	1.0	\$45.8	\$44.4	\$1.4	3.0	\$392.2	\$387.5	\$4.7	1.2
Overtime	37.4	40.4	(3.0)	(8.0)	6.8	10.0	(3.3)	(48.2)	44.2	50.5	(6.3)	(14.2)
Health and Welfare	60.1	53.3	6.7	11.2	4.4	4.2	0.3	5.8	64.5	57.5	7.0	10.8
OPEB Current Payment	30.4	34.0	(3.6)	(11.7)	0.1	0.1	0.0	5.4	30.6	34.1	(3.6)	(11.6)
Pensions	37.0	37.0	0.0	0.1	3.0	2.6	0.4	12.7	40.0	39.6	0.4	1.1
Other Fringe Benefits	39.9	36.5	3.4	8.5	11.2	12.0	(0.8)	(7.0)	51.1	48.5	2.6	5.1
Reimbursable Overhead	(26.9)	(29.6)	2.7	10.2	26.8	29.5	(2.6)	(9.8)	(0.1)	(0.2)	0.1	*
<b>Total Labor Expenses</b>	<b>\$524.4</b>	<b>\$514.7</b>	<b>\$9.7</b>	<b>1.8</b>	<b>\$98.2</b>	<b>\$102.8</b>	<b>(\$4.6)</b>	<b>(4.7)</b>	<b>\$622.6</b>	<b>\$617.5</b>	<b>\$5.0</b>	<b>0.8</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$29.4	\$27.8	\$1.5	5.2	\$0.0	\$0.0	(\$0.0)	-	\$29.4	\$27.9	\$1.5	5.1
Fuel for Buses and Trains	17.6	16.2	1.5	8.3	0.0	0.0	(0.0)	-	17.6	16.2	1.5	8.3
Insurance	3.9	2.9	1.1	27.2	0.5	0.6	(0.1)	(13.5)	4.5	3.5	1.0	22.5
Claims	13.2	17.0	(3.8)	(29.2)	0.0	0.0	0.0	-	13.2	17.0	(3.8)	(29.2)
Paratransit Service Contracts	29.6	32.1	(2.5)	(8.6)	0.0	0.0	0.0	-	29.6	32.1	(2.5)	(8.6)
Maintenance and Other Operating Contracts	60.4	48.3	12.1	20.0	4.8	2.4	2.4	49.7	65.1	50.7	14.5	22.2
Professional Service Contracts	22.5	16.2	6.3	28.1	5.0	3.0	2.0	40.3	27.5	19.2	8.3	30.3
Materials & Supplies	49.1	43.1	6.0	12.3	10.4	8.9	1.5	14.5	59.5	51.9	7.5	12.7
Other Business Expenses	14.6	12.7	1.8	12.5	0.5	0.1	0.3	73.3	15.0	12.9	2.2	14.4
<b>Total Non-Labor Expenses</b>	<b>\$240.2</b>	<b>\$216.2</b>	<b>\$23.9</b>	<b>10.0</b>	<b>\$21.2</b>	<b>\$15.0</b>	<b>\$6.2</b>	<b>29.1</b>	<b>\$261.3</b>	<b>\$231.3</b>	<b>\$30.1</b>	<b>11.5</b>
<i>Other Expense Adjustments:</i>												
Other	\$1.6	\$0.3	\$1.3	83.3	\$0.0	\$0.0	\$0.0	-	\$1.6	\$0.3	\$1.3	83.3
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>\$1.6</b>	<b>\$0.3</b>	<b>\$1.3</b>	<b>83.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$1.6</b>	<b>\$0.3</b>	<b>\$1.3</b>	<b>83.3</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$766.2</b>	<b>\$731.2</b>	<b>\$34.9</b>	<b>4.6</b>	<b>\$119.3</b>	<b>\$117.8</b>	<b>\$1.5</b>	<b>1.3</b>	<b>\$885.5</b>	<b>\$849.1</b>	<b>\$36.4</b>	<b>4.1</b>
Depreciation	\$167.5	\$168.2	(\$0.7)	(0.4)	\$0.0	\$0.0	\$0.0	-	\$167.5	\$168.2	(\$0.7)	(0.4)
OPEB Obligation	304.3	307.6	(3.3)	(1.1)	0.0	0.0	0.0	-	304.3	307.6	(3.3)	(1.1)
Environmental Remediation	0.5	3.3	(2.8)	*	0.0	0.0	0.0	-	0.5	3.3	(2.8)	*
<b>Total Expenses</b>	<b>\$1,238.4</b>	<b>\$1,210.4</b>	<b>\$28.0</b>	<b>2.3</b>	<b>\$119.3</b>	<b>\$117.8</b>	<b>\$1.5</b>	<b>1.3</b>	<b>\$1,357.7</b>	<b>\$1,328.2</b>	<b>\$29.5</b>	<b>2.2</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$713.3)</b>	<b>(\$668.5)</b>	<b>\$44.7</b>	<b>6.3</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>*</b>	<b>(\$713.3)</b>	<b>(\$668.5)</b>	<b>\$44.7</b>	<b>6.3</b>
Subsidies	\$140.6	\$111.6	(\$29.0)	(20.6)	\$0.0	\$0.0	\$0.0	-	\$140.6	\$111.6	(\$29.0)	(20.6)
Debt Service	134.7	112.3	22.4	16.6	0.0	0.0	0.0	-	134.7	112.3	22.4	16.6

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**  
**September 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	\$3,196.9	\$3,207.3	\$10.4	0.3	\$0.0	\$0.0	\$0.0	-	\$3,196.9	\$3,207.3	\$10.4	0.3
Vehicle Toll Revenue	969.9	983.2	13.2	1.4	0.0	0.0	0.0	-	969.9	983.2	13.2	1.4
Other Operating Revenue	329.5	360.9	31.4	9.5	0.0	0.0	0.0	-	329.5	360.9	31.4	9.5
Capital & Other Reimbursements	0.0	0.0	0.0	-	1,045.8	1,046.2	0.5	0.0	1,045.8	1,046.2	0.5	0.0
<b>Total Revenue</b>	<b>\$4,496.2</b>	<b>\$4,551.3</b>	<b>\$55.1</b>	<b>1.2</b>	<b>\$1,045.8</b>	<b>\$1,046.2</b>	<b>\$0.5</b>	<b>0.0</b>	<b>\$5,542.0</b>	<b>\$5,597.6</b>	<b>\$55.5</b>	<b>1.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$3,108.1	\$3,099.6	\$8.5	0.3	\$403.1	\$396.4	\$6.7	1.7	\$3,511.2	\$3,496.1	\$15.1	0.4
Overtime	357.9	368.6	(10.7)	(3.0)	73.3	83.7	(10.4)	(14.1)	431.2	452.2	(21.0)	(4.9)
Health and Welfare	532.8	521.7	11.1	2.1	36.1	35.2	0.9	2.5	568.9	556.9	12.0	2.1
OPEB Current Payment	261.7	253.5	8.3	3.2	1.0	1.0	0.1	6.3	262.8	254.4	8.3	3.2
Pensions	877.3	872.3	5.0	0.6	42.1	42.0	0.1	0.2	919.4	914.3	5.1	0.6
Other Fringe Benefits	354.8	345.4	9.4	2.7	101.5	102.9	(1.4)	(1.4)	456.3	448.3	8.0	1.8
Reimbursable Overhead	(242.2)	(244.2)	2.0	0.8	240.1	242.2	(2.1)	(0.9)	(2.1)	(2.0)	(0.1)	(5.0)
<b>Total Labor Expenses</b>	<b>\$5,250.4</b>	<b>\$5,216.8</b>	<b>\$33.6</b>	<b>0.6</b>	<b>\$897.3</b>	<b>\$903.5</b>	<b>(\$6.2)</b>	<b>(0.7)</b>	<b>\$6,147.8</b>	<b>\$6,120.3</b>	<b>\$27.5</b>	<b>0.4</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$263.6	\$248.5	\$15.1	5.7	\$0.1	\$0.2	(\$0.1)	*	\$263.6	\$248.7	\$15.0	5.7
Fuel for Buses and Trains	142.2	136.0	6.2	4.3	0.0	0.0	(0.0)	(75.1)	142.2	136.0	6.1	4.3
Insurance	31.6	17.2	14.4	45.6	4.4	4.0	0.3	8.0	35.9	21.2	14.7	41.0
Claims	120.0	147.2	(27.2)	(22.6)	0.5	2.3	(1.8)	*	120.6	149.5	(28.9)	(24.0)
Paratransit Service Contracts	269.7	271.9	(2.3)	(0.8)	0.0	0.0	(0.0)	-	269.7	272.0	(2.3)	(0.9)
Maintenance and Other Operating Contracts	461.0	411.4	49.6	10.8	41.3	41.5	(0.2)	(0.4)	502.4	452.9	49.5	9.8
Professional Service Contracts	146.8	130.9	15.9	10.8	33.4	29.6	3.8	11.4	180.2	160.5	19.7	10.9
Materials & Supplies	430.2	402.1	28.1	6.5	67.3	64.4	2.9	4.3	497.5	466.4	31.1	6.2
Other Business Expenses	148.4	149.3	(0.9)	(0.6)	1.5	0.8	0.7	48.7	149.9	150.0	(0.2)	(0.1)
<b>Total Non-Labor Expenses</b>	<b>\$2,013.4</b>	<b>\$1,914.4</b>	<b>\$99.0</b>	<b>4.9</b>	<b>\$148.5</b>	<b>\$142.7</b>	<b>\$5.7</b>	<b>3.9</b>	<b>\$2,161.8</b>	<b>\$2,057.1</b>	<b>\$104.7</b>	<b>4.8</b>
<i>Other Expense Adjustments</i>												
Other	(\$28.1)	(\$33.3)	\$5.1	18.3	\$0.0	\$0.0	\$0.0	-	(\$28.1)	(\$33.3)	\$5.1	18.3
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>(\$28.1)</b>	<b>(\$33.3)</b>	<b>\$5.1</b>	<b>18.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>(\$28.1)</b>	<b>(\$33.3)</b>	<b>\$5.1</b>	<b>18.3</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$7,235.7</b>	<b>\$7,097.9</b>	<b>\$137.8</b>	<b>1.9</b>	<b>\$1,045.8</b>	<b>\$1,046.2</b>	<b>(\$0.5)</b>	<b>(0.0)</b>	<b>\$8,281.5</b>	<b>\$8,144.2</b>	<b>\$137.3</b>	<b>1.7</b>
Depreciation	\$1,456.4	\$1,440.7	\$15.7	1.1	\$0.0	\$0.0	\$0.0	-	\$1,456.4	\$1,440.7	\$15.7	1.1
OPEB Obligation	1,037.9	1,066.6	(28.7)	(2.8)	0.0	0.0	0.0	-	1,037.9	1,066.6	(28.7)	(2.8)
Environmental Remediation	6.1	9.7	(3.6)	(59.3)	0.0	0.0	0.0	-	6.1	9.7	(3.6)	(59.3)
<b>Total Expenses</b>	<b>\$9,736.1</b>	<b>\$9,614.9</b>	<b>\$121.2</b>	<b>1.2</b>	<b>\$1,045.8</b>	<b>\$1,046.2</b>	<b>(\$0.5)</b>	<b>(0.0)</b>	<b>\$10,781.9</b>	<b>\$10,661.1</b>	<b>\$120.7</b>	<b>1.1</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$5,239.8)</b>	<b>(\$5,063.6)</b>	<b>\$176.2</b>	<b>3.4</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>*</b>	<b>(\$5,239.8)</b>	<b>(\$5,063.6)</b>	<b>\$176.2</b>	<b>3.4</b>
Subsidies	\$3,039.4	\$2,994.0	(\$45.3)	(1.5)	\$0.0	\$0.0	\$0.0	-	\$3,039.4	\$2,994.0	(\$45.4)	(1.5)
Debt Service	1,096.8	1,055.5	41.3	3.8	0.0	0.0	0.0	-	1,096.8	1,055.5	41.3	3.8

