

# **New York City Transit**

**MTA New York City Transit  
2006 Preliminary Budget  
July Financial Plan 2006 – 2009**

**MISSION STATEMENT**

The mission of MTA New York City Transit is to provide customers with safe, reliable and convenient public transportation in a cost effective manner.

**FINANCIAL OVERVIEW**

MTA NYC Transit carries out its mission by providing effective and cost-efficient transportation services through:

- a subway system operating approximately 6,200 subway cars on 26 routes over 233 route miles and 660 miles of mainline track, serving 468 stations located in four of New York City's (City) boroughs; and
- a bus system operating more than 4,400 buses on 207 local and 36 express routes for more than 118 million miles per year; and
- Access-a-Ride, a paratransit service that operates throughout the City under private contract to serve persons whose disabilities preclude their use of bus and subway services.

The 2006 Preliminary Budget and projections for the years 2007-2009 provide sufficient funding to maintain both a continuation of current service levels as well as MTA's commitment to safety and security. This is accomplished primarily through the implementation of organizational and operating efficiencies (Programs to Eliminate the GAP) that optimize the use of resources to achieve agency goals. Ongoing and extensive internal efforts are being made by MTA NYC Transit to reduce non-critical spending and improve operating efficiencies.

**2005 Mid-Year Forecast**

MTA NYC Transit's 2005 Mid-Year Forecast includes total expenses before depreciation of \$5,516.3 million, consisting of \$4,747.5 million of non-reimbursable expenses and \$768.8 million of reimbursable expenses. Total revenues are projected to be \$3,727.8 million, of which \$2,959.0 million are operating revenues and \$768.8 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 47,139 (41,889 non-reimbursable positions and 5,250 reimbursable positions).

## **2005 Mid-Year Forecast (continued)**

The 2005 baseline net cash deficit is projected to worsen by \$1.1 million from the 2005 Adopted Budget. Major favorable non-reimbursable changes include increased paratransit urban tax revenues of \$13.5 million driven by a very strong local real estate market and a re-estimate of the level of excess personnel based primarily on updated attrition rates resulting in a savings of \$10.7 million. Major unfavorable non-reimbursable changes include: a \$10.7 million increase in overtime requirements including vacancy coverage, responses to service disruptions and inclement weather occurring in the first quarter; estimated cost increases of \$8.0 million based upon updated inflation rate assumptions; and \$4.0 million of increased maintenance and station, track and infrastructure cleaning costs. In addition, a re-scheduling in the implementation of the One Person Train Operation (OPTO) program on the L Line results in a loss of \$2.9 million in savings and the deferral of the implementation of the bus off-peak loading guideline changes until 2006 results in a \$4.8 million worsening of the 2005 deficit. These last two changes represent major revisions to the 2005 PEGs included in the 2005 Adopted Budget.

Reimbursable expenses increased from the 2005 Adopted Budget by \$40.8 million, due to additional Capital Program requirements primarily in the areas of track & switches, critical signal safety, antennae cables, third rail support, shuttle work, bus requirements, CCTV security and station rehabilitations. This increase is offset by a corresponding revenue reimbursement increase.

The 2005 accelerated effect of new 2006 Programs to Eliminate the GAP (PEGs), presented below the baseline on the attached financial tables, and described below, are projected to yield a deficit reduction of \$5.3 million.

## **2006 Preliminary Budget**

MTA NYC Transit's 2006 Preliminary Budget includes total expenses before depreciation of \$5,697.6 million, consisting of \$4,983.0 million of non-reimbursable expenses and \$714.7 million of reimbursable expenses. Total revenues are projected to be \$3,726.8 million, of which \$3,012.1 million are operating revenues and \$714.7 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 46,981 (41,900 non-reimbursable positions and 5,081 reimbursable positions).

The 2006 baseline net cash deficit is projected to increase by \$78.8 million from the February Financial Plan 2006 projection. Major unfavorable non-reimbursable causal factors include: increased costs of \$67.1 million resulting from updated inflation rates and other price change assumptions and \$28.1 million of new maintenance and cleaning initiatives. Major favorable changes include the timing of capital reimbursements into 2006 of \$8.5 million and projected higher paratransit urban tax revenues of \$6.5 million, driven by a very strong local real estate market.

## **2006 Preliminary Budget (continued)**

The major components of the \$28.1 million of new maintenance and cleaning requirements are summarized as follows:

- Revisions to the subway car Scheduled Maintenance System (SMS) added \$7.4 million in costs based upon a reassessment of fleet maintenance requirements.
- Funding for \$11.6 million of new maintenance requirements, largely for: prevention of broken rail incidents; stop-circuit modifications; light emitting diode signal head conversions to reduce the number of dark signal incidents; fire alarm inspections and several bus maintenance initiatives.
- Funding for \$9.1 million of new cleaning requirements relating to increased cleaning of stations, track, and infrastructure.

2006 PEGs, presented below the baseline on the attached financial tables, and described below, are projected to yield a deficit reduction of \$19.5 million with 118 position reductions.

## **2007-2009 Projections**

MTA NYC Transit's projections for 2007-2009 reflect total expenses before depreciation as follows: 2007-\$5,898.1 million, 2008-\$6,113.3 million and 2009-\$6,325.3 million. Non-reimbursable expenses before depreciation are projected as follows: 2007-\$5,177.0 million, 2008-\$5,375.3 million and 2009-\$5,580.8 million. Reimbursable expenses are projected as follows: 2007-\$721.0 million, 2008-\$738.0 million and 2009-\$744.6 million. Total revenues are projected as follows: 2007-\$3,775.0 million, 2008-\$3,829.9 million and 2009-\$3,849.7 million. Operating revenues are projected as follows: 2007-\$3,053.9 million, 2008-\$3,091.8 million and 2009-\$3,105.2 million. Capital reimbursements are projected as follows: 2007-\$721.0 million, 2008-\$738.0 million and 2009-\$744.6 million. Total full-time and full-time baseline equivalent positions are projected to be 46,803 in 2007, 46,926 in 2008 and 46,688 in 2009. Non-reimbursable positions are projected to be 41,804 in 2007, 41,943 in 2008 and 41,796 in 2009. Reimbursable positions are projected to be 4,999 in 2007, 4,983 in 2008 and 4,892 in 2009.

Baseline net cash deficits are projected to increase by \$88.7 million in 2007, \$164.6 million in 2008 and \$171.8 million in 2009 from the February Financial Plan. The major causal factor for these increases is higher costs due to updated inflation rate assumption as follows: \$98.7 million in 2007; \$120.7 million in 2008; and \$155.9 million in 2009. Additionally, funding for new maintenance and cleaning requirements was provided as follows: \$24.8 million in 2007; \$26.0 million in 2008; and \$22.8 million in 2009. A third significant causal factor is schedule and scope revisions to bus shop maintenance program production levels to meet current bus maintenance/upgrade requirements in a more efficient manner. This factor resulted in a projected reduction in expenses in 2007 of \$12.2 million but projected increases in expenses in 2008 of \$36.5 million and 2009 of \$24.3 million.

## **2007-2009 Projections** (continued)

The major components for the new maintenance and cleaning requirements are summarized as follows:

- Funding of \$18.4 million in 2007; \$19.6 million in 2008 and \$16.4 million in 2009 of new maintenance requirements largely for: SONET/ATS network; SMS Program; new police radio system; partial re-flooring of R46/R38 subway cars; prevention of broken rail incidents; revenue facility requirements; stop-circuit modifications, light emitting diode signal head conversions to reduce the number of dark signal incidents; bus maintenance initiatives and fire alarm inspections.
- Funding for \$6.4 million in 2007, 2008 and 2009 of new cleaning requirements relating to the increased cleaning of stations, track, and infrastructure.

Programs to Eliminate the Gap, described below, are projected to generate deficit reductions of \$22.6 million in 2007, \$36.0 million in 2008 and \$43.7 million in 2009. Position reductions are projected to be 277 in 2007, 432 in 2008 and 432 in 2009.

Major assumptions and reconciliations to the February Plan are addressed later in this section.

## **GAP CLOSING MEASURES**

### **2006 Programs to Eliminate the Gap (PEGs)**

MTA NYC Transit has developed programs resulting in significant cost savings and position reductions. These reductions are largely achieved through administrative streamlining and operating efficiencies with little impact on MTA NYC Transit operations.

### **2005 Mid-Year Forecast**

In 2005, PEG savings are projected at \$5.3 million. These savings are mostly administrative and result from management actions to achieve health and welfare cost savings.

### **2006 Preliminary Budget**

2006 PEG savings are projected at \$19.5 million with an elimination of 129 positions.

Administrative savings of \$10.2 million and 23 positions include: management actions to achieve health & welfare cost savings of \$4.4 million; implement disease management program resulting in health benefit savings of \$1.4 million; savings of \$0.9 million of

## **2006 Preliminary Budget-PEG Savings (continued)**

worker's compensation costs; reduce new subway car acceptance support costs of \$0.6 million by eliminating 6 positions; corporate communications administrative savings of \$0.6 million and 1 position; voice and data support staff savings of \$0.5 million and 6 positions; human resources staffing/overtime savings of \$0.4 million and 5 positions; and rolling stock administrative consolidation savings of \$0.3 million and 4 positions.

Direct service savings of \$1.2 million is attributed to hybrid bus fuel expense reductions.

Service support savings of \$2.0 million and position reductions of 22 include: tower operator switching efficiencies resulting in savings of \$0.5 million and 7 positions; L Line/CBTC switching conductor efficiencies resulting in savings of \$0.3 million and 4 positions; Grand Concourse master tower automation to achieve savings of \$0.2 million and 5 positions; managerial train supervision automation resulting in savings of \$0.4 million and 3 positions; and elimination of traffic checker overnight/weekend desk operations with a savings of \$0.3 million and 3 positions.

Maintenance savings of \$5.5 million and position reductions of 58 include: Central Electronics Shop productivity savings of \$1.1 million and 13 positions; improvement in subway car reliability allows for inspector position reductions of 15 and expense savings of \$1.2 million; AFC maintenance support consolidation efficiencies resulting in savings of \$0.7 million and 7 positions; RTO maintenance support savings of \$0.4 million and 6 positions; machine shop consolidation savings of \$0.5 million and 6 positions; "B" level defect repair overtime reduction of \$0.5 million; reduction of power operations emergency crew helpers by 8 positions and \$0.5 million in expense savings; and reduction of maintenance-related hardware materials by \$0.5 million due to centralization of functions.

## **2007-2009 Projections**

PEG savings are projected at: \$22.6 million in 2007; \$36.0 million in 2008; and \$43.7 million in 2009. Position eliminations are projected at: 288 in 2007; 443 in 2008; and 443 in 2009.

Administrative savings of \$10.2 million in each year, 23 position reductions in 2007 and 24 position reductions in 2008/2009 include: management actions to achieve health & welfare cost savings of \$4.5 million; implement disease management program resulting in health benefit savings of \$1.4 million; savings of \$0.9 million of worker's compensation costs; reduce new subway car acceptance support costs of \$0.6 million by eliminating 6 positions; corporate communications administrative savings of \$0.6 million and 1 position; voice and data support staff savings of \$0.5 million and 6 positions; human resources staffing/overtime savings of \$0.4 million and 5 positions; and rolling stock administrative consolidation savings of \$0.3 million and 4 positions.

## **2007-2009 Projections-PEG Savings (continued)**

Direct service savings due to hybrid bus fuel expense reductions are projected to be: \$1.9 million in 2007; \$2.8 million in 2008; and \$4.4 million in 2009.

Service support savings are projected to be \$4.1 million in 2007; \$16.5 million in 2008; and \$22.6 million in 2009. Position reductions are projected to be 181 in 2007 and 335 in 2008 and 2009. These reductions include: implementation of One Person Train Operation (OPTO) on several lines-savings of \$2.0 million in 2007, \$14.4 million in 2008, and \$20.4 million in 2009 and position reductions of 159 in 2007 and 313 in 2008 and 2009; tower operator switching efficiencies resulting in savings of \$0.5 million and 7 positions each year; L Line/CBTC switching conductor efficiencies resulting in savings of \$0.3 million and 4 positions each year; Grand Concourse master tower automation to achieve savings of \$0.2 million and 5 positions each year; managerial train supervision automation resulting in savings of \$0.4 million and 3 positions each year; and elimination of traffic checker overnight/weekend desk operations with a savings of \$0.3 million and 3 positions each year.

Maintenance savings of \$5.5 million and position reductions of 58 each year include: Central Electronics Shop productivity savings of \$1.1 million and 13 positions; improvement in subway car reliability allows for inspector position reductions of 15 and expense savings of \$1.2 million; AFC maintenance support consolidation efficiencies resulting in savings of \$0.7 million and 7 positions; RTO maintenance support savings of \$0.4 million and 6 positions; machine shop consolidation savings of \$0.5 million and 6 positions; "B" level defect repair overtime reduction of \$0.5 million; reduction of power operations emergency crew helpers by 8 positions and \$0.5 million in expense savings; and reduction of maintenance-related hardware materials by \$0.5 million due to centralization of functions.

MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Accrual Statement of Operations by Category  
 (\$ in millions)

NON-REIMBURSABLE	2004 Actuals	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<b>Revenue</b>						
Farebox Revenue:						
Subway	\$1,795.334	\$1,903.589	\$1,943.359	\$1,967.696	\$1,985.279	\$1,986.462
Bus	747.868	785.401	796.749	804.046	811.109	811.569
Paratransit	6.024	7.037	7.951	8.985	10.153	11.473
Fare Media Liability	20.974	13.100	12.700	13.000	13.300	13.600
<b>Total Farebox Revenue</b>	<b>\$2,570.200</b>	<b>\$2,709.127</b>	<b>\$2,760.759</b>	<b>\$2,793.727</b>	<b>\$2,819.841</b>	<b>\$2,823.104</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	103.766	103.766	103.766	103.766	103.766	103.766
Paratransit Reimbursement	47.216	58.620	58.379	66.833	78.222	88.469
Other	102.109	87.535	89.197	89.597	89.997	89.812
<b>Total Other Operating Revenue</b>	<b>\$253.091</b>	<b>\$249.921</b>	<b>\$251.342</b>	<b>\$260.196</b>	<b>\$271.985</b>	<b>\$282.047</b>
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$2,823.291</b>	<b>\$2,959.048</b>	<b>\$3,012.101</b>	<b>\$3,053.923</b>	<b>\$3,091.826</b>	<b>\$3,105.151</b>
<b>Expenses</b>						
Labor:						
Payroll	2,357.257	2,402.781	2,471.237	2,525.033	2,601.145	2,667.674
Overtime	199.298	207.459	200.232	204.674	209.487	216.290
Total Salaries & Wages	2,556.555	2,610.240	2,671.469	2,729.707	2,810.632	2,883.964
Health and Welfare	511.230	588.718	643.514	701.041	769.109	839.168
Pensions	309.388	446.617	537.498	558.642	565.116	566.589
Other Fringe Benefits	234.469	192.561	200.751	205.851	211.641	217.463
Total Fringe Benefits	1,055.087	1,227.896	1,381.763	1,465.534	1,545.866	1,623.220
Reimbursable Overhead	(143.432)	(143.045)	(131.554)	(132.147)	(135.512)	(135.494)
<b>Total Labor Expenses</b>	<b>\$3,468.210</b>	<b>\$3,695.091</b>	<b>\$3,921.678</b>	<b>\$4,063.094</b>	<b>\$4,220.986</b>	<b>\$4,371.690</b>
Non-Labor:						
Traction and Propulsion Power	114.338	138.389	142.246	143.801	145.138	147.598
Fuel for Buses and Trains	71.217	88.884	83.475	80.868	80.567	82.114
Insurance	28.649	33.664	35.478	37.576	39.734	41.651
Claims	62.203	69.441	71.350	73.306	75.314	77.370
Paratransit Service Contracts	135.076	161.928	188.106	219.906	255.819	296.277
Mtce. and Other Operating Contracts	154.878	189.804	188.883	188.859	187.246	196.298
Professional Service Contracts	93.493	91.617	84.379	83.186	85.349	87.202
Materials & Supplies	222.229	248.360	237.174	255.828	254.255	249.503
Other Business Expenses	38.736	30.336	30.193	30.622	30.879	31.081
<b>Total Non-Labor Expenses</b>	<b>\$920.819</b>	<b>\$1,052.423</b>	<b>\$1,061.284</b>	<b>\$1,113.952</b>	<b>\$1,154.301</b>	<b>\$1,209.094</b>
Other Expense Adjustments:						
Other	1.896	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$1.896</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$4,390.925</b>	<b>\$4,747.514</b>	<b>\$4,982.962</b>	<b>\$5,177.046</b>	<b>\$5,375.287</b>	<b>\$5,580.784</b>
Depreciation	891.819	981.600	1,086.500	1,191.300	1,292.500	1,396.300
<b>Total Expenses</b>	<b>\$5,282.744</b>	<b>\$5,729.114</b>	<b>\$6,069.462</b>	<b>\$6,368.346</b>	<b>\$6,667.787</b>	<b>\$6,977.084</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$2,459.453)</b>	<b>(\$2,770.066)</b>	<b>(\$3,057.361)</b>	<b>(\$3,314.423)</b>	<b>(\$3,575.961)</b>	<b>(\$3,871.933)</b>
Program to Eliminate the Gap	0.000	5.307	18.317	21.437	34.848	42.497
<b>Net Surplus/(Deficit)</b>	<b>(\$2,459.453)</b>	<b>(\$2,764.759)</b>	<b>(\$3,039.044)</b>	<b>(\$3,292.986)</b>	<b>(\$3,541.113)</b>	<b>(\$3,829.436)</b>





MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Accrual Statement of Operations by Category  
 (\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2004 Actuals	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<b>Revenue</b>						
Farebox Revenue:						
Subway	\$1,795.334	\$1,903.589	\$1,943.359	\$1,967.696	\$1,985.279	\$1,986.462
Bus	747.868	785.401	796.749	804.046	811.109	811.569
Paratransit	6.024	7.037	7.951	8.985	10.153	11.473
Fare Media Liability	20.974	13.100	12.700	13.000	13.300	13.600
<b>Total Farebox Revenue</b>	<b>\$2,570.200</b>	<b>\$2,709.127</b>	<b>\$2,760.759</b>	<b>\$2,793.727</b>	<b>\$2,819.841</b>	<b>\$2,823.104</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	103.766	103.766	103.766	103.766	103.766	103.766
Paratransit Reimbursement	47.216	58.620	58.379	66.833	78.222	88.469
Other	102.109	87.535	89.197	89.597	89.997	89.812
Total Other Operating Revenue	253.091	249.921	251.342	260.196	271.985	282.047
Capital and Other Reimbursements	764.404	768.762	714.661	721.042	738.029	744.550
<b>Total Revenue</b>	<b>\$3,587.695</b>	<b>\$3,727.810</b>	<b>\$3,726.762</b>	<b>\$3,774.965</b>	<b>\$3,829.855</b>	<b>\$3,849.701</b>
<b>Expenses</b>						
Labor:						
Payroll	2,699.705	2,742.954	2,798.282	2,854.888	2,938.636	3,010.226
Overtime	266.887	260.950	252.316	257.555	263.915	271.204
Total Salaries & Wages	2,966.592	3,003.904	3,050.598	3,112.443	3,202.551	3,281.430
Health and Welfare	527.474	606.987	664.309	723.742	793.893	866.230
Pensions	315.899	458.609	552.475	574.990	581.976	583.463
Other Fringe Benefits	319.318	274.348	278.088	283.405	290.885	297.310
Total Fringe Benefits	1,162.691	1,339.944	1,494.872	1,582.137	1,666.754	1,747.003
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$4,129.283</b>	<b>\$4,343.848</b>	<b>\$4,545.470</b>	<b>\$4,694.580</b>	<b>\$4,869.305</b>	<b>\$5,028.433</b>
Non-Labor:						
Traction and Propulsion Power	114.338	138.389	142.246	143.801	145.138	147.598
Fuel for Buses and Trains	71.219	88.884	83.475	80.868	80.567	82.114
Insurance	28.649	33.664	35.478	37.576	39.734	41.651
Claims	62.469	69.441	71.350	73.306	75.314	77.370
Paratransit Service Contracts	135.076	161.928	188.106	219.906	255.819	296.277
Mtce. and Other Operating Contracts	190.971	227.789	220.467	220.443	218.830	227.382
Professional Service Contracts	110.994	111.645	100.979	99.786	101.949	103.802
Materials & Supplies	277.642	307.253	277.159	294.500	293.081	286.927
Other Business Expenses	32.792	33.435	32.893	33.322	33.579	33.780
<b>Total Non-Labor Expenses</b>	<b>\$1,024.150</b>	<b>\$1,172.428</b>	<b>\$1,152.153</b>	<b>\$1,203.508</b>	<b>\$1,244.011</b>	<b>\$1,296.901</b>
Other Expense Adjustments:						
Other	1.896	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$1.896</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$5,155.329</b>	<b>\$5,516.276</b>	<b>\$5,697.623</b>	<b>\$5,898.088</b>	<b>\$6,113.316</b>	<b>\$6,325.334</b>
Depreciation	891.819	981.600	1,086.500	1,191.300	1,292.500	1,396.300
<b>Total Expenses</b>	<b>\$6,047.148</b>	<b>\$6,497.876</b>	<b>\$6,784.123</b>	<b>\$7,089.388</b>	<b>\$7,405.816</b>	<b>\$7,721.634</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$2,459.453)</b>	<b>(\$2,770.066)</b>	<b>(\$3,057.361)</b>	<b>(\$3,314.423)</b>	<b>(\$3,575.961)</b>	<b>(\$3,871.933)</b>
Program to Eliminate the Gap	0.000	5.307	18.317	21.437	34.848	42.497
<b>Net Surplus/(Deficit)</b>	<b>(\$2,459.453)</b>	<b>(\$2,764.759)</b>	<b>(\$3,039.044)</b>	<b>(\$3,292.986)</b>	<b>(\$3,541.113)</b>	<b>(\$3,829.436)</b>

MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Cash Conversion (Cash Flow Adjustments)  
 (\$ in millions)

	2004 Actuals	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<b>Receipts</b>						
Farebox Revenue	2.669	8.700	9.000	21.300	9.700	9.700
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	0.034	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(1.016)	0.500	0.000	0.000	0.000	0.000
Other	104.022	22.100	2.100	2.100	2.100	2.100
<b>Total Other Operating Revenue</b>	<b>\$103.040</b>	<b>\$22.600</b>	<b>\$2.100</b>	<b>\$2.100</b>	<b>\$2.100</b>	<b>\$2.100</b>
Capital and Other Reimbursements	0.196	3.112	5.453	(6.331)	(8.540)	(6.360)
<b>Total Receipt Adjustments</b>	<b>\$105.905</b>	<b>\$34.412</b>	<b>\$16.553</b>	<b>\$17.069</b>	<b>\$3.260</b>	<b>\$5.440</b>
<b>Expenditures</b>						
Labor:						
Payroll	24.505	8.527	22.109	22.416	21.837	24.365
Overtime	19.987	0.000	0.000	0.000	0.000	0.000
Total Salaries & Wages	44.492	8.527	22.109	22.416	21.837	24.365
Health and Welfare	15.174	(9.216)	0.000	0.000	0.000	0.000
Pensions	95.899	134.040	39.038	7.628	1.389	(1,916)
Other Fringe Benefits	46.318	6.185	7.850	7.512	7.720	7.939
Total Fringe Benefits	157.391	131.009	46.888	15.140	9.109	6.023
Reimbursable Overhead						
<b>Total Labor Expenditures</b>	<b>\$201.883</b>	<b>\$139.536</b>	<b>\$68.997</b>	<b>\$37.556</b>	<b>\$30.946</b>	<b>\$30.388</b>
Non-Labor:						
Traction and Propulsion Power	0.838	0.000	0.000	0.000	0.000	0.000
Fuel for Buses and Trains	0.819	0.000	0.000	0.000	0.000	0.000
Insurance	(13.551)	(3.249)	(0.018)	(0.963)	(4.842)	2.127
Claims	15.969	11.463	12.299	12.780	13.273	10.875
Paratransit Service Contracts	4.676	3.200	4.200	0.000	0.000	0.000
Mtce. and Other Operating Contracts	(10.729)	(8.454)	(8.454)	(8.454)	(8.454)	(8.454)
Professional Service Contracts	4.694	4.200	4.200	4.200	4.200	4.200
Materials & Supplies	7.542	4.072	2.750	2.000	2.000	2.000
Other Business Expenditures	3.492	0.001	(0.001)	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$13.750</b>	<b>\$11.233</b>	<b>\$14.976</b>	<b>\$9.563</b>	<b>\$6.177</b>	<b>\$10.748</b>
Other Expenditure Adjustments:						
Other	1.896	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$1.896</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditure Adjustments</b>	<b>\$217.529</b>	<b>\$150.769</b>	<b>\$83.973</b>	<b>\$47.119</b>	<b>\$37.123</b>	<b>\$41.136</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$323.434</b>	<b>\$185.181</b>	<b>\$100.526</b>	<b>\$64.188</b>	<b>\$40.383</b>	<b>\$46.576</b>
Depreciation Adjustment	891.819	981.600	1,086.500	1,191.300	1,292.500	1,396.300
<b>Baseline Total Cash Conversion Adj.</b>	<b>\$1,215.253</b>	<b>\$1,166.781</b>	<b>\$1,187.026</b>	<b>\$1,255.488</b>	<b>\$1,332.883</b>	<b>\$1,442.876</b>
Program to Eliminate the Gap	0.000	0.000	1.200	1.200	1.200	1.200
<b>Total Cash Conversion Adjustments</b>	<b>\$1,215.253</b>	<b>\$1,166.781</b>	<b>\$1,188.226</b>	<b>\$1,256.688</b>	<b>\$1,334.083</b>	<b>\$1,444.076</b>

MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Cash Receipts & Expenditures  
 (\$ in millions)

	2004 Actuals	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<b>Receipts</b>						
Farebox Revenue	\$2,572.869	\$2,717.827	\$2,769.759	\$2,815.027	\$2,829.541	\$2,832.804
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	103.800	103.766	103.766	103.766	103.766	103.766
Paratransit Reimbursement	46.200	59.120	58.379	66.833	78.222	88.469
Other	206.131	109.635	91.297	91.697	92.097	91.912
<b>Total Other Operating Revenue</b>	<b>\$356.131</b>	<b>\$272.521</b>	<b>\$253.442</b>	<b>\$262.296</b>	<b>\$274.085</b>	<b>\$284.147</b>
Capital and Other Reimbursements	764.600	771.874	720.114	714.711	729.489	738.190
<b>Total Receipts</b>	<b>\$3,693.600</b>	<b>\$3,762.222</b>	<b>\$3,743.315</b>	<b>\$3,792.034</b>	<b>\$3,833.115</b>	<b>\$3,855.141</b>
<b>Expenditures</b>						
Labor:						
Payroll	2,675.200	2,734.427	2,776.173	2,832.472	2,916.799	2,985.861
Overtime	246.900	260.950	252.316	257.555	263.915	271.204
Total Salaries & Wages	2,922.100	2,995.377	3,028.489	3,090.027	3,180.714	3,257.065
Health and Welfare	512.300	616.203	664.309	723.742	793.893	866.230
Pensions	220.000	324.569	513.437	567.362	580.587	585.379
Other Fringe Benefits	273.000	268.163	270.238	275.893	283.165	289.371
Total Fringe Benefits	1,005.300	1,208.935	1,447.984	1,566.997	1,657.645	1,740.980
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$3,927.400</b>	<b>\$4,204.312</b>	<b>\$4,476.473</b>	<b>\$4,657.024</b>	<b>\$4,838.359</b>	<b>\$4,998.045</b>
Non-Labor:						
Traction and Propulsion Power	113.500	138.389	142.246	143.801	145.138	147.598
Fuel for Buses and Trains	70.400	88.884	83.475	80.868	80.567	82.114
Insurance	42.200	36.913	35.496	38.539	44.576	39.524
Claims	46.500	57.978	59.051	60.526	62.041	66.495
Paratransit Service Contracts	130.400	158.728	183.906	219.906	255.819	296.277
Mtce. and Other Operating Contracts	201.700	236.243	228.921	228.897	227.284	235.836
Professional Service Contracts	106.300	107.445	96.779	95.586	97.749	99.602
Materials & Supplies	270.100	303.181	274.409	292.500	291.081	284.927
Other Business Expenditures	29.300	33.434	32.894	33.322	33.579	33.780
<b>Total Non-Labor Expenditures</b>	<b>\$1,010.400</b>	<b>\$1,161.195</b>	<b>\$1,137.177</b>	<b>\$1,193.945</b>	<b>\$1,237.834</b>	<b>\$1,286.153</b>
Other Expenditure Adjustments:						
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$4,937.800</b>	<b>\$5,365.507</b>	<b>\$5,613.650</b>	<b>\$5,850.969</b>	<b>\$6,076.193</b>	<b>\$6,284.198</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$1,244.200)</b>	<b>(\$1,603.285)</b>	<b>(\$1,870.335)</b>	<b>(\$2,058.935)</b>	<b>(\$2,243.078)</b>	<b>(\$2,429.057)</b>
Program to Eliminate the Gap	0.000	5.307	19.517	22.637	36.048	43.697
<b>Net Cash Deficit</b>	<b>(\$1,244.200)</b>	<b>(\$1,597.978)</b>	<b>(\$1,850.818)</b>	<b>(\$2,036.298)</b>	<b>(\$2,207.030)</b>	<b>(\$2,385.360)</b>

**MTA New York City Transit  
July Financial Plan 2006-2009  
Year-To-Year Major Changes by Category-Baseline Narrative**

**TOTAL REVENUES**

**Farebox Revenue**

- Annual improvements in subway/bus farebox revenue are based largely on forecasted growth in NYC employment.
- Annual improvements in paratransit farebox revenue are based on assumed annual ridership growth rates of 13%, consistent with current ridership growth.

**Other Operating Revenue**

- Annual revenue increases represent primarily contractually-capped increases in NYC reimbursements that serve to partially fund the annual growth in paratransit expenses.
- 2006 includes a reduction from a very high level of 2005 paratransit urban tax revenue, which was based upon a very strong 2005 real estate market.

**Capital and Other Reimbursements**

- Reimbursements are projected to decrease by \$54.1 million or 7.1% from 2005 to 2006, due to the completion of a number of significant capital projects.
- Changes in subsequent years are due to the timing of project requirements and to provide for reimbursement consistent with projected CPI increases in labor expenses and actuarial-based pension increases, as explained below.

**TOTAL EXPENSES**

**Payroll**

- 2006-2009 includes primarily CPI rate increases as follows: 2006-2.57%, 2007-2.79%, 2008-2.94%, and 2009-3.18%.
- Reimbursable expenses decreased by \$13.1 million from 2005 to 2006, due to the completion of a number of significant capital projects.

**Overtime**

- 2006-2009 payroll wage rate increase assumptions apply.
- The reduction from 2005 to 2006 was due primarily to additional 2005 overtime requirements caused by vacancy coverage, service disruptions, and adverse winter weather not anticipated to recur in 2006.
- Reimbursable expenses decrease by \$1.4 million from 2005 to 2006, due largely to the completion of a number of significant capital projects.

**Health & Welfare**

- Inflation assumptions are as follows: 2006 through 2009-9.3%.

## **Pension**

- Significant projected increases in expenses are based upon information from pension plan actuaries.

## **Other Fringe Benefits**

- Inflation assumptions consistent with payroll rate increase assumptions.
- Reimbursable expenses decreased from 2005 to 2006, due in part to the completion of a number of significant capital projects.

## **Traction and Propulsion Power**

- Based upon most recent information on projections of power rates.

## **Fuel for Buses and Trains**

- 2006-2009 inflation/(deflation) assumptions are based upon Global Insight's estimates as follows: 2006-(6.0)%, 2007-(3.6)%, 2008-(2.0)%, and 2009-0.0%.

## **Insurance**

- Inflation-adjusted expenses provided by the MTA.

## **Claims**

- Assumes annual inflation of 2.5% for 2006 through 2009.

## **Paratransit Service Contracts**

- Inflation assumptions are based upon current carrier contracts.
- Significant expense increases are based upon projected annual ridership growth of 13%.

## **Maintenance and Other Operating Contracts**

- 2006-2009 inflation assumptions are based upon Global Insight's estimates as follows: 2006-2.02%, 2007-2.06%, 2008-2.31%, and 2009-2.52%.
- Facility power cost rate assumptions based upon most recent projections of power rates.
- Reimbursable expenses decreased by \$6.4 million from 2005 to 2006, due to the completion of a number of significant capital projects.

## **Professional Service Contracts**

- 2006-2009 inflation assumptions are based upon Global Insight's estimates as follows: 2006-2.02%, 2007-2.06%, 2008-2.31%, and 2009-2.52%.
- Reimbursable expenses decreased by \$3.4 million from 2005 to 2006, due to the completion of a number of significant capital projects.

### **Materials and Supplies**

- 2006-2009 inflation assumptions are based upon Global Insight's estimates as follows: 2006-3.08%, 2007-1.69%, 2008-1.20%, and 2009-1.19%.
- Non-reimbursable expense levels year-to-year tend to fluctuate, due to the timing of subway and bus scheduled maintenance programs.
- Reimbursable expenses decreased by \$18.9 million from 2005 to 2006, due to the completion of a number of significant capital projects.

### **Other Business Expenses**

- 2006-2009 inflation assumptions are based upon Global Insight's estimates as follows: 2006-2.02%, 2007-2.06%, 2008-2.31%, and 2009-2.52%.
- Reimbursable expenses decreased by \$0.4 million from 2005 to 2006, due to the completion of a number of significant capital projects.

### **Depreciation**

- Annual expense increases are due to projections of additional capital assets reaching beneficial use. Examples of these assets include subway station rehabilitations, track-work, new subway cars and buses.

## **TOTAL RECEIPTS**

### **Farebox Receipts**

- Annual improvements in subway/bus farebox revenue are based largely on forecasted growth in NYC employment.
- Includes cash adjustments for expired MetroCard values and the timing of counting and depositing cash, which can cause some annual fluctuations in cash received.
- Annual improvements in paratransit farebox revenue are based on assumed annual ridership growth rates of 13%, consistent with current ridership growth.

### **Other Operating Receipts**

- Annual revenue increases represent primarily contractually-capped increases in NYC reimbursements that serve to partially fund the annual growth in paratransit expenses.
- 2005 includes non-recurring cash receipts representing draw-downs accumulated from prior years of interest income (\$10.8 million) and Transit Adjudication Bureau funds (\$7.2 million).

### **Capital and Other Reimbursements**

- Accrued reimbursements are projected to decrease by \$54.1 million or 7.1% from 2005 to 2006, due to the completion of a number of significant capital projects.

- Changes in subsequent years are due to the timing of project requirements and to provide for reimbursement consistent with projected CPI increases in labor expenses and actuarial-based pension increases, as explained below.
- Cash adjustments are reflected annually to recognize the change in timing of receipts.
- 2005 includes a \$6.8 million favorable cash timing adjustment originally anticipated to be received in 2004.

## **TOTAL EXPENDITURES**

### **Payroll**

- 2006-2009 includes primarily CPI rate increases as follows: 2006-2.57%, 2007-2.79%, 2008-2.94%, and 2009-3.18%.
- Reimbursable expenses decreased by \$13.1 million from 2005 to 2006, due to the completion of a number of significant capital projects.
- Non-recurring retro-active wage cash payments of \$12.4 million are included in 2005 based upon assumptions of reaching union contract settlements.

### **Overtime**

- 2006-2009 payroll wage rate increase assumptions apply.
- The reduction from 2005 to 2006 was due primarily to additional 2005 overtime requirements caused by vacancy coverage, service disruptions, and adverse winter weather not anticipated to recur in 2006.
- Reimbursable expenses decrease by \$1.4 million from 2005 to 2006, due largely to the completion of a number of significant capital projects.

### **Health & Welfare**

- Inflation assumptions are as follows: 2006 through 2009-9.3%.
- 2005 includes an unfavorable timing of payments from 2004 of \$9.2 million.

### **Pension**

- Significant projected increases in expenses are based upon information from pension plan actuaries.
- Significant cash payment fluctuations result annually, due to the effect of prepaying pension expenses. The year-over-year effects are projected as follows: 2006/2005-\$ (95.0) million, 2007/2006-\$ (31.4) million, 2008/2007-\$ (6.2) million, and 2009/2008-\$ (3.3) million.

### **Other Fringe Benefits**

- Inflation assumptions consistent with payroll rate increase assumptions.
- Reimbursable expenses decreased from 2005 to 2006, due in part to the completion of a number of significant capital projects.



## **Traction and Propulsion Power**

- Based upon most recent information on projections of power rates.

## **Fuel for Buses and Trains**

- 2006-2009 inflation/(deflation) assumptions are based upon Global Insight's estimates as follows: 2006-(6.0)%, 2007-(3.6)%, 2008-(2.0)%, and 2009-0.0%.

## **Insurance**

- Inflation-adjusted expenses provided by the MTA.

## **Claims**

- Assumes annual inflation of 2.5% for 2006 through 2009.

## **Paratransit Service Contracts**

- Inflation assumptions are based upon current carrier contracts.
- Significant expense increases are based upon projected annual ridership growth of 13%.

## **Maintenance and Other Operating Contracts**

- 2006-2009 inflation assumptions are based upon Global Insight's estimates as follows: 2006-2.02%, 2007-2.06%, 2008-2.31%, and 2009-2.52%.
- Facility power cost rate assumptions based upon most recent projections of power rates.
- Reimbursable expenses decreased by \$6.4 million from 2005 to 2006, due to the completion of a number of significant capital projects.

## **Professional Service Contracts**

- 2006-2009 inflation assumptions are based upon Global Insight's estimates as follows: 2006-2.02%, 2007-2.06%, 2008-2.31%, and 2009-2.52%.
- Reimbursable expenses decreased by \$3.4 million from 2005 to 2006, due to the completion of a number of significant capital projects.

## **Materials and Supplies**

- 2006-2009 inflation assumptions are based upon Global Insight's estimates as follows: 2006-3.08%, 2007-1.69%, 2008-1.20%, and 2009-1.19%.
- Non-reimbursable expense levels year-to-year tend to fluctuate, due to the timing of subway and bus scheduled maintenance programs.
- Reimbursable expenses decreased by \$18.9 million from 2005 to 2006, due to the completion of a number of significant capital projects.

**Other Business Expenditures**

- 2006-2009 inflation assumptions are based upon Global Insight's estimates as follows: 2006-2.02%, 2007-2.06%, 2008-2.31%, and 2009-2.52%.
- Reimbursable expenses decreased by \$0.4 million from 2005 to 2006, due to the completion of a number of significant capital projects.

MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Year-to-Year Changes by Category - Accrual Basis  
 (\$ in millions)

**NON-REIMBURSABLE**

	Favorable/(Unfavorable)								
	2005	2006	Change 2006-2005	2007	Change 2007-2006	2008	Change 2008-2007	2009	Change 2009-2008
<b>Revenue</b>									
Farebox Revenue:									
Subway	\$1,903.589	\$1,943.359	\$39.770	\$1,967.696	\$24.337	\$1,985.279	\$17.583	\$1,986.462	\$1.183
Bus	785.401	796.749	11.348	804.046	7.297	811.109	7.063	811.569	0.460
Paratransit	7.037	7.951	0.914	8.985	1.034	10.153	1.168	11.473	1.320
Fare Media Liability	13.100	12.700	(0.400)	13.000	0.300	13.300	0.300	13.600	0.300
<b>Total Farebox Revenue</b>	<b>\$2,709.127</b>	<b>\$2,760.759</b>	<b>\$51.632</b>	<b>\$2,793.727</b>	<b>\$32.968</b>	<b>\$2,819.841</b>	<b>\$26.114</b>	<b>\$2,823.104</b>	<b>\$3.263</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	103.766	103.766	0.000	103.766	0.000	103.766	0.000	103.766	0.000
Paratransit Reimbursement	58.620	58.379	(0.241)	66.833	8.454	78.222	11.389	88.469	10.247
Other	87.535	89.197	1.662	89.597	0.400	89.997	0.400	89.812	(0.185)
<b>Total Other Operating Revenue</b>	<b>249.921</b>	<b>251.342</b>	<b>1.421</b>	<b>260.196</b>	<b>8.854</b>	<b>271.985</b>	<b>11.789</b>	<b>282.047</b>	<b>10.062</b>
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$2,959.048</b>	<b>\$3,012.101</b>	<b>\$53.053</b>	<b>\$3,053.923</b>	<b>\$41.822</b>	<b>\$3,091.826</b>	<b>\$37.903</b>	<b>\$3,105.151</b>	<b>\$13.325</b>
<b>Expenses</b>									
Labor:									
Payroll	2,402.781	2,471.237	(68.456)	2,525.033	(53.796)	2,601.145	(76.112)	2,667.674	(66.529)
Overtime	207.459	200.232	7.227	204.674	(4.442)	209.487	(4.813)	216.290	(6.803)
Total Salaries & Wages	2,610.240	2,671.469	(61.229)	2,729.707	(58.238)	2,810.632	(80.925)	2,883.964	(73.324)
Health and Welfare	588.718	643.514	(54.796)	701.041	(57.527)	769.109	(68.068)	839.168	(70.059)
Pensions	446.617	537.498	(90.881)	558.642	(21.144)	565.116	(6.474)	566.589	(1.473)
Other Fringe Benefits	192.561	200.751	(8.190)	205.851	(5.100)	211.841	(5.790)	217.463	(5.822)
Total Fringe Benefits	1,227.896	1,381.763	(153.867)	1,465.534	(83.771)	1,545.866	(80.332)	1,623.220	(77.354)
Reimbursable Overhead	(143.045)	(131.554)	(11.491)	(132.147)	0.593	(135.512)	3.365	(135.494)	(0.018)
<b>Total Labor Expenses</b>	<b>\$3,695.091</b>	<b>\$3,921.678</b>	<b>(\$226.587)</b>	<b>\$4,063.094</b>	<b>(\$141.416)</b>	<b>\$4,220.986</b>	<b>(\$157.892)</b>	<b>\$4,371.690</b>	<b>(\$150.704)</b>
Non-Labor:									
Traction and Propulsion Power	138.389	142.246	(3.857)	143.801	(1.555)	145.138	(1.337)	147.598	(2.460)
Fuel for Buses and Trains	88.884	83.475	5.409	80.868	2.607	80.567	0.301	82.114	(1.547)
Insurance	33.664	35.478	(1.814)	37.576	(2.098)	39.734	(2.158)	41.651	(1.917)
Claims	69.441	71.350	(1.909)	73.306	(1.956)	75.314	(2.008)	77.370	(2.056)
Paratransit Service Contracts	161.928	188.106	(26.178)	219.906	(31.800)	255.819	(35.913)	296.277	(40.458)
Mtce. and Other Operating Contracts	189.804	188.883	0.921	188.859	0.024	187.246	1.613	196.298	(9.052)
Professional Service Contracts	91.617	84.379	7.238	83.186	1.193	85.349	(2.163)	87.202	(1.853)
Materials & Supplies	248.360	237.174	11.186	255.828	(18.654)	254.255	1.573	249.503	4.752
Other Business Expenses	30.336	30.193	0.143	30.622	(0.429)	30.879	(0.257)	31.081	(0.202)
<b>Total Non-Labor Expenses</b>	<b>\$1,052.423</b>	<b>\$1,061.284</b>	<b>(\$8.861)</b>	<b>\$1,113.952</b>	<b>(\$52.668)</b>	<b>\$1,154.301</b>	<b>(\$40.349)</b>	<b>\$1,209.094</b>	<b>(\$54.793)</b>
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$4,747.514</b>	<b>\$4,982.962</b>	<b>(\$235.448)</b>	<b>\$5,177.046</b>	<b>(\$194.084)</b>	<b>\$5,375.287</b>	<b>(\$198.241)</b>	<b>\$5,580.784</b>	<b>(\$205.497)</b>
Depreciation	981.600	1,086.500	(104.900)	1,191.300	(104.800)	1,292.500	(101.200)	1,396.300	(103.800)
<b>Total Expenses</b>	<b>\$5,729.114</b>	<b>\$6,069.462</b>	<b>(\$340.348)</b>	<b>\$6,368.346</b>	<b>(\$298.884)</b>	<b>\$6,667.787</b>	<b>(\$299.441)</b>	<b>\$6,977.084</b>	<b>(\$309.297)</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$2,770.066)</b>	<b>(\$3,057.361)</b>	<b>(\$287.295)</b>	<b>(\$3,314.423)</b>	<b>(\$257.062)</b>	<b>(\$3,575.961)</b>	<b>(\$261.538)</b>	<b>(\$3,871.933)</b>	<b>(\$295.972)</b>
Program to Eliminate the Gap	5.307	18.317	13.010	21.437	3.120	34.848	13.411	42.497	7.649
<b>Net Surplus/(Deficit)</b>	<b>(\$2,764.759)</b>	<b>(\$3,039.044)</b>	<b>(\$274.285)</b>	<b>(\$3,292.986)</b>	<b>(\$253.942)</b>	<b>(\$3,541.113)</b>	<b>(\$248.127)</b>	<b>(\$3,829.436)</b>	<b>(\$288.323)</b>



MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Year-to-Year Changes by Category - Accrual Basis  
 (\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	Favorable/(Unfavorable)								
	2005	2006	Change 2006-2005	2007	Change 2007-2006	2008	Change 2008-2007	2009	Change 2009-2008
<b>Revenue</b>									
Farebox Revenue:									
Subway	\$1,903.589	\$1,943.359	\$39.770	\$1,967.696	\$24.337	\$1,985.279	\$17.583	\$1,986.462	\$1.183
Bus	785.401	796.749	11.348	804.046	7.297	811.109	7.063	811.569	0.460
Paratransit	7.037	7.951	0.914	8.985	1.034	10.153	1.168	11.473	1.320
Fare Media Liability	13.100	12.700	(0.400)	13.000	0.300	13.300	0.300	13.600	0.300
<b>Total Farebox Revenue</b>	<b>\$2,709.127</b>	<b>\$2,760.759</b>	<b>\$51.632</b>	<b>\$2,793.727</b>	<b>\$32.968</b>	<b>\$2,819.841</b>	<b>\$26.114</b>	<b>\$2,823.104</b>	<b>\$3.263</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	103.766	103.766	0.000	103.766	0.000	103.766	0.000	103.766	0.000
Paratransit Reimbursement	58.620	58.379	(0.241)	66.833	8.454	78.222	11.389	88.469	10.247
Other	87.535	89.197	1.662	89.597	0.400	89.997	0.400	89.812	(0.185)
Total Other Operating Revenue	249.921	251.342	1.421	260.196	8.854	271.985	11.789	282.047	10.062
Capital and Other Reimbursements	768.762	714.661	(54.101)	721.042	6.381	738.029	16.987	744.550	6.521
<b>Total Revenue</b>	<b>\$3,727.810</b>	<b>\$3,726.762</b>	<b>(\$1.048)</b>	<b>\$3,774.965</b>	<b>\$48.203</b>	<b>\$3,829.855</b>	<b>\$54.890</b>	<b>\$3,849.701</b>	<b>\$19.846</b>
<b>Expenses</b>									
Labor:									
Payroll	2,742.954	2,798.282	(55.328)	2,854.888	(56.606)	2,938.636	(83.748)	3,010.226	(71.590)
Overtime	260.950	252.316	8.634	257.555	(5.239)	263.915	(6.360)	271.204	(7.289)
Total Salaries & Wages	3,003.904	3,050.598	(46.694)	3,112.443	(61.845)	3,202.551	(90.108)	3,281.430	(78.879)
Health and Welfare	606.987	664.309	(57.322)	723.742	(59.433)	793.893	(70.151)	866.230	(72.337)
Pensions	458.609	552.475	(93.866)	574.990	(22.515)	581.976	(6.986)	583.463	(1.487)
Other Fringe Benefits	274.348	278.088	(3.740)	283.405	(5.317)	290.885	(7.480)	297.310	(6.425)
Total Fringe Benefits	1,339.944	1,494.872	(154.928)	1,582.137	(87.265)	1,666.754	(84.617)	1,747.003	(80.249)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$4,343.848</b>	<b>\$4,545.470</b>	<b>(\$201.622)</b>	<b>\$4,694.580</b>	<b>(\$149.110)</b>	<b>\$4,869.305</b>	<b>(\$174.725)</b>	<b>\$5,028.433</b>	<b>(\$159.128)</b>
Non-Labor:									
Traction and Propulsion Power	138.389	142.246	(3.857)	143.801	(1.555)	145.138	(1.337)	147.598	(2.460)
Fuel for Buses and Trains	88.884	83.475	5.409	80.868	2.607	80.567	0.301	82.114	(1.547)
Insurance	33.664	35.478	(1.814)	37.576	(2.098)	39.734	(2.158)	41.651	(1.917)
Claims	69.441	71.350	(1.909)	73.306	(1.956)	75.314	(2.008)	77.370	(2.056)
Paratransit Service Contracts	161.928	188.106	(26.178)	219.906	(31.800)	255.819	(35.913)	296.277	(40.458)
Mtce. and Other Operating Contracts	227.789	220.467	7.322	220.443	0.024	218.830	1.613	227.382	(8.552)
Professional Service Contracts	111.645	100.979	10.666	99.786	1.193	101.949	(2.163)	103.802	(1.853)
Materials & Supplies	307.253	277.159	30.094	294.500	(17.341)	293.081	1.419	286.927	6.154
Other Business Expenses	33.435	32.893	0.542	33.322	(0.429)	33.579	(0.257)	33.780	(0.201)
<b>Total Non-Labor Expenses</b>	<b>\$1,172.428</b>	<b>\$1,152.153</b>	<b>\$20.275</b>	<b>\$1,203.508</b>	<b>(\$51.355)</b>	<b>\$1,244.011</b>	<b>(\$40.503)</b>	<b>\$1,296.901</b>	<b>(\$52.890)</b>
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$5,516.276</b>	<b>\$5,697.623</b>	<b>(\$181.347)</b>	<b>\$5,898.088</b>	<b>(\$200.465)</b>	<b>\$6,113.316</b>	<b>(\$215.228)</b>	<b>\$6,325.334</b>	<b>(\$212.018)</b>
Depreciation	981.600	1,086.500	(104.900)	1,191.300	(104.800)	1,292.500	(101.200)	1,396.300	(103.800)
<b>Total Expenses</b>	<b>\$6,497.876</b>	<b>\$6,784.123</b>	<b>(\$286.247)</b>	<b>\$7,089.388</b>	<b>(\$305.265)</b>	<b>\$7,405.816</b>	<b>(\$316.428)</b>	<b>\$7,721.634</b>	<b>(\$315.818)</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$2,770.066)</b>	<b>(\$3,057.361)</b>	<b>(\$287.295)</b>	<b>(\$3,314.423)</b>	<b>(\$257.062)</b>	<b>(\$3,575.961)</b>	<b>(\$261.538)</b>	<b>(\$3,871.933)</b>	<b>(\$295.972)</b>
Program to Eliminate the Gap	5.307	18.317	13.010	21.437	3.120	34.848	13.411	42.497	7.649
<b>Net Surplus/(Deficit)</b>	<b>(\$2,764.759)</b>	<b>(\$3,039.044)</b>	<b>(\$274.285)</b>	<b>(\$3,292.986)</b>	<b>(\$253.942)</b>	<b>(\$3,541.113)</b>	<b>(\$248.127)</b>	<b>(\$3,829.436)</b>	<b>(\$288.323)</b>

MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Year-to-Year Changes by Category - Cash Conversion (Cash Flow Adjustments)  
 (\$ in millions)

	Favorable/(Unfavorable)								
	2005	2006	Change 2006-2005	2007	Change 2007-2006	2008	Change 2008-2007	2009	Change 2009-2008
<b>Receipts</b>									
Farebox Revenue	\$8.700	\$9.000	\$0.300	\$21.300	\$12.300	\$9.700	(\$11.600)	\$9.700	\$0.000
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue:									
Fare Reimbursement	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Paratransit Reimbursement	\$0.500	\$0.000	(\$0.500)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other	\$22.100	\$2.100	(\$20.000)	\$2.100	\$0.000	\$2.100	\$0.000	\$2.100	\$0.000
<b>Total Other Operating Revenue</b>	<b>\$22.600</b>	<b>\$2.100</b>	<b>(\$20.500)</b>	<b>\$2.100</b>	<b>\$0.000</b>	<b>\$2.100</b>	<b>\$0.000</b>	<b>\$2.100</b>	<b>\$0.000</b>
Capital and Other Reimbursements	\$3.112	\$5.453	\$2.341	(\$6.331)	(\$11.784)	(\$8.540)	(\$2.209)	(\$6.360)	\$2.180
<b>Total Receipt Adjustments</b>	<b>\$34.412</b>	<b>\$16.553</b>	<b>(\$17.859)</b>	<b>\$17.069</b>	<b>\$0.516</b>	<b>\$3.260</b>	<b>(\$13.809)</b>	<b>\$5.440</b>	<b>\$2.180</b>
<b>Expenditures</b>									
Labor:									
Payroll	\$8.527	\$22.109	\$13.582	\$22.416	\$0.307	\$21.837	(\$0.579)	\$24.365	\$2.528
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$8.527	\$22.109	\$13.582	\$22.416	\$0.307	\$21.837	(\$0.579)	\$24.365	\$2.528
Health and Welfare	(\$9.216)	\$0.000	\$9.216	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$134.040	\$39.038	(\$95.002)	\$7.628	(\$31.410)	\$1.389	(\$6.239)	(\$1.916)	(\$3.305)
Other Fringe Benefits	\$6.185	\$7.850	\$1.665	\$7.512	(\$0.338)	\$7.720	\$0.208	\$7.939	\$0.219
Total Fringe Benefits	\$131.009	\$46.888	(\$84.121)	\$15.140	(\$31.748)	\$9.109	(\$6.031)	\$6.023	(\$3.086)
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Labor Expenditures</b>	<b>\$139.536</b>	<b>\$68.997</b>	<b>(\$70.539)</b>	<b>\$37.556</b>	<b>(\$31.441)</b>	<b>\$30.946</b>	<b>(\$6.610)</b>	<b>\$30.388</b>	<b>(\$0.558)</b>
Non-Labor:									
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	(\$3.249)	(\$0.018)	\$3.231	(\$0.963)	(\$0.945)	(\$4.842)	(\$3.879)	\$2.127	\$6.969
Claims	\$11.463	\$12.299	\$0.836	\$12.780	\$0.481	\$13.273	\$0.493	\$10.875	(\$2.398)
Paratransit Service Contracts	\$3.200	\$4.200	\$1.000	\$0.000	(\$4.200)	\$0.000	\$0.000	\$0.000	\$0.000
Mtce. and Other Operating Contracts	(\$8.454)	(\$8.454)	\$0.000	(\$8.454)	\$0.000	(\$8.454)	\$0.000	(\$8.454)	\$0.000
Professional Service Contracts	\$4.200	\$4.200	\$0.000	\$4.200	\$0.000	\$4.200	\$0.000	\$4.200	\$0.000
Materials & Supplies	\$4.072	\$2.750	(\$1.322)	\$2.000	(\$0.750)	\$2.000	\$0.000	\$2.000	\$0.000
Other Business Expenditures	\$0.001	(\$0.001)	(\$0.002)	\$0.000	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Non-Labor Expenditures</b>	<b>\$11.233</b>	<b>\$14.976</b>	<b>\$3.743</b>	<b>\$9.563</b>	<b>(\$5.413)</b>	<b>\$6.177</b>	<b>(\$3.386)</b>	<b>\$10.748</b>	<b>\$4.571</b>
Other Expenditure Adjustments:									
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditure Adjustments</b>	<b>\$150.769</b>	<b>\$83.973</b>	<b>(\$66.796)</b>	<b>\$47.119</b>	<b>(\$36.854)</b>	<b>\$37.123</b>	<b>(\$9.996)</b>	<b>\$41.136</b>	<b>\$4.013</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$185.181</b>	<b>\$100.526</b>	<b>(\$84.655)</b>	<b>\$64.188</b>	<b>(\$36.338)</b>	<b>\$40.383</b>	<b>(\$23.805)</b>	<b>\$46.576</b>	<b>\$6.193</b>
Depreciation Adjustment	\$981.600	\$1,086.500	\$104.900	\$1,191.300	\$104.800	\$1,292.500	\$101.200	\$1,396.300	\$103.800
<b>Baseline Total Cash Conversion Adj.</b>	<b>\$1,166.781</b>	<b>\$1,187.026</b>	<b>\$20.245</b>	<b>\$1,255.488</b>	<b>\$68.462</b>	<b>\$1,332.883</b>	<b>\$77.395</b>	<b>\$1,442.876</b>	<b>\$109.993</b>
Program to Eliminate the Gap	\$0.000	\$1.200	\$1.200	\$1.200	\$0.000	\$1.200	\$0.000	\$1.200	\$0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$1,166.781</b>	<b>\$1,188.226</b>	<b>\$21.445</b>	<b>\$1,256.688</b>	<b>\$68.462</b>	<b>\$1,334.083</b>	<b>\$77.395</b>	<b>\$1,444.076</b>	<b>\$109.993</b>

MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Year-to-Year Changes by Category - Cash Basis  
 (\$ in millions)

	Favorable/(Unfavorable)								
	2005	2006	Change 2006-2005	2007	Change 2007-2006	2008	Change 2008-2007	2009	Change 2009-2008
<b>Receipts</b>									
Farebox Revenue	\$2,717.827	\$2,769.759	\$51.932	\$2,815.027	\$45.268	\$2,829.541	\$14.514	\$2,832.804	\$3.263
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue:									
Fare Reimbursement	\$103.766	\$103.766	\$0.000	\$103.766	\$0.000	\$103.766	\$0.000	\$103.766	\$0.000
Paratransit Reimbursement	\$59.120	\$58.379	(\$0.741)	\$66.833	\$8.454	\$78.222	\$11.389	\$88.469	\$10.247
Other	\$109.635	\$91.297	(\$18.338)	\$91.697	\$0.400	\$92.097	\$0.400	\$91.912	(\$0.185)
<b>Total Other Operating Revenue</b>	<b>\$272.521</b>	<b>\$253.442</b>	<b>(\$19.079)</b>	<b>\$262.296</b>	<b>\$8.854</b>	<b>\$274.085</b>	<b>\$11.789</b>	<b>\$284.147</b>	<b>\$10.062</b>
Capital and Other Reimbursements	\$771.874	\$720.114	(\$51.760)	\$714.711	(\$5.403)	\$729.489	\$14.778	\$738.190	\$8.701
<b>Total Receipts</b>	<b>\$3,762.222</b>	<b>\$3,743.315</b>	<b>(\$18.907)</b>	<b>\$3,792.034</b>	<b>\$48.719</b>	<b>\$3,833.115</b>	<b>\$41.081</b>	<b>\$3,855.141</b>	<b>\$22.026</b>
<b>Expenditures</b>									
Labor:									
Payroll	2,734.427	2,776.173	(41.746)	2,832.472	(56.299)	2,916.799	(84.327)	2,985.861	(69.062)
Overtime	260.950	252.316	8.634	257.555	(5.239)	263.915	(6.360)	271.204	(7.289)
Total Salaries & Wages	2,995.377	3,028.489	(33.112)	3,090.027	(61.538)	3,180.714	(90.687)	3,257.065	(76.351)
Health and Welfare	616.203	664.309	(48.106)	723.742	(59.433)	793.893	(70.151)	866.230	(72.337)
Pensions	324.569	513.437	(188.868)	567.362	(53.925)	580.587	(13.225)	585.379	(4.792)
Other Fringe Benefits	268.163	270.238	(2.075)	275.893	(5.655)	283.165	(7.272)	289.371	(6.206)
Total Fringe Benefits	1,208.935	1,447.984	(239.049)	1,566.997	(119.013)	1,657.645	(90.648)	1,740.980	(83.335)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$4,204.312</b>	<b>\$4,476.473</b>	<b>(\$272.161)</b>	<b>\$4,657.024</b>	<b>(\$180.551)</b>	<b>\$4,838.359</b>	<b>(\$181.335)</b>	<b>\$4,998.045</b>	<b>(\$159.686)</b>
Non-Labor:									
Traction and Propulsion Power	138.389	142.246	(3.857)	143.801	(1.555)	145.138	(1.337)	147.598	(2.460)
Fuel for Buses and Trains	88.884	83.475	5.409	80.868	2.607	80.567	0.301	82.114	(1.547)
Insurance	36.913	35.496	1.417	38.539	(3.043)	44.576	(6.037)	39.524	5.052
Claims	57.978	59.051	(1.073)	60.526	(1.475)	62.041	(1.515)	66.495	(4.454)
Paratransit Service Contracts	158.728	183.906	(25.178)	219.906	(36.000)	255.819	(35.913)	296.277	(40.458)
Mtce. and Other Operating Contracts	236.243	228.921	7.322	228.897	0.024	227.284	1.613	235.836	(8.552)
Professional Service Contracts	107.445	96.779	10.666	95.586	1.193	97.749	(2.163)	99.602	(1.853)
Materials & Supplies	303.181	274.409	28.772	292.500	(18.091)	291.081	1.419	284.927	6.154
Other Business Expenditures	33.434	32.894	0.540	33.322	(0.428)	33.579	(0.257)	33.780	(0.201)
<b>Total Non-Labor Expenditures</b>	<b>\$1,161.195</b>	<b>\$1,137.177</b>	<b>\$24.018</b>	<b>\$1,193.945</b>	<b>(\$56.768)</b>	<b>\$1,237.834</b>	<b>(\$43.889)</b>	<b>\$1,286.153</b>	<b>(\$48.319)</b>
Other Expenditure Adjustments:									
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$5,365.507</b>	<b>\$5,613.650</b>	<b>(\$248.143)</b>	<b>\$5,850.969</b>	<b>(\$237.319)</b>	<b>\$6,076.193</b>	<b>(\$225.224)</b>	<b>\$6,284.198</b>	<b>(\$208.005)</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$1,603.285)</b>	<b>(\$1,870.335)</b>	<b>(\$267.050)</b>	<b>(\$2,058.935)</b>	<b>(\$188.600)</b>	<b>(\$2,243.078)</b>	<b>(\$184.143)</b>	<b>(\$2,429.057)</b>	<b>(\$185.979)</b>
Program to Eliminate the Gap	\$5.307	\$19.517	\$14.210	\$22.637	\$3.120	\$36.048	\$13.411	\$43.697	\$7.649
<b>Net Cash Deficit</b>	<b>(\$1,597.978)</b>	<b>(\$1,850.818)</b>	<b>(\$252.840)</b>	<b>(\$2,036.298)</b>	<b>(\$185.480)</b>	<b>(\$2,207.030)</b>	<b>(\$170.732)</b>	<b>(\$2,385.360)</b>	<b>(\$178.330)</b>

**MTA New York City Transit  
July Financial Plan 2006-2009  
Summary of Major Plan-to-Plan Changes**

**2005: July Financial Plan vs. February Financial Plan**

**Revenue Changes**

Revenue changes from the February Plan resulted in an improvement of \$55.9 million. Major changes include:

- Capital reimbursements increased by \$40.8 million to provide for reimbursement of the corresponding expense increase due to additional Capital Program requirements.
- Higher estimates of Urban Tax yields based upon a continuing strong local real estate market resulted in a \$13.5 million increase in paratransit reimbursements.