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

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\* Variance Exceeds 100%

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

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable			Favorable		
		\$(Unfavorable)	%		\$(Unfavorable)	%	
Farebox Revenue	NR	4.1	1.1	NYCT and MTA Bus were favorable by \$5.0M and \$0.8M, respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$1.2M), and (\$0.4M) at MNR and the LIRR, respectively.	10.4	0.3	NYCT and MTA Bus were favorable by \$21.1M and \$1.9M, respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$8.9M), (\$3.2M), and (\$0.5M) at MNR, the LIRR and LIB, respectively.
Vehicle Toll Revenue	NR	5.1	4.5	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.	13.2	1.4	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.
Other Operating Revenue	NR	7.6	22.5	FMTAC was \$5.5M 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 \$1.1M favorable due to higher-than-projected advertising, GCT retail and station revenue. The LIRR was \$0.5M favorable due to the timing of station advertising revenues. B&T and MTA Bus were each \$0.3M favorable due to higher-than-forecasted E-ZPass fees and the timing of student fare revenue, respectively. These were partially offset by an unfavorable variance at NYCT of (\$0.2M) which was mainly due to reduced paratransit Urban Tax revenues.	31.4	9.5	FMTAC was \$23.4M 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 \$3.5M favorable due to higher-than-projected advertising, net GCT retail, station concessions and commissary revenue. The LIRR was \$2.9M favorable due to the timing of station advertising revenues. B&T was \$1.5M favorable due to higher-than-planned E-ZPass fees. NYCT was \$0.5M favorable mainly due to higher-than-projected advertising revenue. These were partially offset by an unfavorable variance of (\$0.9M) at MTA Bus which was mainly due to the timing of student fare revenue.
Payroll	NR	3.3	1.0	MTA Bus and MNR were favorable by \$2.9M and \$1.3M, respectively, primarily due to vacancies. NYCT was favorable by \$0.5M and B&T and LIB were favorable by \$0.3M each. Partially offsetting these was MTA HQ with an unfavorable variance of (\$1.9M) due to the timing of payroll and vacation accruals.	8.5	0.3	MTA Bus was \$12.8M favorable due to vacancies. MNR was \$4.7M favorable. The LIRR was \$1.4M favorable due to vacancies and lower retiree payments. B&T was \$1.0M favorable. LIB was \$0.9M favorable due to vacancy savings and delayed hiring. Partially offsetting these was an unfavorable variance of (\$9.7M) at NYCT which was due to the timing of wage accrual adjustments, inter-agency charges and reimbursable underruns. MTA HQ was (\$3.1M) unfavorable primarily due to the timing of payroll and vacation accruals.
Overtime	NR	(3.0)	(8.0)	MTA Bus was (\$2.0M) unfavorable due to vacancy coverage. MTA HQ was (\$0.7M) unfavorable due to the timing of a reimbursement for MTA Police services. MNR was (\$0.6M) unfavorable due to vacancies and right of way maintenance. The LIRR and LIB were both (\$0.2M) unfavorable. These were partially offset by a favorable variance of \$0.7M at NYCT due to accrual adjustments.	(10.7)	(3.0)	MTA Bus was (\$7.8M) unfavorable due to vacancy coverage. MTA HQ was (\$3.0M) unfavorable due to the timing of a reimbursement for MTA Police services. MNR was (\$1.4M) unfavorable due to vacancies and right of way maintenance. LIB was (\$1.0M) unfavorable due to maintenance overtime. These were partially offset by a favorable variance of \$2.1M at NYCT which was due to reduced departmental requirements and an accrual adjustment. B&T was \$1.2M favorable, primarily due to lower-than-forecasted expenses for Bridge and Tunnel officers.
Health and Welfare	NR	6.7	11.2	MTA Bus was \$7.2M favorable, which includes a \$5M credit for previous years contributions (non-cash adjustment). This was partially offset by a unfavorable variance of (\$0.8M) at NYCT which was due to the timing of expenses.	11.1	2.1	MTA Bus was \$7.5M favorable, which includes a \$5M credit for previous years contributions (non-cash adjustment). MNR, NYCT and MTA HQ were favorable by \$1.4M, \$1.0M, and \$0.5M respectively. B&T and LIB each had a favorable variance of \$0.4M.

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**September 2009**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable			Favorable		
		(\$)	(%)		(\$)	(%)	
OPEB - Current Payment	NR	(3.6)	(11.7)	NYCT was (\$4.1M) unfavorable due to the timing of expenses.	8.3	3.2	NYCT was \$6.3M favorable due to timing. The LIRR was \$1.7M favorable due primarily to lower rates. MTA Bus was \$0.7M favorable due to lower than anticipated costs. These were partially offset by an unfavorable variance of (\$1.2M) at MNR which was due to additional retirees.
Pensions	NR	0.0	0.1	Timing was responsible for an unfavorable variance of (\$0.7M) at MTA HQ, and a favorable variance of \$0.6M at NYCT. Other agency variances were minor.	5.0	0.6	MTA HQ was \$2.1M favorable due to timing. Favorable variances also resulted at MNR \$1.8M, NYCT \$1.5M, the LIRR \$0.3M and B&T \$0.3M. These were partially offset by an unfavorable variance of (\$0.9M) at MTA Bus which was due to a re-allocation between payroll and pensions.
Other Fringe Benefits	NR	3.4	8.5	NYCT was \$3.7M favorable primarily due to reduced Workers' Compensation benefit expenses, increased overhead transfers to the reimbursable budget and classification adjustments. The LIRR was \$0.4M favorable due to lower rates. These were partially offset by an unfavorable variance of (\$0.7M) at MTAHQ due to the timing of retiree benefits and FICA expense.	9.4	2.7	NYCT was \$11.2M favorable primarily due to reduced Workers' Compensation benefit expenses, classification adjustments and increased overhead transfers to the reimbursable budget. MNR was favorable by \$0.8M. These were partially offset by an unfavorable variance of (\$1.6M) at MTAHQ due to the timing of retiree benefits and FICA expense. The LIRR was (\$0.5M) unfavorable due to higher rates. LIB and MTA Bus were both unfavorable by (\$0.2M) due to higher Workers' Compensation and timing, respectively.
Reimbursable Overhead	NR	2.7	10.2	NYCT was \$3.6M favorable mainly due to a rate increase and reimbursable salary & wage overruns. MNR was \$0.8M favorable reflecting higher project activity. These were partially offset by an unfavorable variance at MTAHQ of (\$1.2M) due to the timing of expense recovery billings. The LIRR was (\$0.4M) unfavorable.	2.0	0.8	NYCT was \$6.4M favorable mainly due to a rate increase and reimbursable salary & wage overruns. B&T was \$0.4M favorable. These were partially offset by an unfavorable variance at MTAHQ of (\$4.3M) due to the timing of expense recovery billings. Expenses were unfavorable by (\$0.2M) at the LIRR.
Traction and Propulsion Power	NR	1.5	5.2	Primarily lower-than-forecasted prices resulted in favorable variances of \$1.2M at MNR and \$0.3M at NYCT.	15.1	5.7	Lower-than-forecasted prices and reduced consumption resulted in favorable variances of \$10.1M at NYCT, \$4.9M at MNR and \$0.2M at SIR. The LIRR was (\$0.2M) unfavorable primarily due to prior period adjustments and higher consumption.
Fuel for Buses and Trains	NR	1.5	8.3	Favorable timing of CNG tax credits and lower-than-forecasted prices resulted in a favorable variance of \$1.1M at NYCT. LIB was favorable by \$0.4M, also due to lower rates. MNR was (\$0.2M) unfavorable due to higher-than-projected rates.	6.2	4.3	Lower-than-forecasted prices resulted in favorable variances of \$4.7M at NYCT, \$1.2M at LIBUS and \$0.2M at both the LIRR and MTA Bus.
Insurance	NR	1.1	27.2	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 (\$1.2M) unfavorable due to timing.	14.4	45.6	FMTAC was \$15.4M favorable due to the timing of policy renewals. B&T was \$0.7M favorable due to lower expenses for general liability and property insurance. These were partially offset by an unfavorable variance of (\$2.0M) 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**  
**September 2009**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable			Favorable		
		(Unfavorable)			(Unfavorable)		
		\$	%	\$	%		
Claims	NR	(3.8)	(29.2)	Increased claims liability valuations resulted in unfavorable variances at the LIRR (\$2.3M), FMTAC (\$1.2M), and MTA Bus (\$0.6M).	(27.2)	(22.6)	Increased claims liability valuations resulted in unfavorable variances at MTA Bus (\$14.5M), FMTAC (\$13.0M), the LIRR (\$1.0M). MNR was (\$0.9M) unfavorable due to a settlement payment. These were partially offset by favorable variances of \$1.0M at both LIB and NYCT.
Paratransit Service Contracts	NR	(2.5)	(8.6)	NYCT was (\$2.5M) unfavorable primarily 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	(2.3)	(0.8)	NYCT was (\$2.3M) 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
Maintenance and Other Operating Contracts	NR	12.1	20.0	MNR was \$3.9M favorable due to higher Amtrak Recovery credit and lower-than-projected expenses for electricity and heating costs. NYCT was \$2.5M favorable mainly due to underruns of facility maintenance and operating contracts and the timing of expenses. The LIRR was \$2.3M favorable due to the timing of activity for the IESS initiative and other expenses and lower costs for Penn Station maintenance. MTA HQ was \$2.2M favorable primarily due to the timing of maintenance and repair charges for facility management, 2 Broadway and the EIT Group. MTA Bus was \$1.0M favorable due to timing of maintenance and facility repair expenses.	49.6	10.8	NYCT was \$11.4M favorable mainly due to underruns of station painting and facility maintenance and repair expenses. The LIRR was \$10.6M favorable due to the timing of activity for the IESS initiative and other expenses and lower costs for Penn Station maintenance. MNR was \$10.0M favorable primarily due to higher Amtrak Recovery credit, and lower-than-projected expenditures for the Genesis locomotive overhaul program and lower electricity and heating costs. MTA HQ was \$6.7M favorable primarily due to the timing of maintenance and repair charges for facility management, 2 Broadway and the EIT Group. B&T was \$6.5M favorable due to lower expenses for the E-ZPass customer service center, bridge painting, and maintenance. MTA Bus was \$3.0M favorable due to timing.
Professional Service Contracts	NR	6.3	28.1	MTA HQ was \$3.5M favorable primarily due to the timing of corporate-wide expenses. NYCT was \$1.2M favorable mainly due to the timing of bond service costs and professional & technical services. The LIRR was favorable by \$0.9M primarily due to lower expenses for MTA chargebacks, security, fire monitoring contracts, consulting services and the timing of payments for software consultants. B&T was \$0.5M favorable primarily due to lower bond service fees, MTA chargebacks and planning studies. MNR was \$0.4M favorable primarily due to lower expenses for engineering and architectural services, security guards and legal fees.	15.9	10.8	MTA HQ was \$8.3M favorable primarily due to the timing of corporate-wide expenses. The LIRR was favorable by \$4.5M primarily due to the timing of payments for MTA chargebacks, market research studies, security and fire monitoring contracts, outside legal counsel and payments for consultants. B&T was \$1.7M favorable primarily due to lower-than-planned expenses for legal services, planning studies and bond service fees. MTA Bus was \$1.2M favorable largely due to the delayed implementation of its HASTUS software system. MNR was \$0.6M favorable primarily due to lower expenses for engineering and architectural services, security guards and legal fees. These were slightly offset by an unfavorable variance of (\$0.5M) at NYCT.

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

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Materials & Supplies	NR	6.0	12.3	NYCT was favorable by \$3.1M mainly due to delayed purchases of brakes and exhaust systems and reduced vehicle purchases. The LIRR was \$1.4M favorable primarily due to the timing of invoices for computer purchases, lower material usage related to MU running repairs and life cycle maintenance, and delays in bench test equipment purchases. MTA Bus was \$0.7M favorable due to the timing of material purchases. B&T was \$0.4M favorable mainly due to lower expenses for E-ZPass tags, security and surveillance, and automotive equipment.	28.1	6.5	The LIRR was \$11.0M favorable primarily due to lower usage of MU periodic inspections, running repair, track and communications materials, deferred life cycle maintenance, delayed purchases of bench test equipment, delayed fleet modifications and the timing of computer invoices. NYCT was \$10.2M favorable mainly due to delayed purchases of bus components, and the timing of expenses for: uniform, office supplies, automobiles, fare media, data processing and scrap sales. B&T was \$3.8M favorable mainly due to lower-than-planned expenses for E-ZPass tags, and security and surveillance equipment. MNR was \$1.6M favorable largely due to lower-than-planned purchases of car equipment material, computer software and office furniture. MTA HQ was \$0.9M favorable due the timing of IT expenditures.
Other Business Expenses	NR	1.8	12.5	MTA HQ was \$1.8M favorable primarily due to lower utilities, automotive and marketing expenses. MTA Bus was \$0.4M favorable due to a reclassification adjustment, offset in Claims. MNR was \$0.3M favorable primarily due to lower-than-forecasted MTA mobility taxes and bank fees. LIB was \$0.3M favorable due to expense reimbursements. These were partially offset by an unfavorable variance of (\$1.0M) at NYCT which was mainly due to reclassification adjustments that were offset in Other Fringe Benefits. FMTAC was (\$0.2M) unfavorable due higher general & administrative, and safety loss control expenses.	(0.9)	(0.6)	NYCT was (\$7.1M) unfavorable primarily due to reclassification adjustments offset in Other Fringe Benefits. FMTAC was (\$1.0M) unfavorable due to higher general & administrative, and safety loss control expenses. These were partially offset by a favorable variance of \$4.7M at MTA HQ primarily due to lower utilities, automotive and marketing expenses, and the timing of inter-agency subsidies. MTA Bus was \$1.9M favorable due to reclassification adjustments that were offset in Claims. The LIRR was \$0.5M favorable due to lower employee expenses, the timing of recruitment expenses and credit for prior period overpayments.
Other Expense Adjustments	NR	(0.5)	(29.8)	Variance is mainly due to the timing of inter-agency subsidies.	3.3	11.9	Variance is mainly due to the timing of inter-agency subsidies.
Depreciation	NR	(0.7)	(0.4)	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$4.3M) at MNR, offset by favorable variances of \$2.6M at NYCT, \$0.5M at MTAHQ and \$0.4M at SIR.	15.7	1.1	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$6.6M at NYCT, \$6.4M at MNR, \$2.6M at MTA HQ, and \$1.4M at SIR.
Other Post-Employment Benefits	NR	(3.3)	(1.1)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment benefits.	(28.7)	(2.8)	The GASB adjustment reflects the year-to-date value associated with the unfunded accrued liability for post-employment benefits.
Environmental Remediation	NR	(2.8)	-	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.	(3.6)	(59.3)	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.

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

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Capital & Other Reimbursements	R	(1.5)	(1.3)	The LIRR was (\$4.0M) unfavorable due primarily due to the timing of project activity. MTACC contributed (\$2.3M) to the unfavorable variance. MTAHQ was (\$1.5M) unfavorable due to the timing of recoverable expenses. MTA Bus was (\$0.3M) unfavorable. Partially offsetting these was a favorable variance of \$6.7M at NYCT mainly due to the timing of capital projects and support requirements.	0.5	0.0	NYCT was \$14.9M favorable mainly due to increased capital project work. Partially offsetting these were unfavorable variances at MTAHQ (\$6.1M), MTACC (\$3.7M), MNR(\$2.7M), LIRR (\$1.0M), MTA Bus (\$0.7M) and LIB (\$0.3M).
Payroll	R	1.4	3.0	MTACC was \$0.9M favorable due to fewer new hires. The LIRR was \$0.7M favorable due to the timing of project activity.	6.7	1.7	NYCT was \$3.6M favorable due to the timing of inter-agency charges and wage accrual adjustments. MTACC was \$1.2M favorable due to fewer new hires. MNR and the LIRR were \$0.7M favorable.
Overtime	R	(3.3)	(48.2)	NYCT was (\$2.8M) unfavorable due to additional departmental requirements. MNR was unfavorable by (\$0.7M) due to the timing of project activity and schedule changes.	(10.4)	(14.1)	NYCT was (\$6.3M) unfavorable due to additional departmental requirements. The LIRR and MNR were unfavorable by (\$2.3M) and (\$1.9M) respectively, due to the timing of project activity and schedule changes.
Health and Welfare	R	0.3	5.8	Agency variances were minor.	0.9	2.5	Agency variances were minor.
OPEB - Current Payment	R	0.0	5.4	Agency variances were minor.	0.1	6.3	Agency variances were minor.
Pensions	R	0.4	12.7	Agency variances were minor.	0.1	0.2	Agency variances were minor.
Other Fringe Benefits	R	(0.8)	(7.0)	NYCT was (\$0.9M) unfavorable mainly due to increased overhead transfers to reimbursable as a result of reimbursable salary & wage overruns. MNR was unfavorable by (\$0.2M) reflecting higher project activity. The LIRR was favorable by \$0.2M due to the timing of project activity.	(1.4)	(1.4)	NYCT was (\$1.0M) unfavorable mainly due to increased overhead transfers to reimbursable. MTAHQ was unfavorable by (\$0.2M) due to the timing of retiree benefits and FICA expense. Other agency variances are minor.
Reimbursable Overhead	R	(2.6)	(9.8)	NYCT was unfavorable by (\$3.6M) and MNR by (\$0.7M) reflecting higher project activity. These were partially offset by favorable variances of \$1.2M at MTAHQ due to the timing of expense recovery billings and \$0.4M at the LIRR.	(2.1)	(0.9)	NYCT was unfavorable by (\$6.4M) and B&T by (\$0.4M). These were partially offset by favorable variances of \$4.3M at MTAHQ due to the timing of expense recovery billings and \$0.2M at the LIRR.
Insurance	R	0.1	(13.5)	Agency variances were minor.	0.3	8.0	The LIRR and MNR were each \$0.2M favorable 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**  
**September 2009**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable			Favorable		
		\$(Unfavorable)	%		\$(Unfavorable)	%	
Maintenance and Other Operating Contracts	R	2.4	49.7	NYCT was \$1.5M favorable due to the timing of expenses. MNR was \$0.8 favorable due to lower activity during the period.	(0.2)	(0.4)	NYCT and the LIRR were (\$0.9M) and (\$0.2M) unfavorable, respectively, due to timing. Partly offsetting these unfavorable variance, was a favorable variance of \$0.6M at MNR due to lower activity during the period.
Professional Service Contracts	R	2.0	40.3	MNR was \$0.7M favorable primarily due to lower project activity. MTACC was \$0.6M favorable mainly due to lower-than-planned expenses for independent engineer and compliance monitoring. MTA HQ was \$0.3M favorable primarily due to the timing of corporate-wide expenses. NYCT was \$0.3M favorable in part due to the timing of professional and technical services.	3.8	11.4	MTA HQ was \$1.9M favorable primarily due to the timing of corporate-wide expenses. MTACC was \$1.4M 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. NYCT was unfavorable by (\$0.3M) in part due to the timing of professional and technical services.
Materials & Supplies	R	1.5	14.5	The LIRR was \$2.1M favorable due to the timing of purchases for East Side Access. MNR was \$0.6M favorable primarily due to lower project activity. These were partially offset by a (\$1.3M) unfavorable variance at NYCT primarily due to unforecasted substation and other charges.	2.9	4.3	The LIRR was \$3.0M favorable due to the timing of purchases for East Side Access material. MNR was \$2.1M favorable primarily due to lower project activity. These were partially offset by an unfavorable variance of (\$2.3M) at NYCT due mainly to the timing of inter-agency and other charges.
Other Business Expenses	R	0.3	73.3	MTACC was \$0.2M favorable mainly due to lower employee and procurement-related advertisement expenses. Other variances were minor.	0.7	48.7	MTACC was \$0.4M favorable mainly due to lower employee and procurement-related advertisement expenses. Other variances were minor.
Subsidies	NR	(29.0)	-20.6%	The unfavorable variance was mostly due to lower than budgeted Urban Tax (\$16.4 million) due to lower than expected real estate transactions in New York City as well as lower MRT (\$2.0 million) for the month. This was partially offset by favorable PBT receipts of \$6.8 million due to timing. In addition, the City Subsidy to MTA Bus was lower than the budget by \$17.8 million due to timing differences in NYC's cash obligations, and lower payroll, health & welfare and fuel costs at MTA Bus.	(45.3)	-1.5%	The unfavorable YTD variance was due primarily to lower Urban Tax receipts (\$23.2 million) due to lower than expected NYC real estate transactions, slightly offset by favorable MRT of \$2.1 million. In addition, the City Subsidy to MTA Bus was lower than the budget by \$26.6 million due to timing differences in NYC's cash obligations, and lower payroll and insurance costs at MTA Bus.
Debt Service	NR	22.4	16.6%	The favorable variance was attributable to lower than budgeted variable interest rates for commercial paper and timing differences of debt service deposits which is largely expected to reverse in October 2009.	41.3	3.8%	The favorable YTD variance was attributable to lower than budgeted variable interest rates for commercial paper and timing differences of debt service deposits which is largely expected to reverse in October 2009.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Consolidated Subsidy Accrual Detail**  
**September 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
46.0	52.8	6.8	Petroleum Business Tax	476.2	478.2	2.1
15.7	14.0	(1.7)	MRT 1 (Gross)	113.6	113.5	(0.1)
9.1	8.7	(0.3)	MRT 2 (Gross)	66.4	68.5	2.2
(1.3)	(1.3)	-	Other MRT Adjustments	(3.8)	(3.8)	-
24.1	7.7	(16.4)	Urban Tax	130.7	107.6	(23.2)
1.0	0.0	(0.9)	Investment Income	1.6	0.5	(1.1)
<b>\$94.6</b>	<b>\$82.0</b>	<b>(\$12.6)</b>		<b>\$2,250.1</b>	<b>\$2,230.1</b>	<b>(\$20.0)</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	-
6.8	7.7	0.9	CDOT Subsidies	68.8	69.1	0.3
11.6	12.1	0.5	Station Maintenance	108.8	109.9	1.0
-	-	-	AMTAP	5.6	5.6	(0.0)
<b>\$18.4</b>	<b>\$19.8</b>	<b>\$1.4</b>		<b>\$572.6</b>	<b>\$573.9</b>	<b>\$1.3</b>
<b>\$113.0</b>	<b>\$101.8</b>	<b>(\$11.2)</b>	<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$2,822.7</b>	<b>\$2,804.0</b>	<b>(\$18.7)</b>
27.6	9.7	(17.8)	City Subsidy to MTA Bus	216.7	190.1	(26.6)
<b>\$140.6</b>	<b>\$111.6</b>	<b>(\$29.0)</b>	<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,039.4</b>	<b>\$2,994.0</b>	<b>(\$45.3)</b>
			<i><b>Inter-Agency Subsidy Transactions</b></i>			
1.9	1.8	(0.1)	MTA Subsidy to Subsidiaries	50.1	49.1	(1.0)
18.9	47.8	28.9	B&T Operating Surplus Transfer	205.3	245.2	39.9
<b>\$20.8</b>	<b>\$49.6</b>	<b>\$28.8</b>		<b>\$255.4</b>	<b>\$294.3</b>	<b>\$38.9</b>
<b>\$ 161.4</b>	<b>\$ 161.2</b>	<b>\$ (0.2)</b>	<b>Total Subsidy</b>	<b>\$ 3,294.8</b>	<b>\$ 3,288.3</b>	<b>\$ (6.5)</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)

**September 2009**

Accrued Subsidies:	Variance \$	Variance %	Explanations
Petroleum Business Tax	6.8	14.7%	The favorable variance for the month appears to be timing related; however, year-to-date PBT receipts are very close to the target.
MRT 1 (Gross)	(1.7)	(10.9%)	MRT-1 transactions were below the budget for the month, however YTD receipts are on target with the budget.
MRT 2 (Gross)	(0.3)	(3.7%)	MRT-2 transactions were slightly below the budget for the month, however YTD receipts are above budget.
Urban Tax	(16.4)	(68.1%)	Commercial Real Estate Activities in New York City continue to be very weak. For September, Urban Tax transactions were below the budget.
Investment Income	(0.9)	(96.8%)	Variance attributable to lower revolving amounts in MTA interest bearing accounts.
CDOT Subsidies	0.9	13.6%	The favorable variance is due primarily to timing as well as an administrative asset payment in September.
Station Maintenance	0.5	4.4%	The favorable variance is due primarily to timing.
City Subsidy to MTA Bus	(17.8)	(64.6%)	Variance is due primarily to timing differences in cash obligations for MTA Bus as well as lower payroll, health & welfare and fuel for buses.
MTA Subsidy to Subsidiaries	(0.1)	(5.3%)	Variance is mostly timing related. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	28.9	>100%	The favorable variance is attributable to the timing of booking accrual payments by MTA Accounting.

**September 2009 Year-to-Date**

Accrued Subsidies:	Variance \$	Variance %	Explanations
Urban Tax	(23.2)	(17.7%)	Year-to-date Urban Tax transactions continues to be weak.
Investment Income	(1.1)	(66.4%)	Same as explanation for the month.
City Subsidy to MTA Bus	(26.6)	(12.3%)	The YTD variance is due primarily to timing differences in cash obligations for MTA Bus as well as lower payroll and insurance costs.
B&T Operating Surplus Transfer	39.9	19.4%	Same as explanation for the month.

Note: Differences are due to rounding.

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

**DEBT SERVICE  
(\$ in millions)**

**September 2009**

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$23.9	\$13.4	\$10.5		Timing of debt service deposits, which is largely expected to reverse in October 2009.
Commuter Railroads	4.4	3.1	1.4		
<i>Dedicated Tax Fund Subtotal</i>	\$28.4	\$16.5	\$11.9	41.8%	
MTA Transportation Revenue:					
NYC Transit	\$30.4	\$28.6	\$1.8		
Commuter Railroads	23.8	22.3	1.5		
MTA Bus	0.8	1.1	(0.3)		
<i>MTA Transportation Subtotal</i>	\$55.0	\$51.9	\$3.0	5.5%	
Commercial Paper:					
NYC Transit	\$3.1	\$0.1	\$3.0		Timing Difference (see Note 2 below) and lower than budgeted variable rates.
Commuter Railroads	1.6	0.1	1.6		
MTA Bus	0.8	0.0	0.8		
<i>Commercial Paper Subtotal</i>	\$5.5	\$0.2	\$5.3	96.5%	
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)	-38.5%	
TBTA General Resolution (2)					
NYC Transit	\$13.8	\$12.8	\$1.0		
Commuter Railroads	6.5	5.7	0.8		
Bridges & Tunnels	12.2	10.6	1.6		
<i>TBTA General Resolution Subtotal</i>	\$32.5	\$29.1	\$3.4	10.3%	
TBTA Subordinate (2)					
NYC Transit	\$6.3	\$6.5	(\$0.2)		
Commuter Railroads	2.8	2.9	(0.1)		
Bridges & Tunnels	2.5	2.6	(0.1)		
<i>TBTA Subordinate Subtotal</i>	\$11.5	\$11.9	(\$0.4)	-3.8%	
<b>Total Debt Service</b>	<b>\$134.7</b>	<b>\$112.3</b>	<b>\$22.4</b>	<b>16.6%</b>	
Debt Service by Agency:					
NYC Transit	\$78.9	\$63.4	\$15.5		
Commuter Railroads	39.1	34.0	5.1		
MTA Bus	1.6	1.1	0.4		
Bridges & Tunnels	14.9	13.4	1.4		
MTAHQ	0.2	0.3	(0.1)		
<b>Total Debt Service</b>	<b>\$134.7</b>	<b>\$112.3</b>	<b>\$22.4</b>	<b>16.6%</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.