**Expense Changes**

Expense changes from the February Plan resulted in increased expenses of \$67.4 million. Major variances include:

- Additional Capital Program requirements, which increased expenses by \$40.8 million, were primarily in the areas of track & switches, critical signal safety, antennae cables, third rail support, shuttle work, bus requirements, CCTA security and station rehabilitations.
- Increased overtime requirements for vacancy coverage, responses to service disruptions and inclement weather added \$10.7 million to expenses.
- Updated inflation-related assumptions resulted in an expense increase of \$8.0 million.
- Year-end 2004 timing impacts increased expenses by \$8.0 million.
- Increased maintenance and station, track and infrastructure cleaning requirements increased expenses by \$4.0 million.
- Deferral of the implementation of revised bus off-peak loading guidelines to 2006 increasing expenses by \$5.7 million.
- Reduced excess employee costs of \$10.7 million based on revised attrition estimates and redeployment strategies.

**Cash Adjustments**

Cash adjustments were favorable by \$10.3 million. Major variances include:



## **2005: July Financial Plan vs. February Financial Plan-Cash Adjustments (continued)**

- 2004 Year-End results impact was favorable \$9.6 million.
- A favorable \$4.1 million of interest income due to the reclassification to a non-operating cash basis (\$1.6 million) and higher average cash balances (\$2.5 million).
- Offsets to non-cash accrual adjustments were favorable \$2.7 million.
- Capital reimbursement unfavorable timing of cash receipts of \$8.7 million.

## **2006: July Financial Plan vs. February Financial Plan**

### **Revenue Changes**

Revenue changes from the February Plan resulted in an improvement of \$1.1 million. Major changes include:

- Higher estimates of Urban Tax yields based upon a continuing strong local real estate market resulted in a \$6.5 million increase in paratransit reimbursements.
- Capital reimbursements decreased by \$4.1 million due to changes in Capital Program requirements.

### **Expense Changes**

Expense changes from the February Plan resulted in increased expenses of \$94.9 million. Major variances include:

- Updated inflation-related assumptions resulted in an expense increase of \$67.1 million.
- Increased maintenance and station, track and infrastructure cleaning requirements increased expenses by \$28.1 million.

### **Cash Adjustments**

Cash adjustments were favorable by \$15.0 million. Major variances include:

- Favorable timing of capital reimbursement cash receipts of \$8.5 million.
- Offsets to non-cash accrual adjustments were favorable \$3.1 million.
- A favorable \$1.6 million due to the reclassification of interest income to a non-operating cash basis.

## **2007: July Financial Plan vs. February Financial Plan**

### **Revenue Changes**

Revenue changes from the February Plan resulted in an improvement of \$3.5 million. Major changes include:

- Higher estimates of Urban Tax yields based upon a continuing strong local real estate market resulted in a \$5.9 million increase in paratransit reimbursements.
- Capital reimbursements decreased by \$4.0 million due to changes in Capital Program requirements.

### **Expense Changes**

Expense changes from the February Plan resulted in increased expenses of \$97.8 million. Major variances include:

- Updated inflation-related assumptions resulted in an expense increase of \$98.7 million.
- Increased maintenance and station, track and infrastructure cleaning requirements increased expenses by \$24.9 million.
- Expenses decreased by \$12.2 million due to a revision in the bus shop maintenance program schedule and scope resulting in more efficient annual production levels to meet current bus maintenance and upgrade requirements.
- Expenses decreased by \$9.2 million as a result of revised schedules for the opening of the Charleston Annex and Grand Avenue facilities.

### **Cash Adjustments**

Cash adjustments were favorable by \$5.6 million. Major variances include:

- Offsets to non-cash accrual adjustments were favorable \$3.1 million.
- A favorable \$1.6 million due to the reclassification of interest income to a non-operating cash basis.

## **2008: July Financial Plan vs. February Financial Plan**

### **Revenue Changes**

Revenue changes from the February Plan resulted in an improvement of \$10.6 million. Major changes include:

- Higher estimates of Urban Tax yields based upon a continuing strong local real estate market resulted in an \$8.3 million increase in paratransit reimbursements.

### **Expense Changes**

Expense changes from the February Plan resulted in increased expenses of \$180.2 million. Major variances include:

- Updated inflation-related assumptions resulted in an expense increase of \$120.7 million.
- Increased maintenance and station, track and infrastructure cleaning requirements increased expenses by \$26.0 million.
- Expenses increased by \$36.5 million due to a revision in the bus shop maintenance program schedule and scope resulting in more efficient annual production levels to meet current bus maintenance and upgrade requirements.

### **Cash Adjustments**

Cash adjustments were favorable by \$5.0 million. Major variances include:

- Offsets to non-cash accrual adjustments were favorable \$3.1 million.
- A favorable \$1.6 million due to the reclassification of interest income to a non-operating cash basis.

## **2009: July Financial Plan vs. February Financial Plan**

### **Revenue Changes**

Revenue changes from the February Plan resulted in an improvement of \$19.4 million. Major changes include:

- Higher estimates of Urban Tax yields based upon a continuing strong local real estate market resulted in an \$8.3 million increase in paratransit reimbursements.
- Other operating revenue was understated in the February 2009 projection and now is corrected with a resulting improvement of \$4.9 million.
- Capital reimbursements increased by \$4.5 million due to changes in Capital Program requirements.

### **Expense Changes**

Expense changes from the February Plan resulted in increased expenses of \$197.0 million. Major variances include:

- Updated inflation-related assumptions resulted in an expense increase of \$155.9 million.
- Increased maintenance and station, track and infrastructure cleaning requirements increased expenses by \$22.8 million.
- Expenses increased by \$24.3 million due to a revision in the bus shop maintenance program schedule and scope resulting in more efficient annual production levels to meet current bus maintenance and upgrade requirements.

### **Cash Adjustments**

Cash adjustments were favorable by \$5.8 million. Major variances include:

- Offsets to non-cash accrual adjustments were favorable \$3.1 million.
- A favorable \$1.6 million due to the reclassification of interest income to a non-operating cash basis.

**MTA New York City Transit**  
**July Financial Plan 2006 - 2009**  
**Summary of Changes Between Financial Plans by Category**  
**(\$ in millions)**

**NON-REIMBURSABLE**

	2005	2006	2007	2008	2009
<b>2005 February Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$1,607.142)</b>	<b>(\$1,657.481)</b>	<b>(\$1,835.371)</b>	<b>(\$1,945.276)</b>	<b>(\$2,127.324)</b>
<b>Add Back: February Plan PEGs</b>	<b>0.000</b>	<b>(131.035)</b>	<b>(128.602)</b>	<b>(125.636)</b>	<b>(124.381)</b>
<b>Baseline 2005 February Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$1,607.142)</b>	<b>(\$1,788.516)</b>	<b>(\$1,963.973)</b>	<b>(\$2,070.912)</b>	<b>(\$2,251.705)</b>
<b>Baseline:</b>					
<b>Changes</b>					
Revenue					
Paratransit Urban Tax Re-estimate-Strong Real Estate Market	13.539	6.463	5.872	8.346	8.346
2009 Other Operating Revenue Adjustment Correction	0.000	0.000	0.000	0.000	4.879
Transit Adjudication Fees-Violator Tax Refund Withholdings	1.994	0.650	0.650	0.650	0.650
Farebox Revenue-Deferral of Bus Off-Peak Guidelines to 2006	1.239	(0.115)	2.622	2.622	2.622
Reclassification of Interest Income to Non-Operating Basis	(1.600)	(1.600)	(1.600)	(1.600)	(1.600)
Other	(0.075)	(0.161)	(0.030)	0.075	0.000
Sub-Total Revenue Changes	\$15.097	\$5.237	\$7.514	\$10.093	\$14.897
Expenses					
<u>Inflation-Related Changes:</u>					
Inflation Re-estimate - Bus Fuel, Gas	(11.370)	(13.011)	(10.893)	(7.528)	(5.722)
Traction Power	7.500	3.751	2.501	1.239	1.132
Wages/Other OTPS	(4.166)	(57.875)	(90.316)	(114.363)	(151.312)
Sub-Total Inflation-Related Changes	(8.036)	(67.135)	(98.708)	(120.652)	(155.902)
<u>Other:</u>					
Bus Shop Plan Revision	(2.668)	2.838	12.239	(36.497)	(24.343)
SMS Plan Revision	0.000	(7.370)	(0.436)	(3.044)	(1.449)
All Other Maintenance Requirements	(2.399)	(11.592)	(18.069)	(16.555)	(14.937)
Station, Track and Infrastructure Cleaning	(1.591)	(9.103)	(6.391)	(6.391)	(6.391)
Operating Impact of Reimbursable Revisions	7.106	(2.776)	(3.992)	(4.043)	(3.974)
2004 Year-end Timing Impacts	(8.009)	0.000	0.000	0.000	0.000
New Information Technology-Related Requirements	(3.100)	(2.943)	1.276	0.227	0.288
Reforecast of Excess Employees	10.730	0.000	0.000	0.000	0.000
Additional Overtime	(10.709)	0.000	0.000	0.000	0.000
Rescind On-Time Performance Program Savings	(1.114)	(1.208)	(1.208)	(1.208)	(1.208)
Bus Fuel Usage Re-estimate	0.000	3.593	3.286	3.068	2.897
Subway Schedule Re-estimates	0.000	(1.072)	(2.190)	(2.190)	(2.190)
Leap Year	0.000	0.000	0.000	(5.766)	0.000
Charleston Annex/Grand Avenue Schedule Revision	0.000	0.000	9.235	0.644	0.644
Off-Peak Bus Guideline Change Re-estimate	(5.736)	(12.961)	(10.485)	(8.754)	(7.905)
Service Plan Re-estimates-Rates, Availability, Training	(1.902)	14.456	11.084	16.951	19.539
Office Relocation/Renovation Costs	5.337	(0.858)	2.625	2.939	3.125
Non-Cash Sick & Vacation and Amortization Adj.	(2.725)	(3.106)	(3.106)	(3.106)	(3.106)
L Line OPTO - Re-estimate	(2.903)	(0.835)	0.000	0.000	0.000
Public Liability Insurance Adjustment	1.216	1.246	1.278	1.309	1.342
All Other	(0.064)	(0.167)	1.796	3.403	1.023
Sub-Total Expense Changes	(\$26.567)	(\$98.993)	(\$101.766)	(\$179.665)	(\$192.547)
Cash Adjustments:					
Revenue					
Paratransit Urban Tax Timing	0.076	0.161	0.031	0.075	0.142
Offset to Interest Income Reclassification to Non Operating Basis	1.600	1.600	1.600	1.600	1.600
Increased Interest Income-Average Cash Levels	2.500	0.500	0.500	0.500	0.500
Year End 2004 Results Timing Impact	18.500	0.000	0.000	0.000	0.000
Expense					
Year End 2004 Results Timing Impact	(15.690)	0.000	0.000	0.000	0.000
Non-Cash Sick & Vacation and Amortization Adj. Offset	2.725	3.106	3.106	3.106	3.106
Payroll Clearing	2.484	0.368	0.346	0.512	1.209
Inventory Reduction	0.000	0.750	0.000	0.000	0.000
Other	0.019	(0.001)	0.038	0.153	0.101
Sub-Total Cash Adjustment Changes	\$12.214	\$6.484	\$5.621	\$5.946	\$6.658
<b>Total Baseline Changes</b>	<b>\$0.744</b>	<b>(\$87.272)</b>	<b>(\$88.631)</b>	<b>(\$163.626)</b>	<b>(\$170.992)</b>
PEG Program	\$5.307	\$19.517	\$22.637	\$36.048	\$43.697
<b>Total Changes</b>	<b>\$6.051</b>	<b>(\$67.755)</b>	<b>(\$65.994)</b>	<b>(\$127.578)</b>	<b>(\$127.295)</b>
<b>2005 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$1,601.091)</b>	<b>(\$1,856.271)</b>	<b>(\$2,029.967)</b>	<b>(\$2,198.490)</b>	<b>(\$2,379.000)</b>

**MTA New York City Transit**  
**July Financial Plan 2006 - 2009**  
**Summary of Changes Between Financial Plans by Category**  
**(\$ in millions)**

**REIMBURSABLE**

	2005	2006	2007	2008	2009
<b>2005 February Financial Plan - Operating Cash Income/(Deficit)</b>	<b>\$4.990</b>	<b>(\$3.062)</b>	<b>(\$6.312)</b>	<b>(\$7.597)</b>	<b>(\$5.534)</b>
<b>Add Back: February Plan PEG's</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline 2005 February Financial Plan - Operating Cash Income/(Deficit)</b>	<b>\$4.990</b>	<b>(\$3.062)</b>	<b>(\$6.312)</b>	<b>(\$7.597)</b>	<b>(\$5.534)</b>
<b>Baseline:</b>					
<b>Changes</b>					
Revenue					
To Provide For Accrued Reimbursement for Reimbursable Expense Changes Shown Below	40.815	(4.101)	(4.011)	0.513	4.477
Sub-Total Revenue Changes	\$40.815	(\$4.101)	(\$4.011)	\$.513	\$4.477
Expenses					
Additional Capital Program Requirements in 2005 Including Programs Relating Mostly to Track & Switches, Critical Signal Safety, Antenna Cables, Third Rail Support, Shuttle Work, Bus Requirements, CCTV Security, Capital Asset Management System, and Station Rehabilitations	(40.815)	4.101	4.011	(0.513)	(4.477)
Sub-Total Expense Changes	(\$40.815)	\$4.101	\$4.011	(\$.513)	(\$4.477)
Cash Adjustments:					
Revenue					
Capital Reimbursement Timing	(8.700)	8.515	(0.019)	(0.943)	(0.826)
Capital Reimbursement Year End 2004 Results Timing	6.823	0.000	0.000	0.000	0.000
Expense	0.000	0.000	0.000	0.000	0.000
Sub-Total Cash Adjustment Changes	(\$1.877)	\$8.515	(\$.019)	(\$.943)	(\$.826)
<b>Total Baseline Changes</b>	<b>(\$1.877)</b>	<b>\$8.515</b>	<b>(\$0.019)</b>	<b>(\$0.943)</b>	<b>(\$0.826)</b>
PEG Program	0.000	0.000	0.000	0.000	0.000
<b>Total Changes</b>	<b>(\$1.877)</b>	<b>\$8.515</b>	<b>(\$0.019)</b>	<b>(\$0.943)</b>	<b>(\$0.826)</b>
<b>2005 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>\$3.113</b>	<b>\$5.453</b>	<b>(\$6.331)</b>	<b>(\$8.540)</b>	<b>(\$6.360)</b>

**MTA New York City Transit**  
**July Financial Plan 2006 - 2009**  
**Summary of Changes Between Financial Plans by Category**  
**(\$ in millions)**

**NON-REIMBURSABLE and  
REIMBURSABLE**

	2005	2006	2007	2008	2009
<b>2005 February Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$1,602.152)</b>	<b>(\$1,660.543)</b>	<b>(\$1,841.683)</b>	<b>(\$1,952.873)</b>	<b>(\$2,132.858)</b>
<b>Add Back: February Plan PEGs</b>	<b>0.000</b>	<b>(131.035)</b>	<b>(128.602)</b>	<b>(125.636)</b>	<b>(124.381)</b>
<b>Baseline 2005 February Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$1,602.152)</b>	<b>(\$1,791.578)</b>	<b>(\$1,970.285)</b>	<b>(\$2,078.509)</b>	<b>(\$2,257.239)</b>
<b>Baseline:</b>					
<b>Changes</b>					
Revenue					
Paratransit Urban Tax Re-estimate-Strong Real Estate Market	13.539	6.463	5.872	8.346	8.346
2009 Other Operating Revenue Adjustment Correction	0.000	0.000	0.000	0.000	4.879
Transit Adjudication Fees-Violator Tax Refund Withholdings	1.994	0.650	0.650	0.650	0.650
Farebox Revenue-Deferral of Bus Off-Peak Guidelines to 2006	1.239	(0.115)	2.622	2.622	2.622
Reclassification of Interest Income to Non-Operating Basis	(1.600)	(1.600)	(1.600)	(1.600)	(1.600)
Accrued Capital Reimbursements	40.815	(4.101)	(4.011)	0.513	4.477
Other	(0.075)	(0.161)	(0.030)	0.075	0.000
Sub-Total Revenue Changes	\$55.912	\$1.136	\$3.503	\$10.606	\$19.374
Expenses					
<b>Inflation-Related Changes:</b>					
Inflation Re-estimate - Bus Fuel, Gas	(11.370)	(13.011)	(10.893)	(7.528)	(5.722)
Traction Power	7.500	3.751	2.501	1.239	1.132
Wages/Other OTPS	(4.166)	(57.875)	(90.316)	(114.363)	(151.312)
Sub-Total Inflation-Related Changes	(8.036)	(67.135)	(98.708)	(120.652)	(155.902)
<b>Other:</b>					
Bus Shop Plan Revision	(2.668)	2.838	12.239	(36.497)	(24.343)
SMS Plan Revision	0.000	(7.370)	(0.436)	(3.044)	(1.449)
All Other Maintenance Requirements	(2.399)	(11.592)	(18.069)	(16.555)	(14.937)
Station, Track and Infrastructure Cleaning	(1.591)	(9.103)	(6.391)	(6.391)	(6.391)
Operating Impact of Reimbursable Revisions	7.106	(2.776)	(3.992)	(4.043)	(3.974)
2004 Year-end Timing Impacts	(8.009)	0.000	0.000	0.000	0.000
New Information Technology-Related Requirements	(3.100)	(2.943)	1.276	0.227	0.288
Reforecast of Excess Employees	10.730	0.000	0.000	0.000	0.000
Additional Overtime	(10.709)	0.000	0.000	0.000	0.000
Rescind On-Time Performance Program Savings	(1.114)	(1.208)	(1.208)	(1.208)	(1.208)
Bus Fuel Usage Re-estimate	0.000	3.593	3.286	3.068	2.897
Subway Schedule Re-estimates	0.000	(1.072)	(2.190)	(2.190)	(2.190)
Leap Year	0.000	0.000	0.000	(5.766)	0.000
Charleston Annex/Grand Avenue Schedule Revision	0.000	0.000	9.235	0.644	0.644
Off-Peak Bus Guideline Change Re-estimate	(5.736)	(12.961)	(10.485)	(8.754)	(7.905)
Service Plan Re-estimates-Rates, Availability, Training	(1.902)	14.456	11.084	16.951	19.539
Office Relocation/Renovation Costs	5.337	(0.858)	2.625	2.939	3.125
Non-Cash Sick & Vacation and Amortization Adj.	(2.725)	(3.106)	(3.106)	(3.106)	(3.106)
L Line OPTO - Re-estimate	(2.903)	(0.835)	0.000	0.000	0.000
Public Liability Insurance Adjustment	1.216	1.246	1.278	1.309	1.342
Reimbursable Expense Changes	(40.815)	4.101	4.011	(0.513)	(4.477)
All Other	(0.064)	(0.167)	1.796	3.403	1.023
Sub-Total Expense Changes	(\$67.382)	(\$94.892)	(\$97.755)	(\$180.178)	(\$197.024)
Cash Adjustments:					
Revenue					
Paratransit Urban Tax Timing	0.076	0.161	0.031	0.075	0.142
Offset to Interest Income Reclassification to Non Operating Basis	1.600	1.600	1.600	1.600	1.600
Increased Interest Income-Average Cash Levels	2.500	0.500	0.500	0.500	0.500
Year End 2004 Results Timing Impact	18.500	0.000	0.000	0.000	0.000
Capital Reimbursement Timing	(8.700)	8.515	(0.019)	(0.943)	(0.826)
Capital Reimbursement Year End 2004 Results Timing	6.823	0.000	0.000	0.000	0.000
Expense					
Year End 2004 Results Timing Impact	(15.690)	0.000	0.000	0.000	0.000
Non-Cash Sick & Vacation and Amortization Adj. Offset	2.725	3.106	3.106	3.106	3.106
Payroll Clearing	2.484	0.368	0.346	0.512	1.209
Inventory Reduction	0.000	0.750	0.000	0.000	0.000
Other	0.019	(0.001)	0.038	0.153	0.101
Sub-Total Cash Adjustment Changes	\$10.337	\$14.999	\$5.602	\$5.003	\$5.832
<b>Total Baseline Changes</b>	<b>(\$1.133)</b>	<b>(\$78.757)</b>	<b>(\$88.650)</b>	<b>(\$164.569)</b>	<b>(\$171.818)</b>
PEG Program	\$5.307	\$19.517	\$22.637	\$36.048	\$43.697
<b>Total Changes</b>	<b>\$4.174</b>	<b>(\$59.240)</b>	<b>(\$66.013)</b>	<b>(\$128.521)</b>	<b>(\$128.121)</b>
<b>2005 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>(\$1,597.978)</b>	<b>(\$1,850.818)</b>	<b>(\$2,036.298)</b>	<b>(\$2,207.030)</b>	<b>(\$2,385.360)</b>

**MTA New York City Transit**  
**July Financial Plan 2006 - 2009**  
**Summary of PEGs**  
**(\$ in millions)**

**Favorable/(Unfavorable)**

	2005		2006		2007		2008		2009	
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars
<b>LIST of PROGRAMS</b>										
Administration:										
Document Imaging System		0.000	1	0.072	1	0.072	2	0.144	2	0.144
MOW/Rolling Stock Administrative Savings		0.000	4	0.311	4	0.311	4	0.311	4	0.311
New Car Acceptance Support		0.000	6	0.645	6	0.645	6	0.645	6	0.645
Law Administrative Savings		0.000		0.141		0.141		0.151		0.151
No-Fault Loss Transfer Program		0.000	(1)	0.162	(1)	0.162	(1)	0.162	(1)	0.162
Workers Comp Loss Transfer Program		0.000		0.930		0.930		0.930		0.930
Health and Welfare Savings - Mgmt Actions	(5)	4.654	(3)	4.413	(3)	4.497	(3)	4.497	(3)	4.497
Implement Disease Management Program		0.000		1.400		1.400		1.400		1.400
Human Resources Staffing/Overtime Reduction		0.010	5	0.432	5	0.432	5	0.432	5	0.432
Reduce Revenue Processing Staff		0.000	2	0.130	2	0.130	2	0.130	2	0.130
OMB Administrative Savings	1	0.143	1	0.179	1	0.129	1	0.129	1	0.129
Corporate Communications Admin Savings		0.000	1	0.607	1	0.607	1	0.607	1	0.607
Reduce Circuit Design Staff		0.000	6	0.513	6	0.513	6	0.513	6	0.513
Labor Relations Administrative Savings		0.000		0.075		0.075		0.075		0.075
Controller Administrative Savings		0.000	1	0.112	1	0.112	1	0.112	1	0.112
Sub-Total Administration	(4)	\$4.807	23	\$10.122	23	\$10.156	24	\$10.238	24	\$10.238
Customer Convenience & Amenities:										
Reduce Grand Central Station Info Booth Hours		0.000	2	0.117	2	0.117	2	0.117	2	0.117
Sub-Total Customer Convenience & Amenities		\$0.000	2	\$0.117	2	\$0.117	2	\$0.117	2	\$0.117
Direct Service:										
Hybrid Bus Fuel Savings		0.000		1.247		1.870		2.805		4.363
Sub-Total Service		\$0.000		\$1.247		\$1.870		\$2.805		\$4.363



**MTA New York City Transit**  
**July Financial Plan 2006 - 2009**  
**Summary of PEGs**  
**(\$ in millions)**

	Favorable/(Unfavorable)										
	2005		2006		2007		2008		2009		
	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	Positions <sup>1</sup>	Dollars	
<b>Service Support</b>											
Grand Concourse Master Tower		0.000	5	0.203	5	0.348	5	0.348	5	0.348	
L Line / CBTC Switching Conductors		0.000	4	0.255	4	0.255	4	0.255	4	0.255	
Misc Tower Operator Switching Reductions		0.000	7	0.487	7	0.487	7	0.487	7	0.487	
OPTO #7 Line - Dec 07		0.000		0.000	89	0.474	89	5.676	89	5.676	
OPTO J Line - Fall 07		0.000		0.000	70	1.488	70	4.464	70	4.464	
OPTO M Line - Weekdays, Spring 08		0.000		0.000		0.000	44	1.963	44	2.945	
OPTO N Line - Fall 08		0.000		0.000		0.000	110	2.253	110	7.362	
Subdivision A Managerial Reduction - ATS		0.000	3	0.353	3	0.353	3	0.353	3	0.353	
Eliminate Annual Cordon Count		0.000		0.148		0.148		0.148		0.148	
Eliminate Overnight Performance Indicator Program		0.000		0.213		0.213		0.213		0.213	
Eliminate Traffic Checker Ops Desk-Nights/Wkends		0.000	3	0.339	3	0.339	3	0.339	3	0.339	
<b>Sub-Total Service Support</b>		<b>\$0.000</b>	<b>22</b>	<b>\$1.998</b>	<b>181</b>	<b>\$4.105</b>	<b>335</b>	<b>\$16.499</b>	<b>335</b>	<b>\$22.590</b>	
<b>Maintenance:</b>											
RTO Maintenance Support Savings		0.000	6	0.429	6	0.429	6	0.429	6	0.429	
Consolidate Machine Shops		0.000	6	0.469	6	0.469	6	0.469	6	0.469	
Reduce Overtime - "B" Defect Repairs		0.000		0.522		0.522		0.522		0.522	
Reduce Power Ops Emergency Crew Helpers		0.000	8	0.473	8	0.473	8	0.473	8	0.473	
Buses Hardware Savings		0.500		0.500		0.500		0.500		0.500	
AFC Maintenance Field Support		0.000	7	0.658	7	0.658	7	0.658	7	0.658	
Central Electronics Shop Productivity Savings		0.000	13	1.101	13	1.101	13	1.101	13	1.101	
Central Warehouse Reduction		0.000	3	0.195	3	0.195	3	0.195	3	0.195	
RCI Pre-Service Inspections		0.000	15	1.152	15	1.152	15	1.152	15	1.152	
<b>Sub-Total Maintenance</b>		<b>\$0.500</b>	<b>58</b>	<b>\$5.499</b>	<b>58</b>	<b>\$5.499</b>	<b>58</b>	<b>\$5.499</b>	<b>58</b>	<b>\$5.499</b>	
<b>Revenue Enhancements:</b>											
<b>Sub-Total Revenue Enhancements</b>		<b>0.000</b>		<b>0.000</b>		<b>0.000</b>		<b>0.000</b>		<b>0.000</b>	
<b>Other:</b>											
Security Posts-Field Locations		0.000	13	0.534	13	0.890	13	0.890	13	0.890	
<b>Sub-Total Other</b>		<b>\$0.000</b>	<b>13</b>	<b>\$0.534</b>	<b>13</b>	<b>\$0.890</b>	<b>13</b>	<b>\$0.890</b>	<b>13</b>	<b>\$0.890</b>	
<b>Total PEGs</b>		<b>(4)</b>	<b>\$5.307</b>	<b>118</b>	<b>\$19.517</b>	<b>277</b>	<b>\$22.637</b>	<b>432</b>	<b>\$36.048</b>	<b>432</b>	<b>\$43.697</b>

<sup>1</sup> Reflects the impact of amendments on year-end positions.

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Administration  
**Program:** Document Imaging System

**Background Details:** Document imaging will allow RTO and Station Divisions to digitize and index paper forms/documents contained in employee files. Paper documents will be converted to electronic format and will be easily accessible. The proliferation of paper documents results in increased operating costs and creates a burden for securing them and providing long term storage.

**PEG Description/Implementation Plan:** Imaging will streamline every aspect of the process for creating and maintaining employee files and will result in savings in staff and a reduction in the cost of filing and archiving documents. It will also replace the technologically outdated Microfiche System in use by Stations. The estimated cost of the imaging equipment (hardware, software, licensing) is \$175,000. This system will be purchased in 2005 and will result in a savings of Train Operator position in 2006 and 2007 and one additional Station Agent position in 2008.

**PEG Implementation Date:** 1/1/2006                      **When will PEG savings begin?:** 1/1/2006

	<b>2005 Mid-Year Forecast</b>	<b>2006 Preliminary Budget</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.072	\$0.072	\$0.144	\$0.144
<b>Total Reduction in Positions Required</b>					
	0	1	1	2	2
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Administration  
**Program:** MOW/Rolling Stock Administrative Savings

<b>Background Details:</b>	Maintenance of Way (MOW) /Rolling Stock (RS) consolidation allows for reduction of 4 Analyst positions; 2 from MOW Administration and 2 from Car Equipment.
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<b>PEG Description/Implementation Plan:</b>			
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.311	\$0.311	\$0.311	\$0.311
<b>Total Reduction in Positions Required</b>	0	4	4	4	4
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Administration  
**Program:** New Car Acceptance Support

**Background Details:** Eliminate six field positions added to the acceptance/testing of new cars including initial acceptance/burn-in, documentation of defects and interface with New Car Engineering.

**PEG Description/Implementation Plan:** This proposal will eliminate four superintendents and two analysts associated with new car field acceptance support. This reduction will require New Car Engineering to absorb the function.

**PEG Implementation Date:** 1/1/2006      **When will PEG savings begin?:** 1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.645	\$0.645	\$0.645	\$0.645
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Administration  
**Program:** Law Administrative Savings

**Background Details:** Law administrative savings include downgrading titles, eliminating a clerical position, and reducing trial assistants budget.

**PEG Description/Implementation Plan:** The implementation will start as of January 2006.

**PEG Implementation Date:** 1/1/2006      **When will PEG savings begin?:** 1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.141	\$0.141	\$0.151	\$0.151
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Administration  
**Program:** No-Fault Loss Transfer Program

**Background Details:** The Law Department has recently embarked on an aggressive program to recover monies paid to injured claimants pursuant to the No-Fault law on accidents where ultimate responsibility lies with another party. This proposal reduces the estimated \$270K budgeted for using outside counsel in this matter, less \$108K for an in-house attorney to perform this work.