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

September 2009 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$167.1	\$146.5	\$20.6		Timing of debt service deposits, which is largely expected to reverse in October 2009.
Commuter Railroads	35.3	32.8	2.5		
<i>Dedicated Tax Fund Subtotal</i>	\$202.4	\$179.3	\$23.1	11.4%	
MTA Transportation Revenue:					
NYC Transit	\$267.0	\$265.0	\$2.1		
Commuter Railroads	206.8	205.1	1.7		
MTA Bus	8.7	9.3	(0.6)		
<i>MTA Transportation Subtotal</i>	\$482.5	\$479.3	\$3.1	0.7%	
Commercial Paper:					
NYC Transit	\$8.3	\$2.4	\$6.0		Timing Difference (see Note 2 below) and lower than budgeted variable rates.
Commuter Railroads	4.4	1.3	3.2		
MTA Bus	2.1	0.6	1.5		
<i>Commercial Paper Subtotal</i>	\$14.9	\$4.2	\$10.7	71.6%	
2 Broadway COPs:					
NYC Transit	\$18.0	\$19.2	(\$1.1)		Higher than budgeted variable rates.
Bridges & Tunnels	2.2	2.3	(0.2)		
MTA HQ	2.2	2.4	(0.2)		
<i>2 Broadway COPs Subtotal</i>	\$22.4	\$23.9	(\$1.5)	-6.5%	
TBTA General Resolution (2)					
NYC Transit	\$116.9	\$113.8	\$3.2		
Commuter Railroads	53.0	50.9	2.0		
Bridges & Tunnels	97.7	94.1	3.6		
<i>TBTA General Resolution Subtotal</i>	\$267.6	\$258.8	\$8.8	3.3%	
TBTA Subordinate (2)					
NYC Transit	\$58.3	\$59.9	(\$1.6)		
Commuter Railroads	25.6	26.3	(0.7)		
Bridges & Tunnels	23.0	23.7	(0.6)		
<i>TBTA Subordinate Subtotal</i>	\$107.0	\$110.0	(\$2.9)	-2.7%	
<b>Total Debt Service</b>	<b>\$1,096.8</b>	<b>\$1,055.5</b>	<b>\$41.3</b>	<b>3.8%</b>	
Debt Service by Agency:					
NYC Transit	\$635.8	\$606.7	\$29.0		
Commuter Railroads	325.2	316.4	8.8		
MTA Bus	10.8	9.9	0.9		
Bridges & Tunnels	122.9	120.1	2.8		
MTAHQ	2.2	2.4	(0.2)		
<b>Total Debt Service</b>	<b>\$1,096.8</b>	<b>\$1,055.5</b>	<b>\$41.3</b>	<b>3.8%</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.
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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Subsidy Cash Detail by Agency**  
(\$ in millions)

September 2009

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>	\$49.5	\$49.5	(0.0)	\$25.8	\$25.8	0.0	\$12.2	\$11.8	(0.4)	\$0.2	\$0.2	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$87.7	\$87.3	(0.4)
Petroleum Business Tax	48.9	44.8	(4.0)	8.6	7.9	(0.7)	-	-	-	-	-	-	-	-	-	-	-	-	57.5	52.8	(4.8)
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14.5	14.9	0.5	14.5	14.9	0.5
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.5	9.3	0.8	8.5	9.3	0.8
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1.3)	(1.3)	-	(1.3)	(1.3)	0.0
Urban Tax	19.3	12.1	(7.2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19.3	12.1	(7.2)
Investment Income	-	-	-	1.0	0.0	(0.9)	-	-	-	-	-	-	-	-	-	-	-	-	1.0	0.0	(0.9)
	<b>\$117.7</b>	<b>\$106.4</b>	<b>(\$11.3)</b>	<b>\$35.4</b>	<b>\$33.7</b>	<b>(\$1.6)</b>	<b>\$12.2</b>	<b>\$11.8</b>	<b>(\$0.4)</b>	<b>\$0.2</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.7</b>	<b>\$23.0</b>	<b>\$1.3</b>	<b>\$187.1</b>	<b>\$175.1</b>	<b>(\$12.0)</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	-	-	-	-	-	-	-	0.6	0.6	-	-	-	-	-	-	-	-	-	0.0	0.6	0.6
NYC and Local 18b:																					
New York City	-	-	-	0.5	-	(0.5)	-	-	-	-	-	-	-	-	-	-	-	-	0.5	0.0	(0.5)
Nassau County	-	-	-	2.9	-	(2.9)	-	-	-	-	-	-	-	-	-	-	-	-	2.9	0.0	(2.9)
Suffolk County	-	-	-	1.9	-	(1.9)	-	-	-	-	-	-	-	-	-	-	-	-	1.9	0.0	(1.9)
Westchester County	-	-	-	1.8	-	(1.8)	-	-	-	-	-	-	-	-	-	-	-	-	1.8	0.0	(1.8)
Putnam County	-	-	-	0.1	-	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.0	(0.1)
Dutchess County	-	-	-	0.1	-	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.0	(0.1)
Orange County	-	-	-	0.0	0.1	0.0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.1	0.0
Rockland County	-	-	-	0.0	-	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	6.7	8.5	1.8	-	-	-	-	-	-	-	-	-	-	-	-	6.7	8.5	1.8
Station Maintenance	-	-	-	69.5	3.0	(66.5)	-	-	-	-	-	-	-	-	-	-	-	-	69.5	3.0	(66.5)
AMTAP	-	-	-	-	-	-	1.4	1.4	0.0	-	-	-	-	-	-	-	-	-	1.4	1.4	0.0
2006 Surplus Recovery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	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>\$123.0</b>	<b>(\$11.1)</b>	<b>(\$134.1)</b>	<b>\$83.5</b>	<b>\$11.6</b>	<b>(\$72.0)</b>	<b>\$1.4</b>	<b>\$2.0</b>	<b>\$0.6</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>\$208.0</b>	<b>\$2.5</b>	<b>(\$205.4)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$240.7</b>	<b>\$95.3</b>	<b>(\$145.3)</b>	<b>\$118.9</b>	<b>\$45.3</b>	<b>(\$73.6)</b>	<b>\$13.6</b>	<b>\$13.8</b>	<b>\$0.3</b>	<b>\$0.2</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.7</b>	<b>\$23.0</b>	<b>\$1.3</b>	<b>\$395.1</b>	<b>\$177.6</b>	<b>(\$217.4)</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	15.0	22.8	7.8	-	-	-	15.0	22.8	7.8
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$240.7</b>	<b>\$95.3</b>	<b>(\$145.3)</b>	<b>\$118.9</b>	<b>\$45.3</b>	<b>(\$73.6)</b>	<b>\$13.6</b>	<b>\$13.8</b>	<b>\$0.3</b>	<b>\$0.2</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>\$15.0</b>	<b>\$22.8</b>	<b>\$7.8</b>	<b>\$21.7</b>	<b>\$23.0</b>	<b>\$1.3</b>	<b>\$410.1</b>	<b>\$200.4</b>	<b>(\$209.6)</b>
<b>Inter-Agency Subsidy Transactions</b>																					
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	(1.5)	(1.5)	-	3.4	3.3	(0.1)	-	-	-	-	-	-	1.9	1.8	(0.1)
B&T Operating Surplus Transfer	10.4	11.3	0.9	19.9	22.2	2.3	-	-	-	-	-	-	-	-	-	-	-	-	30.3	33.5	3.3
	<b>\$10.4</b>	<b>\$11.3</b>	<b>\$0.9</b>	<b>\$19.9</b>	<b>\$22.2</b>	<b>\$2.3</b>	<b>(\$1.5)</b>	<b>(\$1.5)</b>	<b>\$0.0</b>	<b>\$3.4</b>	<b>\$3.3</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>\$32.2</b>	<b>\$35.3</b>	<b>\$3.2</b>
<b>Total Subsidy</b>	<b>\$251.1</b>	<b>\$106.7</b>	<b>(\$144.4)</b>	<b>\$138.8</b>	<b>\$67.5</b>	<b>(\$71.3)</b>	<b>\$12.1</b>	<b>\$12.3</b>	<b>\$0.3</b>	<b>\$3.6</b>	<b>\$3.5</b>	<b>(\$0.1)</b>	<b>\$15.0</b>	<b>\$22.8</b>	<b>\$7.8</b>	<b>\$21.7</b>	<b>\$23.0</b>	<b>\$1.3</b>	<b>\$442.2</b>	<b>\$235.8</b>	<b>(\$206.5)</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)

September 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>	\$346.8	\$346.8	(0.0)	\$180.3	\$180.3	0.0	\$24.0	\$23.6	(0.4)	\$1.2	\$1.0	(0.2)	\$0.0	-	0.0	\$0.0	-	0.0	\$552.3	\$551.8	(0.5)
Petroleum Business Tax	408.1	404.0	(4.1)	72.0	71.3	(0.7)	-	-	-	-	-	-	-	-	-	-	-	-	480.1	475.3	(4.8)
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110.3	112.0	1.7	110.3	112.0	1.7
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64.7	67.2	2.5	64.7	67.2	2.5
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3.8)	(3.8)	-	(3.8)	(3.8)	0.0
Urban Tax	122.5	115.8	(6.8)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122.5	115.8	(6.8)
Investment Income	-	-	-	1.6	0.6	(0.9)	-	-	-	-	-	-	-	-	-	-	-	-	1.6	0.6	(0.9)
	<b>\$877.4</b>	<b>\$866.6</b>	<b>(\$10.8)</b>	<b>\$253.9</b>	<b>\$252.3</b>	<b>(\$1.6)</b>	<b>\$24.0</b>	<b>\$23.6</b>	<b>(\$0.4)</b>	<b>\$1.2</b>	<b>\$1.0</b>	<b>(\$0.2)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$171.3</b>	<b>\$175.5</b>	<b>\$4.2</b>	<b>\$1,327.7</b>	<b>\$1,319.0</b>	<b>(\$8.8)</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	0.9	(0.5)	-	-	-	0.5	0.4	(0.1)	-	-	-	-	-	-	125.1	124.6	(0.5)
Nassau County	-	-	-	8.7	5.8	(2.9)	-	-	-	-	-	-	-	-	-	-	-	-	8.7	5.8	(2.9)
Suffolk County	-	-	-	5.6	3.8	(1.9)	-	-	-	-	-	-	-	-	-	-	-	-	5.6	3.8	(1.9)
Westchester County	-	-	-	5.5	3.7	(1.8)	-	-	-	-	-	-	-	-	-	-	-	-	5.5	3.7	(1.8)
Putnam County	-	-	-	0.3	0.2	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	0.3	0.2	(0.1)
Dutchess County	-	-	-	0.3	0.2	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	0.3	0.2	(0.1)
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	-	-	-	-	-	-	7.9	7.9	-	-	-	-	-	-	-	-	-	-	7.9	7.9	0.0
CDOT Subsidies	-	-	-	65.5	69.2	3.7	-	-	-	-	-	-	-	-	-	-	-	-	65.5	69.2	3.7
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>\$268.2</b>	<b>\$224.7</b>	<b>(\$43.5)</b>	<b>\$12.1</b>	<b>\$12.0</b>	<b>(\$0.1)</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>\$606.3</b>	<b>\$428.6</b>	<b>(\$177.7)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,202.6</b>	<b>\$1,057.8</b>	<b>(\$144.8)</b>	<b>\$522.1</b>	<b>\$477.0</b>	<b>(\$45.1)</b>	<b>\$36.1</b>	<b>\$35.6</b>	<b>(\$0.5)</b>	<b>\$2.0</b>	<b>\$1.7</b>	<b>(\$0.3)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$171.3</b>	<b>\$175.5</b>	<b>\$4.2</b>	<b>\$1,934.1</b>	<b>\$1,747.6</b>	<b>(\$186.5)</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	278.8	286.7	7.8	-	-	-	278.8	286.7	7.8
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,202.6</b>	<b>\$1,057.8</b>	<b>(\$144.8)</b>	<b>\$522.1</b>	<b>\$477.0</b>	<b>(\$45.1)</b>	<b>\$36.1</b>	<b>\$35.6</b>	<b>(\$0.5)</b>	<b>\$2.0</b>	<b>\$1.7</b>	<b>(\$0.3)</b>	<b>\$278.8</b>	<b>\$286.7</b>	<b>\$7.8</b>	<b>\$171.3</b>	<b>\$175.5</b>	<b>\$4.2</b>	<b>\$2,212.9</b>	<b>\$2,034.2</b>	<b>(\$178.7)</b>
<b>Inter-Agency Subsidy Transactions</b>																					
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	26.5	26.5	-	23.6	22.6	(1.0)	-	-	-	-	-	-	50.1	49.1	(1.0)
B&T Operating Surplus Transfer	53.7	66.0	12.2	148.1	161.9	13.8	-	-	-	-	-	-	-	-	-	-	-	-	201.8	227.9	26.1
	<b>\$53.7</b>	<b>\$66.0</b>	<b>\$12.2</b>	<b>\$148.1</b>	<b>\$161.9</b>	<b>\$13.8</b>	<b>\$26.5</b>	<b>\$26.5</b>	<b>\$0.0</b>	<b>\$23.6</b>	<b>\$22.6</b>	<b>(\$1.0)</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>\$251.9</b>	<b>\$277.0</b>	<b>\$25.1</b>
<b>Total Subsidy</b>	<b>\$1,256.4</b>	<b>\$1,123.8</b>	<b>(\$132.6)</b>	<b>\$670.2</b>	<b>\$638.9</b>	<b>(\$31.3)</b>	<b>\$62.6</b>	<b>\$62.1</b>	<b>(\$0.5)</b>	<b>\$25.6</b>	<b>\$24.3</b>	<b>(\$1.3)</b>	<b>\$278.8</b>	<b>\$286.7</b>	<b>\$7.8</b>	<b>\$171.3</b>	<b>\$175.5</b>	<b>\$4.2</b>	<b>\$2,464.8</b>	<b>\$2,311.2</b>	<b>(\$153.6)</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)

**September 2009**

<b>Cash Subsidies:</b>	<b>TOTAL</b>	<b>Variance</b>	
<b>Dedicated Taxes</b>	<b>Variance</b>	<b>%</b>	<b>Explanations</b>
Petroleum Business Tax	(4.8)	(8.3%)	The unfavorable variance appears to be timing related; however, year-to-date receipts are very close to the target.
MRT 1 (Gross)	0.5	3.1%	MRT-1 cash receipts were slightly above the budget for the month.
MRT 2 (Gross)	0.8	9.6%	MRT-2 cash receipts were slightly above the budget for the month.
Urban Tax	(7.2)	(37.4%)	Real Estate transactions in New York City were unfavorable for the month due to the continuing weakness in commercial real estate activity.
Investment Income	(0.9)	(96.8%)	Variance attributable lower revolving amounts in MTA interest bearing accounts.
New York City	(0.5)	(100.0%)	Variance due to timing difference in receipt of payment from the Counties.
Nassau County	(2.9)	(100.0%)	Same as explanation above.
Suffolk County	(1.9)	100.0%	Same as explanation above.
Westchester County	(1.8)	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.
Rockland County	(0.0)	100.0%	Same as explanation above.
Station Maintenance	(66.5)	(95.7%)	The variance is due primarily to timing of receipts.
CDOT Subsidies	1.8	26.9%	The favorable variance is due primarily to timing as well as an administrative asset payment in September.
Inter-Agency Loan	(134.5)	(100.0%)	The variance is attributable to timing. The transaction will be done in November.
City Subsidy to MTA Bus	7.8	52.0%	Variance is mostly timing related. Drawdowns are related to timing of cash obligations for MTA Bus.
MTA Subsidy to Subsidiaries	(0.1)	(5.3%)	The variance is due mostly to timing. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	3.3	10.8%	Favorable variance attributable to higher distributable income.