**PEG Description/Implementation Plan:** The implementation will start as of January 2006.

**PEG Implementation Date:** 1/1/2006      **When will PEG savings begin?:** 1/1/2006

	<b>2005 Mid-Year Forecast</b>	<b>2006 Preliminary Budget</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	<b>\$0.000</b>	<b>\$0.162</b>	<b>\$0.162</b>	<b>\$0.162</b>	<b>\$0.162</b>
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Administration  
**Program:** Worker's Compensation Loss Transfer Program

<b>Background Details:</b>	Reduce operating expenses by retaining outside counsel to recover via subrogation Workers Compensation sums paid to employees in connection with accidents chargeable to a third party represented by an insurance company.
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<b>PEG Description/Implementation Plan:</b>	Retain outside counsel services to seek recovery of loss transfer revenues on workers' compensation cases. The gross savings under this initiative is projected to be \$1.2 million and reflected in NYCT's Workers Compensation costs.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.930	\$0.930	\$0.930	\$0.930
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Administration  
**Program:** Health and Welfare Savings - Management Actions

**Background Details:** This program represents continued savings in health and welfare costs due to actions taken by Employee Benefits. The savings are primarily due to removal of ineligible employees, retirees, and dependents who were being carried as eligible by HIP and GHI.

**PEG Description/Implementation Plan:** These actions began with the transfer of the health benefit administrative function to New York City Transit.

**PEG Implementation Date:** 1/1/2005      **When will PEG savings begin?:** 1/1/2005

	<b>2005 Mid-Year Forecast</b>	<b>2006 Preliminary Budget</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$4.654	\$4.413	\$4.497	\$4.497	\$4.497
<b>Total Reduction in Positions Required</b>	<b>(5)</b>	<b>(3)</b>	<b>(3)</b>	<b>(3)</b>	<b>(3)</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					



**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Administration  
**Program:** Implement Disease Management Program

**Background Details:** Implement the disease management program which is intended to reduce health benefits costs. A vendor will be selected to originate and manage a chronic disease program by identifying employees at risk, support plan of care, emphasize prevention, continuously evaluate clinical, holistic and economic outcomes and provide feedback.

**PEG Description/Implementation Plan:** Resulting health benefit savings are net of disease management vendor costs.

**PEG Implementation Date:** Jan-06      **When will PEG savings begin?:** Jan-06

	<b>2005 Mid-Year Forecast</b>	<b>2006 Preliminary Budget</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	<b>\$0.000</b>	<b>\$1.400</b>	<b>\$1.400</b>	<b>\$1.400</b>	<b>\$1.400</b>
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Administration  
**Program:** Human Resources' Staffing/Overtime Reduction

**Background Details:** Reduce five administrative positions and unscheduled overtime in Human Resources.

**PEG Description/Implementation Plan:** Position reductions and overtime savings begin January 1, 2006.

**PEG Implementation Date:** 1/1/2006                      **When will PEG savings begin?:** Jan-06

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.010	\$0.432	\$0.432	\$0.432	\$0.432
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Administration  
**Program:** Reduce Revenue Processing Staff

<b>Background Details:</b>	Reduce two positions in the revenue collection and processing functions. One Cashier position will be reduced as a result of re-engineering of LIRR revenue collection and processing functions. One Analyst position will be reduced in currency processing due to anticipated efficiencies at the Consolidated Revenue Facility.
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<b>PEG Description/Implementation Plan:</b>	Two positions will be eliminated beginning January 1, 2006.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.130	\$0.130	\$0.130	\$0.130
<b>Total Reduction in Positions Required</b>					
	0	2	2	2	2
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Administration  
**Program:** Office of Management and Budget Administrative Savings

<b>Background Details:</b>	Eliminate one position and miscellaneous other than personal services (OTPS) in the Office of Management and Budget Staff.
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<b>PEG Description/Implementation Plan:</b>	One Manager's position will be reduced effective 2005. \$25K OTPS savings will be reduced in 2005, \$50K in 2006.		
<b>PEG Implementation Date:</b>	Jan-05	<b>When will PEG savings begin?:</b>	Jan-05

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.143	\$0.179	\$0.129	\$0.129	\$0.129
<b>Total Reduction in Positions Required</b>	1	1	1	1	1
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Administration  
**Program:** Corporate Communications Administrative Savings

<b>Background Details:</b>	Reduce Other Than Personal Services costs for market research and outside marketing services, targeted advertising, magnetic transfers, specialty cards and miscellaneous other accounts. Convert one position in the Special Event unit from non-reimbursable to non-capital reimbursable to coincide with reimbursable film and television projects.
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<b>PEG Description/Implementation Plan:</b>	Budget reductions will begin January 2006.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.607	\$0.607	\$0.607	\$0.607
<b>Total Reduction in Positions Required</b>	0	1	1	1	1
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Administration  
**Program:** Reduce Circuit Design Staff

<b>Background Details:</b>	Reduce support staff that performs circuit design, coordination and installation for all voice and data services. Reductions will increase timeframes from 3-4 weeks from request to completion to 6-8 weeks (based on the size of the request). In 2004, there were over 1,500 requests for phones and data services.
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<b>PEG Description/Implementation Plan:</b>	Reduce six positions beginning January 2006.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.513	\$0.513	\$0.513	\$0.513
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Administration  
**Program:** Labor Relations Administrative Savings

**Background Details:** The savings reflects a reduction in overtime hours and OTPS.

**PEG Description/Implementation Plan:** Reduce overtime and OTPS. Reductions will begin January 2006.

**PEG Implementation Date:** Jan-06      **When will PEG savings begin?:** Jan-06

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.075	\$0.075	\$0.075	\$0.075
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Administration  
**Program:** Controller's Administrative Savings

<b>Background Details:</b>	Reduce Controller's staff by one position, overtime in all sections and miscellaneous other than personal services (OTPS).
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<b>PEG Description/Implementation Plan:</b>	The implementation will start as of January 2006.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.112	\$0.112	\$0.112	\$0.112
<b>Total Reduction in Positions Required</b>	0	1	1	1	1
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					



**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Customer Convenience & Amenities  
**Program:** Reduce Grand Central Station Information Booth Hours

<b>Background Details:</b>	Customer Service representatives provide bus and subway information and maps to customers passing through Grand Central Station. The information booth is staffed from 8:00 am to 8:00 pm, Monday to Friday and from 9:00 am to 5:00 pm on weekends. This proposal will reduce information booth hours to 8:00 am to 4:00 pm Monday through Friday and eliminate staffing on weekends and holidays.
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<b>PEG Description/Implementation Plan:</b>	Reduced information booth hours will begin January 2006. Most customer requests are for maps, directions to Grand Central Terminal amenities and to the Lexington Avenue line. Most customer requests can be handled by MetroNorth employees.		
<b>PEG Implementation Date:</b>	Jan-06	<b>When will PEG savings begin?:</b>	Jan-06

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.117	\$0.117	\$0.117	\$0.117
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Direct Service  
**Program:** Hybrid Bus Fuel Savings

**Background Details:** This PEG represents the savings achieved due to better fuel efficiency of hybrid electric buses relative to the balance of the diesel and CNG bus fleets. Under current plans, the DOB fleet will include 1,075 Hybrid buses by 2010. Hybrid buses currently are averaging 3.6 mpg versus 2.4 mpg for standard buses. With this complement of Hybrid Electric buses, DOB is expected to consume approximately 12 million gallons less fuel over the 2005-2010 period which will generate diesel fuel savings and create a cleaner environment.

**PEG Description/Implementation Plan:** The purchase of Hybrid buses has created a diesel fuel savings.

**PEG Implementation Date:** 1/1/2006      **When will PEG savings begin?:** 1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$1.247	\$1.870	\$2.805	\$4.363
<b>Total Reduction in Positions Required</b>	0	0	0	0	0
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Service Support  
**Program:** Grand Concourse Master Tower

<b>Background Details:</b>	The Concourse Line Project will furnish and install a new conventional signal system on the Concourse Line from 125th Street in Manhattan to 205th Street in the Bronx. It will enhance safety and improve the operational flexibility and reliability of the signal system on the Concourse Line. As part of this project, the Grand Concourse Master Tower will be refurbished with automated tower switching equipment.
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<b>PEG Description/Implementation Plan:</b>	Five Tower Operator positions can be eliminated, due to automation of train routing, when the Master Tower at Grand Concourse comes online in mid 2006.
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<b>PEG Implementation Date:</b>	6/1/2006	<b>When will PEG savings begin?:</b>	6/1/2006
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	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.203	\$0.348	\$0.348	\$0.348
<b>Total Reduction in Positions Required</b>	0	5	5	5	5
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Service Support  
**Program:** L Line / CBTC Switching Conductors

<b>Background Details:</b>	As part of the Canarsie Line Communication-Based Train Control (CBTC) project, the Canarsie Yard will have full CBTC operational capabilities.
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<b>PEG Description/Implementation Plan:</b>	Four Conductor positions performing hand switching jobs can be eliminated due to automation of Canarsie Yard switching functions.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	<b>\$0.000</b>	<b>\$0.255</b>	<b>\$0.255</b>	<b>\$0.255</b>	<b>\$0.255</b>
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Service Support  
**Program:** Miscellaneous Tower Operator Switching Reductions

<b>Background Details:</b>	The Tower Operator work program was reconfigured to make more efficient use of Work As assigned (WAA) time.
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<b>PEG Description/Implementation Plan:</b>	This proposal reflects various efficiencies in Subdivision "B" yard and station switching operations. In addition, re-work of the Tower Operator work program resulted in efficiencies as well.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	<b>2005 Mid-Year Forecast</b>	<b>2006 Preliminary Budget</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	<b>\$0.000</b>	<b>\$0.487</b>	<b>\$0.487</b>	<b>\$0.487</b>	<b>\$0.487</b>
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Service Support  
**Program:** OPTO #7 Line - Dec 07

<b>Background Details:</b>	With the introduction of the R142/A cars on the Flushing line, an opportunity exists for implementation of One Person Train Operation (OPTO) in conjunction with other safety enhancements including CCTV's and Passenger Emergency Intercom (PEI) systems.
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<b>PEG Description/Implementation Plan:</b>	Implementation of OPTO on the #7 line will result in a net reduction of 89 Conductor positions. This includes redeployment of 30 Conductors for platform duties. Implementation is scheduled for December 2007, contingent upon equipment availability and CCTV installation along the Flushing corridor.		
<b>PEG Implementation Date:</b>	12/1/2007	<b>When will PEG savings begin?:</b>	12/1/2007

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.000	\$0.474	\$5.676	\$5.676
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>89</b>	<b>89</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Service Support  
**Program:** OPTO J Line - Fall 07

<b>Background Details:</b>	With the introduction of the R160 cars on the Jamaica line, an opportunity exists for implementation of OPTO in conjunction with other safety enhancements such as CCTV and Passenger Emergency Intercom (PEI) systems.
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<b>PEG Description/Implementation Plan:</b>	Reduction of 70 Conductor positions on the J Line through the implementation of full-time One Person Train Operation. Scheduled implementation on September 1, 2007 dependent on availability of R160 cars.		
<b>PEG Implementation Date:</b>	9/1/2007	<b>When will PEG savings begin?:</b>	9/1/2007

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.488</b>	<b>\$4.464</b>	<b>\$4.464</b>
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>70</b>	<b>70</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Service Support  
**Program:** OPTO M Line - Weekdays, Spring 2008

<b>Background Details:</b>	With the introduction of the R160 cars on the Myrtle Avenue line, an opportunity exists for implementation of One Person Train Operation (OPTO) in conjunction with other safety enhancements such as CCTV installation and Passenger Emergency Intercom (PEI) systems.
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<b>PEG Description/Implementation Plan:</b>	This proposal allows for reduction of 44 Conductor positions on the M Line through the implementation of full-time One Person Train Operation. Implementation is scheduled for May 2008 dependent on availability of R160 cars.		
<b>PEG Implementation Date:</b>	5/1/2008	<b>When will PEG savings begin?:</b>	5/1/2008

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.000	\$0.000	\$1.963	\$2.945
<b>Total Reduction in Positions Required</b>	0	0	0	44	44
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					



**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Service Support  
**Program:** OPTO N Line - Fall 08

<b>Background Details:</b>	With the introduction of the R160 cars on the N line, an opportunity exists for implementation of OPTO in conjunction with other safety enhancements such as CCTV and Passenger Emergency Intercom (PEI) systems.
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<b>PEG Description/Implementation Plan:</b>	Reduction of 110 Conductor positions on the N Line through the implementation of full-time One Person Train Operation. Scheduled implementation on September 1, 2008 dependent on availability of R160 cars.		
<b>PEG Implementation Date:</b>	9/1/2008	<b>When will PEG savings begin?:</b>	9/1/2008

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.000	\$0.000	\$2.253	\$7.362
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>110</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Service Support  
**Program:** Subdivision "A" Managerial Reductions - Automatic Train Supervision (ATS)

**Background Details:** The implementation of Automatic Train Supervision (ATS) in Subdivision A will transfer the functions from the lines to the Rail Control Center (RCC) without impacting the delivery of service to customers.

**PEG Description/Implementation Plan:** Three field Managers can be eliminated due to automation of train dispatching (routing) when the Automatic Train Supervision (ATS) System is fully operational in 2006.

**PEG Implementation Date:** 1/1/2006                      **When will PEG savings begin?:** 1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.353	\$0.353	\$0.353	\$0.353
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Service Support  
**Program:** Eliminate Annual Cordon Count

<b>Background Details:</b>	Eliminate the annual cordon count survey, which is an annual survey that counts the number of passengers entering and exiting the Manhattan Central Business District, over East River crossings and 60th Street.
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<b>PEG Description/Implementation Plan:</b>	Operations Planning will eliminate 7 part-time traffic checkers beginning January 1, 2006. Operations Planning will continue to collect data using peak period/max load point checks at selected points that coincide with cordon locations.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	<b>\$0.000</b>	<b>\$0.148</b>	<b>\$0.148</b>	<b>\$0.148</b>	<b>\$0.148</b>
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Service Support  
**Program:** Eliminate Overnight Performance Indicator Program

<b>Background Details:</b>	The performance indicators program monitors daytime and overnight wait assessment and enroute on-time performance/schedule adherence. This initiative will eliminate the overnight bus and subway performance surveys between the hours of 10 pm and 6 am.
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<b>PEG Description/Implementation Plan:</b>	The elimination of the overnight performance monitoring program will eliminate ten part-time traffic checking positions beginning 1/1/06.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.213	\$0.213	\$0.213	\$0.213
<b>Total Reduction in Positions Required</b>	0	0	0	0	0
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Service Support  
**Program:** Eliminate Traffic Checker Ops Desk - Nights/Wkends

<b>Background Details:</b>	Eliminate overnight and weekend staffing at the traffic checker operations desk. Currently, the traffic checker operations desk is staffed 7x24 and serves all dispatching functions and takes traffic checker sick calls.
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<b>PEG Description/Implementation Plan:</b>	This initiative eliminates three positions beginning January 1, 2006. Operations Planning will absorb overnight dispatching functions with operational changes and will establish a dedicated "sick" line to handle sick calls.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	<b>\$0.000</b>	<b>\$0.339</b>	<b>\$0.339</b>	<b>\$0.339</b>	<b>\$0.339</b>
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Maintenance  
**Program:** RTO Maintenance Support Savings

<b>Background Details:</b>	Subdivision C has a total of 1,100 employees allocated among five support units. They provide support for diversions, flagging, work trains, as well as the contract reviews necessary to facilitate capital projects and maintenance activities along the right-of-way. In addition, in support of the MOW Signal Division, RTO operates a work train that delivers material and supplies to various signal maintenance facilities throughout the system.
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<b>PEG Description/Implementation Plan:</b>	This proposal eliminates five Subdivision "C" positions in hand switching, tower operations, work train operations, and yard dispatching. RTO is also eliminating the Conductor from the Signal Dolly in Subdivision "B", and the function of opening and closing the doors of this work train will be taken over by the Train Operator.
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<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006
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	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.429	\$0.429	\$0.429	\$0.429
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Maintenance  
**Program:** Consolidate Machine Shops

**Background Details:** Currently there are separate machine shops at the Coney Island Overhaul Shop and the 207th Street Overhaul Shop. This proposal will eliminate the 207th Street Machine Shop and consolidate all work at Coney Island.