**September 2009 Year-to-date**

<b>Cash Subsidies:</b>	<b>TOTAL</b>	<b>Variance</b>	
<b>Dedicated Taxes</b>	<b>Variance</b>	<b>%</b>	<b>Explanations</b>
Petroleum Business Tax	(4.8)	(1.0%)	Same as explanation for the month.
MRT 1 (Gross)	1.7	1.5%	See explanation for the month.
MRT 2 (Gross)	2.5	3.9%	See explanation for the month.
Urban Tax	(6.8)	(5.5%)	Same as explanation for the month.
Investment Income	(0.9)	(59.2%)	Same as explanation for the month.
Nassau County	(2.9)	(33.3%)	YTD variance is due to timing difference in receipt of payment.
Suffolk County	(1.9)	(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.
CDOT Subsidies	3.7	5.7%	Same as explanation for the month.
Station Maintenance	(39.9)	(28.3%)	Same as explanation for the month.
Inter-Agency Loan	(134.5)	(100.0%)	Same as explanation for the month.
B&T Operating Surplus Transfer	26.1	12.9%	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**  
**September 2009**

Function/Agency	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
<b>Administration</b>	<b>4,981</b>	<b>4,917</b>	<b>64</b>
NYC Transit	2,353	2,370	(17)
Long Island Rail Road	748	712	36
Metro-North Railroad	718	719	(1)
Bridges & Tunnels	140	139	1
Headquarters	729	695	34
Long Island Bus	80	74	6
Staten Island Railway	26	27	(1)
Capital Construction Company	35	34	1
Bus Company	152	147	5
<b>Operations</b>	<b>30,887</b>	<b>30,573</b>	<b>314</b>
NYC Transit	22,915	22,768	147
Long Island Rail Road	2,076	2,044	32
Metro-North Railroad	1,836	1,777	59
Bridges & Tunnels	794	783	11
Headquarters	-	-	-
Long Island Bus	794	777	17
Staten Island Railway	94	94	-
Capital Construction Company	-	-	-
Bus Company	2,378	2,330	48
<b>Maintenance</b>	<b>30,322</b>	<b>29,974</b>	<b>348</b>
NYC Transit	21,335	21,068	267
Long Island Rail Road	3,924	3,939	(15)
Metro-North Railroad	3,308	3,275	33
Bridges & Tunnels	397	382	15
Headquarters	-	-	-
Long Island Bus	258	254	4
Staten Island Railway	147	145	2
Capital Construction Company	-	-	-
Bus Company	953	911	42
<b>Engineering/Capital</b>	<b>1,975</b>	<b>1,903</b>	<b>72</b>
NYC Transit	1,438	1,398	40
Long Island Rail Road	114	111	3
Metro-North Railroad	102	100	2
Bridges & Tunnels	186	173	13
Headquarters	-	-	-
Long Island Bus	15	14	1
Staten Island Railway	-	-	-
Capital Construction Company	104	94	10
Bus Company	16	13	3
<b>Public Safety</b>	<b>1,603</b>	<b>1,566</b>	<b>37</b>
NYC Transit	499	489	10
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	304	298	6
Headquarters	785	766	19
Long Island Bus	2	2	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	13	11	2
<b>Total Postions</b>	<b>69,768</b>	<b>68,933</b>	<b>835</b>



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

Function/Departments	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
<b>Total Positions</b>	<b>69,768</b>	<b>68,933</b>	<b>835</b>
NYC Transit	48,540	48,093	447
Long Island Rail Road	6,862	6,806	56
Metro-North Railroad	5,964	5,871	93
Bridges & Tunnels	1,821	1,775	46
Headquarters	1,514	1,461	53
Long Island Bus	1,149	1,121	28
Staten Island Railway	267	266	1
Capital Construction Company	139	128	11
Bus Company	3,512	3,412	100
<b>Non-reimbursable</b>	<b>62,332</b>	<b>61,999</b>	<b>333</b>
NYC Transit	42,959	42,916	43
Long Island Rail Road	5,860	5,885	(25)
Metro-North Railroad	5,375	5,271	104
Bridges & Tunnels	1,776	1,730	46
Headquarters	1,466	1,415	51
Long Island Bus	1,134	1,107	27
Staten Island Railway	264	263	1
Capital Construction Company	-	-	-
Bus Company	3,498	3,412	86
<b>Reimbursable</b>	<b>7,436</b>	<b>6,934</b>	<b>502</b>
NYC Transit	5,581	5,177	404
Long Island Rail Road	1,002	921	81
Metro-North Railroad	589	600	(11)
Bridges & Tunnels	45	45	-
Headquarters	48	46	2
Long Island Bus	15	14	1
Staten Island Railway	3	3	-
Capital Construction Company	139	128	11
Bus Company	14	-	14
<b>Total Full Time</b>	<b>69,464</b>	<b>68,581</b>	<b>883</b>
NYC Transit	48,344	47,846	498
Long Island Rail Road	6,862	6,806	56
Metro-North Railroad	5,961	5,868	93
Bridges & Tunnels	1,821	1,775	46
Headquarters	1,514	1,461	53
Long Island Bus	1,044	1,019	25
Staten Island Railway	267	266	1
Capital Construction Company	139	128	11
Bus Company	3,512	3,412	100
<b>Total Full-Time Equivalents</b>	<b>304</b>	<b>352</b>	<b>(48)</b>
NYC Transit	196	247	(51)
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 Occupational Group**  
**September 2009**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,981</b>	<b>4,917</b>	<b>64</b>
Managers/Supervisors	1,823	1,768	55
Professional, Technical, Clerical	3,085	3,086	(1)
Operational Hourlies	73	63	10
<b>Operations</b>	<b>30,887</b>	<b>30,573</b>	<b>314</b>
Managers/Supervisors	3,202	3,113	89
Professional, Technical, Clerical	1,006	1,021	(15)
Operational Hourlies	26,679	26,439	240
<b>Maintenance</b>	<b>30,322</b>	<b>29,974</b>	<b>348</b>
Managers/Supervisors	4,848	4,807	41
Professional, Technical, Clerical	2,511	2,514	(3)
Operational Hourlies	22,963	22,653	310
<b>Engineering/Capital</b>	<b>1,975</b>	<b>1,903</b>	<b>72</b>
Managers/Supervisors	505	482	23
Professional, Technical, Clerical	1,468	1,419	49
Operational Hourlies	2	2	-
<b>Public Safety</b>	<b>1,603</b>	<b>1,566</b>	<b>37</b>
Managers/Supervisors	148	144	4
Professional, Technical, Clerical	151	122	29
Operational Hourlies	1,304	1,300	4
<b>Total Positions</b>	<b>69,768</b>	<b>68,933</b>	<b>835</b>
Managers/Supervisors	10,526	10,314	212
Professional, Technical, Clerical	8,221	8,162	59
Operational Hourlies	51,021	50,457	564

## **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.

Pages 2 through 70 of this report, which reports MTA-wide and individual MTA agency ridership, will **exclude** MTA Bus Company. Following page 70, MTA-wide and MTA Bus Company ridership will be presented.



**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 September, 2009**

Excludes MTA Bus Company

Prepared by:  
MTA Budget Division

# Metropolitan Transportation Authority

September

Revenue Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	190,497,756	203,381,207	6.76%	194,133,267	-4.55%
MTA New York City Subway	128,422,739	138,417,976	7.78%	132,879,811	-4.00%
MTA New York City Bus	62,075,017	64,963,231	4.65%	61,253,456	-5.71%
<b>MTA Staten Island Railway</b>	360,990	399,924	10.79%	358,897	-10.26%
<b>MTA Long Island Rail Road</b>	7,053,768	7,317,370	3.74%	6,932,125	-5.26%
<b>MTA Metro-North Railroad</b>	6,422,096	7,007,147	9.11%	6,672,151	-4.78%
<i><b>East of Hudson</b></i>	6,273,535	6,833,214	8.92%	6,511,692	-4.71%
Harlem Line	2,117,703	2,298,264	8.53%	2,168,025	-5.67%
Hudson Line	1,236,066	1,348,004	9.06%	1,301,812	-3.43%
New Haven Line	2,919,766	3,186,946	9.15%	3,041,855	-4.55%
<i><b>West of Hudson</b></i>	148,561	173,933	17.08%	160,459	-7.75%
Port Jervis line	115,534	126,147	9.19%	114,972	-8.86%
Pascack Valley Line	33,027	47,786	44.69%	45,487	-4.81%
<b>MTA Long Island Bus</b>	2,727,206	2,876,704	5.48%	2,702,405	-6.06%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	25,427,309	24,301,147	-4.43%	24,502,093	0.83%
<b>Total All Agencies</b> <small>Excludes MTA Bus Company</small>	<b>207,061,816</b>	<b>220,982,352</b>	6.72%	<b>210,798,845</b>	-4.61%
(Excludes Bridges and Tunnels)					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

# Metropolitan Transportation Authority

September

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	1,705,312,238	1,774,013,517	4.03%	1,718,786,584	-3.11%
MTA New York City Subway	1,155,033,631	1,214,118,435	5.12%	1,174,972,545	-3.22%
MTA New York City Bus	550,278,607	559,895,082	1.75%	543,814,039	-2.87%
<b>MTA Staten Island Railway</b>	2,957,372	3,268,351	10.52%	3,043,734	-6.87%
<b>MTA Long Island Rail Road</b>	63,990,718	65,842,196	2.89%	62,418,270	-5.20%
<b>MTA Metro-North Railroad</b>	59,140,284	62,369,500	5.46%	59,541,682	-4.53%
<i><b>East of Hudson</b></i>	57,737,472	60,795,763	5.30%	58,087,891	-4.45%
Harlem Line	19,494,644	20,398,434	4.64%	19,523,979	-4.29%
Hudson Line	11,410,499	12,084,157	5.90%	11,594,978	-4.05%
New Haven Line	26,832,329	28,313,172	5.52%	26,968,934	-4.75%
<i><b>West of Hudson</b></i>	1,402,812	1,573,737	12.18%	1,453,791	-7.62%
Port Jervis line	1,083,239	1,160,124	7.10%	1,048,109	-9.66%
Pascack Valley Line	319,573	413,613	29.43%	405,682	-1.92%
<b>MTA Long Island Bus</b>	23,870,582	24,559,921	2.89%	22,986,709	-6.41%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	228,914,593	223,050,864	-2.56%	219,036,447	-1.80%
<b>Total All Agencies</b> Excludes MTA Bus Company	<b>1,855,271,194</b>	<b>1,930,053,485</b>	4.03%	<b>1,866,776,979</b>	-3.28%
(Excludes Bridges and Tunnels)					
Weekdays:	189	190		189	
Holidays:	6	6		6	
Weekend Days	78	78		78	
Days:	273	274		273	

# Metropolitan Transportation Authority

September

12 Month Averages	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	190,288,078	197,437,989	3.76%	192,969,320	-2.26%
MTA New York City Subway	128,783,857	135,133,322	4.93%	132,061,290	-2.27%
MTA New York City Bus	61,504,221	62,304,667	1.30%	60,908,030	-2.24%
<b>MTA Staten Island Railway</b>	332,631	370,026	11.24%	346,270	-6.42%
<b>MTA Long Island Rail Road</b>	7,092,938	7,327,791	3.31%	6,994,546	-4.55%
<b>MTA Metro-North Railroad</b>	6,596,923	6,946,924	5.31%	6,727,284	-3.16%
<i><b>East of Hudson</b></i>	6,441,761	6,774,116	5.16%	6,563,218	-3.11%
Harlem Line	2,177,351	2,276,887	4.57%	2,209,669	-2.95%
Hudson Line	1,271,088	1,343,797	5.72%	1,307,583	-2.69%
New Haven Line	2,993,322	3,153,432	5.35%	3,045,966	-3.41%
<i><b>West of Hudson</b></i>	155,161	172,808	11.37%	164,067	-5.06%
Port Jervis line	119,789	128,051	6.90%	118,616	-7.37%
Pascack Valley Line	35,372	44,757	26.53%	45,451	1.55%
<b>MTA Long Island Bus</b>	2,669,616	2,731,446	2.32%	2,589,658	-5.19%
<b>MTA Bridges &amp; Tunnels</b>	25,463,812	24,869,224	-2.34%	24,285,820	-2.35%
<b>Total All Agencies</b> Excludes MTA Bus Company (Excludes Bridges and Tunnels)	<b>206,980,185</b>	<b>214,814,175</b>	<b>3.78%</b>	<b>209,627,078</b>	<b>-2.41%</b>
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

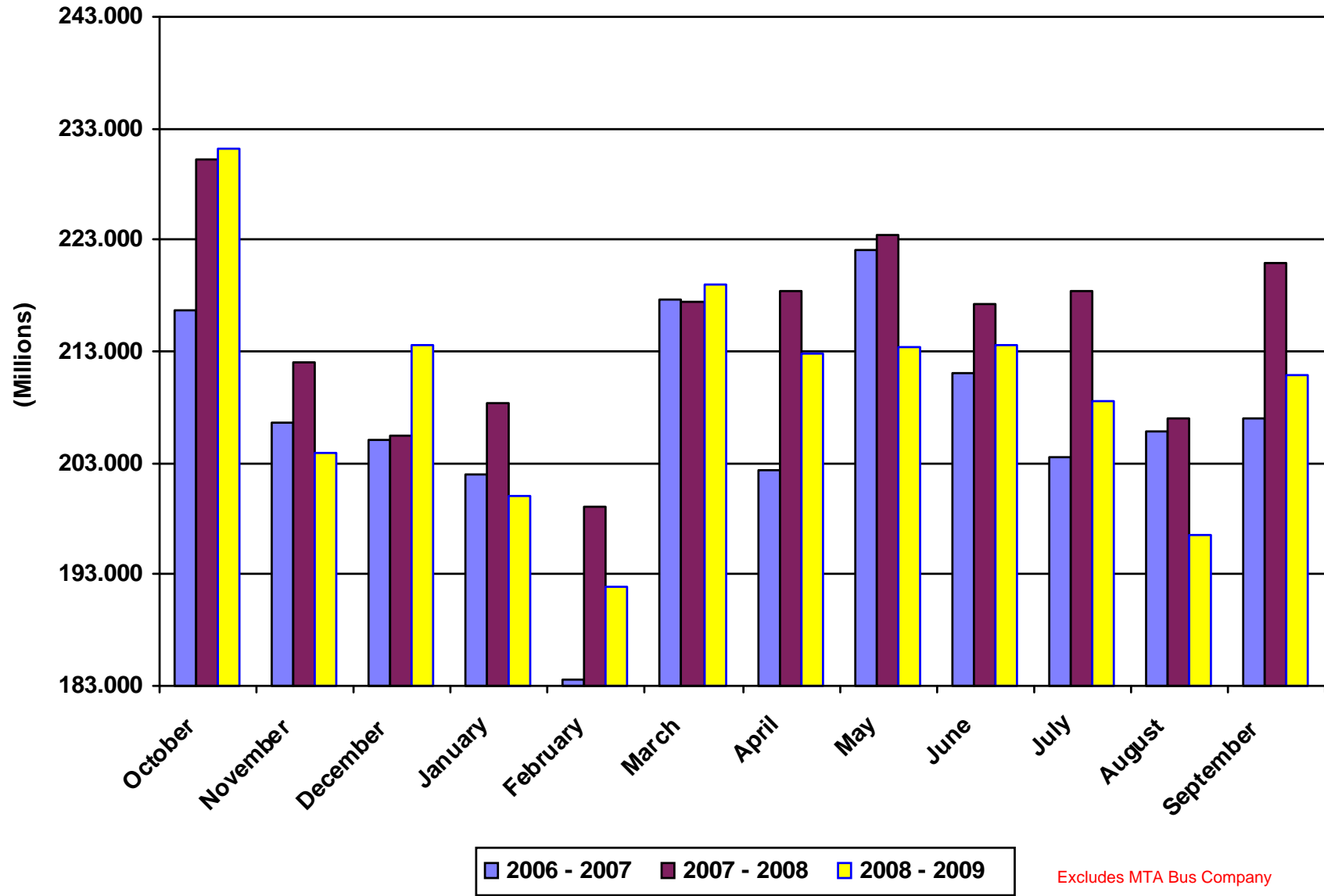
# Metropolitan Transportation Authority

September

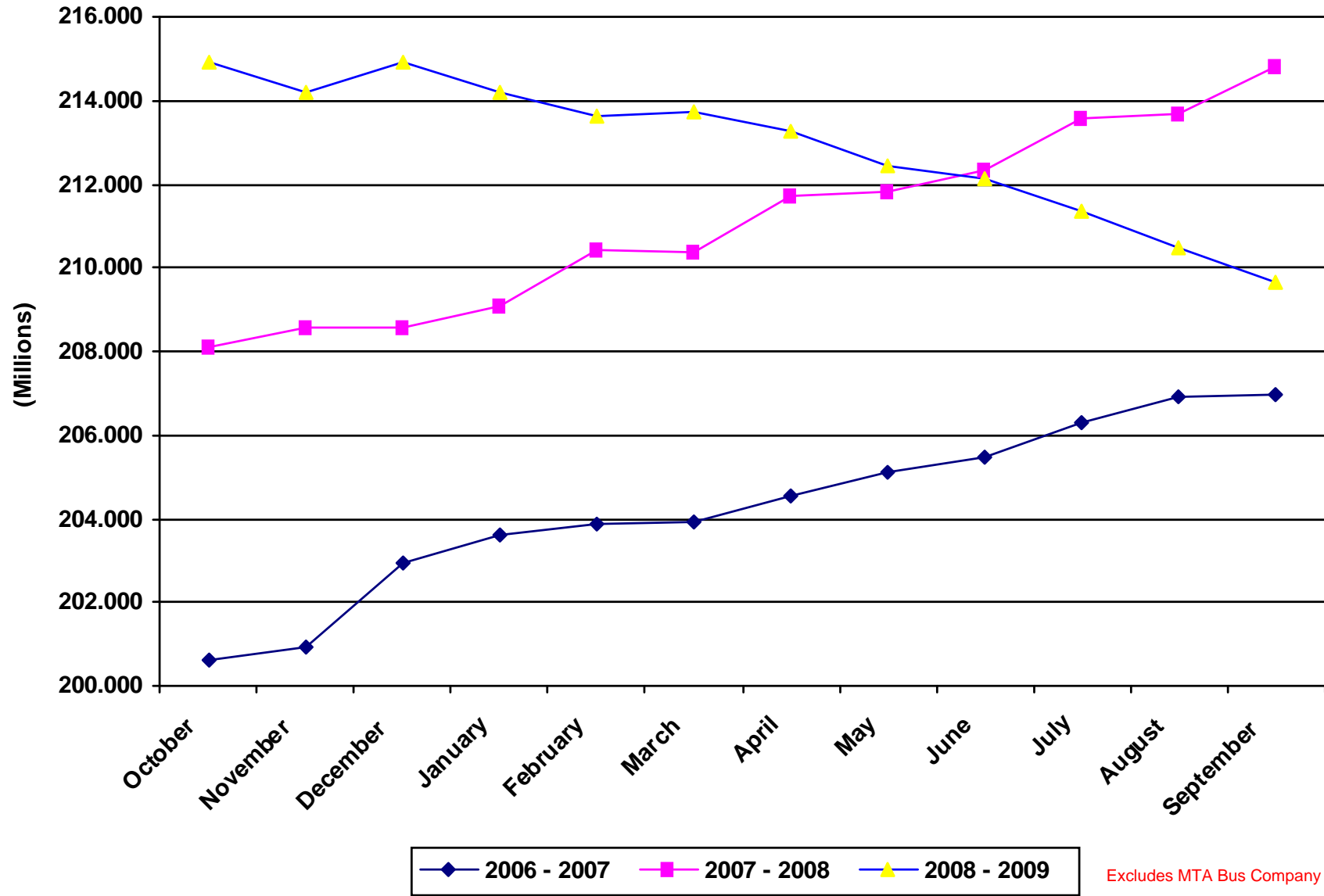
Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	7,752,991	7,987,209	3.02%	7,562,159	-5.32%
MTA New York City Subway	5,242,611	5,443,705	3.84%	5,185,970	-4.73%
MTA New York City Bus	2,510,380	2,543,504	1.32%	2,376,189	-6.58%
<b>MTA Staten Island Railway</b>	17,181	17,566	2.24%	15,518	-11.66%
<b>MTA Long Island Rail Road</b>	322,673	307,787	-4.61%	289,942	-5.80%
<b>MTA Metro-North Railroad</b>	283,064	292,189	3.22%	276,589	-5.34%
<i><b>East of Hudson</b></i>	275,274	283,902	3.13%	268,945	-5.27%
Harlem Line	93,519	95,852	2.49%	90,064	-6.04%
Hudson Line	54,357	56,148	3.29%	53,682	-4.39%
New Haven Line	127,398	131,902	3.54%	125,199	-5.08%
<i><b>West of Hudson</b></i>	7,790	8,287	6.38%	7,644	-7.76%
Port Jervis line	6,056	6,011	-0.74%	5,477	-8.88%
Pascack Valley Line	1,734	2,276	31.26%	2,167	-4.79%
<b>MTA Long Island Bus</b>	116,269	117,534	1.09%	109,687	-6.68%
<b>MTA Bridges &amp; Tunnels</b>	865,942	838,572	-3.16%	843,572	0.60%
<b>Total All Agencies</b> <small>Excludes MTA Bus Company</small>	<b>8,492,178</b>	<b>8,722,285</b>	2.71%	<b>8,253,895</b>	-5.37%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	



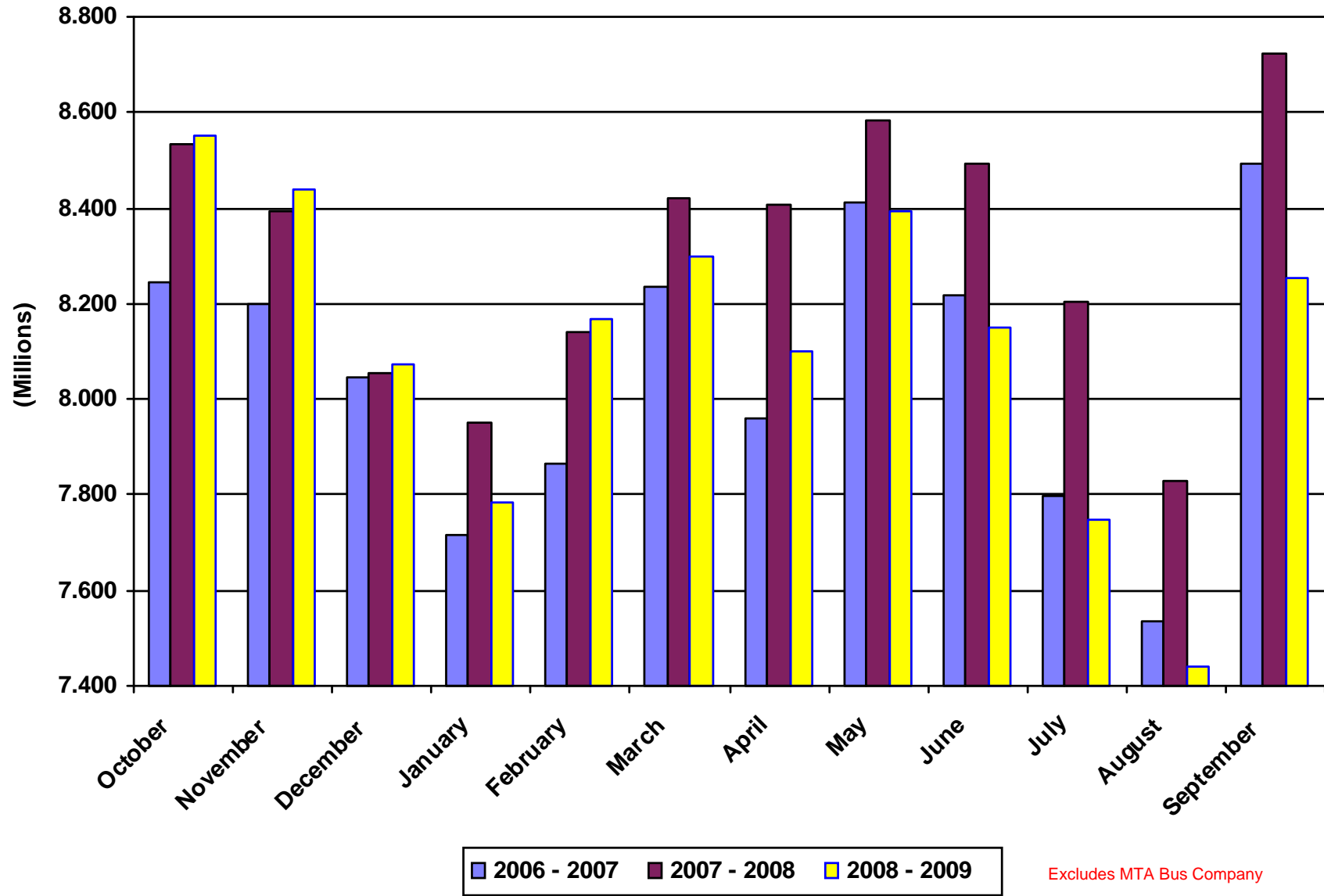
### Metropolitan Transportation Authority Revenue Passengers



### 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
October	216,726,859	230,242,996	6.24%	231,192,784	0.41%
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%	196,644,149	-4.97%
<b>September</b>	<b>207,061,816</b>	<b>220,982,352</b>	<b>6.72%</b>	<b>210,798,845</b>	<b>-4.61%</b>
<b>12 Month Ave</b>	<b>206,980,185</b>	<b>214,814,175</b>	<b>3.78%</b>	<b>209,627,078</b>	<b>-2.41%</b>
<b>Year-to-Date</b>	<b>1,855,271,194</b>	<b>1,930,053,485</b>	<b>4.03%</b>	<b>1,866,776,979</b>	<b>-3.28%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
October	200,620,607	208,106,529	3.73%	214,893,324	3.26%
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%	210,475,704	-1.49%
<b>September</b>	<b>206,980,185</b>	<b>214,814,175</b>	<b>3.78%</b>	<b>209,627,078</b>	<b>-2.41%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
October	8,242,513	8,532,049	3.51%	8,550,997	0.22%
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%
<b>September</b>	<b>8,492,178</b>	<b>8,722,285</b>	<b>2.71%</b>	<b>8,253,895</b>	<b>-5.37%</b>