**PEG Description/Implementation Plan:** This proposal would eliminate one supervisor and five CMB's by consolidating all the work at the Coney Island Machine Shop.

**PEG Implementation Date:** 1/1/2006      **When will PEG savings begin?:** 1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.469	\$0.469	\$0.469	\$0.469
<b>Total Reduction in Positions Required</b>					
	0	6	6	6	6
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Maintenance  
**Program:** Reduce Overtime - "B" Defect Repairs

<b>Background Details:</b>	"B" defects include small cracks or corrosion in various structural steel elements that do not pose an imminent threat to safety or passenger service. The Iron Operations Unit is responsible for performing "B" defect repairs. There have been consistent underruns in its overtime budget.
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<b>PEG Description/Implementation Plan:</b>	This proposal reduces the overtime budget for the Iron Operations Unit by 50% or 16,770 hours. As Iron Operations has consistently underrun its overtime budget, this savings will not impact their ability to address "B" defects.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.522	\$0.522	\$0.522	\$0.522
<b>Total Reduction in Positions Required</b>	0	0	0	0	0
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					



**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Maintenance  
**Program:** Reduce Power Ops Emergency Crew Helpers

<b>Background Details:</b>	Batteries are part of a fail safe system which provides power to mission critical circuits - they operate circuit breakers, emergency alarms and tube shell circuits even during local utility power outages. In addition to performing an average of 1,380 battery maintenance procedures per year, the Power Operations Emergency Crews respond to all system emergencies. This includes but is not limited to responding to Con Edison and LIPA utility outages; securing and restoring power equipment for General Order work; addressing Supervisory Control and Data Acquisition (SCADA) equipment failures; responding to and investigating Tube Shell operations, Ground Protection operations (approximately 12 per year per crew) and intrusion alarms.
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<b>PEG Description/Implementation Plan:</b>	This is a reduction of 8 Helper positions effective 1/1/06. This reduction will not compromise emergency operations. All emergency situations will continue to be addressed quickly and safely.			
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006	

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.473	\$0.473	\$0.473	\$0.473
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Maintenance  
**Program:** Buses Hardware Savings

**Background Details:** Since 2000 DOB has contracted for the purchase, and on-site delivery, of various maintenance related hardware materials. Through centralized management, DOB has lowered overall hardware unit costs, improved material availability and quality, and streamlined the material's hardware acquisition process. As a result of these initiatives, DOB anticipates that it will be able to reduce its future hardware costs by \$500 k annually.

**PEG Description/Implementation Plan:**

**PEG Implementation Date:** 1/1/2006      **When will PEG savings begin?:** 1/1/2006

	<b>2005 Mid-Year Forecast</b>	<b>2006 Preliminary Budget</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	<b>\$0.500</b>	<b>\$0.500</b>	<b>\$0.500</b>	<b>\$0.500</b>	<b>\$0.500</b>
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Maintenance  
**Program:** AFC Maintenance Field Support

<b>Background Details:</b>	AFC Maintenance will consolidate functions and achieve a reduction of seven positions. These reductions will have impact on the following functions: defining, testing and implementing functionality of software; refresher training schedules; installation acceptance test schedules for AFC equipment; and CADD (drawing) preparations for AFC installations.
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<b>PEG Description/Implementation Plan:</b>	To alleviate the impact of the reductions, AFC Maintenance will reduce the schedule peak of each of the activities by spreading them over a more sustainable schedule. The reductions will begin January 2006.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.658	\$0.658	\$0.658	\$0.658
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Maintenance  
**Program:** Central Electronics Shop Productivity Savings

<b>Background Details:</b>	Productivity improvements will yield 5% savings (13 positions) in the Central Electronics Shop (CES). Savings can be realized due to increased efficiency of shop operations, including increased span of control for managers, the streamlining of the technical research and review function in the Electronics Integrations group, elimination of maintainers in Shipping and Receiving due to the use of bar code readers, and the transfer of the CES Machine Shop to Electronic Maintenance Division's (EMD's) Bus Electronics Maintenance Division which will also be headquartered at EMD's Glendale facility. This allows the Machine Shop's supervision to be absorbed into Bus Electronic Maintenance's existing management structure.
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<b>PEG Description/Implementation Plan:</b>	Productivity savings will begin January 2006.		
<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$1.101	\$1.101	\$1.101	\$1.101
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Maintenance  
**Program:** Central Warehouse Reduction

<b>Background Details:</b>	Reduce warehousing costs by reducing three hourly positions. This will result in further increases in the backlog in the Pick File and receiving dock receipts, and a further loss in kit production hours.
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<b>PEG Description/Implementation Plan:</b>	The implementation will start as of January 2006.		
<b>PEG Implementation Date:</b>	Jan-06	<b>When will PEG savings begin?:</b>	Jan-06

	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.195	\$0.195	\$0.195	\$0.195
<b>Total Reduction in Positions Required</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
July Financial Plan 2006 - 2009  
Program to Eliminate the Gap Worksheet  
(\$ in millions)**

**PEG Category:** Maintenance  
**Program:** RCI Pre-Service Inspections

**Background Details:** With the continuing improvement in subway car reliability as well as a continuing increase in Mean Distance Between Failure (MDBF) of the subway car fleet it has been decided to eliminate 13 Road Car Inspector (RCI) positions (one per maintenance shop) involved with pre-service inspections as well as one each at the overhaul shops. There are currently 205 RCI's assigned to the maintenance and overhaul shops, this would reduce the number by 15 positions.

**PEG Description/Implementation Plan:** This proposal will eliminate 15 RCI positions, one position from each of the 13 maintenance shops involved with pre-service inspections, and one position from each of the overhaul shops. This reduction will require the remaining 190 RCI positions to absorb this function.

**PEG Implementation Date:** 1/1/2006                      **When will PEG savings begin?:** 1/1/2006

	<b>2005 Mid-Year Forecast</b>	<b>2006 Preliminary Budget</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$1.152	\$1.152	\$1.152	\$1.152
<b>Total Reduction in Positions Required</b>	0	15	15	15	15
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

**MTA New York City Transit  
 July Financial Plan 2006 - 2009  
 Program to Eliminate the Gap Worksheet  
 (\$ in millions)**

**PEG Category:** Safety & Security  
**Program:** Security Posts-Field Locations

<b>Background Details:</b>	Eliminate/reduce security coverage at Kingsbridge Depot, Cozine Iron Shop, Woodside Shop, and Livingston Street.
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<b>PEG Description/Implementation Plan:</b>	Reduced Property Protection Agent coverage is possible with installation of security equipment. PM & Night coverage at post 77B, Kingsbridge Depot Tower will be eliminated. This agent is responsible for fire alarm monitoring and surveillance, not access control; the alarm monitoring function will be transferred back to the Depot. One-time OTPS funding is provided to relocate the existing security booth and fire alarm monitor to the dispatcher's station. At Cozine Iron Shop, the AM & PM tours, M-F at post 35A will be eliminated, with access at this entrance controlled by a HEET; funding is provided for installation of an intrusion detection system. Woodside Shop 24X7 coverage at post 21A will be eliminated, with access controlled by a HEET. Finally, installation of Livingston Plaza lobby turnstiles facilitates eliminating the AM tour M-F at post 50B, the second lobby post.
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<b>PEG Implementation Date:</b>	1/1/2006	<b>When will PEG savings begin?:</b>	1/1/2006
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	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<i>Financial Impact (Operating)</i>					
Net Savings (in millions)	\$0.000	\$0.534	\$0.890	\$0.890	\$0.890
<b>Total Reduction in Positions Required</b>	0	13	13	13	13
Current Vacancies					
<i>Impact on Operations:</i>					
Ridership Per Week (in thousands)					
Mean Distance Between Failure					
On-Time Performance					
Other (Identify Appropriate Indicator):					

## **Total Non-reimbursable and Reimbursable Positions**

### **2005: July Financial Plan vs. February Financial Plan**

The total number of NYC Transit positions in 2005 increased by 302 in the July Plan as compared to the February Plan. The 2005 increase is mainly attributable to increases in the following programs:

- Defer bus off-peak guidelines to 2006 (164 positions)
- Implementation delay on the L line OPTO (55 positions)
- Cleaning initiatives in Track and Stations (37 positions)
- ATS/CBTC Implementation Delays (30 positions)

### **2006: July Financial Plan vs. February Financial Plan**

The total number of NYC Transit positions in 2006 increased by 437 in the July Plan as compared to the February Plan. The 2006 increase is mainly attributable to increases in the following programs:

- Cleaning initiatives in Track and Stations (94 positions)
- Increased traffic checking to monitor off-peak bus loads (77 FTE's)
- Defer bus off-peak guidelines (72 positions)
- ATS/CBTC Implementation Delays (72 positions)
- SMS Plan Revision (44 positions)
- Stop circuit modifications (26 positions)
- Program to reduce broken rail incidents (21 positions)
- LED signal head conversions (16 positions)

### **2007: July Financial Plan vs. February Financial Plan**

The total number of NYC Transit positions in 2007 increased by 63 in the July Plan as compared to the February Plan. The 2007 increase is mainly attributable to increases in the following programs:

- Cleaning initiatives in Track and Stations (94 positions)
- Increased traffic checking to monitor off-peak bus loads (68 FTE's)
- Defer bus off-peak guidelines (62 positions)
- Stop circuit modifications (26 positions)
- Program to reduce broken rail incidents (21 positions)
- LED signal head conversions (16 positions)
- These major increases are offset by several significant programmatic reductions (i.e. Bus Shop Plan revision – 108 position reduction; Charleston Annex delay – 62 positions; Grand Avenue construction delay – 46 positions).



## **2008: July Financial Plan vs. February Financial Plan**

The total number of NYC Transit positions in 2008 increased by 402 in the July Plan as compared to the February Plan. The 2008 increase is mainly attributable to increases in the following programs:

- Bus Shop Plan Revision (202 positions)
- Cleaning initiatives in Track and Stations (94 positions)
- Defer bus off-peak guidelines (62 positions)
- Stop circuit modifications (26 positions)

## **2009: July Financial Plan vs. February Financial Plan**

The total number of NYC Transit positions in 2009 increased by 220 in the July Plan as compared to the February plan. The 2009 increase is mainly attributable to increases in the following programs:

- Cleaning initiatives in Track and Stations (94 positions)
- Bus Shop Plan Revision (92 positions)

## **Ridership (Utilization)**

In 2005, ridership increased from the February Plan by 1.288 million due to the deferral of the implementation of the bus off-peak loading guideline changes until 2006.

The ridership changes for the years 2006 through 2009 were due to re-estimates of the bus off-peak loading guideline changes as follow:

- 2006 ridership increased by 0.070 million
- 2007-2009 ridership increased by 3.029 million

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2006-2009**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE and REIMBURSABLE**

	2004 Actuals	2005 Mid-Year Forecast	2006 Preliminary Budget	2007	2008	2009
<b>Administration</b>						
Office of the EVP	17	18	18	18	18	18
Human Resources	475	459	468	453	453	453
Office of Management and Budget	33	35	35	35	35	35
Technology & Information Services	561	514	515	512	512	505
Materiel	264	257	256	256	256	256
Controller	238	236	236	236	236	236
Office of the President	6	5	5	5	5	5
Law	286	304	304	304	304	304
Corporate Communications	291	294	295	295	295	295
Non-Departmental	-	11	11	11	11	11
Labor Relations	111	103	102	102	102	102
Total Administration	2,282	2,236	2,245	2,227	2,227	2,220
<b>Operations</b>						
Subways Service Delivery	11,400	11,319	11,243	11,160	11,163	11,165
Buses	10,408	10,391	9,978	10,048	10,059	10,058
Paratransit	110	109	109	109	109	109
Operations Planning	402	413	503	460	424	416
Revenue Control	443	473	479	479	479	479
Total Operations	22,763	22,705	22,312	22,256	22,234	22,227
<b>Maintenance</b>						
Subways Service Delivery	2,629	2,859	2,866	2,842	2,842	2,840
Maintenance of Way & Rolling Stock	12,745	12,711	12,845	12,751	12,778	12,595
Buses	3,710	3,704	3,796	3,846	3,966	3,927
Revenue Control	131	131	131	131	131	131
Supply Logistics	556	557	557	557	557	557
System Safety	95	90	90	90	90	90
Total Maintenance	19,866	20,052	20,285	20,217	20,364	20,140
<b>Engineering/Capital</b>						
Capital Program Management	1,495	1,566	1,566	1,566	1,566	1,566
Total Engineering/Capital	1,495	1,566	1,566	1,566	1,566	1,566
<b>Public Safety</b>						
Subways Senior VP	577	580	573	537	535	535
Total Public Safety	577	580	573	537	535	535
<b>Baseline Total Positions</b>						
	<b>46,983</b>	<b>47,139</b>	<b>46,981</b>	<b>46,803</b>	<b>46,926</b>	<b>46,688</b>
<b>Non-Reimbursable</b>						
	40,985	41,889	41,900	41,804	41,943	41,796
<b>Reimbursable</b>						
	5,998	5,250	5,081	4,999	4,983	4,892
<b>Total Full-Time</b>						
	46,721	46,936	46,697	46,552	46,711	46,481
<b>Total Full-Time Equivalents</b>						
	262	203	284	251	215	207
<b>Impact of:</b>						
2006 Program to Eliminate the Gap	-	4	(129)	(288)	(443)	(443)
<b>Total Positions</b>						
	46,983	47,143	46,852	46,515	46,483	46,245
<b>Non-Reimbursable</b>						
	40,985	41,893	41,771	41,516	41,500	41,353
<b>Reimbursable</b>						
	5,998	5,250	5,081	4,999	4,983	4,892
<b>Total Full-Time</b>						
	46,721	46,940	46,579	46,275	46,279	46,049
<b>Total Full-Time Equivalents</b>						
	262	203	273	240	204	196

**MTA New York City Transit**  
**July Financial Plan 2006 - 2009**  
**Ridership/Traffic Volume (Utilization)**  
**(in millions)**

	<b>2004</b>	<b>2005</b>	<b>2006</b>			
	<b>Actuals</b>	<b>Mid-Year</b>	<b>Preliminary</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
		<b>Forecast</b>	<b>Budget</b>			
Subway	1,426.040	1,446.133	1,462.755	1,480.319	1,493.006	1,493.859
Bus	740.586	747.938	751.969	758.056	764.220	764.621
Paratransit	3.983	4.664	5.270	5.955	6.730	7.604
<b>Baseline Total Ridership</b>	<b>2,170.609</b>	<b>2,198.735</b>	<b>2,219.994</b>	<b>2,244.330</b>	<b>2,263.956</b>	<b>2,266.084</b>
Impact of: PEG Program						
<b>Total Ridership</b>	<b>2,170.609</b>	<b>2,198.735</b>	<b>2,219.994</b>	<b>2,244.330</b>	<b>2,263.956</b>	<b>2,266.084</b>