Excludes MTA Bus Company



**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 September, 2009**

**Includes MTA Bus Company**

**Prepared by:  
MTA Budget Division**

# Metropolitan Transportation Authority

September

Revenue Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	190,497,756	203,381,207	6.76%	194,133,267	-4.55%
MTA New York City Subway	128,422,739	138,417,976	7.78%	132,879,811	-4.00%
MTA New York City Bus	62,075,017	64,963,231	4.65%	61,253,456	-5.71%
<b>MTA Bus Company</b>	9,422,693	10,798,069	14.60%	10,252,638	-5.05%
<b>MTA Staten Island Railway</b>	360,990	399,924	10.79%	358,897	-10.26%
<b>MTA Long Island Rail Road</b>	7,053,768	7,317,370	3.74%	6,932,125	-5.26%
<b>MTA Metro-North Railroad</b>	6,422,096	7,007,147	9.11%	6,672,151	-4.78%
<i><b>East of Hudson</b></i>	6,273,535	6,833,214	8.92%	6,511,692	-4.71%
Harlem Line	2,117,703	2,298,264	8.53%	2,168,025	-5.67%
Hudson Line	1,236,066	1,348,004	9.06%	1,301,812	-3.43%
New Haven Line	2,919,766	3,186,946	9.15%	3,041,855	-4.55%
<i><b>West of Hudson</b></i>	148,561	173,933	17.08%	160,459	-7.75%
Port Jervis line	115,534	126,147	9.19%	114,972	-8.86%
Pascack Valley Line	33,027	47,786	44.69%	45,487	-4.81%
<b>MTA Long Island Bus</b>	2,727,206	2,876,704	5.48%	2,702,405	-6.06%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	25,427,309	24,301,147	-4.43%	24,502,093	0.83%
<b>Total All Agencies</b>	<b>216,484,509</b>	<b>231,780,421</b>	<b>7.07%</b>	<b>221,051,483</b>	<b>-4.63%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

# Metropolitan Transportation Authority

September

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	1,705,312,238	1,774,013,517	4.03%	1,718,786,584	-3.11%
MTA New York City Subway	1,155,033,631	1,214,118,435	5.12%	1,174,972,545	-3.22%
MTA New York City Bus	550,278,607	559,895,082	1.75%	543,814,039	-2.87%
<b>MTA Bus Company</b>	80,997,231	90,097,705	11.24%	89,088,786	-1.12%
<b>MTA Staten Island Railway</b>	2,957,372	3,268,351	10.52%	3,043,734	-6.87%
<b>MTA Long Island Rail Road</b>	63,990,718	65,842,196	2.89%	62,418,270	-5.20%
<b>MTA Metro-North Railroad</b>	59,140,284	62,369,500	5.46%	59,541,682	-4.53%
<i><b>East of Hudson</b></i>	57,737,472	60,795,763	5.30%	58,087,891	-4.45%
Harlem Line	19,494,644	20,398,434	4.64%	19,523,979	-4.29%
Hudson Line	11,410,499	12,084,157	5.90%	11,594,978	-4.05%
New Haven Line	26,832,329	28,313,172	5.52%	26,968,934	-4.75%
<i><b>West of Hudson</b></i>	1,402,812	1,573,737	12.18%	1,453,791	-7.62%
Port Jervis line	1,083,239	1,160,124	7.10%	1,048,109	-9.66%
Pascack Valley Line	319,573	413,613	29.43%	405,682	-1.92%
<b>MTA Long Island Bus</b>	23,870,582	24,559,921	2.89%	22,986,709	-6.41%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	228,914,593	223,050,864	-2.56%	219,036,447	-1.80%
<b>Total All Agencies</b>	<b>1,936,268,425</b>	<b>2,020,151,190</b>	<b>4.33%</b>	<b>1,955,865,765</b>	<b>-3.18%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	189	190		189	
Holidays:	6	6		6	
Weekend Days	78	78		78	
Days:	273	274		273	

# Metropolitan Transportation Authority

September

12 Month Averages	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	190,288,078	197,437,989	3.76%	192,969,320	-2.26%
MTA New York City Subway	128,783,857	135,133,322	4.93%	132,061,290	-2.27%
MTA New York City Bus	61,504,221	62,304,667	1.30%	60,908,030	-2.24%
<b>MTA Bus Company</b>	8,906,524	9,947,512	11.69%	10,001,569	0.54%
<b>MTA Staten Island Railway</b>	332,631	370,026	11.24%	346,270	-6.42%
<b>MTA Long Island Rail Road</b>	7,092,938	7,327,791	3.31%	6,994,546	-4.55%
<b>MTA Metro-North Railroad</b>	6,596,923	6,946,924	5.31%	6,727,284	-3.16%
<i><b>East of Hudson</b></i>	6,441,761	6,774,116	5.16%	6,563,218	-3.11%
Harlem Line	2,177,351	2,276,887	4.57%	2,209,669	-2.95%
Hudson Line	1,271,088	1,343,797	5.72%	1,307,583	-2.69%
New Haven Line	2,993,322	3,153,432	5.35%	3,045,966	-3.41%
<i><b>West of Hudson</b></i>	155,161	172,808	11.37%	164,067	-5.06%
Port Jervis line	119,789	128,051	6.90%	118,616	-7.37%
Pascack Valley Line	35,372	44,757	26.53%	45,451	1.55%
<b>MTA Long Island Bus</b>	2,669,616	2,731,446	2.32%	2,589,658	-5.19%
<b>MTA Bridges &amp; Tunnels</b>	25,463,812	24,869,224	-2.34%	24,285,820	-2.35%
<b>Total All Agencies</b>	<b>215,886,708</b>	<b>224,761,687</b>	4.11%	<b>219,628,647</b>	-2.28%
(Excludes Bridges and Tunnels)					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

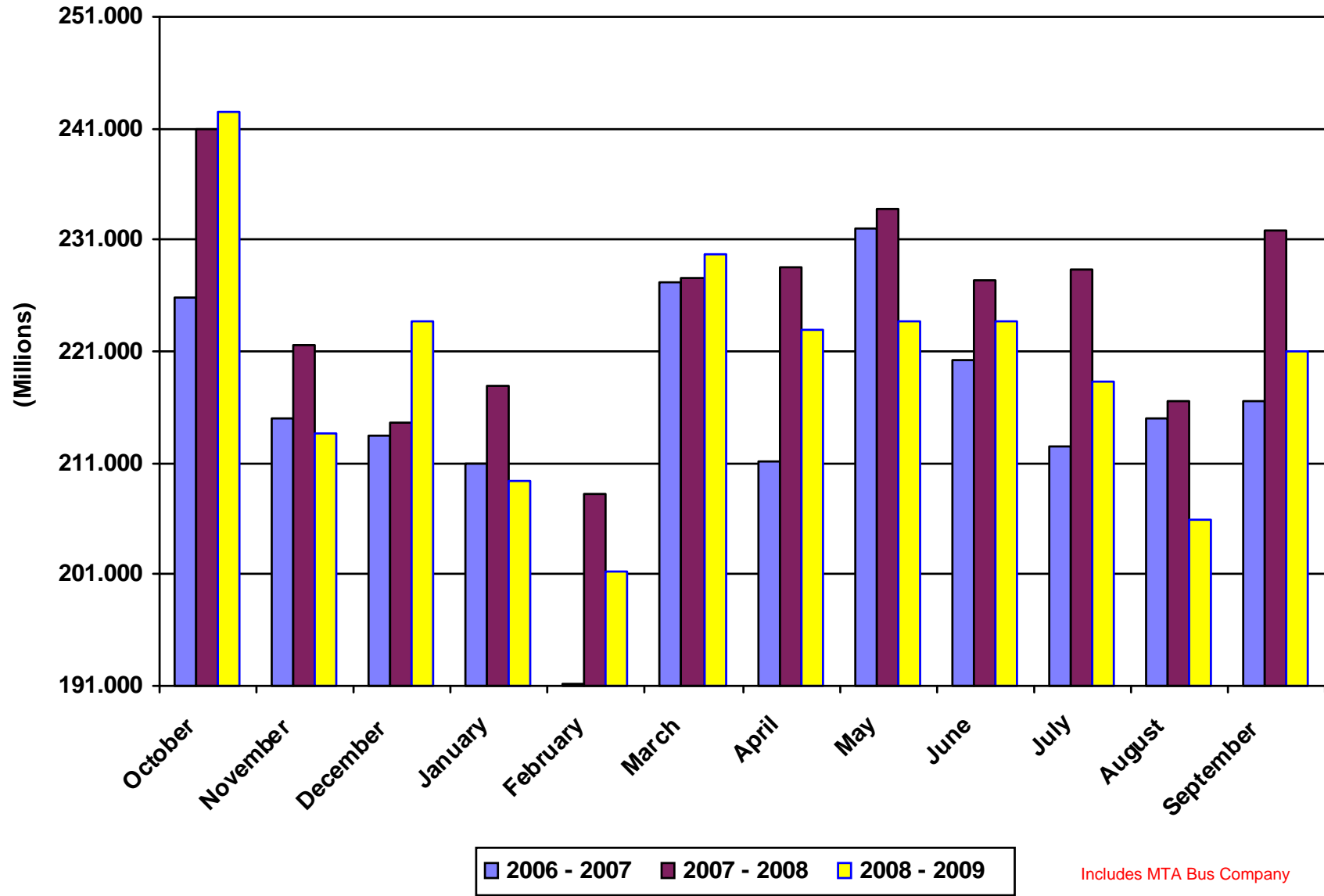


# Metropolitan Transportation Authority

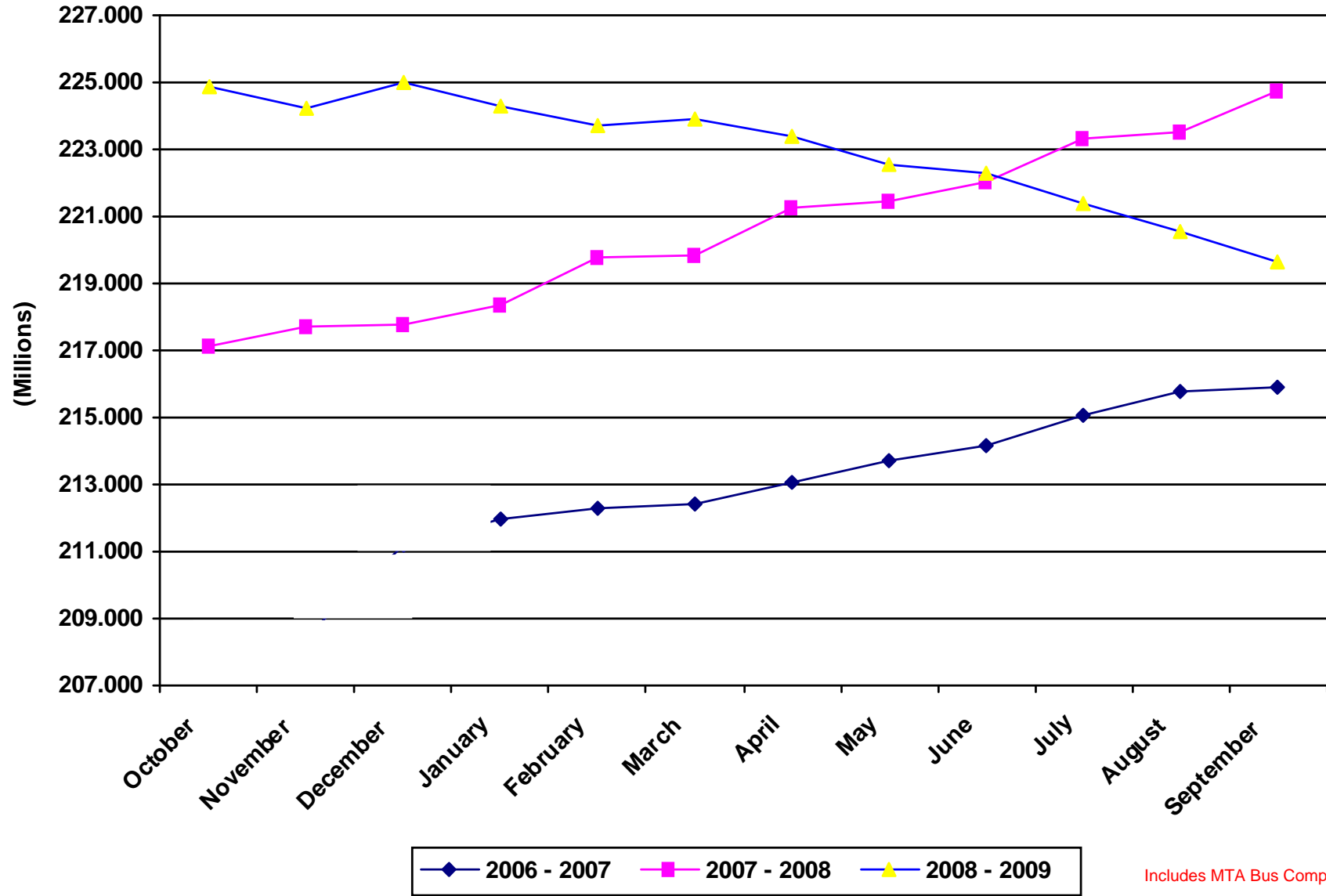
September

Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	7,752,991	7,987,209	3.02%	7,562,159	-5.32%
MTA New York City Subway	5,242,611	5,443,705	3.84%	5,185,970	-4.73%
MTA New York City Bus	2,510,380	2,543,504	1.32%	2,376,189	-6.58%
<b>MTA Bus Company</b>	395,316	433,912	9.76%	409,236	-5.69%
<b>MTA Staten Island Railway</b>	17,181	17,566	2.24%	15,518	-11.66%
<b>MTA Long Island Rail Road</b>	322,673	307,787	-4.61%	289,942	-5.80%
<b>MTA Metro-North Railroad</b>	283,064	292,189	3.22%	276,589	-5.34%
<i><b>East of Hudson</b></i>	275,274	283,902	3.13%	268,945	-5.27%
Harlem Line	93,519	95,852	2.49%	90,064	-6.04%
Hudson Line	54,357	56,148	3.29%	53,682	-4.39%
New Haven Line	127,398	131,902	3.54%	125,199	-5.08%
<i><b>West of Hudson</b></i>	7,790	8,287	6.38%	7,644	-7.76%
Port Jervis line	6,056	6,011	-0.74%	5,477	-8.88%
Pascack Valley Line	1,734	2,276	31.26%	2,167	-4.79%
<b>MTA Long Island Bus</b>	116,269	117,534	1.09%	109,687	-6.68%
<b>MTA Bridges &amp; Tunnels</b>	865,942	838,572	-3.16%	843,572	0.60%
<b>Total All Agencies</b>	<b>8,887,494</b>	<b>9,156,197</b>	3.02%	<b>8,663,131</b>	-5.39%
(Excludes Bridges and Tunnels)					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

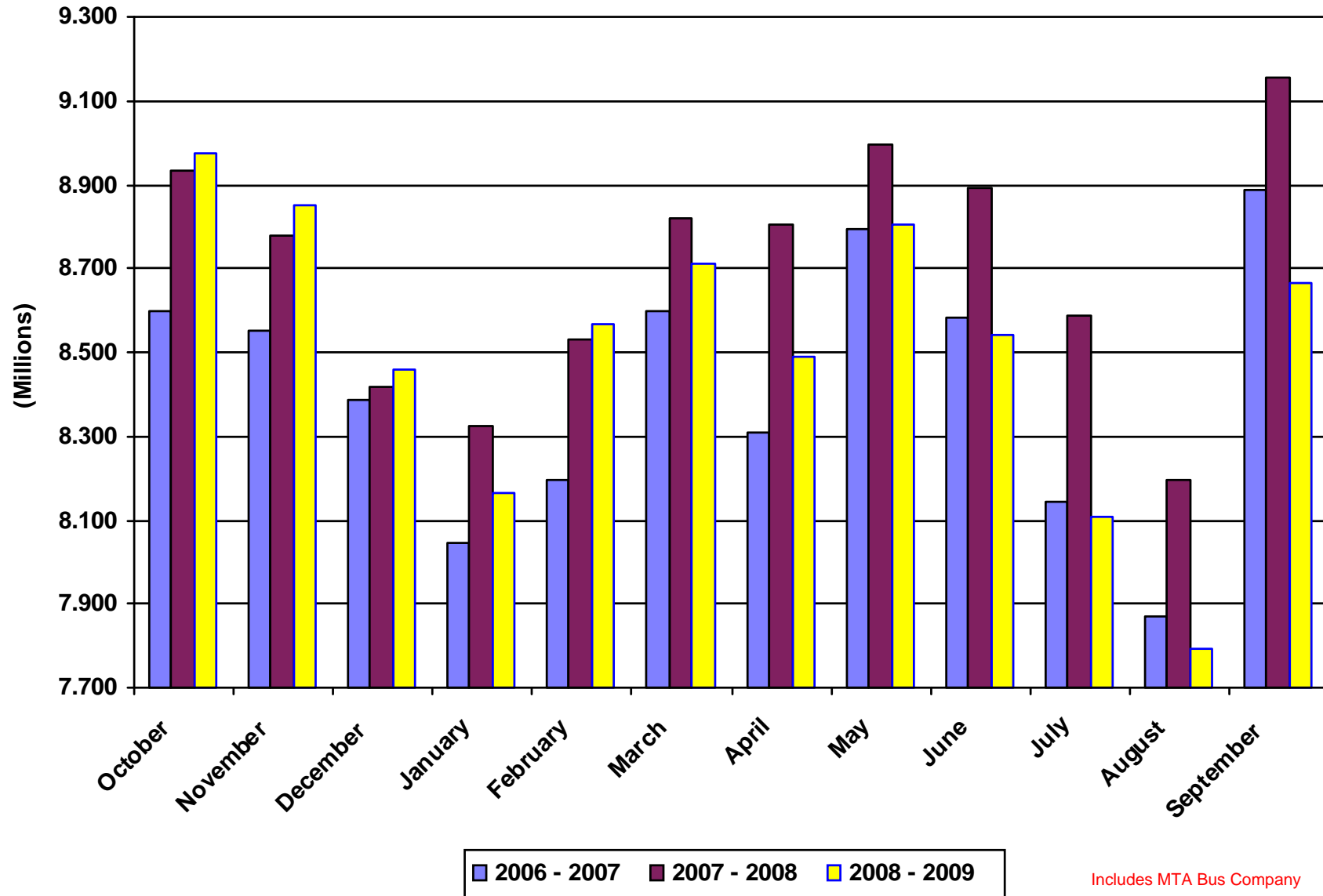
### Metropolitan Transportation Authority Revenue Passengers



### 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
October	225,916,743	240,881,448	6.62%	242,434,931	0.64%
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%	205,853,975	-4.95%
<b>September</b>	<b>216,484,509</b>	<b>231,780,421</b>	<b>7.07%</b>	<b>221,051,483</b>	<b>-4.63%</b>
<b>12 Month Ave</b>	<b>215,886,708</b>	<b>224,761,687</b>	<b>4.11%</b>	<b>219,628,647</b>	<b>-2.28%</b>
<b>Year-to-Date</b>	<b>1,936,268,425</b>	<b>2,020,151,190</b>	<b>4.33%</b>	<b>1,955,865,765</b>	<b>-3.18%</b>

## 12 Month Averages

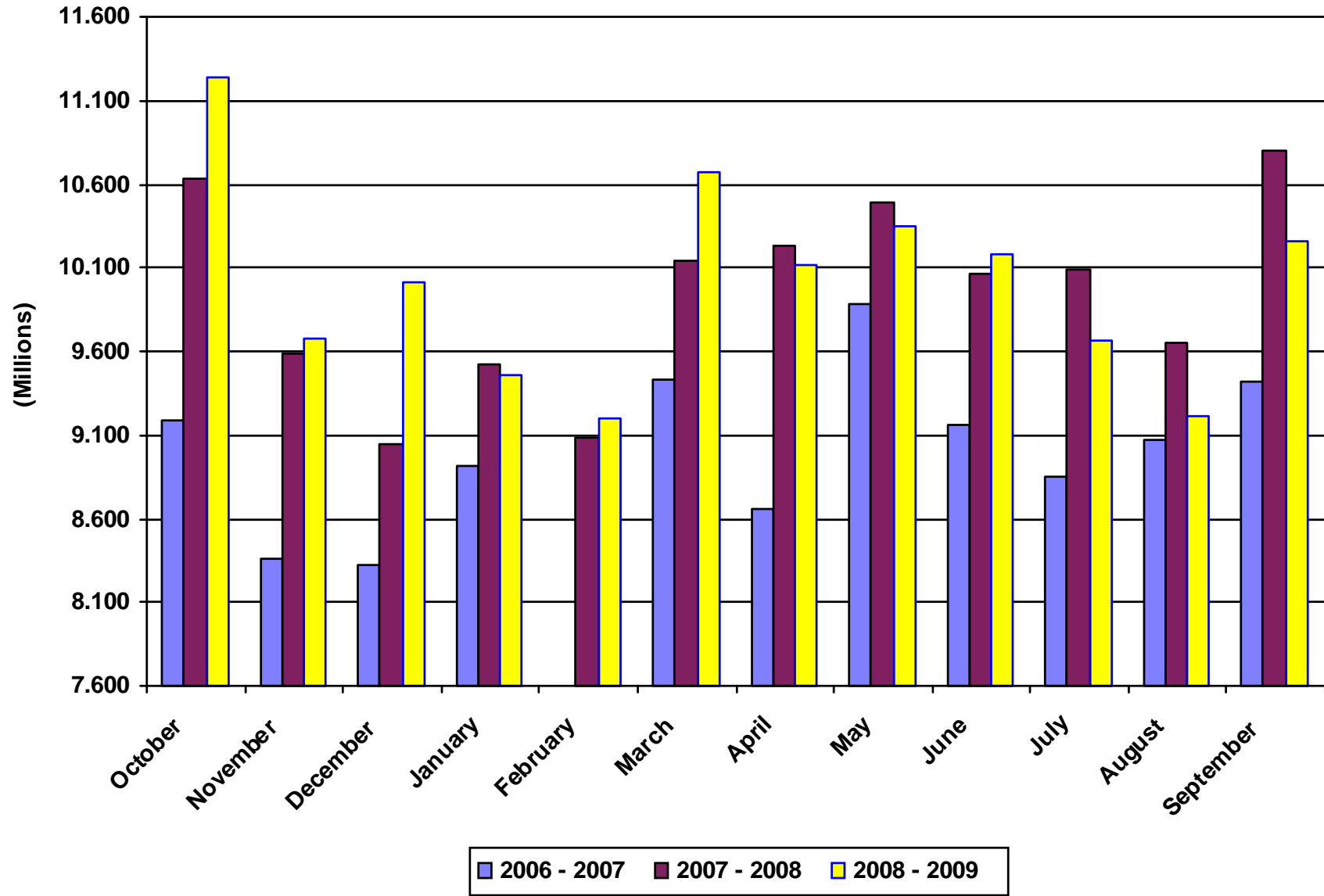
Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
October		217,133,767		224,891,144	3.57%
November		217,682,011		224,221,482	3.00%
December		217,771,456		224,985,766	3.31%
January	211,988,680	218,348,391	3.00%	224,288,030	2.72%
February	212,275,856	219,770,241	3.53%	223,702,833	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%	220,522,726	-1.33%
<b>September</b>	<b>215,886,708</b>	<b>224,761,687</b>	<b>4.11%</b>	<b>219,628,647</b>	<b>-2.28%</b>

## Average Weekday Passengers

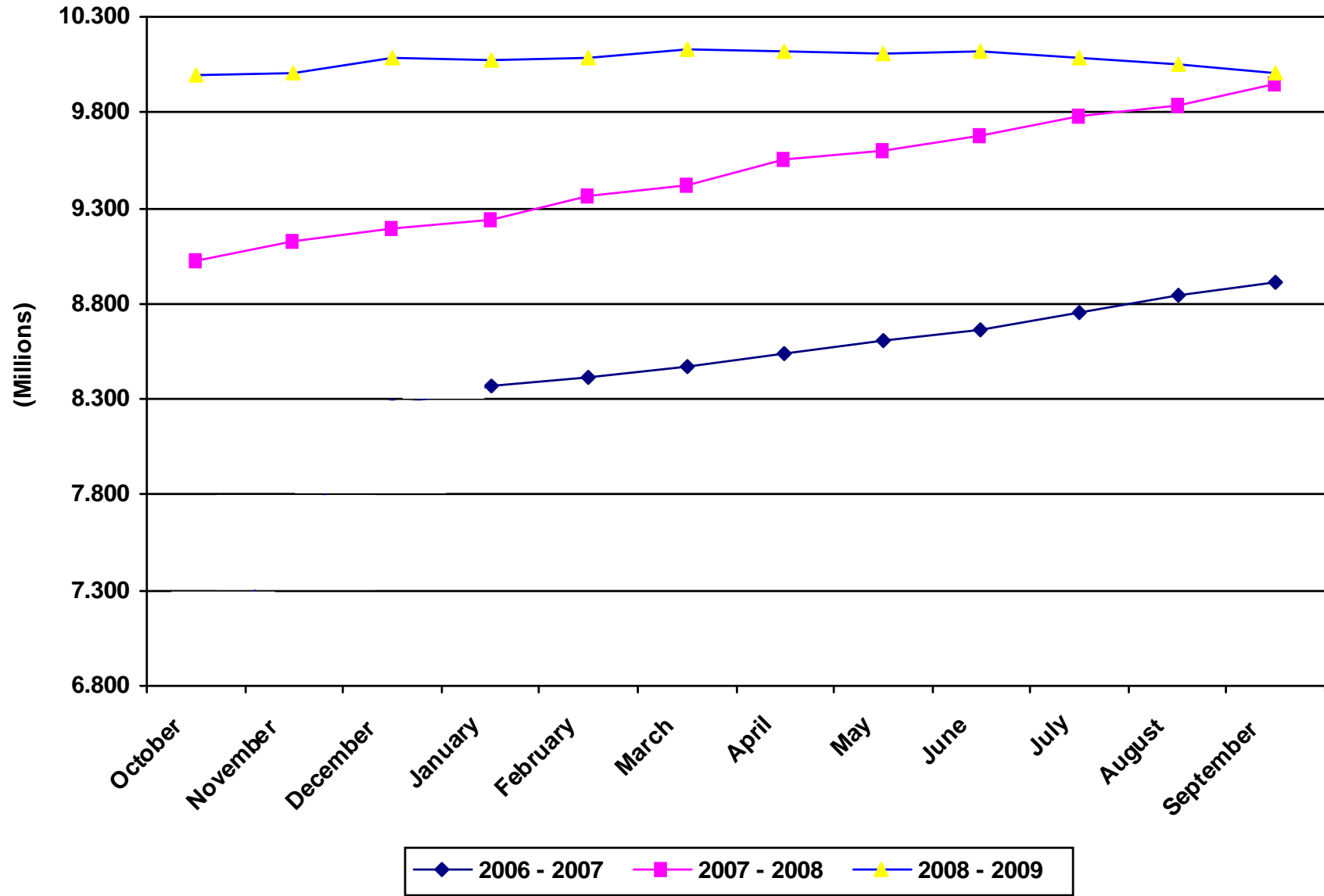
Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
October	8,597,210	8,932,833	3.90%	8,972,705	0.45%
November	8,554,046	8,778,730	2.63%	8,849,687	0.81%
December	8,384,740	8,419,991	0.42%	8,458,974	0.46%
January	8,046,762	8,326,431	3.48%	8,162,123	-1.97%
February	8,197,615	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%
<b>September</b>	<b>8,887,494</b>	<b>9,156,197</b>	<b>3.02%</b>	<b>8,663,131</b>	<b>-5.39%</b>

Includes MTA Bus Company

### MTA Bus Company Revenue Passengers



### MTA Bus Company 12 Month Averages



### MTA Bus Company Average Weekday Passengers

